

ChainLinks

The newsletter of the Cycling Advocates Network (NZ)

Oct - Nov '04

See you in Nelson!



The CAN Workshop is nearly here! See page 4 for more details...

ALSO IN THIS ISSUE:

***Cycle Planning Guide
completed – page 5***

***Vulnerability and
Democracy – page 21***

***Rail corridors and
cyclists – page 25***



Cycling Advocates Network (CAN)
PO Box 6491, Wellesley St,
Auckland, New Zealand
Tel/Fax: 04-972-2552

Email: secretary@can.org.nz
ChainLinks@can.org.nz
(newsletter)
WWW: <http://www.can.org.nz/>

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

GUEST EDITORIAL

Are Cyclists “Holier Than Thou”?

It has been suggested on occasion that we cyclists (and particularly those of us in the advocacy business) can get a bit self-righteous about the role of cycling and cyclists in this world. It can be perhaps too easy sometimes to denigrate the apparent evils of motor vehicles and the stupidity of motorists. Admit it; who hasn't enjoyed whizzing past a stationary queue of traffic with a smug grin on their face?

Yet for most of us, it's not that we totally shun the motoring world in our daily lives. Our members survey last year for example revealed that 82% of respondents owned or had access to a car. So, on occasion, it could be us stuck in that queue of traffic (or would we not be so silly as to drive at that time of day?).

The question I think we as advocates want to get into the general public consciousness is simply *“am I making the most appropriate travel choice?”* Thinking back to that queue of traffic, if we interviewed each of the vehicle occupants about why they were driving, I suspect that we'd reasonably accept more than half of the reasons given as fairly valid; many of us would probably make the same choice to drive under the circumstances presented. And that's the key: for a sustainable future and a more cycle-friendly environment, we only need a moderate proportion of those drivers to switch to cycling (or indeed some other alternative option), not everyone.

This is where travel behaviour programmes are just as important as building more cycle-friendly environments. Even with all the cycle facilities in the world, it'll take a bit more than that to “push some people's buttons” and get them on a bike (at least sometimes).

For example: if just a quarter of all NZ'ers made just one extra return cycle trip each week, the number of cycle trips in the country would *double*. Who can't think of one short trip each week that could be cycled instead?

So, back to the starting theme: if we are to encourage wide public acceptance for cycling, then we need to reinforce the message to all parties we encounter (Govt, media, public, etc) that it's not about getting rid of the car completely; it's just about thinking of the alternatives first.

P.S: *After four and a half years on the CAN Exec, I'm standing down at the CAN Workshop to free up more time for family, work and study. No doubt I'll still be actively involved in future advocacy work though; it's hard to get completely away from it! Despite the work involved, I'd encourage you all to think about standing for Exec; I've thoroughly enjoyed the experience (some great co-Exec'ers help too!).* ☺

Glen Koorey (CAN Technical/Policy Advisor)

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Join CAN now for free!

Well, not quite. But, if you join CAN between now and the end of the year, you won't have to pay another annual subscription until January 2006. That's 15 months of subscription for the cost of just 12 months!

Just fill in the form at the back of this issue of *ChainLinks*; pop in your cheque and send it off Freepost – easy! You can also download our joining form online at:

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

See page 43 for more details on the benefits of joining CAN.

Need to find your way around?

CAN is developing a growing collection of online cycle maps and other useful travelling maps for cyclists. See our website for more details at:

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

CYCLING ADVOCATES WORKSHOP

TAHUNANUI SCHOOL HALL, MURITAI ST, NELSON
SUNDAY 24TH - MONDAY 25TH OCTOBER 2004 (LABOUR WEEKEND)

Not long to go now! We're looking forward to this opportunity to recharge the batteries in (hopefully) sunny Nelson, and so far it looks like there'll be a good spread of delegates from across the country. You can still make a last-minute registration; contact Liz Mikkelsen (membership@can.org.nz, ph. 06-3648187).

The programme includes sessions on:

- Effective lobbying (Mike Ward, Nelson Green MP)
- What BikeNZ can do for CAN and cycling (Stephen Knight, BikeNZ)
- Dealing with media & press releases (Robert Ibell, CAN PR Officer)
- A guided tour of Nelson's wonderful cycle facilities

Check out our website, www.can.org.nz/workshop/, for full programme and registration details. See you there! ☺

OFFICIAL NOTICE OF CAN AGM 2004

The 2004 Annual General Meeting of the Cycling Advocates' Network will be held at **11.45am on Monday 25th October**, at the Tahunanui School Hall, Nelson. The agenda will include the following items:

- Chair's report
- Treasurer's report
- Election of Executive committee members
- Any motions put forward in advance
- Other General Business

Please send any motions for voting or nominations for committee positions to CAN Secretary, Adrian Croucher, preferably by **Tuesday 19th October**.

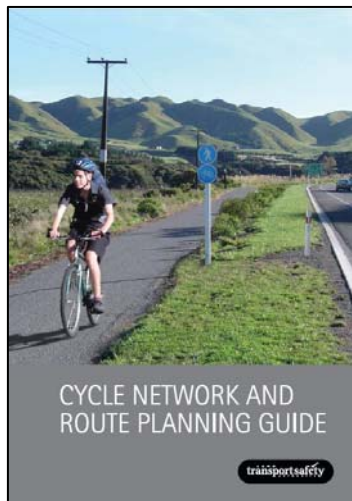
All Executive positions are open for nomination. We need a Chairperson, a Treasurer and a Secretary, plus at least 3 but not more than 5 Committee Members and an Auditor. If you are interested in standing, don't be shy - please talk to us: we need new people! The current Treasurer and two other committee members have already indicated that they will not be standing for re-election.

We will collate all proposed motions and nominations and send them back out to members by email, so that those not attending the meeting can send in their votes (by post or email) before the AGM.

If you do not have email access, but would like to be sent final AGM details, please contact CAN (see contact details on front page) and we will arrange for the information to be posted to you. ☺

NZ CYCLE NETWORK PLANNING GUIDE COMPLETED

The *Cycle Network and Route Planning Guide* (the Guide) has been completed. It aims to promote a consistent, world's best practice approach to cycle network and route planning throughout New Zealand. It sets out a process for deciding what cycle provision, if any, is desirable and where it is needed. The guide is intended to help people involved in cycle planning to develop cycle networks that contribute to the outcomes of the New Zealand Transport Strategy and the national walking and cycling strategy. A complimentary copy of the Guide has been forwarded to all Road Controlling Authorities and to those involved in its development.



An electronic copy of the Guide is available on the Land Transport Safety Authority website (HTML or PDF versions) at:

www.ltsa.govt.nz/roads/cycle-network/

A hard copy can be obtained by posting \$20 cash or cheque (made out to LTSA) along with your contact details to the address below.

Cycle Network and Route Planning Guide
LTSA
PO Box 2840
WELLINGTON
Attention: Lyndon Hammond

Lyndon Hammond
Senior Traffic Engineer
Land Transport Safety Authority of New Zealand
Tel +64 4 9318861 Fax +64 4 9318704
Lyndon.Hammond@ltsa.govt.nz

CAN “CYCLE-FRIENDLY AWARDS” 2003/04

Proudly supported by SPARC



Thanks for all the great nominations for the awards this year; we've had over 20 entries across all the categories. Judging will take place over the next couple of weeks and we hope to announce the finalists by the end of October. Best of luck to everyone! ☺

CAN MEDIA RELEASES

Cyclists call for lower road speeds

14 October 2004 - National organisation the Cycling Advocates' Network (CAN) today supported a review of blanket open road speed limits, but said the upper speed limit should not be raised from 100 km/h.

CAN also called for speeds in many urban areas to be reduced to 30km/h, reinforced by traffic calming measures.

CAN spokesperson Robert Ibell said there are good safety and environmental reasons for lower speeds.

"Raising the open road speed limit would increase fuel consumption and greenhouse gas emissions. That's the wrong way to go, with climate change already having an impact on New Zealand." said Mr Ibell.

"Lower speed limits would also help lower the road toll." said Mr Ibell. "Installing 30km/h zones in urban areas would significantly reduce the number and severity of crashes for pedestrians and cyclists, especially amongst children and the elderly."

"Review speed limits by all means," said Mr Ibell, "but review them downwards." ☺

Rising petrol price not all bad news

14 October 2004 - With the price of oil hitting record highs cycling is becoming even more attractive as a way to get around.

National cycling organisation Cycling Advocates' Network (CAN) says that as driving becomes more expensive, New Zealanders of all ages are rediscovering their love for the humble push-bike.

"The days of cheap oil are over. As the price goes up cycling becomes more and more attractive." said CAN spokesperson Patrick Morgan.

After decades of decline, cycling to work is on the increase in some parts of New Zealand.

"We're noticing new recreational cycling events springing up everywhere now. And attendance at fun rides like Round Taupo is at an all time high." said Mr Morgan. "Our members are noticing lots more cyclists out and about".

"Not having to pay for petrol is only one of the benefits of cycling. It's also non-polluting, healthy, and best of all, it's loads of fun." said Mr Morgan.

These benefits are increasingly being recognised by government. Local and national cycling strategies are being developed, a dedicated walking and cycling fund has been set up in the National Land Transport Programme, and cyclists are starting to notice improvements on the roads in some parts of the country.

CAN's advice to New Zealanders: "Get on your bike and watch your wallet get fatter while you get fitter." ☺

CYCLING NEWS FROM AROUND NEW ZEALAND

August:

- Christchurch City Council approves their updated cycling strategy.
- Tasman District Council releases for public consultation their draft cycling and walking strategy, which aims to increase participation in cycling and walking in the next five years.
- Auckland's revised Eastern Corridor plan shows a much simpler (and cheaper) road proposed, without any of the previous walking and cycling facilities.
- North Shore City Council pioneers a new high-grip green material on East Coast Rd to highlight intersections and 'high-conflict' areas for cyclists.
- Christchurch City Council and Transit NZ agree to provide both on-road cycle lanes and alternative "quiet" links through a parallel service lane along the soon-to-be-reconstructed Opawa Rd arterial.

