



CAN AGM & CAN Do

Those of you who have already read your conference registration pack will know that CAN's Annual General Meeting will be held at 5.10pm on Saturday 22nd September, in the Tower Room, Chateau on the Park Hotel in Christchurch. The agenda is:

1. Report from the Chair;
2. Treasurer's Report;
3. Election of officers (Chair, Treasurer, Secretary) and committee (3-5 people);
4. Proposed amendment of CAN subscriptions to unwaged \$15 (currently \$10), waged \$20 (\$15), family \$25 (\$20), supporting organisation \$50 (\$50), affiliated organisation levy \$7.50 (\$5) – Proposed by Adrian Croucher. Reason is to cover costs of producing and sending *ChainLinks* while also leaving some funds for our advocacy work.

Please note that all positions are open for election, and that the Treasurer's stuff is on a MS Access Database. Nominations for the Executive and non-attendee votes for the subscription proposal should be sent to CAN by 16 September.

The following day (the 23rd) CAN has its planning meeting (CAN Do) from 9am – 2pm, including a lunch break. All members are encouraged to attend – our post-conference meeting last year was a lively discussion session and set the agenda for what we have been doing this year. Anyone with issues they would like brought up at the meeting can send them to <can@actrix.gen.nz> or PO Box 6491, Auckland. ☺



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NZ CYCLING CONFERENCE

FRIDAY 21ST-SATURDAY 22ND SEPTEMBER 2001

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ph +64 3 371 1472 or email: cycling@ccc.govt.nz

14 Key Cycling Issues for Local Authorities

A CAN recruitment letter has gone out to mayors, transport managers & road safety co-ordinators in all local and regional councils. We've enclosed copies of a new CAN publication "14 Key Cycling Issues for Local Authorities" and information about the September cycling conference in Christchurch.

The "14 Key Cycling Issues" document is downloadable as a PDF file from the CAN website or in hard copy from CAN. Our thanks go to CAN member Bill Wright for all his work on the layout of the document and to Alix Newman and Christchurch City Council for their help in producing it.

Cycle Safety Agreement Signed

Spotted in June 2001 edition of LTSA's "Road Safety" :

"The LTSA, New Zealand Police and the Health Sponsorship Council have signed a formal agreement pledging to work to promote safe cycling.

The agreement sets out the responsibilities of each organisation for educational and promotional activities, including the provision of cycle safety education in schools and the planning and promotion of national events like Bike Wise Week.

The agreement also commits the three organisations to develop a coherent, consistent and effective national cycle safety strategy for New Zealand."

CAN will be keeping an eye on developments! 🚲

Dedicate Bridge Clip-on Lanes To Dead Boys, Mother Says

Wanganui, June 26 – Wanganui's Cobham Bridge clip-on pedestrian and cycle lane should be dedicated to the two boys whose deaths brought about the safety enhancements, the mother of one of the youngsters said today.

Michelle Cutter was delighted by the news the clip-on received Transfund approval and would now go ahead.

"It's going to happen, finally. It shouldn't have taken two deaths but at last the bridge will be safe. I'm rapt," Ms Cutter said.

"I hope they dedicate it to the boys. It would be a nice way to show they didn't die for nothing."

Zane Cutter, 13, and Colin Morgan, 14 were killed in February last year by a hit and run driver as they cycled across the bridge.

Their killer was jailed for four and a-half years for manslaughter and failing to stop.

The families had campaigned for the addition and had attracted more than 3000 signatures to a petition.

The 1.5m wide clip-on will be added to the downstream side of the bridge. The cycle and pedestrian lanes will extend off the bridge some distance at either end.

The work is expected to cost \$750,000 and is earmarked to begin some time late this year or early next year. 🚲

NZPA

I Rode the Sydney Mass (and Survived)

The June 2001 Sydney meeting of the *Australian Bicycle Council* (an *Austroroads* body on which I represent Transit New Zealand) happened to coincide with the Sydney *Critical Mass* ride. A chance too good to miss, I thought.

As a government official, I am wary of *Critical Mass*. I have heard tell of both good-natured celebrations, and of antagonistic confrontations. I made it clear that I didn't want anything to do with the latter. But I needn't have worried.

The Sydney *Critical Mass* works closely with the Police, and even with the traffic controllers who, via computers, jig the signal phasings to ease the *Mass* as it passes through. We have problems getting police on bikes in New Zealand? Well they weren't only on bikes, but were pretty streetwise with it.

You need to be streetwise in Sydney. I have never seen anything like its sharp and aggressive traffic (makes Auckland look like a country town). The old adage that you are at your safest in traffic behaving like a car, holds true – but in THIS traffic?

I insisted on my host, Fiona Campbell of the BFA (Bicycle Federation of Australia, a sort of Aussie CAN) accompanying me at all times, excusing myself for being 'chicken'. She said I wasn't chicken, but

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sensible. Apparently Sydney cycling advocates have a ‘buddy’ system of chaperones to accompany new cyclists on the city streets. It’s the only way anyone would have a hope of taking it up. Kitted out with a bike, lights and helmet by the helpful *Cheeky Monkey* CBD bike shop, I launched out nervously.

As the *Mass* assembled in a local park, the leaders (well there aren’t really ‘leaders’, it’s all spontaneous, see?) quashed the rumours that this ride was going to ‘take on’ the Harbour Tunnel, from which bikes are banned. This was considered as a protest against the ‘missing off’ of the originally-planned cycle lane in plans for a further tunnel, but apparently ‘negotiations’ had resulted, so they were going to (legally) take on a freeway instead. All this did, however, account for a stronger than usual presence of the Boys and Girls in Blue (well, reflective yellow jackets actually).

It all started sedately enough (after all, I thought, Fiona had brought her children along), but as we swooped into the freeway tunnel, I noticed with horror that I was at the rear, and was not keeping up with the flow. I didn’t dare go faster, on an unfamiliar bike and road, and on a steep downhill slope to boot. Worse still, out of the corner of my eye I could see three big trucks bearing down on me. Only afterwards did I learn that they were Police trucks guarding the rear of the *Mass* from the following traffic.

That lesson got me to edge myself well up near the front – interesting, since I could then observe the close working between the *Mass* marshals and the lead Police riders. “*Corkers! I want corks! Three groups of corks, please, one there, one there, one there!*” barked out the gesticulating marshal on arrival at signals. This added a new word to my language. A ‘corker’ is a bold cyclist who plants themselves in front of a stationary traffic queue, thus ensuring the queue can’t move when the lights change, until the rest of the ride has passed through. And all in Police presence, and with their approval.

Back off the freeway and in the heart of the city’s night-life, the megaphone got going. “*More bikes, more bus lanes, light rail*” and an invitation to join the throng same time every month. No rivalry between bikes and public transport here. It was refreshing to see people who saw all these modes working together towards the same objective of a more ‘liveable’ city.

And the cat-calls we got back were approving ones. I reckon there’s a lot of latent support out there, that *Critical Mass* – done peacefully and graciously, like this one – can unlock. I’ve no doubt there were a few quiet cursings of ‘bloody cyclists’ among the waiting traffic queues but, get real, I thought, the gridlock (on ‘non-*Mass*’ days) means you have to wait anyway. And (so the regular *Massers* told me) the presence of yellow-clad jackets with ‘POLICE’ in big letters keeps any motorist aggression at bay.

All in all, a hairy experience – but not one I would have missed! ☺

Roger Boulter

Feedback Requested On Proposed CAW Course For Police

Cycle Aware Wellington's Education and Safety Committee are currently developing a workshop to conduct with the Traffic Division of Wellington Police. We would appreciate feedback from members of CAN on this course. If you have any suggestions, criticisms or comments about the suggested outline of the course, please e-mail your suggestions to either:

Robert Ibell at <dawbell@actrix.co.nz>

or David Laing and Teresa Maguire at <laingmaguire@xtra.co.nz>

or Marilyn Northcote at <northgalt@the.net.nz>

or mail your responses to Cycle Aware Wellington, PO Box 11-964, Wellington, ATTENTION: Education and Safety Committee.

