



ChainLinks

The newsletter of the Cycling Advocates Network (NZ)

July/Aug 2000

This issue is being distributed to all delegates of "Making Cycling Viable" in addition to the normal membership. We hope new readers find it interesting, informing, and even challenging; and that all delegates find the symposium the same!

The deadline for the next issue is 18th August. 🚲

FietsFeest 2000 and more

No "photo album" this issue, instead we have a pictorial issue. On June 18th "FietsFeest 2000" was held in Vondelpark, Amsterdam. Despite having only arrived back from Seattle the evening before your intrepid reporter grabbed his camera, sunscreen, and headed off to Amsterdam to record the event for you. Cycle manufacturers and groups from the Netherlands and around the world were there. It was hot, it was fun, and the jazz was good as well.

Cycles of all sorts were on display, and many were also available for tryout on a track around the park. I particularly enjoyed riding various recumbent designs; short handle bar below the seat – requires practice for stability, long handlebars above the sitting position – more stable for the newcomer, and even a three wheeler – very stable.

I've also included photos from Utrecht, Amsterdam, Texel (see trip report in last issue) and some from Fietserbond from other parts of the world. Unfortunately I never seem to have a camera ready when the Police go cycling by, but they are on my list of targets!

As usual, if you have good photos why not send them in? We will include photo's subject to space. Please submit your photo's as full colour scans of at least 150dpi by email. We can accept most formats, if in doubt just send it and we'll get back if we can't handle it. Each photograph should come with a short description. 🚲



National Cycle Network Opens Today†

† Press Release June 21

Today, the Longest Day of the Millennium year, is the start of UK-wide celebrations to mark the opening of the National Cycle Network. The Culture Secretary, Rt. Hon. Chris Smith, will officially open the 5,000-mile Network at 11.00am in Birmingham's Centenary Square. There will be parallel events in Belfast, Bristol, Cardiff, Edinburgh and Sunderland.

Earlier in the morning, in London, Under Secretary of State for Transport, Keith Hill MP will launch the London legs of the Longest Ride on the Longest Day which start with a symbolic "Revolution of the Wheel" (beginning 06.45am), on the British Airways London Eye. A number of capsules are reserved for media interviews. Riders will then depart for Epsom, Windsor, Rochester, Lea Valley and Gatwick, the first wave breaking through a giant paper banner.


John Grimshaw, Director and Chief Engineer of Sustrans, the charity that has co-ordinated the project, said, "The inauguration of the Network is the beginning of a rediscovery of the bicycle as an efficient, sustainable and thoroughly modern form of transport. All our partners can feel proud they have contributed to this new national resource".

The Ride the Net celebrations, forming part of the Millennium Festival of Cycling, take place across the UK. Up to 5,000 riders embark on the Longest Ride on the Longest Day. Over 250 rides fan out from 70 towns and cities to ride the whole of the Network, including an extra 5,000 miles planned for 2005. The official opening is followed by the Cyclethon, four days of public events involving up to a million people, many organised by national and local charities.

The National Cycle Network is a Millennium Commission project supported by £43.5m of National Lottery Funds. It is the only project reaching the whole of the UK.

The Network includes 5,000 miles of safe, attractive and high quality routes for cyclists and will provide a major new amenity for walkers and wheelchair users.

The Network will be extended to 10,000 miles by 2005. The National Cycle Network is a partnership project involving over 400 local authorities as well as businesses, landowners, environmental bodies and others.

Information on your nearest Network route is now even more accessible thanks to Halfords. Sustrans is working in partnership with the UK's leading cycle retailer to bring the National Cycle Network to you. Every Halfords superstore is now an information centre for the Network. 

Sustrans



Velo Mondial 2000 – A Brief Report

This is a brief (!?) report from Velo Mondial 2000, future issues may contain more (you've been warned!). More importantly my notes (if I can read them, filled a whole notebook!) along with abstracts and hopefully a full proceedings will be going to CAN and made available to all.

The full proceedings will not be produced until August at the earliest, the publication was held back until after the conference as the organisers wished to see if they could include some of the results of the debates. Your editor (me) is currently living in Utrecht, Nederland (see *Editorial*) and the proceedings will be produced in... Utrecht! The rest you can guess, so if the next issue is delayed you know there is a good reason!

Who Attended?

There were 600+ delegates from 48 countries. These delegates were traffic engineers, city planners, health workers, doctors, politicians, government officials, scientists, manufacturers, and even a few cycle advocates!

I was CAN's representative and we thank Cycle Support NZ for helping us with the conference fees; and Tjerk Schuringa a member of Fietserbond who kindly provided a fredd bed for me while in Amsterdam.



Is it a car? A bike? In NZ are helmets required? I want one!

Who Didn't Attend

Well people came from Europe, Asia, North America, Africa, Eastern Europe, Scandinavia, Japan, South America and Australia – but nobody from the New Zealand Government, the LTSA, or local authorities. New Zealand was conspicuous by its absence ☹

The other notable absences were the helmetists. One can only assume that this small coterie (to steal a phrase from Maurice Williamson) of people who travel the world proclaiming the need for mandatory helmet legislation decided a pro-cycling conference was not the place for them. Anti-MHL proponents, from doctors to activists, however seemed to pop up at every turn, I guess the helmetists would have felt outnumbered!

What Went On

Lot's of papers, discussions, fun, bike riding, and even some Jazz (at the evening meal). It was exciting, educational, and exhausting.

The Tracks

The conference was organised into 5 main tracks:



Transport

This was the largest track and covered the use of the bicycle as part of the overall transport system. Common topics were how to increase cycle use to address congestion, how to integrate transport modes, and how to support multi-modal trips.

What was clear from this track was the importance most countries now see in the bicycle as transport. Increasing cycle use is seen as one of the major ways to reduce congestion and improve travel.

Spatial Planning and Land Use

This covered issues such as urban planning, renewal, and building for people. There is a general consensus that we have been through a period where planning was been too car-centric to the detriment of society. Removing cars from places they don't need to go while opening up cycling, walking and public transport access brings new life to areas long since throttled by high traffic volumes.

Health

The message here was simple: get people on bikes and don't do *anything* to discourage them! The health sector is struggling with the increasing problems caused by an ever sedentary lifestyle. Not only does 30min cycling a day (not even all at once) improve your overall health, you can live up to 7-10 years longer!

Mental health is also suffering as communities are broken up and the social circle of people diminishes. Walkers and cyclists meet people and interact with their environment far more than people in tin boxes.

The importance of independent mobility in the development of children has long been recognised, but now we know that children taken to school in cars suffer educationally compared to their peers who walk or cycle – accompanied or independently.

Economy

Cycling is good for the economy! In poor countries the use of bicycles enables the poor to move about, gives them access to work, etc. In developed countries cycling reduces traffic congestion and stress, brings new life into commercial areas, etc. If you want your city centre to thrive take out the cars and put in the walkers, cyclists and public transport services.

Environment

Pollution is an ever increasing problem. Low air quality is a becoming a serious issue in many of the world's cities, in some cases urgent action is required. The pollution of course affects people's health, people's health effects the economy, the economy effects everything else, and a downward spiral is created.

The solution? More bikes, more walking, more mass transit.

To sum up: cycling is *the* transport mode for the 21st century. And its not cyclists or cycle advocates who are saying that. It is traffic engineers, city planners, health workers, doctors, politicians, government officials, scientists, economists, environmentalists, etc.

Lessons For New Zealand

Where does one start? We have a lot to learn, both as a country and as cycle advocates. However a lot of people will be in Palmerston North in July and will need something to talk about, so here are some suggestions to get you going:



Bike "football" at FietsFeest 2000

Forget the Ministry of Transport, LTSA and Tranzit NZ!

OK, I'm not completely serious, but pretty close. These three are really the heart of our car-centric culture. In New Zealand we build roads and increase speed limits, elsewhere they restrict motor vehicle access and decrease speed limits. In New Zealand accept cycling accidents as inevitable due to traffic and try to pad up the victims, elsewhere actively calm the traffic and encourage cycling. New Zealand sees economic benefits from more car traffic, elsewhere they see the overwhelming hidden costs.

In the end these people will have to be brought around, but this is the hard job and spending time on it just stops us getting the message across.

Talk To The Health Community

Cycling is healthy, New Zealanders are not as healthy as they should be. For example, there is growing concern in New Zealand over obesity in youngsters, yes youngsters! Our health professionals don't turn to cycling as much as they do elsewhere, here cycling is supposedly dangerous. The truth is just the opposite, we need to get that message across.

Talk To Parents

How many Kiwi parents know the negative impact of driving kids to school? How many know that cycling is good for their kids health and greatly outweighs any risk involved? How many know their kids are at just as much risk from head injury is a car as on a bike?

How many if they knew the truth would want change? LOTS! Parents care for their kids, tell them how to improve their kids lives and we'll get results.

In the rest of the world people are already asking whether 30km/h speed limits around schools and in residential areas is too fast! Here in New Zealand we still think its too slow... Tell the parents that the UK got a 67% decrease in accidents after installing 30km/h limits and persuade them about this means for their kids, and we'll get 30km/h limits.



Talk To Schools

Being driven to school negatively impacts a child's ability to learn. At the conference people reported on going into schools and giving cycling programmes. These involve things such as mapping and design as well as road safety rules and bike maintenance. Teachers see the

difference between the kids who are driven and those who walk and cycle. They are persuaded.

Talk To The Kids

When a kid who is driven to school sees they are not as capable was those who aren't, guess what...The general consensus of the conference was the contrary to common belief (at least in New Zealand), children *want* to bike to school and get about independently if only they get the opportunity to do so.

Talk To The Adults

The message here was simple. Don't tell an adult that if they don't drive it will reduce congestion. Don't tell them there is too much pollution. Etc. Show them what cycling does for *them*. Demonstrate how much better they feel after cycling to work for just two days a week. How do you do this? Well you:

- talk to employers and sell them on the benefits to their businesses,
- then you get them to sponsor cycling programmers for their employees (i.e. buy bikes and install facilities),
- then you sign up sedentary volunteers who agree to cycle at least 2 days a week,
- give them a bike and monitor their health.

If they cycle for 2 days and keep in the program their health improves. They're pleased and they want to continue. How? You let them keep the bike!

Undo "The Great Leap Backwards" (see *Editorial*)

Unfortunately we in New Zealand start with a handicap. The negative impact that the "dangerisation" of cycling has had is immeasurable as touched upon above. Before we can go forward we're going have to stop going backwards. The helmet legislation is bad for health, the environment, the economy, kids, parents, education, etc.

And of course, its bad for transport, maybe we will need to talk to the Ministry of Transport, the LTSA and Transit NZ after all... However if we start to talk to all the above first, they'll help us!

Have a great symposium in Palmerston North, I'll be in Orlando were I've got to stay at Disney World while at conference for the "day job". I think its tough, but my son (who gets to go as well) seems to think otherwise! ☺

Nigel Perry, Cycle Aware Palmerston North



Review of “Bicycle Crashes in New Zealand” by Kerry Wood

This 120-something page report is the self-published, somewhat modified and shortened version of a Master’s thesis that Kerry Wood did on cycle safety at Lincoln University. It is an important summary of many useful findings which all New Zealand cycle activists should know about. Only thing is, you may get depressed if you read it. For example in Appendix C is a list of heart-rending details of individual accident reports examined by Wood. Under “Head-on collisions, fatal” we find file number 90/00261: ‘Car went through signallised junction, collided with stationary cyclist waiting to turn right. Driver did not see him at all. Driver: I was accelerating to the 100k area, I might have been doing it a bit soon. No measurements at scene.’ Or this “Side swipe to left side, fatal”, 89/10146: ‘Cyclist 7 years, riding to school on 2 lane roundabout. Pinched at entry stop line by a truck driver who had seen the cyclist but was unaware he had hit anything. Not clear if truck stopped at roundabout.’

I guess a bit of depression was probably inevitable from a report full of details of bike crashes; you can’t help but feel victimised. But I guess studying past accidents is the only way to protect future cyclists. And you will learn a lot, much of it fascinating. It’s a great one for getting one liners to drop into conversations with your cycling friends. Here are just a few that caught my eye. No doubt you knew that roundabouts were a particular problem for cyclists, but Wood shows a surprisingly high relative fatality rate for cyclists at driveways (14% of all deaths). This was a particular problem for cyclists under the age of 10, whereas 15-19 years olds have more trouble with “hitting parked vehicles” which Wood ascribes to overconfidence (but see below for who hit who in these crashes). Intersections controlled by give way and stop signs are relatively safe (oddly enough). Being hit from behind by a car is probably every cyclist’s nightmare, and was responsible for 21% of the fatalities. You might think of this typically happening on a winding country road at night, but astoundingly 99% of Wood’s 73 cases were on straight roads or gentle bends, 81% were hit in good weather, 67% were either daylight or the cyclist was showing lights, and 33% were in 50km/h zones. Be very afraid. Or one last one: if you have to get sideswiped by a vehicle pulling left on you (e.g. at a roundabout), make sure it’s a car rather than a truck. Trucks were involved in 12 of 13 fatal accidents of this type, but only 3 of 13 injury ones.

All these numbers come from an analysis of the Land Transport Safety Authority (LTSA) database of fatal and serious injury accidents involving cyclists. In total Wood looked at 352 fatal crashes from 1980-96 and 459 injury crashes 1994-96. He does an excellent job reviewing the quality of the LTSA data and it must be said the raw material has problems. Apart from previously recognised under-reporting (perhaps 60% of crashes) there are more surprising flaws. The LTSA summaries are condensed from the police reports at the time, but when Wood examined a random 10% of the original reports he found 10-30% had errors in their summaries (12-23% with the wrong movement code; 8-10% had the wrong cause code; etc.). As well as transcribing errors, there seem to be odd things in what goes

into the original reports. For example, conspicuity (“I didn’t see him”) was cited as a factor in 14% of fatal accidents, but only 5% of serious injury accidents. If you are dead and your bike is flattened, it may be easier for the driver to say your light wasn’t on, etc. The moral clearly is, survive to complain! Speeding by the driver seems to be indicated by the facts at the scene rather more often than it’s mentioned in the reports for some reason. These biases may also carry through to the overall assumptions of blame, which attribute this to the driver in 42% of cases, which is much lower than studies overseas (66-83%, which seems more plausible to me).

Also, some of the coding system in this database seems questionable to me. Take “hit parked vehicle” – seems like a straightforward case of cyclist carelessness. In fact, in 30% of fatal and 40% of injury crashes in this sample, it was actually the car door that hit the cyclist, which is quite a different matter. There should be a better way of coding this.

Are you depressed yet? Just checking.

There are some ways this carnage can be reduced. Get more people cycling, for one: in a very interesting graph, reproduced here, Wood shows that the more common cyclists are in an area, the lower their relative crash rates are. Safety in numbers. He extrapolates to say that if the Christchurch City Council achieves its target to get cycling up from 9% to 20% of commuter trips, relative crash rates will drop by about one-third. He also gives some detail on why speed limits within towns should generally be 30 km/h rather than 50km/h (an excellent idea already gaining favour

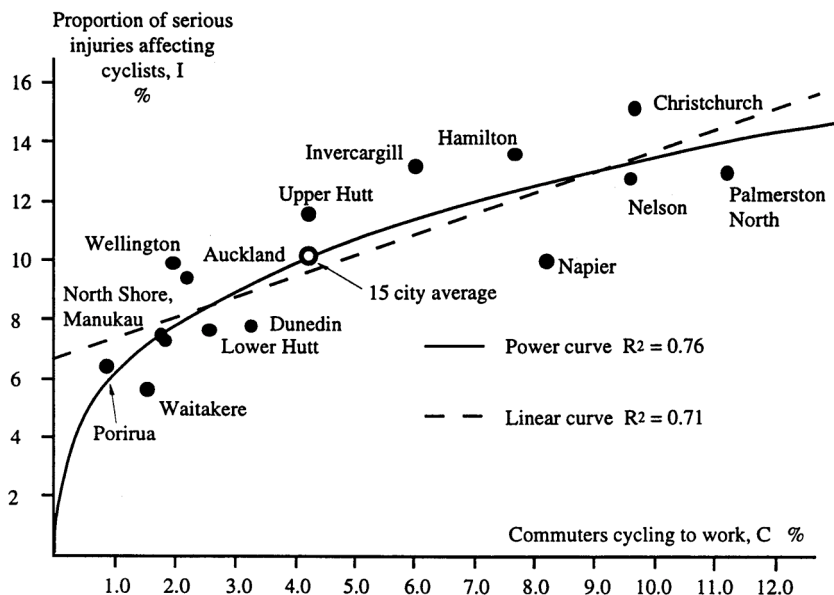


Figure 3.1: Proportion of serious injuries affecting cyclists and proportion of cyclists in commuter traffic, 1988-96

adopted in Europe). I was astounded in the USA recently to see towns like Crested Butte, Colorado, which have a rigidly enforced urban speed limit of 15mph (24km/h) – and it works. There is a big section on the design standards for cycle lanes, etc. which seemed pretty straightforward, and some interesting detail on the deficiencies of the current traffic laws in NZ. Did you know that even walking your bike across a pedestrian crossing does not give you the legal protection of a pedestrian? Some of the rules for giving way in this country are rightly criticised as too complicated to easily obey (such as one of my pet hates, where a car turning left into a side street has to give way to a car turning right into it). Perhaps, given the relative safety of give way and stop-sign controlled intersections, we should just aim to put a sign at every intersection in the country (as they have in the UK).

There is an interesting discussion of risk compensation, which is where people change their behaviour in different situations to keep the perceived risk constant. Therefore, if nearly all cyclists are brightly lit, drivers will tend to go faster assuming they will see cyclists in plenty of time, which is very bad news for cyclists with less gaudy equipment (and their life insurance companies). The UK Cyclists' Touring Club made exactly this point in the 1930's during the debate that led to compulsory tail lights on bikes. The CTC said that cars should drive within the range of their own lights, which makes good sense when you think about it, but it didn't get them anywhere. Interestingly, risk compensation seems to apply even to cyclists: Wood cites a Copenhagen study that seems to show that unlit bikes are less likely to be involved in accidents than those with lights, which presumably can only be because unlit cyclists ride more cautiously. The logical extension of this is that car passengers should be protected by seat belts, air bags, crumple zones etc. but drivers should sit in perspex bubbles extending out in front of the front bumper, like helicopter pilots. We'd see way fewer collisions then!

The report is very valuable, but it's not perfect. It can be hard to follow, especially since it uses a lot of LTSA shorthands – the analysis of movement patterns describes them as AA, AC, EA, and about 50 more the same, rather than the longer but more comprehensible equivalents (changing lane to right, changing lane to left, and hitting parked vehicles respectively). Some of the recommendations seem to come from nowhere, being more or less along the lines of “that shows there's a problem, so here's a specific recommendation that I think might help.” Wood goes right out the window, in my opinion, when he points out the difference between road behaviour towards cyclists and pedestrians in the USA and NZ, and leaps to the conclusion that the ACC and lack of lawsuits over crashes is making drivers thoughtless in NZ. Even if this were true, which is not clear (see comment above about speed limits in Crested Butte), it would be a great pity to lose the no-fault, no-lawyers approach embodied in the ACC.



I could go on telling you interesting bits from this report but the editor might get mad at me *[no risk of that, let's hope some notice is taken of this report. Ed.]*, so I'll stop. Wood dedicates the report to "the memory of the cyclist killed in crash number 96/10042," a sobering reminder that underlying all this study is a litany of errors and injustice and injury and death. Amen. If you (or your local library) wants a copy, contact Kerry Wood at 1 McFarlane St, Wellington 6001 or via <kwood@iconz.co.nz>. ☺

Dave Kelly, PAMS, University of Canterbury

Group Reports

Otaki Cycling Environment & Access Network (OCEAN)

OCEAN is taking great strides forward. We have more than doubled our membership in the first year we are existing. Unfortunately this still means that our membership is just 14. ☺

We are working hard at doing stuff for cyclists though. We submitted to the Annual Draft Plan for the Kapiti Coast District Council. When we went to speak at the hearing we voiced our disappointment that only the District Planner was coming to the Symposium. And wooti! – next comes a fax with a registration for one councillor. We are very happy about this, as Kapiti is an ideal place to cycle. survey in 1998, this is being councillor will be so enthused will speed up after.



This year we have encouraged cycling for health reason. Harry meeting Department of at how to solve the problem of and Peka Peka (Kapiti Coast), coastal cycle route. Vicky is busy teachers at the college – Vicky carting her bike on buses and trains, exploring all the options of integrated transport on the coast, while doing her sales woman job. Integration is not the best – but it can be done! Janet has offered to be our treasurer – no doubt she will keep us in line so we don't spend too much money – what money??? Ineke is overseas now, but Ineke is the behind the main push to get cycle parks around the towns and at the railway stations. We have suggested advertising on the cycle parks to help towards the cost.

The Council did a cycling finalized now. We hope the at the Symposium that things

a new member to take up and Roger has been busy Conservation people to look no access between Te Horo which is part of the proposed providing a model for the keeps them cycling. Liz is

We are proud to announce that four out of fourteen members are coming to the Symposium. Yes, we know it is only one hour's drive away for us.

See you in Palmy. Oh – and come cycling in Otaki, great place for a family outing.

To all you other hard-working cycling advocates – greetings from OCEAN.

Liz Mikkleesen

Spokes' Annual Report

Welcome to Spokes' inaugural annual report. The purpose of this report is to inform all of those associated with Spokes on our progress over the last year. This report summarizes our activities and groups them into three key areas: achievements, ongoing projects and goals. Reports in the future will be generated annually at the end of the financial year.



Achievements

- Foundation building for the group continues including database creation, network building, development of graphics and image for organization
- Grant received from the Christchurch City Council Cycle (CCC) Promotions Budget (January 2000 – \$4,000)
- Contractor engaged to provide administrative functions at \$300/month paid quarterly
- Lobbying for second Cycle Planning Officer within the City Council was successful. Officer appointed April 2000
- Consulted on National Cycling Strategy Foundation Document
- Ongoing Spokes representation on the CCC “Cycle Steering Committee” and Environment Canterbury “Regional Land Transport Strategy Review Committee”
- Consulted on CCC "Cycling Strategy" and approved strategy issued by the CCC
- Development of Cyclists' Suggestion Form for cyclists to air their views
- Formal comment on 80% of 'significant' CCC roading proposals since engagement of contractor
- Regular monthly email newsletter (also in hard copy)
- Creation of a noticeboard at the Christchurch Environment Centre
- Two representatives to attend “Making Cycling Viable Conference” 2000

Ongoing Projects

- Continued monitoring of proposed roading projects of the CCC
- Continued lobbying for providing cycle access through Lyttelton Road Tunnel, appears that preliminary approval to transport bikes on buses has been granted for the Tunnel section
- Development of a sustainable fund-raising base

- Continued efforts to raise awareness of Christchurch cyclists
- Development of a Web Site
- Continued networking development (with existing cycling organizations)
- Community Board cycle awareness rides



Mother & son
enjoying a ride

Goals 2000/2001

- Web Site up and running
- Incorporation
- Existing Christchurch cycling groups affiliated as supporting organizations
- Increased public profile
- Increased lobbying at a political level for further commitment to cycling
- Attendance at July 2000 National Cycling Symposium
- Stabilize funding base
- Continued employment of contractor for administrative/organizational tasks
- Continue to address cycling issues as and before they arise

Spokes

Cycle Action Tauranga

Twelve months after its first public meeting Cycle Action Tauranga is making good progress.

We are about to become an incorporated society and are slowly building up our membership numbers.

Our major focus at the present is the distribution of "Mark Packs" which are cycle safety packs containing a red flashing light, a halogen and a flashing front light and some reflective ankle bands.

The packs are in memory of Mark Furlan who was a local triathlete killed when he was struck by a car while out training for the world attritional champs.

Cycle Action Tauranga along with Iris Thomas and Bruce Trask of Community Sport have negotiated the supply of the lights and the ankle bands are being made locally.

Repcos Sports have very generously provided the lights at their wholesale price and as funding and sponsorship is still being sought are to be commended for their support.

Even at wholesale prices each kit is worth \$40 so it is definitely not “budget” equipment.

CAT members along with support from the local police are stopping cyclists who do not have lights on their bikes at various points throughout the city in the early morning and evening.

The cyclists are given the option of having the lights etc. fitted on the spot by a cycle mechanic for free or being issued with an infringement notice.

The first mornings work resulted in 15 cyclists being stopped. 4 of these had great lights, 10 had no lights at all and gladly accepted the “Mark Packs” and 1 preferred to take a \$55 fine rather than face up to the media who were in attendance.

Tauranga, sadly has the deserved reputation of being one of the worst cities in NZ to ride due to the lack of facilities and what appears to be an anti-cycle attitude which seems to not only prevail with the motorists but also with senior council staff.

Last year a draft cycle/walkway strategy was released for submission and we actually thought that just maybe there was to be a turnaround in the attitude that the motor car must rule!

This year, according to the city transport manager “cycling missed this years budget” so we are effectively back to square one and the strategy apparently goes no further.

June 1st will see us making submissions to council on the draft annual plan for 2000/2001 but in all honesty I can't really see much changing.

Still we will keep on trying and hope that by keeping up our profile in the community there will be a change in the way people think about cyclists and cycling. *db*

Steve Lake

Bicycle Nelson Bays News

We now have a contact person within the Nelson City Council and a Cycling Advisory Group has been formed consisting of BNB, the NCC council rep., who acts as chairman, and the NCC Transport and Road Safety Co-ordinator. The Group has had two meetings so far and representatives from Transit NZ and local Mountain Bike Clubs have been invited to participate. Items discussed have been the elimination of bicycle hazards such as storm water gratings and inadequate road markings at intersections and roundabouts. Suggestions for improvements to road markings in general and improvements and extensions to the existing cycleway network have been proposed.

On May 18th a safety audit of part of the cycleway network was carried out jointly with the council representatives and they have already started to address some of the hazards observed, which is encouraging.

The Council has obtained 500 copies of the Cycling Support NZ brochure “The Sense and Cents of Cycling” and will distribute them to City Information Centres together with a map of the City cycle routes. They plan to have a representative attend the Cycling Symposium at Palmerston North in July.

BNB have generated some publicity for cycling through an interview on a local radio station, letters to the editor, and an article in the local press dealing with cyclists visibility at night. These have generated some positive feedback and interest from the public.

BNB expects to have at least two representatives at the Symposium. See you there. ☺

Brian Brett

Cycle Action Waikato

- A few more parts of the city are planned to get cycle lanes; Silverdale Rd (near University) and a part of Te Rapa Rd (busy industrial area).
- The Mill St reconstruction is progressing slowly and cycle lanes are going to be part of it.
- The University to CBD (Central Business District) Link for cyclists still has not been started, even though it is supposed to be finished by the end of this month. We do have copies of the plans now. These show major improvements in some parts, e.g. the reduction of 2 vehicle lanes to just one plus a cycle lane from Grey St into Clyde St.



The building in the right background is one of the cycle parks at Amsterdam Central Station, it's full... Now where did I leave my bike...

However, some dangerous parts will not get cycling facilities at all, e.g. the left turn from Grey St into Bridge St.

- Of the 307 submissions made on the Hamilton City Annual Plan, a massive 212 were on cycling! About 10 of us also spoke to the council about our submissions at the hearings. The councillors seemed quite positive and understanding. Now we just hope they will also act...

We have some dedicated people, who give up a lot of their time to talk to councillors and other people involved in road design. They struggle through thick documents in order to find cycling related issues on which to comment and make submissions. It is due to these people that Hamilton has cycling facilities at all. 🚲

Lyneke Onderwater, CAW

Cycle Aware Wellington

CAW made submissions to the draft annual plans for Wellington and Hutt City Councils for more money to be spent on specific cycling facilities including a cycling officer for Wellington City Council.

We have been advised that Hutt Council has increased spending on cycling for the next financial year from a proposed \$20K to \$45K (cf. the suggested cycling spending of \$500K suggested by Council Officers for inclusion in the draft annual plan). This emphasises that local bodies do not see enough justification in allocating funding for cyclists because cyclists simply are not visible enough i.e. there are not enough cyclists about, those that are about don't make enough noise about lack of facilities and not enough lobbying is done by existing cyclists of local councillors etc who make the decisions involving where funding is allocated.



maybe it's in this lot?

Slightly more progress was made with Wellington City Council which allocated a further \$150K (plus the original \$100K for extending cycling routes in Wellington indicated in the draft annual plan) for reinstatement of Wellington's share of the Petone to Ngauranga cycle track. However the situation is complicated by the Regional Council proposing to swallow up the space occupied by the disused cycle track and replace it with a bus lane! If this happens then the replacement cycle track (if there is one) will have to be on the seaward side of the railway tracks, which involves reclaiming some dry land for it and a cost in the vicinity of \$5M, which neither the Hutt nor the Wellington Councils is currently willing to fund in the foreseeable future. So maybe we need to ban buses! No buses, no need for a bus lane and therefore reinstatement of the cycle track?

Several CAW members will be attending the Cycling Symposium in Palmerston North eager to find out how to deal with the above difficult situations and persuade those with the purse strings to spend some long overdue money on making cyclists' lives a little less stressful. ☺

CAW

Australia Cycling

CAN has received another 20 copies of Australia Cycling – The National Strategy 1999-2004. These are available to CAN members. Contact us to order one. ☺

Call For CAN Nominations

Longing to become a CAN office-holder? Of course you are! All positions will be elected at the AGM on 16 July (see item elsewhere in this issue). Some existing office-holders have indicated they'll be standing again, but everything is up for grabs. Currently there is no candidate for Treasurer.

If you are interested in any of the officer positions, contact CAN to put your name forward. We can also give you more information on what is required for each job. ☺



One of the *staff* cycle parks at a major teaching hospital in Holland. Not a helmet in sight, you would have thought *they'd* know better...

Better Transport Better Roads

Remember BTBR? The Ministry of Transport has completed its analysis of the 1100 submissions it received on the document released in December 1998. The Government has decided not to proceed with the BTBR proposals, but agrees there is a need to change the way roads are funded and managed.

MoT have produced a summary of submissions which they say may be of assistance to those who wish to be involved in future road policy development. Copies may be ordered by writing to:

BTBR Submissions
Ministry of Transport
PO Box 3175
Wellington



or by contacting Tania Ditchburn on tel. 04-498 0649, fax 04-498 0790, email <t_ditchburn@transport.govt.nz>. ☹

Members Old & New

There has been a good response to the reminder to renew subscriptions and CAN has lost few members. Thank you to members for their continuing support for CAN.

Our membership has grown rapidly at opposite ends of the country in recent months, with a sudden influx of applications from Dunedin and Whangarei. Welcome to those and other new members, including Cycle Touring Company (Whangarei) and Cycling Support NZ (Auckland) who have joined as supporting organisations. ☹

CAN E-mail Network

Over 100 members belong to the CAN email network. Recently they were canvassed on their views on whether the network should remain centrally moderated (with members' messages forwarded by CAN), whether members should be able to post messages directly, or whether the network should be opened up to non-members also.

There was a very clear preference for the status quo. However, there was enough interest in the second option to make it worth considering as an optional addition to the current system at some stage in the future.

All CAN members with email are encouraged to join the network. It provides brief items of news, requests for views and offers of help... If you want to sign up, please send a message to <can@actrix.gen.nz>. ☹

Code Red on Cycling

This month's Code Red mini-campaign from the LTSA focuses on cycling. There will be another cycling campaign later in the year, but the decision to add in an extra dose of cycle safety advice follows the high cyclist fatalities that have occurred in the first half of the year.

It's a positive move by the LTSA, but CAN is concerned about the visibility of the campaign. We'd be interested to know from any member who's noticed any of the Code Red publicity. 🚲

Symposium Ride Share to and from Wellington 14-15/7

We now have a few seats available in private cars both ways and no doubt we will get more offers. It will work like this:

14th July: leave Wellington Railway Station (Front) at 6.30 AM

15th July: leave Massey University at 5.30 PM.

Please check this time closer to the event, as it may change slightly. We will ask drivers to stick a sign in the window saying SYMPOSIUM RIDESHARE. So keep an eye out for this. Please let me know if you need a ride, so we know how many to expect. If you need a ride on the Thursday evening or Sunday afternoon, please also contact me.

Contact: email <Liz.ocean@xtra.co.nz>, ph 06 364 8187, fax 06 364 8185.



Two-lane cycle lights at intersection in Utrecht. The straight ahead lane has just turned green, while the left turn is red. The inset shows the red light, complete with arrow to indicate direction control. Note the bike design, if you want people to cycle don't just sell mountain bikes!

Austrroads 14 & Transfund

CAN wrote to Transfund asking that Austrroads 14 (the Australian cycling design manual) be included as a guideline in Transfund's Standards & Guidelines Manual. Guidelines are not mandatory, but any material modification of the guideline or use of an alternative guideline to suit particular circumstances requires a traceable justification to be kept for audit purposes.

Transfund have replied: "We are currently investigating, along with Transit NZ, the inclusion of Austrroads 14 in our guidelines. If we do this, it would replace the 1985 National Roads Board (NRB) guideline. Before we do this we need to consult with the relevant interested parties. We also need to consider the development of a supplement to the guidelines in order to incorporate some New Zealand specific issues relating to signage, road markings and various other considerations. We will keep you informed of the progress of this issue." ☺

Kidsafe Week

This year's Kidsafe Week (13-20 October) has cycle safety as its main focus, with Street Skills as the major sponsor. Some 70 local 'coalitions' have been formed to plan Kidsafe Week activities. CAN has forwarded details of CAN groups, supporting organisations and local contacts to SafeKids to be included in their mailing lists.

If you want to be involved in Kidsafe Week activities, please contact Sue Kendall, Kidsafe Week National Co-ordinator, SafeKids, PO Box 19 544, Avondale, Auckland, 09-820 1192, <suek@ahsl.co.nz>. ☺



Cyclist in India (Fietzersbond)

The Lincoln Connection

Lincoln Connection is the name given to a "Rideshare" transport tool developed for students and staff at Lincoln University. The ultimate objectives are:

- 1 To facilitate commuting and transportation options for users, while
- 2 Reducing the number of single-occupant cars on the roads.

While the emphasis is on filling cars to make commuting more efficient, the scheme also accommodates cyclists. The University is a considerable distance from Christchurch city so cyclists can ride to a connection point, then join others travelling by car.

Rideshare introduces participants to potential car poolers who then make their own pick up and drop off arrangements. Connection points serve most zones of the city but there is a facility for arranging your own zone if it is not already specified.

Information on where to find bike lock ups and bike stands is provided. Registration for Rideshare is easy through on line registration forms which provides for both local and long distance "riders".

The scheme has been developed in conjunction with EECA and sponsorship from Mobil.

In contrast to many web sites which are cluttered with extraneous, annoying graphics and advertising, the Lincoln Connection is clear and straightforward making it easy to find your way to more details and the registration forms. It can be found at:

<http://minaret.lincoln.ac.nz/rideshare/Main.htm>

It would be interesting to talk to the organisers and/or cycling participants and find out just how it is going and do a fuller article in the future. If you're willing & able to do this, contact CAN. ☺

Helen Rance, Nelson



An unusual design. The saddle is on a strap which stretches from the handlebars to the seat post. There is no top tube.

Cycle & Recycle 2001 Calendar

CAN has received a sample of this calendar put out the Bicycle Network in the US. It's well produced (infinitely better than the one-pager we got this year) with a black & white or colour photo above the page for each month. April features a fence in Nelson, NZ made of joined together bicycles, with people (and a cat) posing on the saddles. The calendar will also do nicely for 2007 and 2018!

CAN will not be ordering copies on spec. The sample copy will be on display at the symposium in July and orders will be taken there (along with payment!) – CAN groups can opt to order as many as they think they can sell. If you're a member of a CAN group and want a calendar, let your group know so they can include you in their order. If you don't belong to a CAN group, send your order to CAN directly, together with payment.

The calendars sell for \$12 each. This includes surface postage from the US & within NZ plus a small margin of profit for CAN or any group that opts to sell them to members. ♻️

CAN Do

Information on the CAN Do, CAN's first national get-together, was included in the last issue of Chain Links. To date 23 people have registered their interest in attending the CAN Do, though not all have sent in their symposium registration yet.

Meetings will be held in ISC 1.10 at the International Student Centre, Turitea Campus, Massey University, Palmerston North.

Programme

Saturday 15 July (following on from the Symposium)

- 6:30 pm. – drinks & dinner @ Moxies restaurant (corner George & Main Sts, Palmerston North city centre)

Sunday 16 July

- 10:00 am. – first CAN Annual General Meeting (agenda below)
- 11:00 am. – the CAN Plan – priorities & strategies for the future
- 12:00 pm. – the 'alternative Green Bike tour', or a Massey campus Green Bike race
- 1:00 pm. – lunch at Elm Cafe (Fitzherbert Ave, on route to University)
- 2:30 pm. – CAN Do finishes



Accommodation

Cheap accommodation available for the Saturday night at the Massey University student hostels – just indicate your requirements on the Symposium registration form. Cycle Aware Palmerston North (CAPN) have offered to help find billets for CAN members if necessary. Please contact Christine Cheyne, 06-356 3588 (h), 06-350 5799 ext 2816 (w), email <C.M.Cheyne@massey.ac.nz> if you need a place to stay.

Travel

Liz Mikkelsen from OCEAN has prepared information on travel options for the symposium (thanks, Liz) – see elsewhere in this issue. Travel options for getting home from the CAN Do were included in the last issue.

What to Bring

Come to the CAN Do with clothes suitable for a bike ride – contrary to last issue, you need to bring your own helmet. Bring ideas and resources to share – things you, your group or your local council has produced, photos, articles, books... There'll be a slot for reports on what's happening around NZ, so prepare a short report on your own patch. Bring money for the drinks and meals – both cafes are reasonably priced. ☺



Is your child too small for a seat? No problem!

Cycling Support NZ

CSNZ is the umbrella body for national organisations with a strong focus on cycling. CAN is a board member of CSNZ, along with the Bicycle Industry Association and Cycling NZ. CSNZ is currently encouraging the NZ Mountain Bike Association, NZBMX and Triathlon NZ to become actively involved.

CSNZ have produced a glossy brochure “The Sense & Cents of Cycling” which aims to give politicians and other policy makers, planners, engineers etc. good reasons why cycling should be encouraged. Copies of the document can be obtained from CSNZ by contacting the secretary, Perry Bathgate, 09-625 9255, <cyclingsupport@xtra.co.nz>.

The next CSNZ board meeting will be a breakfast meeting on Sunday 16 July after the symposium and before the CAN Do. CAN members are welcome to attend or to contact CAN if they want to have things raised there. 🚲



Or maybe you'd prefer a rear seat? (They also use attachments to enable folded strollers to be carried on the pannier rack while the child sits up front, but my photo of one of those in use on Texel didn't come out.)

CAN Annual General Meeting

Please send any apologies or items for inclusion on the agenda to CAN. If you are unable to attend the AGM and wish to have your views taken into account in any decisions made on issues listed below, please make them known to someone attending or send them to CAN.

Agenda

1. Attendance & apologies
2. Secretary's report
3. Treasurer's report
 - (a) financial statement (copy enclosed)
 - (b) subscription rates



Motion: "That the subscription rates be \$50 supporting organisation, \$20 family, \$15 individual (waged), \$10 individual (unwaged), \$5/member affiliation levy." (Robbie Cameron, Treasurer)

4. Election of office holders
 - (a) Motion: "That the clerical and campaigning functions of the current Secretary position be split and allocated to two elected positions." (Robert Ibell, Secretary)
 - (i) Chairperson
 - (ii) Secretary
 - (iii) Treasurer
 - (iv) Membership Secretary
 - (v) Newsletter Editor
 - (vi) Other office holders as required
5. Constitution – to agree a constitution (draft enclosed)
6. Incorporation – to decide whether to become an incorporated society & to take necessary steps as required
7. Policy Statement – to review and agree the CAN Policy Statement (sent with last issue)
8. Any other business
 - funding options for CAN (Cycle Action Auckland)
 - membership campaign in 2000-2001 (OCEAN)
 - re-design of leaflet (OCEAN)



LTSA Glazing Rule

After consulting with members, CAN made a submission on the draft of Land Transport Rule #32012 – Glazing, Windscreen Wipe & Wash, and Mirrors 1999. A copy of CAN's full submission is available on request. Other cycling groups and individual cyclists also made submissions.

CAN strongly opposed the proposal to lower the visible light transmittance (VLT) for front side windows from 70% to 35% (through glass tinting). We believed this would have serious effects on cyclists' safety for three main reasons:

1. Reduction in driver's vision out the side window
2. Reduction in driver's vision in side door mirrors
3. Reduction in cyclist's view of driver.

CAN learned of the decision to confirm the reduction in VLT when an article appeared in a Wellington newspaper about a car windscreen company that had geared itself up in anticipation of the change. We issued a media release condemning the decision and asking for it to be reversed, without success. We wrote to the LTSA on 1 June, repeating our concerns and saying:

"We were distressed when the Rule was confirmed with the VLT level reduced to 35%. Since then cyclists have observed that tinting of front side windows is increasingly common. Anecdotal evidence suggests that, as we predicted, cyclists are finding it more difficult to establish eye contact with drivers in cars with heavily tinted side windows, making it harder to ascertain their intentions. We assume, therefore, that drivers are also less able to see cyclists."



Some of the organised chaos at the starting area of the cycle test track, FietsFeest 2000. Just imagine trying to run this is everybody had to wear a non-wobbly helmet! I tried these recumbents, great fun!

CAN asked the following questions:

- “1. What consideration was given by the LTSA to the safety disbenefits that CAN suggested would arise from a reduction in front side window VLT from 70% to 35%?”
2. If the LTSA considered CAN’s arguments to be invalid, what evidence was produced to invalidate them?”
3. Where did the LTSA search for evidence on this issue?”
4. What safety benefits arose from the reduction in VLT that would outweigh the disbenefits?”
5. What other justifications were there for the reduction in VLT?”
6. What monitoring is the LTSA undertaking to check on the safety impact of the reduction in VLT?”

CAN has just received the following responses from the LTSA to these questions:

- “1. The LTSA carefully considered all arguments, including the ones raised by CAN, when the Glazing Rule was under review.
2. While we accept the validity of your organisation’s arguments, these had to be weighed against the arguments put forward by others for relaxing the restrictions of tinting of front side windows.
3. In reviewing the rule, the LTSA researched the situation in Australia, the USA and Europe. It also commissioned independent reports of the road safety implications of a reduction in visible light transmittance limit (VLT). As stated in the yellow draft, the LTSA’s view had become a minority position within Australasia since the Glazing Rule had been originally signed in 1996.
4. The primary safety benefits identified by those arguing for a relaxation of tinting restrictions were a reduction in UV radiation and a reduction in temperature gain in the passenger compartment of vehicles. The main arguments are referred to on page 25 of the overview of the yellow draft of the revised rule. If you would like another copy of that document, please let me know.
5. As stated in the yellow draft of the revised rule, the LTSA continues to hold the view that the previous rule struck a reasonable balance between the interests of those that would like to tint their front side windows and those who would might be killed or injured as a result. In the absence of quantitative data regarding the effect on road safety, a judgement had to be exercised. The then Minister of Transport signed the revised rule with particular regard to the consensus in Australian jurisdictions allowing tint film to be applied to front side windows.
6. The LTSA is currently considering ways of monitoring crash reports to identify case where it might be suspected that window glazing was a contributing factor.”

Are reductions in UV light and temperature gain really safety benefits, as the LTSA claims? We don't think so. We find it incredible that the judgement that was exercised by the previous Minister of Transport found motorists' comfort to be more important than cyclists' safety.

How did this decision come to be made, despite the LTSA having accepted the validity of CAN's concerns? Perhaps the voices of auto glaziers were stronger.

CAN will be writing to Mark Gosche, Minister of Transport and to Harry Duynhoven MP, Chair of the Transport Select Committee to raise its concerns. We will ask for the Glazing Rule process to be investigated and request that the decision to reduce the VLT be reversed.

Please send your own letters to these people (postage free to Parliament). Copies can also be sent to other political parties. ☺

Robert Ibell, CAN Secretary

Recycled Bikes Prove Popular

Books, music, artworks and toys are not the only items you can borrow from libraries around Dunedin.

The Dunedin Environment Centre runs a bicycle library, which trustee Daniel Mohr says receives an excellent response from the community.

Bicycles were donated almost daily, he said.

"They're generally in poor condition, with flat tyres and rusty brake cables, but we mix and match them with parts from other bikes and make them roadworthy."

Mr Mohr said the bicycles were hired out for a weekly fee but some people chose to buy them, for a donation to the centre.

He said a wide range of people used them.

"We have tourists who hire them for a day, workers and commuters using them around town and students, who may have them for up to a year."

Mr Mohr said the centre had more than 60 bicycles and about two-thirds were hired out at any one time.



Large load? Use a cargo bike.
(This one is off to dismantle a stall.)

The centre's aim was to provide a bicycle to everyone in the city who wanted one.

"It's an environmentally friendly means of transport and improves the health of the population through physical exercise."

Contact: Dunedin Environment Centre, Tel: 03-477 4938, Email: <envcent@earthlight.co.nz>. ☸

Otago Daily Times, June 2000

Auckland Members... Get to Know Your City

Cycle Action Auckland is starting a regular once a month Sunday afternoon rides with the dual aim of getting to know members and getting to know the city.

On the first ride, Sunday July 30, Bruce O'Halloran will explore all those out of the way footpaths and ersatz cycle routes that help you avoid busy main corridors while not taking you miles out of your way. We won't do them all in an afternoon, but we'll do some of the more obscure, interesting and valuable ones. And we'll work our way towards Unitec on Carrington Road to look at Auckland City's newest cycleway, which goes from Carrington Road past Chamberlain Park Golf Course to St Lukes Road route. It is part of a longer route to link up the North-Western Motorway cycleway into the City. For those interested, we'll end the day with a bite to eat somewhere – either out towards Pt Chevalier or back in town at one of the (cheap but tasty) food halls.

The first ride is July 30th, starting from Adventure Cycles, 1 Fort Lane, City (Bruce's bike shop) at 2pm. Queries, Ph Stephen Knight on 378 4606 (a/h) or Bruce on 309 5566.

Also, Bruce runs bike maintenance classes every Wednesday evening, starting 6.30-7.00 and running till 10pm. It costs \$8. Bring your bike and questions. Again, Adventure Cycles, 1 Fort Lane, City. ☸

Stephen Knight, CAA

ECO Publications

CAN is a member of ECO, the Environment & Conservation Organisations of NZ. We receive several excellent publications from them which are now available in electronic form: ECObulletin (fortnightly), ECOinfo and ECOaction (more occasional). If you want to receive these, in paper or electronic form, contact CAN. ☸



Cargo bike, Bangladesh (Fietsersbond)

Auckland City Council – Current Cycling Projects Underway

Auckland City Council recently provided Cycle Action Auckland with a list of cycling projects they are currently undertaking. Here follows a slightly condensed version of the list:

Bus/bike lanes:

Mt Eden and Sandringham Rd bus/bike lanes are to be resurfaced in green within the next few months. There are plans for new bus/bike lanes on both sides of Great North Rd all the way from Pt Chevalier to Arch Hill (near Bond St).

Carrington Rd cycleway:

This will also be resealed in green by approximately next year.

Waterview to City cycleway:

An off-road route is being constructed which will link Waterview (the city end of the current North-Western cycleway from Swanson) with Upper Queen St, parallel to the North-Western motorway. The first stage of this project (between Carrington Rd and St Lukes Rd) is due to be completed in mid-July. An official celebratory opening day is



Cycle couriers have grown in popularity in recent years, but what if you have a large package? Call a cargo courier!

planned for September. The second stage of the project will start from Finch St (Kingsland) and continue to Upper Queen St- this is due to be finished in 2000/2001. The third stage will construct a new overbridge across the Waterview interchange (where cyclists currently have to use a very slow pedestrian crossing) and complete the link between the existing North-Western cycleway and the centre of Auckland.

St Lukes Rd:

At the St Lukes Rd motorway interchange, a new pedestrian crossing with cycle aspects, (i.e. cycle traffic lights,) will be installed in July. This will be the first installation of cycle aspects in Auckland. Cycle lanes on St Lukes Rd, to act as a feeder route to the Waterview-City cycleway, are also being considered.

State Highway 20 extension:

An off-road cycleway alongside the SH20 motorway extension proposed by Transit NZ is being investigated.

Greenlane West cycleway study:

Some modifications to the proposed cycleway along Greenlane West Rd had to be made to satisfy the Cornwall Park Trust. The Trust would not allow the entrance ways through the stone wall to be enlarged, so that cyclists will have to slow down considerably to pass through the existing entrance ways. This unfortunately means the cycleway will be less suitable for commuter cyclists.

Monitoring:

Surveys of cycleway patronage are continuing and expanding. 12 sites were monitored in 1996, 24 in 1998 and 47 sites this year. The increase is partly due to the fact that there are now more cycleways to monitor.

Cycle Aspects, and Advanced Stop Lines in Auckland– Calling CAA Members

Auckland City's Transport Planning department are considering installing cycle aspects, (traffic lights) and advanced stop lines for cyclists at strategic intersections around Auckland. They have asked members of Cycle Action Auckland for input and advice on this matter.

All CAA members who know of intersections that are currently dangerous or awkward for cyclists, and that would benefit from installing cycle aspects and/or advanced stop lines, please forward the locations of such intersections to Adrian Croucher (tel. 373-7599 ext 4611, home 376-3787, email <a.croucher@auckland.ac.nz>, or post to 13 Wilton St, Grey Lynn). Adrian will compile these and forward them in turn to Transport Planning.

Adrian Croucher, CAA

Toward Cycling Equity

Bikes Belong Coalition is an organization sponsored by the American bicycle industry. Its goal is to put more people on bikes more often. One way to achieve that goal is to work to make communities more bicycle friendly. Toward that goal, the Coalition has published a "Guide to Bicycle Advocacy." This excellent document is available, in its entirety, on the web at: <http://www.bikesbelong.org/guide.htm>. This is a complete guide on making the provisions of TEA-21, the Transportation Equity Act for the 21st Century, work in your community. It is required reading for anyone wanting to improve the quality of cycling in his or her community. ☸

Lyneke

Former MP Recalls "Horror" Accident

Christchurch, June 15 – Former cabinet minister Philip Burdon has told of his "horror" at seriously injuring a cyclist two years ago.

Christchurch woman Chrissie Williams fell under a passing car when Mr Burdon opened his car door in front of her in April 1998. Mr Burdon and Ms Williams both gave their support to the launch of a Christchurch City Council cycle-awareness campaign today. In a letter read at the launch, Mr Burdon said: "As someone who has been through the horror of this kind of accident, I cannot over-emphasise how strongly I support this initiative."

Mr Burdon said the campaign was an important one.

"Cyclists are, by definition, particularly vulnerable in metropolitan areas, and it requires a not merely passive, but very pro-active awareness of the possible presence of cyclists to avoid the ghastly experience I had," Mr Burdon said.



Fun bikes for the kids...

Meanwhile, Cycling Advocates Network secretary Robert Ibell has condemned the Land Transport Safety Authority (LTSA) for the high number of cyclist deaths on New Zealand roads so far this year. He said the death of 16 cyclists this year, compared with three at the same time last year, was much more serious than a simple “statistical blip.”

He said the chance of randomly getting 16 or more cyclist fatalities in half a year was 0.1 percent, based on an average of 12.8 cyclist fatalities a year between 1995 and 1999. Even when the number of fatalities in 2000 was included, the likelihood remained below 1 percent, he said.

LTSA road safety engineer Tim Hughes expressed concern earlier this week about the high number of cyclist fatalities, but Mr Ibell said concern was not enough.

“It’s nice to hear they’re concerned about the cyclist fatalities, but when are they actually going to do something about it?”

Mr Ibell said the cost of the 16 cycle fatalities this year amounted to almost \$40 million.

“With these figures, a national campaign to improve road-user behaviours and increase safety for cyclists starts to look like good use of the LTSA’s money.” 🚲

NZPA



and adults! (and that dragon is a tricycle)

Letters

Please write to the Editor, ChainLinks, email <ChainLinks@altavista.net>, or post items c/o CAN, PO Box 11-964, Wellington

Dear CAN,



Congratulations on your efforts on behalf of we cyclists.

Do you have, or would you consider and implement a lifetime membership (bought) as I prefer this method.

I love your logo on page 4. Woops, you didn't number pages!

Page 5, re Tranzrail's \$10 charge for carrying bikes: before everybody owned a car prams were carried in the front and back of the bus, outside, hanging on rows of hooks. Surely these are lying around somewhere in bus workshops and could be re-attached. The moan I often receive is they make other people's luggage dirty despite being cardboard wrapped!!! I can't see how \$10 eliminates this. In the case of the interisland ferry we take up such a minute speck on the lower deck it is an exorbitant charge.

Could I make a suggestion that you arrange to tape the speakers at the conference – use body microphones – and then sell copies to members who can't be there.

Is there any more of reclaiming the obsolete railways on a larger scale for cycle tracks? I feel angered at the loss in the North of Otiria to Okaihau to both trains and cyclists.

One answer to cycle safety is to do as is done in China: railings between cars and cycle tracks. I suppose cost would be the deterrent.

Best wishes. Keep up the good work.

Molly Hamilton Kerikeri

[Robert Ibell, CAN Secretary, comments – It would certainly be great to have more long distance cycle paths like the Otago Central Rail Trail (mentioned in an earlier Chain Links). CAN has recently written to the NZ Railways Corporation about this. They own the land that Tranzrail runs its trains on and we have asked to be notified when the lease on any section of rail corridor is terminated. If you are interested in following up on this also, contact Brian Murray, General Manager, NZ Railways Corporation, PO Box 593, Wellington, 04-499 5935, <nzrailcorp@xtra.co.nz>.]

Dear ChainLinks,

As a member of Sustainable Energy Forum, I have tried to interest others in the Car Free Day for Auckland. Greenpeace have been asked but what else can be done? What do CAN think?

What interest is there in a brief note on how wonderful cities in Europe have been with the Car Free Day? How can this be brought to the Symposium? Is there a useful place for electric bicycles?

As a member of the IHDVA, so much is going ahead in Europe. It seems like Nigel Perry will have a good report. Or perhaps Terry Ryan on Velo Mondial. Can some of this be used in CAN?

What is the status of the plan for a NZ Walkway? Could it include bikes?

Bob Stowell RD1, Kerikeri

[If we had a car free day what would the bareheaded Police use to chase bareheaded cyclists? Sorry. How about New Zealand joining in this year's car free day as an "associate" country – after all Australian cyclists' are associate members of the European Cyclists Federation. I'll leave that as a challenge to the Symposium to set up! Ed.]

Health benefits of cycling greatly outweigh loss of life years from deaths

[The following was a Letter to the Editor published in the British Medical Journal in 1997. The author, Mayer Hillman, is a keynote speaker at the forthcoming "Making Cycling Viable" conference, his comments here will likely be of interest in New Zealand, Personally the last line hits home. Ed.]

Editor–Ronald M Davis and Barry Pless criticise Minerva for not wearing a helmet when she is riding a bicycle, pointing out that significant reductions in the number and severity of head injuries among cyclists have been achieved where wearing a helmet has been made mandatory.[1] They also call for evidence to substantiate Minerva's claim that the health benefits of cycling outweigh the risk of serious injury if helmets are not worn.



The twin-penny farthing recumbent?
The bike is steered by independently braking the wheels.

The great majority of serious head injuries among cyclists result from collision with a motor vehicle.[2] Lowering the risk of collision in the first place is a far more effective way of preventing these injuries than is wearing a helmet. The risk can be lowered by reducing the volume and speed of traffic[3]; encouraging greater awareness among drivers of the vulnerability of cyclists (and pedestrians), and among cyclists of their vulnerability so that they maintain a high level of vigilance; and establishing safe and convenient networks for cyclists. In countries such as Denmark and the Netherlands where this has been done, and where few cyclists wear helmets, the injury rate is about a tenth of that in Britain.[2]

It is important to bear in mind that the specification for helmets is restricted to providing protection for the head in the event of a fall,[2] not after the cyclist has been run into by a car or lorry. While some people would argue “better some protection than no protection at all,” the danger stems from cyclists who wear a helmet feeling safer than they would without a helmet and then riding with an exaggerated sense of security. The law should be changed so that manufacturers are obliged to print on helmets the limited protection they afford.

In Australia, where helmet wearing has been made mandatory, the greatest effect has been to discourage cycling. Although the proportion of cyclists treated for head injuries after collision with a motor vehicle has declined there, the reduction has been similar to that among pedestrians, which suggests that the major road safety initiatives on speeding and drink-driving that were introduced at the same time as the helmet law largely account for the reduction.[5]

Finally, the health benefits of regular cycling, in terms of life years gained, have been shown greatly to outweigh the loss of life years from deaths of cyclists – even in Britain's traffic environment, which is hostile to cyclists.[2, 3, 4]

Perhaps the reputation of advocates of helmet wearing is more at risk than the heads of cyclists who do not wear helmets. ☺

*Mayer Hillman, Senior Fellow Emeritus
Policy Studies Institute, London NW1 3SR*

- [1] Davis RM, Pless B. Evidence shows that cyclists should wear helmets. *BMJ* 1996;313:629. (7 September.)
 - [2] Hillman M. *Cycle helmets: the case for and against*. London: Policy Studies Institute, 1993.
 - [3] Plowden S, Hillman M. *Speed control and transport policy*. London: Policy Studies Institute, 1996.
 - [4] BMA. *Cycling: towards health and safety*. Oxford: Oxford University Press, 1992.
 - [5] Robinson DL. Head injuries and bicycle helmet laws. *Accid Anal Prev* 1996;28:463-75.
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Reducing Speed in Urban Areas.

A recent article by Pilkington in the British Medical Journal talks about reducing the speed limit to 20 mph in urban areas [1]. His thesis is that child deaths and injuries would be decreased and uses the startling statistic that the chance of a pedestrian being seriously injured or killed if struck by a car is 45% if the vehicle is travelling at 30mph, but only 5% if travelling at 20mph. This is supported in other studies by Leaf and Preusser estimating that only 5% of pedestrians would die when struck by vehicles travelling at 20mph or less compared to fatality rates of 40, 80, and nearly 100% for striking speeds of 30, 40, and 50 mph [2]. One does not need to be an atomic scientist to see that this must have relevance for cyclists.

The Accident Compensation Commission [ACC] and the Land Transport Safety Authority [LTSA] also strongly support these views in their recently launched "Down with Speed" Injury Prevention Programme which amongst its resources has an impressive review of the literature and the impact of speed on New Zealanders [3]. The Automobile Association have given this initiative the nod which makes it a good starting point for us who travel much more slowly and are increasingly vulnerable [4]. Overall it seems clearly demonstrable that a small reduction in speed can lead to large safety benefits both for those in vehicles and those outside, which includes you and me.

The realities however as to whether reduction in speeds, particularly in urban areas to say 30km/h from the present 50km/h, can be actually achieved are a little more challenging. Local authorities are supportive of



A couple, Amsterdam, and a rickshaw...

residents wanting to lower speeds and some communities have done so but the fact is that signage informing drivers of this fact are more often than not completely disregarded. The LTSA unfortunately do not have the resources to enforce these speed limits as their priority is on main highways in high accident rate areas [5]. The anticipated change in the policing of our roads with the return of patrolling may help with this situation, but realistically other ways of controlling traffic speed need to be looked at. Speed limits and enforcement are not enough.

Engineering measures can help to keep down speed [6]. This is known in the jargon as local area traffic management [LATM] and consist of speed humps, road narrowing, diagonal slow points [chicanes] and gateway treatment of roads. Overall these measures, especially the speed humps, are efficient speed reducing measures [7]. My comment about these however, especially the latter measures, is that great care needs to be taken with any narrowing and gateway approaches because my experience as a cyclist is that we can be very easily wiped out trying to negotiate these “exits”. I speak from personal experience and can vouch for the importance of a rear vision mirror before entering these narrow sections.

To be positive however we can only be very supportive of the ACC and LTSA’s move to try and reduce speed on our roads. Those of us on bicycles would like to see it taken further and for the initiative not just to relate to the safety of those in vehicles, but to those outside which includes cyclists as well as pedestrians. Statistically this is absolutely crucial as although pedestrian factors contribute 7.7% and cyclists “only” 3.3% there are many more pedestrians than cyclists meaning we are much more vulnerable [8].



A 4 wheel recumbent with child (or luggage!) seat.

It is probably also fair to say that cyclists need to do their part as well. I live in a student area in North East Valley in Dunedin and cycle to work each day. I do so defensively not just because of speeding cars driven by students who live closer to the University than I do, but student cyclists who push the limits both on speed and what is possible on a bike. I guess there is a bit of envy there for one who could almost be called a senior citizen in terms of others' prowess and skill in negotiating hazards, but it does not always go down well when we are trying to negotiate a future which is for both parties. Recent statistics for Dunedin show very clearly that the highest number of accidents for cyclists occur in the 15-19 and 20-26 age groups which is quite different to national figures which peak in the 10-14 cohort. Clearly there is work to be done; urban speed is part of the problem but as with all these things it cuts both ways. There is much more to be done to make our roads safer for everyone and particularly cyclists.

Happy cycling. 🚲

Pete Strang, Dunedin

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Web Sites

If you haven't come across this website before, it has some interesting information and a quite extensive set of links to other sites. It may be of interest to readers of *Chainlinks*. <<http://www.ctuc.asn.au/bicycle>>

Robert Hynson, Rotorua

Have come across a rather interesting website summarising research about the safety of cycle paths. Little evidence has been found to suggest that cyclists are safer on paths than on roads. It seems that the contrary is the case, though.

<http://ourworld.compuserve.com/homepages/quinze/digest/cy_pathr.htm>

Axel

[The safety, or otherwise, of cycle paths has been well debated. While some may have seen negative results, others have certainly seen positive ones. Maybe someone would like to do a survey of both sides of the debate for ChainLinks? Ed.]

Editorial

You may have noticed that the last couple of issues have contained first hand reports from parts of Europe and that I would also be attending Velo Mondial 2000 in Amsterdam. Well its time to tell you all what's going on... ChainLinks is currently being produced in Utrecht, Nederland!

As part of the "day job" I am spending a year in Utrecht. While here I am also getting to travel around a bit – England, Scotland, USA and Nederland so far; Italy and Germany (at least) later in the year. Before I left I discussed with Robert, CAN Secretary, what we should do about ChainLinks and it was decided that in this age of information technology we could just move the production site and nobody would notice. So far no (unusual) production difficulties have come up, but now you know I guess you'll all be looking for them!

Outside of the day job this year is proving to be a wonderful opportunity to experience first hand cycling and transport planning outside of New Zealand. The difference is stark, and sadly far from flattering to New Zealand. Here people of all ages and lifestyles are encouraged, and choose, to cycle, in New Zealand we lie about the dangers and actively discourage cycling. Some of the locals here are surprised at my obvious enjoyment of a freedom which they take for granted, yet it is enjoyment tinged with

Road safety for
cyclists can only be
improved
by removing the
danger at its source:
**CALMING
THE TRAFFIC**

sadness when I think of home and what New Zealanders are denied. We have a lot to learn and it is a challenge to us all to make sure the message gets through.

The Great Leap Backwards

The picture shown here was included in the last issue of *ChainLinks* with the alternative titles “Two Knuckleheads Abusing A Child” (New Zealand) and “Healthy & Fun Family Day Out” (Rest of the World). The huge gulf between these two should concern all of us.

Go back fifteen years or so and Kiwis thought cycling was a safe and healthy activity. But a major campaign was launched to reveal the “real” situation to us; cycling it was claimed was an inherently dangerous activity with excessive levels of serious head injuries and deaths.



In short New Zealand was apparently in denial, major carnage was going on around us and we didn't realise it. We needed the “Barehead, Knucklehead” campaign to remove the scales from our eyes, and the helmet to save us.

The Big Lie

However this “cycling is dangerous” argument is a huge lie. Ask the medical profession (at least anywhere other than New Zealand) and you will find out that cycling is healthy. In fact it is so healthy that its benefits outweigh not only the small risks from falling of your bike, but the risk posed by motor traffic.

Simply put, it is better to cycle than to not – and helmets have nothing to do with this. This is why organisations such as the British Medical Association have long since taken the view that nothing should be done which discourages cycling. More recently the World Health Organization with its “Charter on Transport, Environment and Health” is pushing for an increase in cycling, and has also noted that they can find no case to support mandatory cycle helmet legislation.

Unfortunately the need to argue that cycling is dangerous, so that a helmet law can be justified, works against promoting cycling! Some people give up cycling, some never start, others reduce their participation – and of course parents are naturally ready to restrict their child's use of this “dangerous” transport mode.

Considering the health benefits and the effects of helmet legislation in Australia, some of whose negative effects have been acknowledged by our own Government, one journalist concluded:

“In short, Australia’s various governments have effectively condemned an unprecedented number of Australians to poor health and early death. If the figures are even remotely accurate, the imposition of mandatory bicycle helmet laws represents one of the greatest public health disasters in Australian history.”

The Effect on Children...

And then the problems get worse. It has long been recognised that *independent mobility* is important for a child’s social development, and the means of gaining this available to children are cycling and walking. We now know that children who are driven to school do not learn as well as those who walk or cycle (accompanied when young or independently when older). Doesn’t look good for New Zealand kids, where driving to school is increasing.

Hypocrisy?

When arguing the case for mandatory cycle helmet legislation our Government has turned to research from such organisations as the Federal Office of Road Safety in Australia. Unfortunately for them however FORS, among others, has also pointed out that the risk of head injury is much the same for seatbelted car occupants as it is for cyclists. Further the wearing of cycle-style helmets in cars would be as, if not more, effective as



Two kids? No problem! Family fun at FietsFeest

wearing them on bikes – in Australia it is reckoned that they could save up to A\$500M a year if car occupants wore helmets. Air bags don't help much either, helmets it seems are better, but if all Australian cars had a full set of airbags then helmets would probably only save A\$380M a year...

Now the car helmet argument is open to some of the same criticisms as the mandatory cycle helmet one. But if you believe they are needed on bikes because of the risks, then you must also believe they are needed in cars.

So the question is, do those people in leadership in New Zealand who support the mandatory cycle helmet legislation *choose* to wear helmets in their cars? If not then it is hard to find any explanation other than hypocrisy, these people would be clearly showing they don't believe what they claim to.

The Other Point Of View

New Zealand is the only country in the world with a universal cycle helmet law applying to all, and it is also the only country where the opposition to such is unorganised – we are the only country to really understand the need for legislation.

However we still have a few diehard anti-law people amongst us who point out that the law hasn't managed to reduce injury levels as much as hoped, and quote research showing it has failed. The common response is that we of course know differently, you only need to look at our streets and see the children riding around in their shiny helmets to know we have been successful. The Government of course confirms this, dismissing the so called "research" as invalid or unrepresentative and thus continues to protect us.



The non-cargo cargo bike!
Bali (Fietsersbond)

Fortunately a change of Government hasn't weakened the resolve and in June the Hon. Mark Gosche, Minister of Transport, wrote "I still believe that cycle helmets provide safety at a reasonable cost for New Zealand cyclists" and that this view is "based on sound research evidence".

Case proved.

Our Challenge

There is a problem though, in our joy at our success we have become complacent and left the rest of the world to suffer. New Zealand leads the world in cycle safety.

But what are we doing to help others? We are only a small country so there are limits to what we can do, but fortunately (for us and the world) we only have to campaign in one country, The Netherlands, which is also pretty small.

The Netherlands

Why the Netherlands? Well contrary to popular belief the Netherlands haven't always been a cycling country. Back in the 70's as car ownership and usage increased in this small country the Government decided

something needed to be done to address the growing congestion. They first launched a traffic "master plan" aimed to persuade the Dutch to not use their cars for short journeys, and in the 90's the "cycling master plan" was targeted at increasing cycling.



Cyclists in China (Fietzersbond)

The results have been dramatic, today some 24% of all trips in Amsterdam are by bicycle, and in the inner city area that rises to more than 50%. The Mayor of

Amsterdam has an official bike and rides to meetings "with my chain of office in my pocket". Even the Dutch Prime Minister rides a bike. This success has made the Netherlands the country others aspire to and all over the world countries are trying to reproduce its success.

But they don't wear helmets! Given this huge amount of cycling we know that the level of serious brain injury and death must be horrendous, but like New Zealand in the past they are clearly in denial.

Given as we know that it is cycling itself that is dangerous, and that gravity and friction are much the same in the Netherlands as New Zealand, they must have the same problems we used to have. We have the answer.

Save The World!

The question clearly is why is our Government not actively working to bring helmets to the Netherlands? Why are not members of the LTSA visiting the country to explain our success and reveal, gently of course, their own state of denial to them? Why was the only New Zealand representative at Velo Mondial 2000 from CAN?

Travel in the Netherlands and you see Police Officers riding bicycles and not wearing helmets. Travel in New Zealand you see Police Officers driving cars, as they should, stopping unhelmetted cyclists and fining them. Maybe we should send some of our Police over there to arrest their Police, that might help get the message across.

Save the Netherlands and we save the world! A challenge to the New Zealand Government, and a campaign for us!

Is any of this important?

Yes, if the anti-law argument is right then we are doing untold damage and the law must be abolished.

If the pro-law argument is right then we need to assert this and spread the word. After all it is 6 years since we introduced our law and the rest of the world is still ignoring our success – surely we owe humanity more than that?

This presentation is clearly anti-law overall. I have researched this issue extensively and even met in person the major world proponents of legislation,. On balance I cannot conclude anything other than mandatory cycle helmet legislation has no redeeming qualities and many serious problems.

But in the interests of balance, who can explain the pro-law argument?

The Invitation

The answer of course is obvious: The Hon. Mark Gosche, Minister of Transport. The Minister of Transport is the person ultimately responsible for the mandatory cycle helmet legislation and has already, albeit briefly, stated his total commitment to the legislation.



However the world doesn't seem to agree. We are the only country in the world where every cyclist has to wear a helmet by law, and other countries are not flocking to follow us. Quite the contrary in fact, and in countries where laws are proposed the results of the New Zealand law are used not by the pro-lobby but the anti-lobby. Meanwhile our Government seems to be content to leave the rest of the world to suffer.

Something doesn't add up! What are we missing? The person to ask is the Minister, so we will be sending a list of questions to the Minister and will invite him to reply to them. We will hopefully publish his reply in the next issue. 🚲

NZ Cycling Symposium – “Making Cycling Viable”

Ninety-five people had registered for the symposium (Massey University, Palmerston North, 14/15 July) as at 26 June. The organising committee (which includes CAN) anticipates final registrations will exceed 120. It's shaping up to be a great event.

If you haven't already sent yours in, it's not too late! More copies of the flyer and registration form are available. Contact CAN. Please take time to call your local authority and offices of the LTSA and Transit NZ and ask them to send staff along. ☺

Why Do The Dutch Ride Bikes?

In the last issue of *ChainLinks* the following was included in a report of a meeting with the Ministry for the Environment:

“MfE encouraged CAN to contribute hard data — not from places like Netherlands, but “culturally similar” places like Aussie or US, e.g. data from places where modal share has increased and how they did it.”

I added an editorial note at the time and thought I should comment at greater length at some future time. Now's that time...

Culturally Similar? Modal share increase?

Dutch and New Zealand culture are certainly different but there is nothing inherent in Dutch genes which makes them choose bicycles for transport – at least nothing that has every been reported to my knowledge.

Cycling hasn't always been high in the Netherlands, as in other countries the coming of the private motor car and increasing wealth saw people forsaking their feet and getting into cars. The usual benefits and problems occurred. People gained the freedom to travel further, and the chance to crawl at less-than-bike speed through the towns and cities.



By the late 60's and early 70's the problems were getting bad. The Netherlands isn't a large country – you can take a day return on the train (remember those?) to just about anywhere; it has a high population; and is relatively well off. Add the inappropriate use of the private car to that and you get congestion, big time.

What the Dutch Government did was see this problem developing and decide to do something about it. Their aim was simple, discourage *inappropriate* use of the car, while not being anti-car. For local and short trips walking, cycling and public transport are far better. The Government decided to re-shape both the physical environment, and the minds of the Dutch, to produce a modal shift. It worked.

If the “cultural” dissimilarity between the Dutch and us Kiwi’s is that their Government decided to take action, then it is certainly one we should seek to eradicate forthwith!

But Holland Is Suited To Cycling!

When you’ve cycled through the Austrian Alps; up, down, up even more, etc.; and passed an old lady cycling between villages who must have been well into her 70’s, if that young, then you know terrain has little to do with whether people cycle. But let’s debunk some of the common myths:

- *Holland Is Flat And Good For Cycling*

Have you ever ridden a bike in a flat country? If you live in Christchurch, the Canterbury plain, Hamilton or Palmerston North (apart from the bump inside the University grounds) – to name a few – then you have. Met the wind?

Holland is flat, and the wind blows. Go the wrong way (inevitable) and you’ll meet it. Some of the roads around here are on top of dikes, ready to catch the wind from any direction. If you’ve every slogged up the north sea coast from Egmond an Zee to Den Helder, into the wind all the way, you’ll wish for some hills – I can tell you!

Flat has little to do with it.

- *The Weather Is Good, It Rains In New Zealand*

The weather can be good, just like in New Zealand. Overall Holland is quite a damp place, not surprising I guess given its largely below sea-level and covered in rivers, canals, lakes and marshland! It rains here, it pours here, and people keep cycling – and if its not windy they hold an umbrella in one hand!



We had a hot spell a few weeks ago (“very un-Dutch weather the locals told me) and I was out some kilometres from home when the weather broke. I had a t-shirt and cycling shorts on. Thunder, lightening, bits falling off trees, wind, rain... I didn’t get wet, I became one with the water! When I finally got home – with glasses I couldn’t even see where I was going – everything was soaked through. I doubt a raincoat would have made that much difference. True the locals didn’t try to cycle in this weather, well most of them anyway!

It gets cold as well, and snows, and freezes over (on a previous visit I’ve seen them cycling on a frozen sea!).

The weather has little to do with it.

So Why Do They Cycle?

- Cycling is seen as *normal* transport and given its fair share of the road. Parking is provided at destinations.

- Cycling is recognised as healthy and good for kids. They are encouraged to ride.
- Cycling is seen as a healthy family recreation and facilities are provided – like cycle routes through woods.
- The shops here sell every kind of bike including standard “sit up and beg” with a strong carrier – for your shopping or a friend.
- The Government has gone out of its way to promote cycling for the benefit of all.

And In New Zealand?

- The Government has decided cycling is dangerous, even though it isn't

Spot the Difference?

Nigel Perry, Cycle Aware Palmerston North, from Utrecht NL

Please submit news items, articles, “Letters to the Editor,” “comment” etc. Send by to <ChainLinks@altavista.net>, or post items c/o CAN, PO Box 11-964, Wellington – electronic submission is strongly encouraged. ☺



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CAN is a member of ECO (Environment & Conservation Organisations of NZ) and of Cycling Support NZ

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