September:

- LTSA release the long-awaited *Cycle Network and Route Planning Guide*.
- Approximately 700-800 cyclists in Christchurch enjoy the annual Lyttelton Tunnel ride.
- Auckland City transport committee decides to give greater priority to good urban design, pedestrians and cyclists, with a pedestrian and cycle network study for the Mt Roskill area already underway.
- Christchurch City Council prints an updated version of their popular cycle routes map.
- Trust Waikato are the latest contributors towards a \$1.9 million 100km walking and cycling trail along the Waikato River from Piarere to Atiamuri, with \$70,000 to assist with the first 4km stage.
- Radical new transport plans for the Christchurch CBD are approved by council, which include a 30 km/h central "slow movement" core.
- Palmerston North City Council proposes a shared pathway for cyclists and walkers to be built alongside Pioneer Highway.
- "Le Race" cycle race organiser Astrid Andersen's conviction for criminal nuisance, following the death of a rider in a 2001 race, is overturned on appeal.
- Transit NZ proposes to replace the narrow SH2 Waiohine bridge between Carterton and Greytown with a new \$4.4 million replacement, including 1.8m shoulders for cyclists.



Transfund confirms walking and cycling priorities

Transfund has reviewed its priorities for funding walking and cycling, and confirmed the funding of walking and cycling strategic plans will continue to be high priority.

At its July meeting, the Transfund Board decided walking and cycling strategic plans continue to be a high priority due to the importance of these modes in achieving the outcomes of the Land Transport Management Act – an integrated, safe, responsive and sustainable land transport system.

Transfund defines a strategic plan as a detailed document, usually developed at the local authority level, which identifies actual and potential walking and cycling networks as well as activities and packages that increase pedestrian or cyclist numbers. Transfund encourages all local authorities to develop strategic plans for walking and cycling and provides 75% financial assistance for this activity.

As well as funding strategic plans, the Transfund Board wants to encourage approved organisations to prepare walking and cycling packages as part of their land transport programme submissions for the 2005/06 National Land Transport Programme – a 'package' being a group of interrelated and complementary activities which contribute to the objectives and goals of an organisation's strategic plan.

Transfund has confirmed it will fund infrastructure support activities designed to promote increased walking and cycling, including bicycle parking, kerb ramps, bicycle racks, signage and pedestrian shelters. Other promotional activities, such as school, work and personal travel plans, will be eligible for funding through Transfund's 'travel demand management, rail and barging' class.

[Transfund News, August 2004]



Insurance suit against cyclist's family fails

A Wanaka family is claiming victory over a major insurance company after “17 months of trauma” ended at a Disputes Tribunal hearing yesterday.

Bronte Jefferies, now 12, was knocked 8m into the air when she collided with a car at the intersection of Andersons Rd and State Highway 84, in Wanaka, in May last year.

Earlier this year, IAG New Zealand, the company insuring the motorist involved in the incident, sued Bronte's parents, Nevan and Tracee, for \$1046. It claimed the couple were responsible for the crash because they had neglected to teach Bronte road rules.

However, the case was thrown out at a Disputes Tribunal hearing in Timaru yesterday and when contacted, the corporation's chief executive, David Smith, admitted it “never should have got that far”.

“I will be conducting a full inquiry into this case. I can't even pretend to know why we got to this stage. It's certainly not the policy of this company to treat people this way.”

“This family never should have been put through this 17 months of trauma,” Mr Smith said.

Bronte's helmet was smashed to pieces from the impact of the crash, after she cycled into the path of the car and hit the driver's side door and the windscreen, before being thrown on to the road. She suffered a concussion and cuts and bruises.

The driver of the car, from Timaru, was not injured, but his car was damaged.

Mrs Jefferies said she and husband Nevan were shocked to receive a bill for damage to the car from IAG New Zealand shortly after the accident. The Jefferies were not insured.

“They said the accident was our fault because we were negligent,” Mrs Jefferies said.

“We ensured she knew the road rules and was wearing a helmet. What more could we do? She was an 11-year-old girl who had an accident. Children have accidents.”

The Jefferies did not pay the bill.

“We didn't have the money just sitting there, but we also didn't think we should have to pay it.”

More letters and phone calls resulted in IAG taking the matter to the Disputes Tribunal. Yesterday, more than 17 months of stress came to an end, when the insurance company failed to prove its case in Timaru.

Mr Jefferies travelled from Wanaka to Timaru for the hearing and was planning a celebration on his return last night.

“I'm so relieved. The court's decision and now this from the insurance company just goes to show we were right to go for what we believed. It's been a difficult 17 months. This on top of Bronte's injuries and the other hurdles, that cropping up was pretty stressful,” he said.

Mr Smith said while debt recovery was an important part of the corporation's business, it had been taken too far in this case. He intended to contact the Jefferies family to make a personal apology.

[Otago Daily Times, 17/07/04]

Exciting plans afoot for Christchurch cycling?

The possibility of purchasing land around the city to build a dedicated network of cycling corridors through Christchurch is just one idea to be scoped in the Christchurch Cycling Strategy 2004.

The City Council renewed its commitment and determination to make Christchurch more cycle-friendly, with the release of the strategy to Service Centres, libraries, bike shops, and other cycling and transport interest groups this week.

The strategy maps how Council aims to achieve its three objectives for cycling: to increase the level of cycling, increase enjoyment of cycling and increase safety for cyclists in Christchurch.

Adopted by Council at the end of July, the strategy plans to speed up further development of the city's cycling network and promotion, said Council Transport Planner, Michael Ferigo.

This includes completing cycle routes around intermediate and high schools, examining the potential to provide more cycle routes to popular destinations and putting cycle stands at these destinations.

There were also plans to identify high-profile off-road cycle facilities citywide and, where needed, to buy properties through which to build cycle corridors. "We might, for example, look at coming into town from the suburbs through parks and existing corridors and, where absolutely necessary, buying sections to link these corridors. We will even look at using the existing railway corridors," Mr Ferigo said.

About 60 submissions were received as part of the consultation process in the run-up to adoption of the strategy, of which 90% fully supported the Council vision for cycling.

Some, however, wanted more spent on education of drivers, regarding cycling, while others wanted more education of cyclists. There was also a call for Council to redistribute funding so that, instead of the approximate 4% of Transport and City Streets capital transport budget being spent on cycling, this be increased to 30% for cycling and pedestrians, 30% for public transport, and the rest on roading, Mr Ferigo said.

[Scoop media, 2 September 2004]



Council votes to keep Wellington bus/bike lanes secret

Wellington City Council's Infrastructure Committee voted to continue to keep shared bus-bike lanes a secret from cyclists.

Three lanes were introduced in 2002 in an effort to reduce travel times for buses and cycles. They were signed "Bus Lane", but despite repeated

requests from cyclists, have remained unsigned for cycles. This has led to confusion with other bus lanes, which are signed 'Buses Only'.

Some cyclists are unsure whether to ride in the bus-bike lane or to mix it with other traffic. The Council says it has provided educational material on its website which sets out best practice for buses and cyclists.

Councillor Celia Wade-Brown proposed an amendment so that "those bus lanes which allow cyclists be signed as such". The Infrastructure Committee voted 4-4 on the amendment. A tied vote means the status quo remains.

With local body elections around the corner we shall see if a new council shows more sense.

[Patrick Morgan, Cycle Aware Wellington]



Cleaner cycle lanes for Christchurch

About 50 km of on-road cycle lanes in Christchurch will get an extra sweeping every month after the additional cost was approved in the Christchurch City Council's annual budget. This will help keep some of the city's most popular cycle lanes clear of glass, litter and gravel, which are hazardous to cyclists. More details, including details of the sections to be swept more regularly, are available at:

www.ccc.govt.nz/Recreation/Cycling/SafetyHealth/CycleLaneSweeping.asp



New material for North Shore cycleways

North Shore City Council is pioneering a new material on East Coast Rd to highlight intersections and 'high-conflict' areas for cyclists between the Northcross shops and Lonely Track Rd.

The new material, called Tyregrip GS, is a synthetic textured surface, designed to give better grip for cyclists when braking. It will have a distinctive green colour to improve the safety and visibility of the cycle lane. This is particularly important in higher-risk zones, such as intersections and high traffic areas.

"Sometimes cars don't see cyclists or don't leave space for them at intersections or busy T-junctions," North Shore City Council transport planner, Aimee Mackay, said. "When these hazard areas are marked green, cyclists will know to be aware of turning traffic, and drivers will be aware that they are about to move into a cycle lane, so they need to leave space and watch out for cyclists."

North Shore City's East Coast Bays and Albany Community Boards played significant roles to ensure the cycleway was completed, and the high-conflict areas identified. Aimee Mackay said: "The council's Strategic Cycle

Plan makes it clear that it is important to provide quality cycle facilities and increase safety for our cyclists.

Using this material gives cyclists superior grip, and improves the profile of cyclists at busy intersections and junctions.”

“By marking hazardous areas of the lane in a distinct colour we can define the cyclists' space and reduce the risk of collisions between cyclists and vehicles. The green areas make cycling visible as a transport option, and can encourage and promote safer cycling in general.”

North Shore City's works and environment committee chairperson, Joel Cayford said, “Council is keen to promote cycling, and our strategy is to make it as safe as possible by providing quality facilities for our citizens. We want car drivers to be aware of cyclists, and we want cyclists to beware of cars.”

[Scoop Media, 27 August 2004]



QUOTABLE QUOTES

“Although we're calling them bus lanes – cyclists will also be allowed to use them.”

Seems straightforward enough, so why all the fuss? (Brochure on Wellington CC website)

“...cyclists are permitted to use bus lanes if they wish to do so.”

And yet again, from the latest report to the Wellington City Council Infrastructure Committee (23/09/04)

“By law, bus lanes may be used by cyclists unless specifically excluded by a sign.”

Extract from the new LTSA *Cycle Network & Route Planning Guide*, based on the soon-to-be-enacted Road User Rules.

“It was pretty scary... She seemed pretty aggro.”

Ashburton cyclist Neil Wylie recounts how a motorist who failed to dip her headlights took exception to having water splashed at her car and started to chase him and his companion, trying to knock them off their bikes or run them off the road. (NZPA 16/08/04)

“It is quite misleading to say the cycleway will be a blot on the landscape, it's making a mountain out of a molehill.”

An interesting turn of phrase, as Cycle Action Auckland spokesman John Gregory disputes the assertion that a proposed cycleway around a volcanic cone would be “inconsistent with protecting significant geological values”. (NZ Herald 25/08/04)

"It's just not as cool to ride a bike to school as it used to be... They would rather walk for miles than bike now."

Waimea College's associate deputy principal Jim Scott bemoans how the number of student cars outnumbers bicycles. (Nelson Mail 28/08/04)

"We are in the business of providing sustainable transport and road safety, and here is a good opportunity to be seen to be doing both."

Nelson City Council Transport and Road Safety coordinator Margaret Parfitt applauds the purchase by council of a staff bike. (Nelson Mail, 1/09/04)

"People in New Zealand all drive cars. It is ludicrous for the council to put its head in the sand and say, 'We have to get cars out of the CBD'."

Wellington retail association chairman Richard Harford spits the dummy over increased parking charges in the Wellington CBD. (Dominion Post 13/09/04)

"It wasn't bloody pleasant, I can tell you."

A bit of an understatement from Palmerston North cyclist John Doolan, after he was *shot* by a pellet from a passing motorist (unprovoked), while out training. (Evening Standard 21/09/04)

"These provisions are used elsewhere in New Zealand, such as Christchurch or Hamilton. But the council does not seem interested in discussing such measures."

CAPN chairwoman Christine Cheyne is still waiting to see the use of advanced stop boxes and special cycle signals in Palmerston North. (Evening Standard 21/09/04)

"When I use my bike, not only do I lose my free car park, I lose a lot of money."

Wellington City councillor Celia Wade-Brown sees it as unfair that only councillors driving motor vehicles can claim for mileage, and would prefer a standard transport allowance regardless. (Dominion Post 27/09/04)

Going cycle touring?

Plenty of useful advice to help you with cycle touring in NZ and overseas is available online at:

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

OVERSEAS CYCLING NEWS

Cheers for the congestion charge

London's congestion charge has largely been a success, reducing the amount of traffic entering the centre by 15 per cent and greatly improving the reliability of the buses.

While congestion has eased in central London, with journey times down by one-third, it has remained pretty much the same elsewhere, contrary to fears that it would get worse on the boundaries of the zone.

One of the side-effects of the congestion charge has been a massive increase in the number of cyclists. There has been an increase of 30 per cent going into the congestion charge zone over the past couple of years, and, at times, it seems cyclists are invading the capital. However, in terms of extra facilities, progress has been slow. Although miles of cycle lanes have been built, in many cases they are poorly sited and hardly protect cyclists at all.

There are some exceptions, such as in Camden, and these routes have proved highly popular with cyclists. However, Transport for London has devised a new network of 900km, which it hopes will be completed by 2010, and the Mayor of London, Ken Livingstone, has set a target to boost cycling by 80 per cent by that date.

[London Evening Standard, 9 September 2004]



Bikes remain Shanghai vehicle of choice

Some 30 percent of Shanghai residents say cycling is their main means of transport and 60 percent of local cyclists pedal to work every day, a recent survey suggests.

The survey was conducted by the Shanghai Urban Transportation Planning Institute as part of a study into the city's overall transport system that was performed from 2003 to the middle of this year, reported Shanghai Daily.

“The survey tells us that cycling is still the most favoured means of transport for locals,” Cai Yifeng, a senior engineer at the institute, told Shanghai Daily.

The institute sent questionnaires to some 10,000 residents throughout the city. According to the survey, 12 percent of the city's cyclists say they use their bikes to “transfer for public buses or subways,” 6 percent use them to “go shopping,” and 5 percent cycle to “go to school.”

When asked why they prefer bikes to other forms of transport, 69 percent of respondents said “cycling is cheap,” 18 percent said cycling is faster

than taking a bus, 6 percent said “buses are too crowded” and 5 percent said they appreciate the “easy parking.”

The survey also revealed that most of the local cyclists are between 30 to 40 years old. Cyclists told researchers that their average ride lasts for about 27 minutes. By the end of last year, the city was home to 9.43 million bicycles, local traffic police said.

Cai explained that although the city's development of subways and elevated roads was moving ahead quickly, cycling has many irreplaceable advantages so that it will remain a key traffic means for a long time. “During rush hour in downtown Puxi, the average speed of a car is pretty low, sometimes below 9 kilometres per hour – as low as what cyclists can achieve,” he added.

Early last month, the city government said it is planning to build up a 160-kilometer-long road network for cyclists in downtown by next year.

However, cycling is still banned along some of the city's downtown arteries.

[Shanghai Daily, 6 September 2004]



Ballpoint pens pick bike locks

The leading U.S. manufacturer of bicycle locks, Kryptonite, is to replace some of its locks after word spread that the circular lock barrel could be easily picked simply by inserting the back end of a plastic ballpoint pen. Kryptonite made the announcement on 17 September, after videos showing the locks being defeated by pens were rapidly circulated worldwide via the internet and newsgroups.

Kryptonite has enjoyed a reputation for high-security locks, and many cyclists initially assumed the videos to be a hoax. However, those who subsequently tried the trick on their own locks were stunned to find that it did in fact work.

Kryptonite will now provide free product upgrades for certain locks purchased since September 2002- specifically the Evolution, KryptoLok, New York Chain, New York Noose, Evolution Disc, KryptoDisco or DFS Disc Locks. Customers will need to have either registered their key number, registered for the Kryptonite anti-theft protection offer, or have proof of purchase to qualify.

Details of Kryptonite's lock replacement package are available on the company's website at: <http://www.kryptonite.com/> Downloadable movies showing Kryptonite locks being picked with plastic pens can be found at <http://67.19.221.38/>.



'Lance effect' boosts cycling in USA

Whenever champion cyclist Lance Armstrong wins a Tour de France, interest in cycling perks up in the US. The more Americans hit the pedals for work or play, the better it is for them and the environment.

The 'Lance effect,' as it's known, remains strong. Professional and amateur bike associations in the US report membership has risen since Armstrong's latest, and sixth, victory.

Presidential candidates John Kerry and George Bush have also recently raised biking's profile by often using their two-wheelers – Bush rides a mountain bike, while Kerry a competition racer.

More than half the bicycles sold in the \$5-billion-a-year industry last year were sold to adults, according to the National Bicycle Dealers Association. The League of American Bicyclists reports that 57 million Americans bicycle regularly, with about 3 million commuting on a bike. But for all of bicycling's popularity, the number of people biking to work stayed flat from 1990 to 2000.

[Christian Science Monitor, 10 September 2004]



Cycle firm aid stranded tourist

A Briton whose bike was stolen by a Mongolian horseman will soon have a new machine to complete his journey. Edward Genochio, 27, who has cycled around 10,000 miles since leaving the UK and is currently en route to China, also had his tent torn in half when the mounted thief struck at night near the Mongolian capital, Ulan Bator. But now bike firm Marin UK is supplying him with a £415 Marin Muirwoods machine so he can continue his marathon pedal.

Mr Genochio was asleep when the thief tied a rope to his machine – which was locked to his tent – and rode off with it. “It was a rude awakening, to say the least,” said Mr Genochio. “Before going to sleep I had locked my bicycle to my tent. The next thing I knew, I was woken up by the sounds of galloping hooves and ripping canvas.

“This being Mongolia, rather than cutting the lock, the thief had tied the bike to his horse with a rope before charging off and tearing my tent in two.”

[The Scotsman, 20 August 2004]



STRANGE BUT TRUE...

In Ivory Coast, a free-range chicken is called “un poulet-bicyclette” (a bicycle-chicken) because it is free to use its own feet.

London cyclist in legal win over 20mph zones

A landmark High Court victory has forced the Corporation of the City of London to re-introduce plans for 20mph zones. The Corporation is now reconsidering its strategy, paving the way for a network of go-slow zones, strict enforcement of speed limits, and chicanes, cobbled surfaces and tough fines.

The move follows a successful campaign by cycling barrister Ralph Smyth. The death of two friends in cycling accidents galvanised Mr Smyth into action. But it was his experience of cycling in Europe that showed him the way ahead. In Berlin, where he pursued a scholarship, he saw that cyclists got special protection from the authorities.

Mr Smyth, who cycles from his Hackney home to his barristers' chambers off The Strand, said: "Cyclists are part of the whole system in other countries, and we're on the verge of the same transformation in London, but we need more 20mph zones to make it happen."

A spokesman for the City of London said: "A decision not to impose a 20mph limit within the City was made by the planning and transportation committee in March.

"Although there was no adverse ruling and Mr Smyth's case was at first rejected by the court, ambiguity in the Corporation's original committee report means it is necessary for the Corporation to reconsider its earlier decision, to safeguard against further legal challenge."

[www.thisislondon.co.uk, 7 September 2004]



Bikes to the rescue in Sudan

New Zealand Red Cross engineer, Bridget Turner, used her love of biking to make a real difference for patients at Sudan's Juba Teaching Hospital last year.

Although Bridget was in Sudan to manage engineering projects for two large hospitals, she might best be remembered for something rather more simple.

While working at the Juba hospital, she noted that, in order to move between the wards and operating theatre, patients had to be carried by stretcher across 300 metres of uneven dirt track. It would take five nurses half an hour to gingerly haul their precious cargo from one building to another.

In fact the hospital would not move patients in traction to X-ray in case it did more damage. "Nurses just had to hope they had got the right treatment," Bridget recalls.



And so, drawing on her experiences as a mountain biker on Christchurch's Port Hills, the resourceful Kiwi engineer came up with a bright idea. She welded two pushbikes on either side of the stretcher to provide a mobile and all-terrain mode of transport. Now it takes two nurses just ten minutes to complete the journey, providing patients with a safer and more comfortable ride.

“It was a simple idea, but it seemed to make a big difference,” says Bridget. “The first time it got used was amazing. Half the hospital was out watching. It was a brilliant moment.”

[NZ Red Cross 'Project Partners News', July 2004]



Making bike use 'big'

The UK's National Cycling Strategy Board is 'getting there' in its bid to make bike use second nature, according to board member and ex-Raleigh chief, Philip Darnton.

At the recent Cycle Forum of England, Darnton explained that last year he was commissioned to create new initiatives to market cycling.

The first phase in branding cycling as a lifestyle is to be linked to a major project to launch the National Training Standard for child cyclists in September. Some 40 schools in four regions will participate in the launch, in Manchester, Bristol and Gloucester, Derby and Nottingham, and Doncaster and Darlington.

The project is supported by the Department for Transport and the Department for Education and Skills. To develop this scheme, the board has worked closely with the Cyclists' Touring Club, Sustrans and British Cycling.

The creation of the correct slogan to promote all of cycling under an 'umbrella name' threw up as many attractive soundbites as there are reasons for riding a bike. One idea was 'Bike for all', because everyone can do it, or 'Bike for freedom', because that's what kids experience. It soon became apparent that the key tag they wanted was 'Bike for...' to be completed how individual promoters saw fit: such as Bike for fun; for yourself; for a change; for zip; for your body; for zest; for gold - the latter perhaps appropriate for British Cycling's Olympic team.

The board aims to create a website that will provide access to all things cycling. “This web portal is to act as a front door to cycling, to enable people to find out everything they need to know about cycling,” said Darnton.

[Cycling Weekly, 3 April 2004]



New cycle restrictions for UK trains

Three UK rail companies have introduced new restrictions for cyclists travelling on their trains. South West Trains, Thameslink and Wessex are bringing in new measures to limit the use of cycles on board their services.

Edward Funnell, from the Association of Train Operating Companies, said that the measures were necessary “to balance the needs of cyclists with those of all our other passengers”.

But national cyclists’ organisation CTC said that use of cycles alongside trains should be “facilitated and enhanced” rather than discouraged. The CTC said the measures, which include lengthening the time during the day that cycles are banned from trains and extending the area this applies to, have been put in place too quickly.

“There wasn't any consultation with users,” said David Holliday, a campaign officer for the organisation, which was founded in 1878 and is Britain's oldest transport lobby group. “We simply want to talk to the rail operators. They need to realise that the cyclist is a very valuable market.”

He proposed bicycle parking facilities at stations, together with a 'common sense' policy. Currently many trains are restricted in the number of bicycles they can carry, regardless of whether they are full or empty.

The Strategic Rail Authority has recently published a 'Cycling Policy' consultation document that aims to set out the train networks' policies towards cyclists for the future. It states: “The passenger's total journey experience should be as integrated and seamless as possible. However, the SRA cannot force the train companies to accept the results of such a consultation, though it actively encourages them to do so.

But Mr Funnell pointed out that there are still options for cyclists. “Train operating companies do welcome cycles on their trains. But for other passengers, cycles can actually be an inconvenience during the rush hour,” he said.

[BBC News Online, 2 September 2004]

Want to find old issues of e.CAN?

Check out back-issues of our email newsletter *e.CAN* on our website at:

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

Flat out for bikes in Edinburgh

Security lockers for cycles are to be installed in Edinburgh tenements under plans to combat sneak thieves. Special racks may also be fitted on the walls and ceilings of common stairwells, while garden sheds may be converted to provide safe storage space.

A pilot scheme is set to consider a range of options designed to tackle the menace of bike thieves, with three tenements lined up to try out the tough measures. If successful, the facilities will be rolled out across the Scottish capital, where as many as 1000 cycles are stolen each year.

The city has more than 40,000 tenement flats, many without cycle storage, and it is hoped the move will help to deter criminals. Gangs of professional bike thieves have often been blamed for targeting cyclists, with expensive designer models frequently stolen.

Areas such as Marchmont and Bruntsfield, in particular, have been hit because much of the student population who live in tenements there use bikes.

Under the £15,000 pilot study, storage spaces will be created in three tenements, with a review of how residents use them planned for possible future sites. A feasibility study will also assess parking options for different properties, their use in conservation areas and potential costs.

The scheme is being carried out in partnership with Spokes Lothian Cycle Campaign, whose members have been pushing for the safety improvements.

Ian Maxwell, a member of the group, said: “We receive a lot of calls from people affected by the problem of bike thefts and looking for a safe and economical way to store them. Thefts are a particularly bad problem in Edinburgh because of the high number of tenements in the city.

“Existing sheds could be converted and used, or lockers or some kind of purpose-built but affordable storage container. Some tenements have a great deal of space, whereas others are a bit more tight.”

A council survey recently found that the lack of secure parking was a major factor behind residents deciding not to cycle.

Mr Maxwell added: “Safe storage facilities may also solve disputes between neighbours who are often unhappy about the clutter or intrusion of cycles being kept in stairwells. Along with the threat of thefts, this can deter people from cycling in Edinburgh, so these measures could help to make it more attractive.”

[The Scotsman, 20 August 2004]

FEATURES

Vulnerability and Democracy

by Stephen Knight, Advocacy Manager, BikeNZ

Based on the description by Christine Cheyne regarding Palmerston North City Council's approach to consultation over its bike plan (*ChainLinks* Aug-Sep '04, pp.30-31), it would appear the City officers need to better acquaint themselves with the letter and spirit of the Local Government Act 2002. I'd also question the term 'vulnerable road user'.

To recap: Cycle Aware Palmerston North is not included in a list of organisations that will have representation on the Council's working party to review the Bike Plan. The list includes "cycling clubs" but when CAPN asked if that included CAPN they were told that it didn't because CAPN was a cycling advocacy group and not a cycling club. Requests from CAPN for the local cycling advocacy group to be represented have been ignored. Likewise, when CAPN asked the reason for the exclusion of the local cycling advocacy group from the list of organisations being represented, no response was given.

The democratisation process underpinning the LG Act includes the requirement that all councils have Long Term Council Community Plans (LTCCPs). These can, and should, relate to any Regional Land Transport Strategy, which in turn is governed by the NZ Transport Strategy and, more particularly, the Land Transport Management Act passed last year. There is also the national cycling and walking strategy, which, though still in draft, can be used as a guide for planning authorities.

The current Government is pushing integrated sustainable transport. This means building up networks enabling all modes to be used where appropriate. Obviously, in many cases the necessary facilities need to be retrofitted, and so 'where appropriate' means firstly re-establishing the right to walk or cycle on transport networks where such rights have been eroded due to the momentum of catering for motorized traffic.

This in turn reinforces the need to discuss with day-to-day (rather than 'just' sport) cycling advocates how to realize the NZ Transport Strategy and intent of the Land Transport Management Act, both on the grounds that utility cycling is integral to the development of sustainable transport; and because the Council is required to consult with all relevant bodies as required under the LG Act. Any attempt by the PNCC not to discuss with CAPN transport initiatives aimed at improving the lot of cyclists (among others) seems somewhat ludicrous. As reported by Christine, it seems to be based on the Council deciding unilaterally that only cycling clubs can be consulted. Why?

Which brings me to the 'vulnerable road users' categorization. Classifying bike planning within such a category positions cycle users as passive, and

approaches cycling from the perspective of minimizing risk. This is reflected in the list of organisations actively consulted by the PNCC. Such an approach by the PNCC contrasts with the active promotion of cycling (and walking) as integral parts of a sustainable transport system. While safety is an obvious component of any package to increase cycling, concentrating on this to the exclusion of other factors can result in a strategy that excludes ‘vulnerable road users’ from legitimate use of the transport network on the grounds that it is too dangerous. This will remain the case for as long as there is little requirement on existing dominant road users to change their behaviour, or accept roading modifications, to increase safety for other users. As Liz Mikkelsen and others have pointed out, this raises the dubious situation of requiring young cyclists (as an example) to take all care when negotiating roads, with very little responsibility thrown on to the shoulders of vehicle drivers – the very road users who have the capacity to markedly reduce risks to the cyclists.



*Out of my way,
vulnerable users...*

Overall, based on what Christine has described as the situation in PN, it would appear the council is erring both in terms of its requirements under the law, and in logic. Involving a road user group representing utility cyclists would seem to be a necessary part of updating a transport strategy, and classifying such groups as ‘vulnerable’ seems a rather outdated way of approaching the problem. 🚲

CAN – The perfect cycling gift this Christmas!

Wondering what to give your cycling friend this Christmas? Why not give them a CAN subscription! They’ll receive regular issues of *ChainLinks*, plus all the other benefits of CAN membership (discounts, cycling advice, etc).

Just fill in the form at the back of this issue of *ChainLinks* with their details; pop in your cheque and send it off Freepost – easy! You can also download our joining form online at:

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

Next time you are in France...

If you are in south Burgundy, check out France's only bicycle museum, the Musée du Vélo. It is well worth a visit, and it isn't just for bike nuts - we went with our 'ordinary' friends and they found it interesting as well. There are more than 150 bicycles on display, plus a huge number of associated items such as posters, lamps, games, calendars, bells, stamps, wine bottles, records, etc etc. The range of bikes makes you realise what a universal means of transport it must have been a hundred or so years ago. There are items dating back to 1818 (a draisienne), velocipedes (1866 - 1870), penny farthings (1870-1875), the first bicycle to have a chain (1880), delivery bikes for specific purposes (milk cans, knife grinder), and military bikes (they folded, so that soldiers could be parachuted in behind enemy lines with them, providing instant on-the-ground transport). There was also a very comfortable-looking large-wheeled tricycle that was presented to Queen Victoria.

Musée du Vélo is at Cormatin, about 10 km north of the historic town of Cluny, and has the added attraction of being on the 'Voie Verte' cycle/walking recreational path which covers 100 km of very picturesque countryside (from Santenay to Charnay-les-Macon).

The proprietor was very friendly, and insisted on showing me how to get on a penny farthing (see photo). I will NOT be using one for my daily commute!

He also gave us a go on a very unusual 2-speed bike in the yard. It has a complicated-looking set of cogs and vast amounts of chain. When you had got up a bit of speed, you pedalled backwards in order to go into a higher gear - it felt all wrong to be accelerating forwards while pedalling in reverse!

The address of the Musée du Vélo is 'Le Bois Dernier', 71460 Cormatin, France. Their website (full of pictures, and information if you can read French) is <http://museeduvélo.free.fr/> and very detailed information about the Voie Verte (also in French) is at <http://www.cg71.com/voie-verte/indexfruv.htm>.

Bon voyage! 🚲



Jane Dawson

LAW AND ORDER: GIVING WAY

Road User Rules

The 'Law and Order' article in the Feb–Mar 04 ChainLinks gave an overview of transport legislation. One of the most significant changes, as far as road users are concerned, is the introduction of the Road User Rules. Since then, this piece of legislation has taken a few more steps towards being enacted (expected this month) and coming into force (expected for February 2005). But much to everybody's surprise, the proposed changes to the Give Way rules have just been dropped. The CAN executive is not impressed, and here's an explanation why.

Previously Proposed Changes

Two changes to the Give Way rules were previously proposed:

- 1) The left turn vs right turn priority was to be reversed.
- 2) The T-junction rule was to be changed so that traffic on the terminating road was to give way to all traffic on the continuing road.

Whilst the second rule is the one that is less well understood by the driving public, it is the first rule that has the bigger impact on cyclists' safety.

Existing Give Way rules – the red car (solid arrow) has right of way



What's in it for Cyclists?

Basically, the current decision making processes for somebody intending to turn left are far too complex. There are too many things to watch out for, and too many directions to look at to cover all the various possibilities.

Consider motorists intending to turn left at traffic lights. They have to give way to opposing right turners. But they check over their right shoulder to see if someone, to whom the opposing right turner would then have to give way, is overtaking them. At the same time, the motorist must also look over their left shoulder, as parallel pedestrians have right of way. By now, they may have forgotten that they just overtook that cyclist. Information-overload for the left turner, resulting in mistakes (and that cyclist might be cut off).

The previously proposed changes would have greatly simplified the decision-making process. Left turners would have only had to check over their left shoulder and watch for parallel cyclists or pedestrians.

Some Statistics

The Land Transport Safety Authority (LTSA) predicts a lowering of the overall crash rate at intersections by 1% to 3% with the previously proposed changes. That's quite a reasonable road safety improvement that could be achieved by nothing more than simpler rules. Note that it remains LTSA's technical opinion that the change should happen, and that it was Government that decided against it.

The view has been expressed that it is beneficial for cyclists' safety to be able to clear the centre of the road quicker under the current Give Way rules. A different viewpoint is that with the current rules, not many cyclists would have taken the chance of turning right in front of a left turning car without making extremely sure that the left turner was waiting. But it is interesting to compare actual crash data, evaluating all reported cycle crashes over the last 5-year period. Is waiting in the middle of the road truly such a hazardous position, or is getting overlooked by left turners and cut off (as described above) the bigger problem? 35 crashes have been reported where cyclists waiting to turn right have been struck from behind, compared to 391 crashes where cyclists were cut off by left turning motorists. All four fatal crashes were in the latter category.

What next?

CAN is not alone in its criticism of Government's change of mind. Traffic engineers and road safety experts are strong advocates for the changes, too. And even the AA Council supports the changes, supposedly after studying the issue, despite 60% of their membership being opposed to it.

Rest assured that CAN will continue to lobby for this road safety improvement. ☺

Axel Wilke, CAN Technical Advisor

Rail Corridors - Who Owns Them and What It Means for Cyclists

by Stephen Knight, Advocacy Manager, BikeNZ

The cycling community now has one organisation to contact regarding access to most of the country's rail corridors. This covers both dual use or rail-trail options.

The contact for queries is Neil Davies, at NZ Rail Corporation, (04) 499 5935; or ndavies@nzrailcorp.co.nz. Neil says he's happy to be contacted directly by anyone interested in cycling facilities in rail corridors. However,

as discussed below, the NZ Rail set-up only began at the beginning of September, and so things are still getting sorted out. In other words, while there are technical guidelines regarding putting facilities in corridors, there is no overall policy, nor a process for applications. So while Neil is happy to be contacted, it might be a while before decisions can be made.

Therefore, what I've agreed with Neil is that we get together in November to discuss putting in place a policy on cycling within corridors, and discuss the technical issues. This is a good opportunity to get NZRC to consider supporting a national programme for using rail corridors as part of a national cycling network.

This opportunity has come about because on 1st September, NZRC – what's left of NZ Railways from the 1980s – took over the land corridor and rail network bought from the Australian company Toll Holdings by the New Zealand Government at the end of June this year. Toll took control of TranzRail (the operational bit bought by private operators in the early 1990s) earlier this year. The benefit to cyclists is now having one body, and a government one, to negotiate with regarding dual-use (cycle and rail) or rail-trails. At least, that's the theory – I am going to discuss this with NZ Rail, to establish whether this is indeed the case. (The reason there is an advantage in having a government body is the increased likelihood of being able to use the cycle-friendly requirements of the 2002 NZ Transport Strategy and Land Transport Management Act 2003 to leverage some rail land access).

The land retained by Toll Holdings will be associated with rail terminals and the like, that is, areas that cycle routes would probably avoid, for the most part. The staff at Toll who dealt with the negotiations that had been occurring regarding land access (e.g. Waitakere City Council and the proposed cycle route as part of rail double-tracking) will (mostly) move over to the NZRC. Negotiations currently via district and city councils will remain with the shift to NZRC, and advocacy groups can still operate through existing contacts (if they have them). However, it would be useful, then, to arrange a meeting with NZRC (which will be based in Wellington) to discuss the following:

- The establishment of a policy for negotiating access to rail corridors;
- Specific approaches to currently unused rail facilities such as between Putaruru and Rotorua (given that these lines could be reinstated at a later date);
- The place of these corridors in setting up a NZ wide cycling network;
- Exceptions to NZRC ownership, apart from Toll e.g. the Auckland Regional Transport Network is being handed back to the ARC as part of the creation of the Auckland Regional Transport Authority and Auckland Holdings Ltd; ARTNL, and eventually ARTA, will manage,

develop and maintain rail stations, ferry terminals and Britomart – but not, as I understand it, the rail corridors. But that needs clarification.

I will therefore undertake to arrange such a meeting, probably at the end of September (once I find out who to contact). This is not intended to replace any negotiations going on at a local level, but to complement them.

In the meantime, it would be useful to:

- Approach individual councils, armed with the above information, to discuss how things might proceed re both in-use and currently disused rail corridors. I'm happy to approach e.g. Rotorua District or South Waikato District if this is seen as useful...
- Build up a list of potential rail trail opportunities, particularly those that might have facilities falling in to disrepair. I can then take the list to NZRC. Please forward any material to me as soon as possible (stephen@bikenz.org.nz)
- Copy any direct contact with Neil Davies to me.

BACKGROUND NOTES

Toll Holdings and NZ Rail

Australian-based Toll took control of NZ's TranzRail after a fractious series of negotiations with the government and institutional shareholders that began last year and ended June 30th this year. TranzRail is now known as Toll NZ. The Government bought back the rail network for a dollar, and associated land and other assets for \$50 M, and committed to putting \$200 M into a network upgrade over four years. Toll is intending to invest \$100 M into rolling stock. Hence the government entity to take over the track and associated land assets will be NZRC.

New Zealand Railways Corporation

The New Zealand Railways Corporation (NZR) is a state-owned enterprise, created in 1981 to replace the then New Zealand Government Railways Department. Formerly the national railway operator, the trading functions were split in 1990 to form a new SOE, New Zealand Rail Limited. From then on, they were separate companies. New Zealand Rail Limited was later removed from the list of SOEs in the State-Owned Enterprises Act 1986, privatised and later renamed Tranz Rail Holdings Limited by the new shareholders. New Zealand Railways Corporation still exists as an SOE. Its primary function today is to own the land on which tracks are situated, and to collect a peppercorn rental from Toll (ex TranzRail) each year for it.

(Thanks to *Wikipedia* for this extra information). ☺

Stephen Knight: Phone (04) 473 8386; E-mail: stephen@bikenz.org.nz

Help Needed - Research project on cycling strategies

A research project to determine best practice for walking and cycling strategies has recently been commissioned by Transfund New Zealand. The project team is analysing all known New Zealand local authority walking and cycling strategies, plus a few highly-regarded overseas examples, to determine best practice.

The project team would like to hear from anyone who knows of a New Zealand walking or cycling strategy (or a combined walking and cycling strategy) that exists and is not already on the team's list. The 34 known, published strategies (including type and latest published version) are identified on the following website:

<http://www.mwhglobal.co.nz/Files/Best-Practices.doc>

If you know of a strategy that is not on the list, please contact the lead researcher, Andrew Macbeth, at MWH New Zealand Ltd, Christchurch at: andrew.g.macbeth@mwhglobal.com. ☺

Random picture

A new approach to lawn mowing?



(Picture: Axel Wilke)

CHILDREN'S PAGE

BOOK REVIEW: The Bicycle Book

by Anna Fern, 33pp.

Thomson Nelson Learning, 2001

(PM Non-fiction series)

ISBN 1-86961-400-3

Price: \$11.20 from Thomson Nelson

I stumbled across this book because it was the school reading book for my 7-year-old daughter (so if your youngsters get to “Level 26” in the school readers, they’ll probably come across it too). She is fairly well advanced in her reading, so I suspect that it is more targeted at say 8-9 year olds.

To quote from the back; *“a bicycle is a freedom machine. When you ride a bike, you don’t have to rely on other people to travel around. This book will help you learn about the different parts of a bike, safety clothing and equipment, road rules, and how to be a safe, confident cyclist”*. I was quite impressed by the style and the information inside; all sounded like pretty sensible and very practical stuff (plus I liked the poem at the end!).

My daughter was certainly quite excited about reading the book. Perhaps the LTSA should take a leaf out of this when they're next updating their own cycling book? It's evidently Melbourne-based (even lists a weblink to Bike Victoria), but very applicable to New Zealand too. Nice to see these things covered at school; I guess most kids would read this book at some stage.

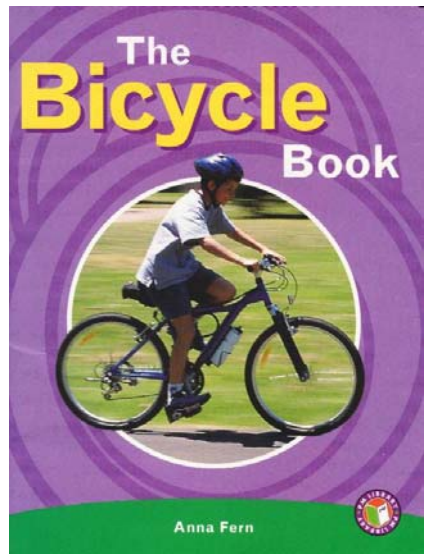
Glen Koorey



SAFE ROUTES TO SCHOOL: ON-LINE GAMES

Christchurch City Council has done a lot to promote Safe Routes to Schools in its area, and here’s another fun thing on their website for kids to try out. There’s a selection of online games, from simple word-finds, to interactive matching games, and quizzes on walking/cycling knowledge. Have a look at:

<http://www.ccc.govt.nz/SafeRoutes/Games/>



RECENT CAN EXEC ACTIVITIES

As usual, your CAN Executive Committee has been hard at work over the last couple of months on many activities and initiatives:

- Attended LTSA Safer Routes, Cycling Advisory Group, BikeWise (Cycle Steering Cm'tee) and BikeNZ AGM/Board meetings
- Collated and sent out *e.CAN* issues
- Provided feedback to BikeNZ for its policy/practice review and regarding public newsletters on cycling
- Considered how to halt the demise of BikeWise
- Finalising arrangements and processed registrations for the 2004 CAN Workshop
- Gave a presentation on funding for walking/cycling to the NZ Recreation Association Conference.
- Discussed Govt reviews of Older Driver Licensing and Traffic Penalties
- Assisted local cyclists/groups with advice on treating dangerous intersections, wire-rope median barriers, funding for council cycle planners, bus lane usage, Transfund subsidies, traffic regulations for cyclists, NZ cyclist demographics, and cycling proficiency courses (phew!).
- Put out a media release regarding the lack of change to the Give Way rules
- Made further arrangements for this year's CAN "cycle-friendly" awards
- Provided local funding to assist CAPN to host a Safe Cycling Workshop
- Acquired various new publications for CAN's library
- Considered options for future membership promotion
- Prepared submissions on MfE's Urban Design Protocol, Transit NZ's Cycling Policy, Transport Legislation Bill
- Updated CAN's website pages, including CAN activities, CAN awards, workshop
- Held an Exec online meeting to progress various actions
- Prepared media releases on speed limits and petrol prices
- Prepared this issue of *ChainLinks*

If you want to know more details about anything, contact Adrian (secretary@can.org.nz). ☺

Want to know what CAN has been up to lately?

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

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

PLANNING & DESIGN FOR CYCLING

The Nelson Express

In tribute to our impending visit to Nelson for the CAN Workshop, we thought we'd highlight a unique little piece of cycle facility found there...

A long time ago, Nelson planned for a railway to connect it to the rest of the South Island. Ultimately that never quite happened, but rail's loss was cycling's gain. The corridor left by the railway reserve has been transformed into a very popular off-road pathway for cyclists, pedestrians and the like.

While the pathway itself is a very pleasant facility, it is the crossings with local streets that warrant closer attention. Effectively this is an "arterial" cycleway, so logic would dictate that it should have priority over minor local streets. And as you can see below, that's exactly what's been done.



View from the approaching roadway as cyclists cross the pathway.

Note the islands to deflect and slow down traffic.

Traffic on the intersecting roads has to give way to crossing path users (they've even prosecuted someone for failing to give way). To help emphasise this, and minimise conflicts, the paths are carried over on raised platforms so that crossing traffic can't help but slow down.

View from the approaching cycleway, with "ROAD AHEAD – SLOW DOWN" signs.

Note the narrowing bollards and pathway markings.



If I had a couple of minor gripes with the design, it's that the bollard posts either side of the crossings are a bit constrictive (maybe one central one would have been better?), and often the path/road approaches have limited inter-visibility of each other because of the surrounding vegetation. But in practice, it's a pretty neat solution nonetheless.



The pathway crosses over the road.

Note the raised hump, coloured surfacing, and holdrails.

Also note the adjacent vegetation.

So how does this work legally? Well, um, not sure. You see, GIVE WAY signs can only generally be used at “intersections”, which are defined as “*Two or more intersecting or meeting roadways*”. A “roadway” is defined as “*that portion of the road used or reasonably usable for the time being for vehicular traffic in general*”, which is normally taken as the kerb-to-kerb bit. So a cycle path intersecting a road like this isn't technically an intersection (of course the LTSA could have fixed up this ambiguity in the recent Road User Rules but...).

There is a way around this, as the 1974 Local Government Act allows councils to “*...form a public cycle track, and may make bylaws regulating and controlling the use of that cycle track*” (s332). Those bylaws would appear to allow for you to control how other traffic interacts with such a cycle track, like giving way for example. But has any such bylaw been enacted anywhere in New Zealand?

Of course, back in the real world, the solution shown works just fine; people know what a GIVE WAY sign is for, and the raised path and kerbing reinforce this and minimise any major conflict. We must have MANY major cycle paths around the country just crying out for treatments like this. 🚲

Useful References

- Nelson City Council cycleway map is available for download from: www.ncc.govt.nz/sports/cycleways/WOW-airport-cycleway-link.htm

Glen Koorey (koorey@paradise.net.nz, ph.03-3317504)

“Fundamentals of Planning and Design for Cycling” Training Courses

This course will introduce the fundamentals of planning and design for cycling in New Zealand. It is aimed at anybody who is planning or designing roads or other facilities that will be used by cyclists.

The course has been developed in conjunction with Transfund NZ, Transit NZ, and the Land Transport Safety Authority, to meet the needs of the NZ transportation industry. Topics include:

- Meeting cyclists’ needs (NZ context, cyclist attributes)
- Planning for cycling (cycling strategies, data collection)
- Cycling between intersections (mid-block provision, on vs off-road)
- Cycling through intersections (intersection types, use of lanes/colour)
- Putting it all together (implementation plans, project evaluation)
- Bouquets and brickbats (examples from around NZ)

Who Should Attend? Planners, Designers, Roding/Traffic Managers, Road Safety Practitioners, Cycle Officers/Champions.

Cost of Course: \$350.00 + GST (10% IPENZ member discount available)

Dates & Locations:

(another course in Nelson, Tue 26th October, is already fully booked)

- Palmerston North, Wed 17th November
- Hamilton, Thu 18th November

For further details about these courses, contact Lisa Knowles at NZIHT (lisa@nziht.co.nz, ph. 06-759 7065).



CAN we help your Group?

Each year, CAN sets aside \$500 to assist local cycling groups to become more active. Groups can apply for up to \$100 a year to help towards any worthy project or activity. In the past, this has included local cycling promotions and supporting guest speakers.

Interested groups (including new informal local groups) should contact CAN’s secretary Adrian (email secretary@can.org.nz), and supply the following information:

- Aim and details of the project
- Timing for when funding is needed
- What you want CAN to fund, and what other funding is being used

Help CAN to help you!

Cycling Research - Theory of Relativity

New Zealand's road crash numbers have dropped significantly in the past 15 years. Initiatives such as random breath testing, speed cameras, and a stricter driver licensing regime have all contributed to a much-lauded decline in crashes, injuries and deaths. A question of interest to cyclists and pedestrians though is whether the same overall gains are being seen for these road users, i.e. *has walking/cycling safety also improved?*

When considering this issue, account needs to be taken of any changes in travel use or "exposure" over time. Broadly speaking, if we saw an increase in travel then (all other things being equal) we would probably expect an increase in the number of crashes too, and vice versa.

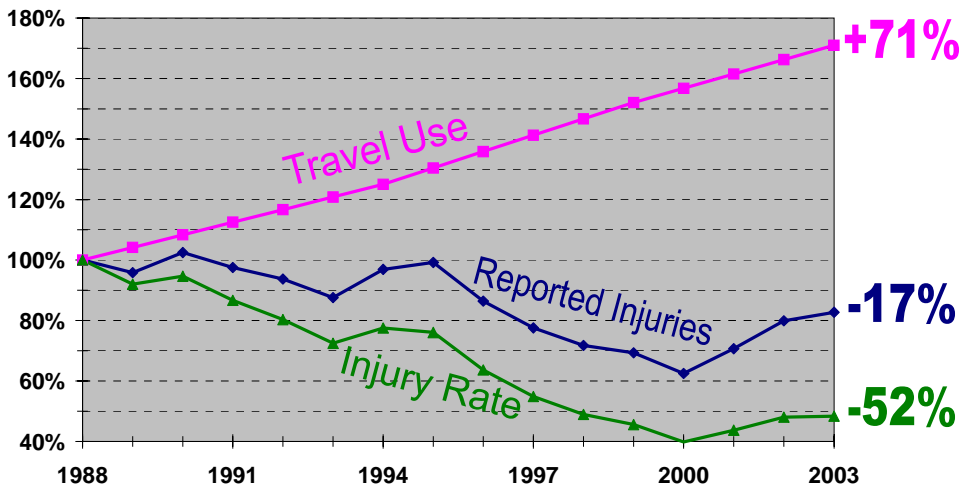
An analysis was done looking at all the reported road injuries in NZ between 1988 (when crash numbers were at a peak) and 2003 (the latest annual figures). Crashes were split into whether a cyclist or pedestrian was involved, or whether it was a motor-vehicle-only crash.

At the same time, data were obtained on relative changes in use by each mode over this period, in terms of volumes or trip numbers. While that's easy for motor vehicles, data was exceptionally limited for cyclists and pedestrians, mainly being just Census and LTSA Travel Survey data. So, as far as I can get, the relative figures shown are at least "in the ballpark".

From injury numbers and travel use, we can estimate a relative "injury rate", i.e. injuries per travel use. This implies a linear relationship between the two, which isn't necessarily valid, but at least gives an idea of whether the injury rates are heading up or down.

Figure 1 shows the relative figures for motor-vehicle only crashes (with everything starting from a 100% base):

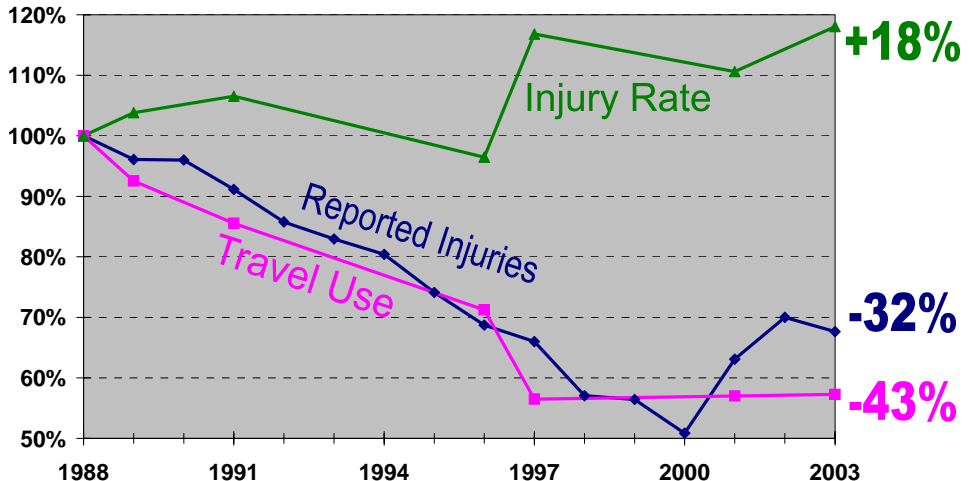
Figure 1: Motor-vehicle-only Crashes 1988-2003



Despite the significant growth in motor vehicle traffic over the past 15 years, the numbers of injuries have fallen by 17% (more until recently), and hence the injury rate has been halved.

If we look at cyclist crashes instead (Figure 2), while the reported injuries have fallen by 32%, the relative amount of cycling travel has fallen even further. This implies an actual increase in the injury rate of 18%; certainly, even given the vagaries of the data sources, it hasn't improved.


Figure 2: Cyclist Crashes 1988-2003



A similar plot for pedestrian crashes shows the same unfortunate pattern. In this case, both pedestrian injuries and travel have only dropped slightly, leading to no significant change in injury rate.

The findings should be a wake-up call to anyone involved in road safety in New Zealand. Even though we have done some wonderful things to improve motor vehicle safety, cycling and walking have not seen the same relative safety benefits from the past 15 years. Some different ways of tackling road safety (e.g. “road danger reduction”) may also be necessary to address these travel modes.

References

- To find information on current NZ cycling-related research, go to: www.can.org.nz/research/
- The latest NZ travel survey data should be available soon at: www.ltsa.govt.nz/research/travel-survey-ongoing/ 

Glen Koorey (koorey@paradise.net.nz, 03-3317504)

New Material in CAN Library

This year has seen lots of new material added to the CAN library, due in part to a gift of several items from Cycle Action Auckland/ACTA member John Gregory (thanks, John!). CAN also has a modest budget for the library, and we have used this to acquire some useful publications.

If you're interested in donating money or publications to the CAN library, or if you want to suggest items for us to buy, please contact Robert Ibell on 04-972 2552, dawbell@actrix.co.nz.

Quite a lot of items have been borrowed recently, but the library could be used more. Perhaps members aren't aware of the size of the library, the usefulness of the resources, or the ease of borrowing material.

See the CAN website for a full listing of the library resources (www.can.org.nz/library/). Contact Robert (as above) for a paper copy, or to borrow stuff.

Advocacy

Mathew D, *Cycle Campaign Manual*, London Cycling Campaign, London, UK, 1990, 43pp

Environment

Lovins AB & Lovins LH, *Reinventing the Wheels*, USA, 1995, 13pp. Article from 'Atlantic Monthly', January 1995. Available electronically.

Newman P & Kenworthy J, *Sustainability and Cities: Overcoming Automobile Dependence*, Island Press, Washington DC, USA, 1999, 442pp. Examines the urban aspect of sustainability issues, arguing that cities are a necessary focus for that global agenda, and that the essential characters of a city's land use results from how it manages its transportation.

Facilities

Bicycle Victoria, *Better local traffic controls for safer cycling & walking*, Bicycle Victoria, Melbourne, Australia, 2004?, 8pp. A toolbox to help traffic engineers design local streets that are safer for cyclists and walkers. Shows how to safely 'mix' bicycles and motor vehicles on local streets, and how to manage transitions between 'mixed' and 'separate' traffic. Further info available at www.bv.com.au (Keyword: LATM)

Cleary J, *Cyclists and Traffic Calming*, CTC, Godalming, UK, 1991, 20pp.

Hopkinson P & Wardman M, *Evaluating the demand for new cycle facilities*, Transport Policy, Vol 3/4, UK, 1996, pp241-249.

Roads & Traffic Authority, *NSW bicycle guidelines*, Roads & Traffic Authority, Sydney Australia, 2003, 88pp. Book available on-line at www.rta.nsw.gov.au/trafficinformation/downloads/nswbicyclev11_i.pdf

Rutgers' Voorhees Transportation Policy Institute, *Review of Guidelines and Standards for Accommodating Bicycles & Getting Bicycles Through Intersections*, USA, 2002, 67pp. Report available on-line at <http://policy.rutgers.edu:16080/tpi/articles.html>

Ryley TJ, *Advanced stop lines for cyclists: The role of central cycle lane approaches and signal timings*, TRL, Crowthorne, UK, 1996, 33pp. An Advanced Stop Line (ASL) is a cycling facility that allows cyclists to stop ahead of motor vehicles at signalised junctions. It includes a cycle lane approach to the junction, which is most commonly located on the nearside. The two main aims of the report are to investigate the value of a non-nearside approach lane and to assess the effect of different signal timings on the value of an advanced stop line.

State Bicycle Committee, *Planning & Design of Bicycle Facilities*, State Bicycle Committee, Melbourne, Australia, 1987, 97pp.

State Bicycle Committee, *Bicycle Parking*, State Bicycle Committee, Melbourne, Australia, 1987, 15pp.

Health

Tight M, *The effectiveness of transport interventions as a means of reducing adverse health impacts of transportation: The case of West Yorkshire*, West Yorkshire Transport & Health Collaborative Group, Leeds, UK, 2001?, 15pp. Report available on-line at www.travelwise.org.uk/execsum%20-%20final.pdf

Miscellaneous

Crawford JH, *Carfree Cities*, International Books, Utrecht, Netherlands, 2000, 324pp. Argues the case that car-free cities are a better choice than today's auto-dependent cities. The author believes that the time has come to reclaim city streets for human activities. He describes an efficient city structured to maximise quality of life, offering practical suggestions for gradually implementing its design in new and existing cities.

Infostrada, *Total Cycling Encyclopedia*, Infostrada, Netherlands, 1998. CD-ROM of cycling history, links, facts & figures...

Land Transport Research Needs in New Zealand, Ministry of Transport, Wellington, NZ, 2003, 155pp. Available electronically.

The End of Suburbia: Oil Depletion and the Collapse of the American Dream, Toronto, Canada, 2003, 78 mins. This video examines the origins, rise and unsustainability of suburbia in relation to oil use and peaking oil production.

Motorists

Rissell C, Campbell F, Ashley B & Jackson L, *Driver road rule knowledge and attitudes towards cyclists*, Australia, 2002, 17pp.

Planning

Boulter R, *Where do walking and cycling fit in? Sustainable cities through urban planning*, Hamilton, NZ, 2004, 15pp. Paper delivered to the 4th annual Land Transport Summit. Available in electronic form.

Davies DG, Emmerson P & Pedler A, *Guidance on monitoring local cycle use*, TRL, Crowthorne, UK, 1999, 26pp. This report provides practical and statistical guidance to local authorities and others on monitoring cycle use. The report explains why monitoring cycle use differs from traditional traffic monitoring and outlines ways of avoiding some of the particular problems entailed, especially with regards to cycle counting techniques. Guidance is also provided on other types of survey technique, including origin/destination surveys and monitoring cycle use at schools, workplaces and in town centres.

Land Transport Safety Authority, *Cycle Network and Route Planning Guide*, Land Transport Safety Authority, Wellington, NZ, 2004, 88pp. Aims to promote a consistent, world's best practice approach to cycle network and route planning throughout NZ. It sets out a process for deciding what cycle provision, if any, is desirable and where it is needed. Intended for those involved in cycle planning, and for people preparing regional and local cycling strategies. *Available electronically.*

McClintock H (ed.), *Planning for cycling: Principles, practice and solutions for urban planners*, Woodhead Publishing, Cambridge, UK, 2002, 325pp. Sums up some of the key lessons learnt in America, Australia, The Netherlands, Germany, the UK & Denmark and shows how they can be applied in improved planning. Looks at need to combine improvements in infrastructure with education, looking at both national strategies and local initiatives in cities around the world. Includes: changes to the existing road infrastructure, integration of cycling with public transport, developing healthy travel habits in the young and other ways of promoting cycling.

McClintock H (ed.), *The Bicycle and City Traffic*, Belhaven Press, London, UK, 1992, 271pp. Deals with principles (significance of the bicycle in urban transport; post-war traffic planning and special provision for the bicycle; planning for the bicycle in newer and older towns and cities; cycling and public transport; getting the right balance in cycling policy) and practice (examples from UK, Denmark, Germany & USA).

Russell T, *Benchmarking of Local Cycling Policy*, Cyclists' Touring Club, UK, 2003, 16pp. Outlines a new initiative to use benchmarking to introduce and support a network of UK local authorities in the implementation of their cycling policies. *Available in electronic form.*

Promotion

Atkinson, J & Hurst P, *A study of adult bicycle use in Christchurch and Palmerston North*, Ministry of Transport, Wellington, NZ, 1984, 25pp.

Bicycle Victoria, *The cycle-friendly workplace*, Bicycle Victoria, Melbourne, Australia, 2003, 14pp. BV's cycle-friendly employer guide.

Cleland BS & Walton D, *Why don't people walk and cycle?*, Opus Central Labs, Lower Hutt, NZ, 2004, 29pp. Based on analysis of NZ & international research, and of data collected by SPARC. *Available electronically.*

Davis A, *Active Transport: A guide to the development of local initiatives to promote walking and cycling*, Health Education Authority, London, UK, 1999, 36pp. Examines green transport schemes in the UK, with a particular focus on the health sector. *Available electronically.*

Department for Planning & Infrastructure, *Workplace Travel Plan: Westrail Centre*, Department for Planning & Infrastructure, Perth, Australia, 2002. Plan prepared under the TravelSmart Workplace programme.

Tolley R, *Reducing casualties whilst promoting walking and cycling*, Walk21, UK, 2004, 84pp. Report commissioned by the LTSA. *Available electronically.*

Public transport

Guthrie N & Gardner G, *Bikes on trains - a study of potential users*, TRL, Crowthorne, UK, 1999, 16pp. This report documents the results of a survey of potential users of bicycle racks on Anglia Railways trains. The main advantages and disadvantages are discussed, and recommendations made for those promoting the

combination of bike and rail. The importance of walking is also noted and the concept of suitable cycling and walking distances discussed. The report concludes that the cycle racks, while not carrying large numbers of bicycles, can be considered successful for the interest they have attracted and their promotion of cycling as a mainstream activity.

Safety

Atkinson, J & Hurst P, *Collisions between cyclists and motorists in New Zealand*, Ministry of Transport, Wellington, NZ, 1982, 25pp. Report based on 1978 figures.

Davies DG, Ryley TJ, Taylor SB & Halliday ME, *Cyclists at road narrowings*, TRL, Crowthorne, UK, 1997, 43pp.

Davies DG, Ryley TJ, Coe GA & Guthrie NL, *Cyclist safety at road works*, TRL, Crowthorne, UK, 1998, 24pp. The objective of this project is to investigate the extent of the accident problem at road works and, if appropriate, to see if ways can be found to improve safety. The methodology comprises: an analysis of accidents involving cyclists at road works for five years 1992-1996 in Great Britain; video filming of five road works sites to obtain information on driver and cyclist behaviour; and a survey by local authority highway inspectors of local road works routinely inspected, to provide information on aspects of the layout of road works that might affect cyclists.

Graham S, *Why do people speed?*, Traffic Safety, Nov/Dec, USA, 1997, pp.10-15.

Hughes R & Harkey DL, *Lane conditions, traffic speed, and volume: effects on cyclists' perception of risk in a virtual environment*, Bicycle Forum, USA, 1996?, pp.6-11.

Kallberg V, *Speed can endanger your health*, Nordic Road and Transport Research, No.2, Finland, 1997, pp9-12. Examines why improved vehicles and roads do not diminish the effects of speed, why speed kills, is it possible to raise the speed limit without compromising safety; and analyses recent changes in speed limits.

Leden L, *Towards safe non-restrictive cycling*, Finland, 1999, 15pp. Examines methods of reducing cyclist injury risk that do not compromise cyclist access and mobility. Available on-line at www.vtt.fi/rte/transport/research/traffic_safety/promise.htm

Osberg JS, Stiles S & Asare OK, *Bicycle safety behavior in Paris and Boston*, *Accid. Anal. & Prev.*, Vol. 30/5, UK, 1998, pp.679-687. To understand more about variation in urban bicycle safety behaviour, the authors examined helmet use, use of lights at night in the two cities.

Purdon Associates, *'Share the Road' bicycle safety campaign evaluation report*, NRMA ACT Road Safety Trust, Canberra, Australia, 1996, 17pp.

Scuffham PA & Langley JD, *Trends in cycle injury in New Zealand under voluntary helmet use*, *Accident Analysis & Prevention*, Vol.29/1, UK, 1997, pp1-9.

Strategy

Greater Wellington Regional Council, *Regional Cycling Strategy*, Greater Wellington Regional Council, Wellington, NZ, 2004, 27pp. Available electronically. ☺

LETTERS

I was interested to read Patrick Morgan's article in the Aug/Sept *ChainLinks* about how to obtain an exemption from the bicycle helmet legislation. Then I saw the note added to the end of his article in which it states "Because of the wide-ranging views of our members, CAN has no definitive view on helmet wearing or helmet legislation."

This made me think whether CAN's apparent claim of fence-sitting was indeed true as I'd seen bicycle helmets mentioned in other articles in the same issue. So I did a search and found the following statements:

"Of course, cyclists also have a responsibility to wear helmets. But while helmets undoubtedly reduce head injuries, I believe they are primarily an injury prevention measure, not a safety feature."

"Many children arrived without helmets ... How would you feel if you let your child go to school on a bike with no brakes and no helmet and they got killed?"

Now these statements are clearly stating the opposite view to that expressed by Mr Morgan, yet for some strange reason CAN did not see the need to add a note to those articles.

In other words, CAN has no "definitive view on helmet wearing" but only seeks to distance themselves from those who express views against wearing them while staying happily silent when people promote wearing. Why is CAN's 'non-biased' position so biased?

Dr Nigel Perry
University of Canterbury

CAN's approach is clearer than you make out. Patrick Morgan's article was a personal piece specifically about obtaining an exemption from helmet wearing; given the past controversy there has been about the issue of cycle helmet wearing within CAN, it was appropriate to point out that this was not 'official' advice from CAN. The two quotes you give were from a feature article on the difficulties cyclists face on urban roads, and a news piece on the dangerous condition of bikes ridden by some children. In neither of these was helmet wearing the central issue. Furthermore, both these articles were originally printed in other sources and were clearly marked as such. In reprinting such articles, we aim to highlight what is being written about cycling in the wider media and do not seek to give CAN's views on their rights or wrongs – if we did we would have to regularly print disclaimers at the end of many of them. – Editor



In Wellington, and on Earth in general, people don't seem to be taking the issues of global warming and vehicle congestion seriously.

Every day thousands of people climb into their cars and make their way to work. Along the way they contribute to the increasing cloud of global gas emissions and invariably face the frustration of delays.

Faced with a growing obesity and health epidemic it makes perfect sense to walk or cycle to work and yet Wellington does not cater sufficiently to this activity. Instead we encourage and support the continued use of cars as a means of transport.

I cycle to work. Or at least I used to. The other morning, whilst on my way to the office where I work as a computer software developer, I was stopped by the strong arm of the law. The officer did his duty, faithfully fining me the \$110 the citizens of New Zealand decided was the appropriate penalty for riding a BMX on the footpath.

My attempts at reason were completely ignored, PC plod eager to put another notch in his belt and move one step closer to fulfilling his quota. Meanwhile the cars ground on by like a smoking, mechanical glacier of doom.

People follow by example. How can we get more people riding bikes instead of driving? Surely not by discouraging the ones who have taken responsibility by taking to the streets.

I hope that our next mayor is prepared to address the cyclists of Wellington issue. There are many examples of successful programs and systems around the world that have been employed with positive results.

*Olmec Sinclair
Wellington*



Following the article in ChainLinks Aug-Sept about jackets from Ground Effect I would like to advise about the following:

Protector Safety stock reflective (washable) vests in an orange colour.

Basic model \$19

With night reflector tape \$55

*Chris Mansfield
Dunedin*

Editor's Note: Chris has no connection with Protector Safety.



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- