



ChainLinks

The newsletter of the Cycling Advocates Network (NZ) April/May 1999

New CAN Supporting Organisations

Auckland Cycle Touring Association

Welcome to the Auckland Cycle Touring Association, which has recently joined CAN as a supporting organisation. ACTA was formed in 1948 to cater for cyclists interested in riding in the company of others. Currently the Club has a membership of around 100 covering a wide age range.

The Club organises easy paced, non-competitive rides every weekend, ranging from 50km to around 100 km, through places like Auckland's suburbs or the Coromandel Peninsula. There are frequent coffee stops.

ACTA's current ride list can be viewed on their web site at <http://mysite.xtra.co.nz/~cammac>. Most rides are on Sundays but there are also Saturday rides about once a month and long weekend rides that explore roads farther afield. There are frequent social events.

For further information about ACTA phone or email the Club Secretary, John Gregory on 09 625 6508 or gregory@buckley.pl.net or the Club Captain, Bryan Taylor on 09 624 1036. 🚲

Christchurch City Council

Welcome also to the Christchurch City Council (CCC) which has recently joined CAN as a supporting organisation. Unlike for ACTA, we won't describe what CCC does! CCC of course led the way in New Zealand when it appointed the first local authority Cycling Officer some years ago, a position currently held by Alix Newman. CAN thanks CCC for their support and hopes that other local and regional authorities will follow suit and show their support for cycling. 🚲

Membership Renewals



Thanks very much to CAN members who have renewed their subscriptions for 1999 and also to those who have given additional donations.

CAN subscription renewal notices were sent out at the end of 1998 and also in March this year. For those of you who have not yet renewed your membership, this will be the last issue of *ChainLinks* that you will receive until you do so. We feel that this is only fair to those who have paid their membership. 🚲

Elizabeth Yeaman, Membership Secretary

Palmerston North Cycle Officer Appointed

Palmerston North City Council adopted its BikePlan in June 1998, leading the way in New Zealand for cycle policy. The Council had already, at the instigation of the Bike Plan Working Party, incorporated an investigation into a cycle/pedestrian bridge across the Manawatu into its Annual Plan. However since then progress on its implementation has not been stellar, and the cycle/pedestrian bridge also recently hit a bump in the road – see story elsewhere in this issue.

However hopes are now high that all this will soon change. As from Monday 12 April Palmerston North has its first Cycle Officer, Rebecca Blyth, working 20 hours a week – an amount to be reviewed in a few months. Rebecca is a long time cyclist, having cycled throughout primary and secondary school and more recently through four years at Massey University. Cycle Aware Palmerston North has welcomed the appointment and are hoping Rebecca may speak at their AGM in May. ☺

Cycle Aware Palmerston North

Pedestrian Bridge Crossing Comes After Advocate Killed

Palmerston North, Feb 26 – Transit New Zealand will build a cycle and pedestrian crossing under a Manawatu bridge, after it claimed the life of a cyclist last year who advocated work be done on it.

Transit spokesman Errol Christiansen said work would start in January next year Whirokino bridge, which crosses the Manawatu River on State Highway One just south of Foxton, and should be completed by March.

Shannon cycling identity Ken Everett was killed while cycling on the bridge in April 1997. He had tried for several years to encourage Transit New Zealand to upgrade it.

Mr Christiansen said the 1km-long bridge was only 7.3 metres wide and there had never been provision for cyclists or pedestrians.

“It is a real hazard for these people. It’s difficult for faster-moving traffic to pass cyclists. It can lead to queuing, rear-end collisions and direct accidents involving bicycles. It also makes the road environment very intimidating for cyclists, especially in wet or windy conditions.”

The new path would involve the construction of ramps down both sides of the highway at the northern end, linking below the bridge and following the existing track. A crossing about two metres wide and 25 metres long would be built across the river drain.

Because there were floodgates upstream, the path and the crossing would be designed to be flooded. ☺

NZPA, 26/02/99

Cycle/Pedestrian Bridge: A Manawatu Mystery...

At the instigation of the then Bike Plan Working Party the investigation of a cycle/pedestrian bridge over the Manawatu river in Palmerston North was included in the Palmerston North City Council's (PNCC) Annual Plan in 1998/99. The argument for the bridge was simple:

- the BikePlan had a target to increase cycling, in particular to Massey University, and
- cycling was dropping to Massey, partly due to the conversion of the main route to the University, Fitzherbert Avenue & Bridge, into a four-lane highway which left little room for cyclists (though they had only recently made up some 40% of the rush-hour vehicles on the route).

A bridge, if feasible, was seen as addressing both these issues. The proposal received over 600 submissions from the public in support, the second highest level of submissions on record – the highest being an issue on branch libraries some years ago.

Though it took till early 1999 for the feasibility study to get underway, a contract was finally awarded to a consortium of Opus Consultants, the PNCC Technical Services, and Ormond Stock Associates – local architects.

Then silence...

We take up the story in late March...

Sunday 21 March

The local free Sunday paper, The Tribune, carries an article stating the Feasibility Study was finished, but was being kept secret until the Council Committee meetings at which it would be debated and accepted/rejected.

Cycle Aware Palmerston North (CAPN) were understandably interested, they'd only recently inquired on its progress but had got little detail. CAPN also had concerns over consultation, neither they or the Massey Students Association (MUSA) had been consulted – and students of course make up a fair proportion of the cyclists. Given one of the actions was to assess current and potential cyclists, consultation or surveys seemed in order – none had happened. Why was it being kept secret?

Late Sunday CAPN faxed the Rooding Manager of PNCC requesting a copy of the report.

Monday 22 March

CAPN received the following email:

“Contrary to what the Tribune newspaper reported on 21 March 1999 the Feasibility Study for the cycle/pedestrian bridge hasn't as yet been finalised.

There has been a large volume of consultation particularly in relation to land usage and with iwi. CAPN has not, at this time, been consulted

with directly although the intention is to do so later on this week or early next week. The Bike Plan, which CAPN had a large input into, is being used as the guiding document and the feasibility report where possible, is based around these outcomes and attempts to verify some of the quantities stated in that document.”

Tuesday 30 March

Late in the evening the phone rings at a CAPN household...

“Have you read the Study?” asked the caller

A short while later a copy has been borrowed, phone calls made to hold the CAPN Annual Plan submission, and the Study is being read...

So that’s why it was so secret!

You guessed, the Study rejected the idea. But that wasn’t what was worrying, as the Study came out with a benefit/cost ration of 1.1 (which means the dollar benefits from constructing the bridge are 1.1 times greater than the cost of the bridge) CAPN might well have argued for it based on it being more-or-less “break even” in Transfund terms, but much more than that in community, environmental and Bike Plan terms. (Note: Transfund currently only funds roads if the benefit/cost ratio is 4 or greater.)

What was worrying was primarily the methodology, and also the accuracy (“519 cyclists ... [previously] 631 cyclists ... a drop of 82%” – and that one was easy to spot!). Jeeze, we’d have kept it secret!

The Council meeting was one week later, 6 April, and Easter was in between. Time for Advocate Action!

Wednesday 31 March

0830: CAPN member emerges from print room armed with 4 newly bound copies (well the date got accidentally changed from March to 1 April...) of the Study.

Copies are soon distributed to other members. MUSA President gets a copy, with CAPN’s compliments. They really liked the reason of cars increasing after the four-laning “application of the Student Loan Scheme, which has seen many students elect to fund the purchase of motor vehicles, thus avoiding the need to cycle”

By the end of the day CAPN and MUSA (without coordination) had booked to speak at the Tuesday Council Meeting.

Thursday 1 April

The hard work begins. CAPN’s Annual Plan submission is hastily updated – it’s due on Tuesday as well! Meanwhile the Study is being ripped apart, the BikePlan read, and a report prepared. The more CAPN reads the more the question occurs “They PAID for this?”...

CAPN interviewed by The Tribune.

Sympathetic Councillors are also working away. Looking at the costings, the methodology, the Hutt River cycle bridge...

Saturday 3 April

CAPN on Newstalk ZB.

Sunday 4 April

The Tribune published.

Monday 5 April, Late

CAPN collecting fax numbers and faxing Council Committee members copies of its 6 page analysis.

Tuesday 6 April, 1630

The Committee Meeting. CAPN present, quizzed. MUSA present, quizzed. Reports authors present, mauled. Councillor moves CAPN's alternative recommendations (throw it out and do it right). After much debate, the overwhelming majority supportive of the CAPN position, the City Manager offers to produce a revised set of recommendations to satisfy all, including the minority who feel the report has some merit...

Did cycling, democracy, and CAPN win? It looks like it, but we have to wait a few more weeks. What we need to remember it to always be vigilant.

We've no idea why the report was "secret", we'll probably never find out – this event falls into the old debate between the cockup and conspiracy theories of government. The report itself raises more questions than it answers, it missed the point of the study so completely, in other words failed its brief, its hard to imagine what the consultant group was thinking.

Let's hope that next time it is done right, whether we get a bridge is another matter, we'll have to see if it is feasible and would further the actions and goals of the BikePlan. It has also been proposed as a Millennium Project.

CAPN would like to thank the many Councillors who supported us. 🚲

Cycle Aware Palmerston North

Member Discounts on Cycle Tours

CAN has negotiated a 10% discount for its members on cycle touring packages from two companies in NZ and Australia. When booking, state that you are a member of the Cycling Advocates' Network of NZ. Only individual or family members of CAN, or members of organisations affiliated to CAN are eligible for the discount. Members of supporting organisations need to join CAN as individuals to qualify. For more information about what each company offers, contact them directly.



- **ROC (Remote Outback Cycle Tours Australia)** Tours include: “The Great Victoria Desert Ride” (Perth to Ayers Rock, 5 days / 4 nights); “MacDonnell Ranges Cycling Adventure” (Ayers Rock to Alice Springs, 5 days / 4 nights); “Katherine and Kakadu Explorer” (Alice Springs to Darwin, 4.5 days / 4 nights); “Gibb River Road Cycling Experience” (Darwin to Broome, 14 days / 13 nights).

For further information, contact: PO Box 1179, West Leederville, WA 6901, Australia; Tel. 61-8-9244 4614, Fax 61-8-9244 4615; E-mail roc@cycletours.com.au; Web site <http://www.cycletours.com.au>

- **New Zealand Pedal Tours** Tours include: Coromandel Peninsula (6 days/6 nights or 4 days/4 nights); Tantaliser (N. & S. Islands, 15 days; they also offer the option to cycle just the NI or just the SI, 9 days); Coast to Coast (SI, 7 days/7 nights). Larger discounts by arrangement if you get a group of friends together – they will run a special trip tailored to your needs, on or off road, short or long, budget or upmarket.

For further information, contact NZ Pedal Tours: Tel 64-9-302 0968, Fax 64-9-302 0967; Web site <http://www.pedaltours.co.nz>; E-mail info@pedaltours.co.nz ☺

World Roundup

USA: Cyclist Fined For Camping – Happy With Sentence

Cruiser Bob – or Bob Kiger as his real name is, is not any ordinary cyclist. For years he ran a fairly large business on Hawaii, renting bikes to cyclists.

Later he moved to California, where he runs a bike shop and works as a tour guide along the California coast. And it was along these beautiful stretches, that he felt compelled to break the law. He camped illegally, simply because he couldn't find a legal camping site for 160 km. The only spots around were reserved for motorhomes – supposedly because they carry their own toilets.

“There are precious few undeveloped sections of land along the California Coast or for miles inland. If we allow the State to discriminate against bicycle tourists having a campsite, then eventually there will be no bicycle touring in California. And as goes California, so goes...,” Cruiser Bob explains his mission.

Cruiser Bobs explanations didn't help much, when he was immediately fined for camping in the woods, and for wandering off the trail. “I asked the officer where I should camp, but he couldn't point out a spot”, Bob remembers.

Cruiser Bob took his case in front of a judge, and was fined Bob 400 dollars. But the judge immediately converted the fine to 40 hours of community service. Bob Kiger has work for the Torrey Pines Preservation Association, where he camped illegally. His job is specifically to work with the

Association to develop solutions to San Diego's tent camping problem. According to Cruiser Bob, the judge explained that he used to camp in this area when he was younger. It seemed he understood the problems of cyclists perfectly.

Cruiser Bob is more than happy with the community service he has to serve: "I think the sentence was the best thing that could have happened, It gives me access to the people who are making decisions about land use in one of the most critical State Preserves".

Cruiser Bob also quoted the judge for saying that: "they probably won't let you camp in the Preserve, but maybe they can find a small corner of the golf course". To Cruiser Bob – the "criminal" cyclist – that would be a dream come true.

Bicycle News Agency

Canada: Helmet Law For Alberta? Maybe not...

Cyclists in Alberta, led by the Alberta Bicycle Association, made a call for help in late March to fight a proposal by a small group of Helmetists to include cycle helmet legislation in an upcoming Alberta Government road bill.

This isn't the first proposal to introduce a cycle helmet law in Canada and two states, British Columbia and Nova Scotia have full laws, while Ontario – after a massive fight with cycle advocates, both local and from around the world – settled on a compromise child-only law which is largely ignored (and was expected to be). In Quebec cycle advocates were joined by such groups as doctors and the police in opposing legislation. Prince Edward Island successfully fought off a proposal as well, led on the ground largely by single cyclist backed by a worldwide network of cycle advocates connected via the Internet. Alberta, known as a "conservative" state which typically doesn't have sympathy with such laws, thought it was free from the Helmetist movement, but when it came quickly turned to the same Internet for assistance.

Ironically much of the anti-law argument is based on research from countries like Australia and New Zealand – the first two countries in the world to introduce comprehensive cycle helmet legislation, though today only New Zealand retains its comprehensive law. The pro-law arguments generally ignore these countries and turn to small scale trials in various parts of the world.

Thrown into the debate recently by the cycle advocates has been the re-emergence of the "helmets in cars" argument – it is hard they suggest for Helmetists to argue for helmet wearing by cyclists while refusing to wear them themselves in their own cars – and the recent acknowledgement of the first US child to be killed by a helmet – joining others that have been acknowledged in Canada and Sweden. The Helmetists, unsurprisingly, dismiss these as irrelevances or aberrations, and so the argument goes on...

At the time or writing the latest news from Canada, issued interestingly from Ontario, is that the Alberta road bill does not contain any reference to cycle helmets, so apparently the advocates have won – a short sharp battle (and New Zealand anti-law advocates apparently hadn't even got around to sending their support). Of course some readers will see this as a victory, others will see it as Alberta's loss, while many others will just be saddened to see energy wasted in this debate yet again...

Israel: Waiting Five Years The First Bike Path

It's only five years ago, that a small group of cyclists in Tel Aviv decided to form a local bicycle advocacy group. Their decision also became the beginning of organized bicycle advocacy in Israel.

The group started from scratch: Simply by stopping people in parks and asking them what they thought of cycling. "Many answered, that they would cycle, but they thought it was too dangerous", Marcos Szeinuk, chairman of the group explains.

Though it's late in the evening, he's arrives directly from the office where he works as a traffic engineer. This evening though, has been set aside for an interview with the Bicycle News Agency in a Tel Aviv cafe, with excellent food, but loud music.

The Tel Aviv group has several members with a professional background – either as engineers or architects. This helped the group, as they quickly got access to the municipality. As many other groups, they pleaded for bicycle paths right from the start. But the approach was humble.

"We realized, that we couldn't get local engineers to take any space away from cars," Marcos says. "Therefore we suggested a bicycle path along one of the ring roads which has a "green" area in the middle. This area is not being used for recreational purposes, and strangely enough not even for parking."

The group sent their plan – which included a network of 15 km of bicycle paths to the local municipality. "We didn't get a no – and not a definite yes", Marcos remembers. Initial response from the vice major was of the same type: "He explained, that he cycled from London to Paris, when he was young, but that he didn't believe there would be room for bike paths."

Despite the hesitation, the civil servants started working on the plans – a first, and very important step. In this way bicycle advocacy in Tel Aviv got off to a very positive start. Since then things have slowed down.

Later the ministry of traffic had to approve the plan, but refused to do so – for a reason so basic – that it was hard to argue with: "The official response was, that: If there are more cyclists, it will result in more accidents, which they wanted to avoid," Marcos explains.

But after years of nagging, a small part of the plan was carried out. A few hundred meters were constructed, but this left the bicycle advocates far from happy. "It was really far from a good solution," Marcos comments.

Not only was the design poor, but the path lead from nowhere to nowhere – therefore it is used by nobody. Marcos doesn't even include it, when he explains that the city does in fact have a few bits and pieces in some far away suburb.

Presently his group is arguing with civil servants who want to construct the dual way bike path with a width of only 1.60 meters. That's half the width recommended in other countries. Also – it's barely enough for two cyclists to pass each other safely.

Tel Aviv could be a small paradise for cyclists. It's relatively flat, it doesn't get seriously cold in winter, and the city has a lively young flavour. Most distances are relatively short. The greatest advantage is, that the entire right lane is often used for parking. As the parked cars don't use the entire lane, there's about three feet of room for cyclists – who must keep an eye out for car doors.

Most recently hope was raised again, as the present major appeared at local bike rides before the elections. Here he was very positive towards the idea of bicycle paths.

But following the election, all the promises are forgotten: “Now he has explained, that there's no money for this project, so we're really disappointed”, Marcos says.

The waiting seems to on forever. These days Marcos and the rest of the group is waiting for the annual budget, which is being negotiated. But hopes are not very high.

Bicycle News Agency

Australia A-buzz With Cycling – New Zealand Too?

“Australia Cycling” National Strategy

Australia now has a “National Bicycle Strategy” – launched at the Adelaide “VelOZity” conference in February.

It's the fruit of several years' painstaking work by the Australian Bicycle Council, a trans-State/Territory body on which New Zealand is also represented.

Much will depend on commitment in a range of public policy areas, *after* the launch razzmatazz has died down. It's a lot broader than the “traditional stuff” of public policy interest in cycling – cycle facilities and safety training – though those of course are in there.

Particularly prominent in the Strategy (and at VelOZity) is the emphasis on preventive health. “Little and often” gentle exercise worked into everyday lifestyle plays a particularly large part in reducing health problems (like heart disease) which may creep up unnoticed. Cycling is only bettered by swimming for all-round fitness – and much easier to continue with as a “habit”.

“Australia Cycling” has one Vision: *“Increased cycling for transport and recreation to enhance the well-being of all Australians”*; one Goal: *“Double bicycle use by the year 2004”*, and six Objectives:

- Australia Cycling is implemented and reviewed in a co-ordinated and collaborative manner;
- Policy and planning integrates cycling as a valued element;
- Facilities exist that support increased cycling;
- Safety for cyclists, on and off road, is continuously improved;
- The benefits of cycling are recognised by decision makers and the Australian community;
- Cycling is incorporated into all appropriate areas of education, training and professional development.

Fine words? Now it's up to us to make it work.

VelOZity Conference

Australia's first “Australasian” cycling conference was in 1992 in Melbourne, then came the normally European “Velo-City” in Fremantle in 1996, and now “VelOZity” in Adelaide in February, with more “Velo-Cities” to come this year and next in Europe.

It's sad but true that beyond people actually working in the area of planning for and promoting cycling – as professionals, advocates or politicians – the considerable assembled experience of such gatherings often fails to get a serious hearing in “mainstream” policy.

The whole area is full of myths. Cycling is not “dangerous” – you are *thirty-eight* times more likely to be injured playing rugby than you are cycling. And preventive health benefits add *twenty times* more years to your life than statistically you are likely to lose through the safety risks.

Meanwhile, transport projects are assessed for possible funding by benefit/cost formulae which do not measure a whole range of health and other lifestyle factors where cycling wins hands-down.

VelOZity keynote speakers included one who had halted a road scheme (David Engwicht), a cycling-enthused medical professor (Harry Owen), a promoter of “Travel Blending” whereby a community is asked to consider incremental changes to their travel patterns (Liz Ampt) and campaigner on women's travel needs (Ursula Lehner-Lierz). Our Hillary Commission's “Green Prescriptions” programme was in there too.

Further information:

“Australia Cycling” National Strategy

is available on the Internet at

www.transport.sa.gov.au/invplan/bikesth/bikesth_fr.htm

VelOZity Australasian Cycling Conference

will shortly be available on CD-ROM, video tapes and audio tapes, plus other merchandising, through their web site at www.velosity.adelaide.net.au, or from VelOZity, P O Box 2617, Kent Town, SA 5071, Australia, fax + 61-8-8227-2044

Velo-City European Cycling Conferences

European Cycling Federation, 31 Arodene Road, London, SW2 2BQ, United Kingdom, tel +44-181-674-5916, fax +44-181-671-3386. db

*Roger Boulter, Hamilton City Council,
roger.boulter@hcc.govt.nz*

Report: Transport and Urban Form Seminars

Late in 1998 the Energy Efficiency and Conservation Authority held seminars in Auckland and Wellington on the subject of Transport and Urban Form. CAN assisted Stephen Knight and Jane Dawson to attend. The papers presented are summarised below, and CAN has a copy of the full documents.

Morgan Williams (Parliamentary Commissioner for the Environment) discussed his office's report on the state of NZ's urban environment ("The cities and their people") and the issue of sustainable development (i.e. "development that meets the needs of the present without compromising the ability of future generations to meet their own needs").

He said NZ needs leadership and vision from central government, though later (in response to a question, he warned us not to hold our breath for direction from central government, and suggested that it was better to concentrate on applying overseas material to specific decisions in NZ, e.g. how does the Kyoto agreement on CO2 emissions affect decisions about whether to retain or scrap Wellington's trolley buses?

He likened ever-expanding cities to an obese organism: eventually it cannot service its extremities. We have opportunities to change direction, but we need to seize them right now and plan towards the future.

Peter Newman (leading international researcher/writer on sustainable cities and automobile dependence) explained that there are three groups influencing transport planning: The Government, The Market and civil society (or The Community). It is only the last of these that sets long-term visions - the others can't. Engineering solutions to transport problems, for example, are still based on a 'predict and provide' model. The external costs of travel are hard to estimate, so changes come down to a political decision. He quoted examples from Bangkok (in places there are no footpaths because The Market doesn't provide them) and Houston (where some buildings have only car access).

From his studies, he has determined that the more car-based cities have a higher percentage of their wealth/income going into transport. Fixed

passenger transport systems (such as light rail), on the other hand, provide opportunities for commercial benefits from long-term stability and development possibilities around stations.

He attacked the situation that leads to a dependence on cars, rather than the cars themselves. Cars create freedom, he said, but also reduce it: an emphasis on roading leads to a decentralisation, which then reduces people's ability to travel without a car.

His written papers included one on strategies for managing demand for road space using techniques that fall into four categories: traffic calming, favouring alternate modes, economic penalties, and non auto dependent land uses. Five cities which are committed to demand management (Zurich, Freiburg, Stockholm, Copenhagen and Boulder, Colorado) are examined in detail.

Owen McShane (planner and leading critic of the Resource Management Act) presented a contrary view on transport planning, criticising the use of fixed-rail transport systems in favour of buses and High Occupancy Vehicle (HOV) lanes on roads, and arguing that the most efficient and cost-effective means of reducing city congestion is to build roads on the edge of cities. He questioned the notion that motor cars are "unsustainable," claiming that there are ample oil reserves in the world, and that the population explosion is over so the growing demand for road space is slowing. He also cautioned against building new roads like Wellington's hotly-debated Transmission Gully, pointing out that many of those who currently create the 'need' for it may well decide not to commute in the future, but instead to develop job opportunities closer to home.

Jane Dawson (Wellington)

Mark Bachels (researcher in urban transport policy and planning, who has been working with Newman, and added NZ data to the international material presented by Newman)

A report claiming to provide hard data backing claims that urban form influences transport behaviour has been released by the Canterbury Regional Council. It adds to the literature debating whether you can actually design cities in ways that alter inhabitants' behaviour. (The alternative view is that people gravitate to those areas with layouts they find attractive. If you like cars, you go to a different type of suburb than if you like bikes).

The report surveys Christchurch, Wellington and Auckland and selected cities internationally, using quantitative indicators relating land use, transport modes and economic indicators

The report highlights stuff we already knew: Car use in New Zealand's three main cities has increased and public transport use has decreased. Wellington and Christchurch show far greater levels of cycling and walking than Auckland. The report suggests this may be due to higher densities in Wellington and a more permeable street grid and flat terrain in Christchurch. Compared to European and Asian cities, Wellington and Christchurch still have relatively low cycling and walking; whereas they

are far more popular options than evident in those cities surveyed in the US, Australia and Canada.

When looking at private vehicle and public transport operating costs, the report suggests New Zealand cities spend a very high proportion of the region's wealth on transport, with Christchurch the highest of all 49 cities surveyed. There is a strong relationship showing cities with fast public transport spend less on transport generally.

The report suggests that increasing density will lead to less car dependence, and that with the relatively low urban densities in New Zealand, small increases in density will result in significant reductions in vehicle travel. Conversely, increasing infrastructure for cars results in greater car use. (The implication here is that densification on its own will not necessarily result in a move away from car use).

The report recommends that cities wishing to reduce car dependence and associated effects should:

- implement integrated transport and land use strategies, for example land use supporting concentrations of activities in nodes and corridors and reducing urban sprawl;
- establish community-developer design guidelines encouraging intensification; and
- priority design for public transport, cycling and walking in transport planning and engineering.

Details of the report are:

Bachels, M.; P. Newman and J. Kenworthy. 1999. Indicators of Urban Transport Efficiency in New Zealand's Main Cities: An international city comparison of transport, land use and economic indicators. Institute for Science and Technology Policy, Murdoch University, March 1999.

Stephen Knight (Auckland)

Cyclists & Road Paint

A prominent triathlete, Sam Raphael, was killed in February while on a training ride on the Korokoro section of SH2 in the Hutt Valley. It appears that his bike slipped from under him in the wet conditions as he was riding along the white line at the side of the road. He fell under a car and died instantly.

The road marking paint at the site of the crash has since been tested by Transit NZ and found to have skid resistance below the required level. CAN, along with other cycling organisations, has taken up this issue with Transit. We have been sent a copy of Transit's road marking paint specifications but follow-up is needed to determine whether the standards adequately cater for cyclists. If you are interested in this issue, please contact CAN. 🚲

Update: Palmerston North City Council's views BTBR

Last month we covered the roading reform proposal *Better Transport, Better Roads* (BTBR) in some detail. Palmerston North City Council (PNCC) has produced a submission on BTBR, which finds many faults with the idea. Now local authorities have different concerns to cycle advocates, in some areas we are likely to agree and others not, and views on BTBR are no exception. However here are some quotes from the PNCC submission which you are likely to agree with and which might be useful in your own submissions to Government on BTBR:

“A cynic might suggest that congestion secures a good reliable revenue stream for a roading company so it may not be favourably inclined towards passenger transport systems which thread its income stream”

“The reform documents appear to have ignored the potential impact of stormwater treatment costs on the price of roads”

“The Council believes the benefit/cost system is suitable to address future needs. However, there is a public good element in the benefit calculation which may not be taken into account under the company model.”

“... a local study indicates the impacts are likely to be greater on lower income people. Persons in the lower socioeconomic categories cannot sustain further increases in basic costs”

“... it is difficult to see how roads would be cheaper.”

“Under the present arrangements, Councillors are directly accountable to the community. In this area, there have been some stunning examples where the community has had meaningful input into roading decisions. It does not appear that the community would have a similar opportunity under the company structure.”

“...[agreements] would be written in such a manner as to not effect the ability of the road company to act as a successful business. The Council is of the view that companies will simply dictate the terms of agreement”

And from the Officer's report to Councillors summarising the PNCC BTBR submission:

“• Concern about the loss of democratic and community input under a commercial structure.”

Remember, submissions on BTBR close 30 April. 🚲

Cycle Aware Palmerston North

Roads to Somewhere: The Kurt Brehmer Story

Auckland City's newest cycle lane opened this February, running along Carrington Rd between Great North Rd and New North Rd. And its opening saw the City Council make a much appreciated gesture toward Kurt Brehmer, probably New Zealand's oldest (and possibly noisiest) cycling advocate.

The cycle lane is part of a plan by the City to link up the existing sporadic distribution of cycleways to address the long-term cyclist frustration.

The new cycleway by no means solves the problem: it starts at a shopping centre and ends at a busy road. There are no linkages yet to other cycleways. And while the intention was to have the cycleway running within a grass verge, it actually runs beside traffic and at times places cars and cycles at loggerheads.

But at least the City has an overall plan, and this cycleway will eventually link up with other cycling routes. And given the continued penny-pinching attitude of the elected Council, City staff have done, and continue to do, an amazing job with the little they have. The 1998-99 financial year saw the Council provide the grand total of \$75,000 towards improving cycling facilities. The City's own publicly declared budget for cycling required an annual expenditure of at least ten times that much every year for 14 years. It promises the next financial year will see more money. Meantime City Council staff – who have been unfailingly supportive and keen to help Cycle Action Auckland – struggle on to keep us cyclists happy.

The cycleway was officially opened on February 16, the day before Bike to Work Day (see below). A much appreciated gesture was commemorating the cycleway to Kurt Brehmer, long time advocate and founder member of what is now Cycle Action Auckland. Kurt turns 84 this year, and his involvement began in the mid 1970s with formation of the Earth Friendly Transport group, an affiliate of the Native Forest Action Council (NFAC). NFAC has since evolved into the Maruia Society and the Earth Friendly Transport group became affiliated with Friends of the Earth, then became Cycle Action New Zealand (CANZ) and two years ago Cycle Action Auckland. Much of the cycling activity in Auckland would not have happened without Kurt's continued lobbying. Just one example is the north western motorway cycle lane, which would not exist without his advocacy.

Typically, Kurt emphasises that while he has been critical of the lack of integrated planning for cycling around Auckland, individuals within both the regional and city councils have provided strong support for cycling. During the 1980s, the then Auckland Regional Authority lobbied central government to permit cycling on motorway land. Provision for this in the Transit New Zealand Act of 1989 gave the needed leverage to allow the development of NW motorway cycle lane.

Kurt also singles out Transit NZ's Terry Brown as a valuable supporter of cycling facilities. He also notes at a local level, support came from the Avondale Community Board and latterly the Auckland City Council with

its Cycle and Walking strategy is an invaluable contribution to the transport integration in the city. One outcome of the Strategy has been the appointment of a full time cycle planner, and Liz Ross has proved unflagging in her contribution to city cycling. The Carrington Rd cycleway and the use of UNITEC's internal roads are two examples of Liz's successes. Kurt also points to other individuals: Bruce O'Hallaran from Adventure Cycles has provided vision and leadership; city councillors Astley and Harland; Pravin Dyaram and Liz Ross of the city council; Derek Pringle and his team of the former Auckland Regional Authority. Finally, he says: "The road is clear. Let's cycle on...We have a long way to go..." CAA wishes Kurt many more years of happy cycling. ^{3b}

From Cycle Action Auckland

Roading Reforms In The News

ROAD REFORMS Survey no surprise:

A survey showing most people do not know of the Government's roading reforms comes as no surprise to the Automobile Association and Local Government New Zealand.

The survey by AC Nielsen found that only one in three people know of the proposals, and only one in 20 support them.

The AA and Local Government New Zealand say public consultation is still in progress, and the proposals are likely to be revised and debated again.

Minister: System can't continue:

Transport Minister Maurice Williamson says he is surprised by a survey showing that few people know about the country's proposed roading reforms.

Williamson told TV One's Breakfast that one of the strongest messages he received when he became Minister, was that the present funding system could not continue.

Williamson says if the present system continues, cities will face gridlock and much-needed new roads simply will not be built.

Teletext 13/4/1999

Comment

Many years ago the Conservative Government in the UK decided to reform local taxation. The rating system was to be abolished and replaced by a uniform per-voter "community charge" – commonly called the *Poll Tax*.

The idea met substantial opposition, but with a majority the Government pushed it through. Later, after massive civil disobedience and even riots in the streets, they had to repeal it.

What lesson may we learn from this? (Politicians of course rarely learn from history, it cramps ideology too much.)

Well the standard argument for the Poll Tax was “the present system” is no good, as though therefore its replacement must be... Sound familiar? 🚲

Editor

New Legal Obligations for Cyclists

The 1998 Land Transport Act brings cyclists into line with other road users, removing some of the distinction between “vehicles” and “motor vehicles”. In response to a query from CAN, Police National Headquarters provided the following information about the impact of the Act on cyclists:

- Section 8 of the Act requires that every person who drives or rides a vehicle (including cycles, skateboards, in-line skates, and roller skates) on a road must do so carefully and with reasonable consideration for other persons using the road.
- Section 37 prescribes that the maximum penalty for any person who rides or drives a vehicle carelessly or inconsiderately is a fine not exceeding \$3,000 and the Court may disqualify the person from holding or obtaining a driver license for any period the Court thinks fit.
- Section 22 imposes a duty on the driver or rider of a vehicle involved in an accident to stop and ascertain whether any other person has been killed or injured, render assistance in any case where someone has been injured, and report the accident.
- Section 36 prescribes that the maximum penalty for any person who fails to stop, or ascertain, or render assistance as imprisonment for a term not exceeding 5 years, a fine not exceeding \$20,000 and disqualification from holding or obtaining a driver licence for at least 1 year.
- The Act also changes the infringement fee for breaches of rules and regulations relating to cycles to \$55.

The Act creates new obligations for cyclists – for example, you now must report any crash between yourself and a pedestrian or another cyclist where injury or death occurs. These requirements are difficult to argue against!

Funding for cycle facilities is usually justified on safety grounds. For a variety of reasons statistics on crashes involving cycles have been sketchy, leading to under-resourcing and poor targeting of safety campaigns. Because *all* injury or fatal crashes involving a bicycle must now be reported to the Police, the Land Transport Act 1998, in theory, will result in more comprehensive statistics being available. However, most cyclists will not be aware of the change in their status, and without adequate education and enforcement, the law changes may not have much effect. CAN will be following this issue up with the Police and Land Transport Safety Authority. 🚲

Coal Trucking Threat Recedes

In the last issue of Chain Links we reported on a proposal for West Coast coal to be trucked to Lyttleton. Tranz Rail & Solid Energy have now reached an out-of-court settlement. They've agreed to negotiate a long-term contract that will mean coal will continue to be transported from the West Coast to Lyttleton by rail. Solid Energy is continuing to pursue resource consents to construct a coal export jetty but has agreed not to use trucks to transport coal to the jetty if it was built. ☺

Letter To The Editor

Please write to the Editor, ChainLinks, email ChainLinks@altavista.net, or post items c/o CAPN, PO Box 961, Palmerston North.

Dear Sir,

I was appalled to read that Solid Energy NZ is proposing to transport 3.1 million tonnes of coal per year from Greymouth to Westport by truck via the Coast and Inland routes. This is monstrous!

They will, of course, use the shorter coastal route.

I cycled from Westport to Greymouth via the coast in January of this year. There was plenty of traffic then and the biggest hazard on the sometimes narrow and twisty road was the frequent passage of milk tankers. If 44 tonne coal trucks and trailers are to use it 365 days per year, 24 hours per day, in both directions, then the road will become almost unusable by private vehicles and an absolute death trap for cyclists. The proposal must be resisted by all possible means!

The biggest revenue earner in New Zealand is tourism, and the West Coast route one of the most popular. Is the Government completely blind or, as is more likely, is it completely dictated to by commercial interests? Such a large volume of material should go by sea, or possibly rail via Reefton. Road haulage is out of the question.

I trust that CAN will strongly resist this proposal, not only on behalf of cyclists, but also in the wider public interest.

Brian Brett, Nelson

[Though the threat has apparently receded on the West Coast what would have happened if the Rooding Reforms had been implemented? Those trucks would be an ideal revenue source for the rooding companies... Ed.]

World Environment Day – 5 June

World Environment Day is observed every year on 5 June. In 1999 the international theme is *Our Earth – Our Future – Just Save It*. Groups and individuals may wish to organise a display or event to celebrate it. ☺

Recent Articles at LTSA

Recent arrived at the LTSA's head office library are the following articles:

Road traffic annoys people, *Nordic road and transport research. v. 10 no. 3 (December 1998) p. 17.*

As many as 725 000 people in Norway say they are disturbed by various environmental problems caused by road traffic, according to a research project carried out by the Institute of Transport Economics. Many of these people are disturbed by traffic noise when they want to rest. When it comes to air pollution, the most serious problem seems to be dust and dirt entering apartments.

Cycle safety, be bright on a bike, Cambridge, Susan. *Christchurch 1998.*

The objectives of this campaign was to raise cyclist's awareness of the need to make themselves more visible when cycling.

Cars: The natural way to go, Lumb, Peter. *Australian Cyclist. (October - November 1998) p. 37*

This article looks at the relationship between cars and cyclists on the road. Why is it assumed that cars are the natural owners of the roads over cyclists and pedestrians?

What the NBS means for you, Ryan, Terry. *Australian Cyclist. (February - March 1999) p. 35.*

This article explains why Australia needs the National Bicycle Strategy (NBS), what it is and how it comes into being.

Power Assisted Bicycles flatten cities, Parker, Alan A. *Australian Cyclist. (February - March 1999) p. 61-63*

This article looks at the development of Power Assisted Bicycles (PAB) worldwide and its long-term potential to green out cities.

Back to school, Webber, Sue. *Australian Cyclist. (February - March 99)*

Encouraging children to cycle to school is a great way to develop their fitness, skills and sense of independence. It's also great fun. CARES at St Marys in western Sydney are one of several centres designed to help children improve their cycling abilities.

Letter from Canada, Milette, Jean. *Australian cyclist. (February - March 1999) p. 11*

This article looks at the La Route Verte, North America's most beautiful bikeway.

Reallocating road space to cyclist, s *First Quarter 1999 p.13*

This article looks at the reallocating of road space to assist cyclists and pedestrians.

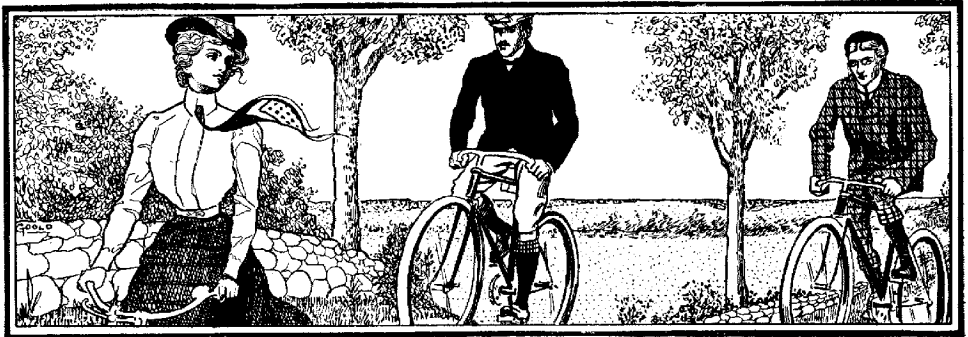
Intermodality measures to stimulate public transport usage,
van der Maas, Caroline.; Tinselboer, Hans Routes roads. no. 297
(January 1998) p. 4-14

This article looks at measures to stimulate public transport usage to ease congestion.

Traffic volume estimation from short-period traffic counts,
Aldrin, Magne Traffic Engineering and Control (December 1998) p.
656-670

This article looks at the problem of estimating the yearly traffic volume at a count site when traffic counts are available for only a limited part of the year, perhaps only a few hours or days.

This material is best borrowed from your local library via Interloan. You could also try getting it directly from the LTSA (04-494 8600). 🚲



Please submit news items, articles on events in your part of the country, "Letters to the Editor", "comment" etc. You can email Chain Links as ChainLinks@altavista.net, or post items c/o CAPN, PO Box 961, Palmerston North – electronic submission is strongly encouraged. 🚲

Cycling Advocates' Network (CAN)
PO Box 11-964, Wellington, New Zealand

Tel/Fax: 04-385-2557
Email: can@actrix.gen.nz,
chainlinks@altavista.net (newsletter)
WWW: www.kennett.co.nz/can/



Auckland Cycle Touring Association (gregory@buckley.pl.net) • Cycle Action
Waikato (paul.ryan@opus.co.nz) • Cycle Aware Palmerston North
(capn@altavista.net) • Cycle Action Auckland (sj.knight@auckland.ac.nz) • Cycle
Aware Wellington (caw_wgtn@hotmail.com) • Dunedin Cycle Action Group
(sally.stevens@eudoramail.com) • Spokes/Canterbury Cyclists
(steve@groundeffect.co.nz)

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