We look forward to receiving your responses before the 19th of Aug 2001.

"Becoming Cycle Aware" A half day workshop for Wellington Police

Date: To be set

Venue: Police Headquarters or Wellington City Council

Suggested format with approximate times:

Introductions/Thank yous/Welcomes/Agenda-setting/Ice-breaker
(30 minutes)

Brainstorm hazards to cyclists through visualisation of cycling to work and/or video stimulus.
(30 – 45 minutes)

Crash statistics for cyclists
(10 – 15 minutes)

Discussion of hazards that cyclists face; cyclist misbehaviour and reasons for some of it; any other issues that have arisen from brainstorm.
(Throughout the morning, various regular cycle commuters will talk about their personal experiences on the streets.)
(1 hour)

Bike ride to Kilbirnie Police Station – experiencing and observing hazards discussed.
(1 hour)

Debriefing.
(30 minutes)

followed by Lunch. ☺

CAW Education and Safety Committee

Treasurer Wanted!

Our existing CAN treasurer is in need of a break, thanks to changing work and family circumstances. So we're interested in anyone who is interested in taking over this committee position. If you have previous treasurer, accounting or financial experience that's great, but anyone with a good grasp of numbers, a spot of computing and (most of all) enthusiasm is welcome to put themselves forward! We can supply the finance system & documentation (an easy-to-use MS Access database), stationery and equipment, and plenty of help and training. You supply the time!

If you want to know more, feel free to talk to our existing treasurer Glen Koorey, ph (03)3317504 a/h, or email <koorey@paradise.net>. ☺

Land Use, Transportation, And Public Health

Just thought that the CDC's Active Community Environments (ACEs) work group website might be of interest to CAN readers. The website contains copies of two working papers designed to better understand how the natural, built, and social environment influences physical activity. Look for "How Land Use and Transportation Systems Impact Public Health" and "How Land Use and Transportation Systems Impact Public Health: An Annotated bibliography". The annotated bibliography has some particularly good summaries of studies that have looked at cycling especially for commuting.

Website address is: <<http://www.cdc.gov/nccdphp/dnpa/aces.htm>>.

Harriette Carr
The Hillary Commission for Sport, Fitness and Leisure

Free Bike Scheme For Porirua

Wellington, Jun 10 – Fifty slick green bikes will be made available for the public to use free of charge in Porirua in a scheme aimed at promoting a healthy lifestyle and a cleaner environment.

Green Bikes Trust spokesman John Poppleton said the scheme, which originated in Holland where cycling is a national pastime, would be officially launched on June 16 at the Saturday market in Porirua. The brightly coloured bikes and helmets would be stationed at four pick-up and drop-off points in central Porirua as well as at Whitireia Community Polytechnic and the Porirua Railway Station.

The scheme had worked well in Palmerston North since it began last September with only about 5 percent stolen or broken, though they had experienced problems with people selling the helmets at second-hand shops. Nelson had also recently launched its own Green Bike Trust.

“They have done the groundwork. They have had to deal with all the problems first and solve them,” Mr Poppleton said.

He was optimistic about the scheme working in Porirua. For starters the colour of the bike would be a dead giveaway if someone took the bikes home or out of the zone, he said.

“But at the end of the day it is the public’s responsibility to keep the scheme working. The bikes look sharp so hopefully people will take pride in them.”

The bikes had been donated and were 100 percent recycled but the trust needed at least \$2000 to buy helmets, Mr Poppleton said. It had sourced some funding from the Porirua City Council development fund and there were plans to approach Community Employment, the Lotteries Commission and the Tindall Foundation, he said.

Mr Poppleton expected about 200 bikes to be available in the short term but hoped to get up to 1000 on the road and to extend the scheme to Lower Hutt, Kapiti and central Wellington if it was successful. 🚲

NZPA

Longer & Heavier Trucks, Anyone?

The LTSA have put out a “yellow” draft of their rule on Vehicle Dimensions and Mass (Rule 41001). This “clarifies, consolidates and rationalises” the existing requirements and makes some changes. It is a rather technical document, and it would help if you knew what a quad-axle set, a pole trailer, retractable axles and converter dollies (I’m not making it up!) were.

A quick read by a low-tech person throws up a few issues. Because it covers all vehicle trailers, it proposes a change to bike trailers as well, from 2 metres wide to 2.5 metres wide specifically for bikes with 3 or more wheels. The width for two-wheeled bikes is proposed to remain at 1 metre. Interestingly, there doesn’t seem to be a length restriction, which is good for those with kayak trailers! If anyone has concerns about this, can you get in touch with us, please?

More disturbing is the fact that the “standardisation” of figures all seems to be upwards. For example, the overall length is proposed to rise from 19 metres (17 in the case of a “semi”) to 20 metres (and 18 for a “semi”). Rear overhangs, which are currently allowed at various lengths from 2 metres to 4 metres depending on the type of vehicle, are standardised at 4 metres.

Alongside the LTSA draft rule, Transit NZ have put out an “issues paper” which is essentially their submission to the LTSA to allow either an increase in truck weight from 39 or 42 tonnes to 50 tonnes on all routes, or an increase to 62 tonnes and 25 metres long on specified main routes only. The paper says the “benefits from increased mass and dimension

limits [have] the potential to materially improve NZ transport costs". However, the specified routes are almost all covered by rail freight services, and there appears to be no attempt to cost the benefits of shifting that heavy freight to rail.

There is also no mention in either document of the effect of bigger trucks on cyclists. The Transit document actually says that (depending on off-tracking distances for longer trucks) "widening would still not be necessary as long as two trial vehicles travelling in opposing directions could pass with 1 metre clearance between their swept paths and 0.5 metres clearance to the edge of the road". Oops, bang goes the cyclist. Air displacement from big trucks, as any cyclist who has been on state highways knows, can destabilise you very easily. And there is no mention of reducing the speed limit for trucks to 70 or 80 kmh, as happens in Europe.

CAN will be making a submission on this (deadline is 3 September 2001) and would welcome your input. The documents are available from the LTSA (<info@ltsa.govt.nz>) or we have a couple of hard copies (contact Jane on <dawbell@actrix.gen.nz>). We have also been in touch with our colleagues in Australia who have been very helpful. ☺

Jane Dawson

NZ Carbon Dioxide Emissions Rose 22% In '90s

Wellington: June 28, 2001 – New Zealand, whose carbon dioxide emissions grow 22 percent in the decade of the 'nineties, is further away from its commitment to the Kyoto global warming treaty to cut greenhouse gases, the government said yesterday

The latest annual report on New Zealand's energy sector shows that gross carbon dioxide emissions grew two percent between 1999 and 2000, Energy Minister Pete Hodgson said in a statement. "This data represents the size of the challenge faced by New Zealand in meeting its climate change commitments," Hodgson said.

New Zealand's overall carbon dioxide emissions from the energy and industrial process sectors increased by 22 percent between 1990 and 2000, up from 20 percent the previous decade.

The 1997 Kyoto Protocol, named for the city in Japan where it was signed, calls for industrialised countries to trim output of carbon dioxide, the main greenhouse gas, by an average of 5.2 percent from 1990 levels, by the year 2012.

The Kyoto treaty obliges New Zealand to cut its greenhouse gas emissions to 1990 levels by 2008-2012, or take responsibility for emissions above that level, Hodgson said.

New Zealand's gross carbon dioxide emissions in 2000 were 31.1 million tonnes in 2000, compared to 25.5 million in 1990.

New Zealand plans to announce in November a set of steps to try to meet its Kyoto objectives.

The government is also considering negotiated greenhouse pacts for energy-intensive industries and those with high emissions levels, in an expansion of its current voluntary agreements programme. 🚲

Around The World...

Bicycles In Cuba

Prior to the breakup of the USSR, Cuba had attained a relatively high quality of life, as indicated by such statistics as literacy, infant mortality, and life expectancy, all among the best in the New World. With the collapse of the USSR, Cuba suddenly lost most of its foreign trade and hence foreign exchange. Oil imports had to be cut by more than half; other imports, including agricultural inputs, were also cut dramatically.

Yet Cuba continues to survive, perhaps even flourish. Some 100,000 local community gardens were established to reduce transport energy. Organic farming was adopted to reduce the demand for fertilizer. The country turned to bicycles for transport and freight delivery, marking a huge change in Cuban culture – bike use had been insignificant, but has now become the cornerstone of transport. Today there are a million bikes in Havana alone. The streets and roads are being reorganized to reflect the fall in car usage and the upsurge in bicycling.

The emission of air pollutants associated with cars, trucks, and buses has fallen by at least 30%. Health has improved at the same time. Cuba is now one of the pioneers in renewable energy research, development, and application.

Housing practices also changed. The Soviet-era concrete-bunker style of housing has been supplanted by low-rise designs that improve air flow and are built from local materials. Some food will be grown on the surrounding open space and sewage will be treated biologically, with the effluent used to irrigate the gardens. Automobiles are not allowed into these new complexes.

[from "Viva la Cultura Sostenible de Cuba", Auto-Free Times, Spring 2001]

Quiet, Children

Researchers in the USA, Germany, and Austria have found that continuous, low-level traffic noise can cause health and motivational problems in children. Traffic noise appears to cause stress in children and raises blood pressure, heart rates, and production of stress hormones.

The study is the first to examine the health effects of typical ambient noise. Fourth-graders in Austria with similar family characteristics were studied. Half the children lived in quiet areas – below 50 decibels (dB). The other half lived in noisy areas – above 60 dB. (In a typical US urban residential neighborhood, noise levels range between 55 and 70 dB.)

“We also found that girls exposed to the traffic noise become less motivated, presumably from the sense of helplessness that can develop from noise they couldn’t control,” said Gary Evans, an expert on environmental stress. “We found that even low-level noise can be a stressor because it elevates psycho-physiological factors, triggers more symptoms of anxiety and nervousness when the children are stressed, and can diminish motivation.”

[from “Noisy neighborhoods harmful to children’s health”, ENN, 24 May 2001]

Adrian Croucher

Bicycle Nelson Bays

After writing letters to both Transit and NCC about kerb extensions in there respective patches we received the following responses.

The good news. I met with Transit this afternoon and they displayed a willingness to listen to our concerns. After some discussion the main road at Hope is to have the following modifications.

The white line on the side of the road is to be moved out 200 mm. That is towards the centre line thus making the traffic lane narrower. This will leave 1.2m between the line and the kerb. This area will have the white hatching removed and replaced with green cycle lane marking. This will give cyclists more room and will probably slow the traffic more. The reflective marker posts will be moved back on to the kerbing out of the way. The kerbing is to be coloured white to improve visibility for cycles at night. We should see a significant improvement in cycle safety when this work is done. It will not be done until the weather improves, probably in the spring. I also suggested that at future sites they look at placing the kerbing slightly further back to make it even better for cyclists. They agreed to consider this.

So well done all those involved. It seems we can have a say and be effective after all.

The bad news. We’ve had no response from NCC regarding the Waimea Rd kerb ex. Their response in the newspaper was the same as in the past. Nothing needs doing, there is plenty of room for cyclists!! If you ride this road be very careful and watch for the kerb extension at the Hampden St lights. We will keep on to this one. 🚲

Iain Dephoff

Letters

Alex Wilke of CAN met with Hon Jim Anderton some time ago. Following this Mr Anderton wrote the Hon Mark Gosche, Minister of Transport. This is a copy of the Ministers reply received by Alex.

21 May 2001

Dear Jim,

You asked for some information on cycle funding issues following a meeting with one of your constituents, Axel Wilke, a member of the Cycling Advocates Network.

Cyclist facilities appear to struggle to gain funding for a variety of reasons, including the current Transfund New Zealand (Transfund) procedures developed under the existing Transit New Zealand Act 1989, which focus funding on roading and "efficient alternatives to roading," and the difficulties local authorities have in finding necessary funding. If this situation persists, cyclists could effectively be designed out of the roading system. I want to start reversing this trend.

I am presently preparing Cabinet papers as part of the Land Transport Work Programme that address the amount of funding for land transport and how it is allocated to different modes. I expect the key suggestions on the funding framework to include:

- Development of a New Zealand Transport Strategy to set national outcomes in areas such as walking and cycling;
- Changing the emphasis of the funding system from 'roading' to 'land transport';
- Creating an output class for walking and cycling;
- Enabling Transfund to make efficient allocations within output classes rather than applying a common efficiency test across all output classes (e.g. allocations for cycling would not have to achieve the same level of national benefits as a motorway lane).

The funding likely to be available for walking and cycling will probably be modest, but a significant change compared to historical levels.

I expect Cabinet will consider these papers over the next two months.

*Yours sincerely
Mark Gosche
Minister of Transport*

Dear *ChainLinks*,

Good on you for the *[June/July]* headline. I think that it is a good idea to make some noise about the helmet legislation: if it is done in a sensitive and sensible way, and that we stress that we are asking for it to be reviewed, not necessarily scrapped (e.g. a possible compromise would see helmets mandatory for schoolchildren but not for adults?)

It's also good to stir up some controversy (again in a sensitive and sensible way), because it's only by doing so that we may be able to bring the public's attention to the parlous state of cycling in NZ, and the associated issues (health, energy, environment) which are of more and more concern each day, while government ignores the obvious solution: investment to make cycling safer and more attractive.

A 20% drop in injuries, but a 34% drop in cycling means there are actually more injuries per capita now than pre-helmets. This statistic ought to be conveyed to the public loud and clear!

[I don't think this is quite right. The 34% is over 10 years which is 3.4%/yr on average, the 20% is over 6 years which is 3.3%/yr on average. So the injury rate hasn't gone down despite the "huge success" of the legislation. Ed.]

Helmets haven't necessarily caused the drop in cycling, but they may well have contributed to it by making cycling less convenient, more costly, and perceived as more dangerous (and as the number of cyclists drops, actual danger increases too).

Paul de Spa

Dear *ChainLinks*,

After reading the June/July newsletter I would like to offer the following for general discussion.

I got a feeling of frustration reading about the willingness to accept that wheels turn whether visibly or not.

I realise CAN is about all cycling, including cycleway development, routes, recognition and funding but I wonder if CAN is spreading itself too thinly.

Is it not better and more effective to identify priorities and make an impact, rather than banging heads against the wall (mostly CAN heads)

The Editorial: "Where to Now?" states "We're doing something wrong!" following the safety comparison with biking in the Netherlands without helmets.

The safety issue has little to do with helmets and comparing NZ with the Netherlands is like comparing apples with oranges.

The Netherlands has separate cycleways along the majority of roads, but the biggest contributor to safety is the attitude of the motorist. Partly because virtually every motorist is or was also a cyclist and the law is on the side of the cyclists.

So where CAN is doing something wrong might be the direction we are working in.

I suggest, not necessarily in order of merit:

- 1) Target the appropriate authority for a campaign of driver education, including the Road Code.
- 2) Road signage warning drivers for bicycle awareness, especially on rural roads.
- 3) Create a fund to take drivers to court after hitting a cyclist.
- 4) Advertise the fact that NZ drivers make NZ roads unsafe for cycling.
- 5) Bombard the Tourism Board with facts of incidents with cycle tourists.
- 6) Publish surveys of how many cycle tourists avoid NZ.
- 7) Campaign for cyclists to obey the road rules.

Safe cycling,

Willem Kalkman, Coromandel.

[If only the Government would agree with you that safety has little to do with helmets. Surely the reason comparing NZ and the Netherlands is like comparing apples and oranges is because they realised this and have produced a safer environment as a result? Your suggestions are well worth our consideration. Ed.]

Snippets

Multi-System Vélo Mondial CD's Now Available

The CAN Library now has Vélo Mondial 2000 CD's available for loan. The CD contains the proceedings with papers from around the world on cycling planning, advocacy, and related issues. They are well worth a read! CAN helped to produce the CD, our little contribution to the cycling "world".

We've just added to the CAN Library a special version of the Vélo Mondial 2000 CD produced here in NZ. This version will work on Windows 3.1, Macintosh and Unix systems in addition to Windows 95 - 2000. But wait, there's more! Every paper on the CD is also indexed and full text searches can be made of the whole collection.

If you'd like to loan a CD, or anything else from the CAN Library email the Librarian on <dawbell@actrix.gen.nz>. 🚲

Nigel Perry

Website and Email Changes

CAN now has its own “domain name”, can.org.nz. The Web site can now be viewed at <http://www.can.org.nz>. Some of the CAN email addresses will also be changing. *ChainLinks* can now be emailed as ChainLinks@can.org.nz. The old addresses will continue to work for some time yet. As other addresses change we will keep you informed. ☺

News From Palmerston North

Palmerston North’s new Cycle Planning officer, Aaron Phillips, has been on the job for just over one month now. He can be contacted at aaron.phillips@pncc.government.nz. The Palmerston North City Council has also joined CAN as a supporting organisation. Aaron writes:

The quantitative “Cycle Route & Development Research Report” is close to completion. This will see Council begin the new financial year pursuing its target of 5km of cycle lanes per year.

The Council has begun its consultation for its 25 year “Transportation Management Plan”, dubbed “Moving Easily”, with the Bike Plan 1998 to be incorporated. Check out <http://www.movingeasily.org.nz> if you would like to see what is going on, and in particular the cycling forum.

Several major projects are underway in Palmerston North. The Lido (swimming centre) is to be redeveloped, the Arena area (showgrounds) to have an extensive makeover, the athletics track is nearing completion, and the Square (CBD) is to receive a major revitalisation. All these projects have associated cycling access and storage issues, and I’m busy getting involved. ☺

Aaron Phillips

WCC Road Safety Programmes

Alan Whiting and Robert Ibell met Cristina Van Dam (WCC Road Safety Co-ordinator) to discuss the projects she’s obtained NZ Road Safety Programme/WCC funding for – \$32,000 in all. Simon Paterson and Tony Collins from Wellington traffic police were there, so we focused mainly on the intersections campaign project.

1. Intersections campaign

Tony and Simon were very positive about the recent campaign. Tony proposed that CAW run a training session for officers prior to the next campaign, to give them the cyclist’s perspective. We agreed that a half-day session would be arranged, consisting of:

- A. background information: including crash statistics, common infringements, legal aspects, “what cyclists want”...

B. a ride (to finish at Kilbirne police station?)

C. a debriefing session.

Tony also suggested a police/bike club ride during National Bike Week, in February next year.

Alan and I were blown away by the fact that many of these ideas came from the police officers themselves.

We will identify priority intersections and key motorist/cyclist behaviours which the police can focus on.

2. Cycle skills and safety training for children

The project consists of a Safe Cycling teachers' workshop, with police attending, in Term 4 this year; and school programmes during Bike Week 2002, run by teachers, police, and Kiwi Cycling.

3. Cycling in the media – help required

WCC and LTSA have agreed to fund a monthly half-page of cycling related material in a local newspaper. The exact layout is still to be determined, but is expected to include a strip cartoon "Annabel on Top", related advertising, and editorial.

4. Conspicuity gear etc. for Bike to Work Day 2002

CAW will plan for this later this year. 🚲

Robert Ibell, CAW

Editorial: Remember These?



The photo above was taken in Amsterdam, the picture below is copied from the cover of the ANWB (Dutch equivalent of the AA) map of the Utrecht region (and no it's not a cycling map).



Wouldn't it be nice to see scenes like these in New Zealand! They show families out for a **fun**, **healthy**, and **safe** day out.

Will this year's NZ Cycling Conference produce initiatives which will result in cycling being as normal and acceptable as shown here?

Be There And Make Sure It Does!

Deadline for next issue is Oct 8th 2001

Please submit news items, articles, "Letters to the Editor", "comment" etc. Send to <ChainLinks@altavista.net>, or post items c/o CAN, PO Box 6491, Auckland – electronic submission is strongly encouraged. ☸



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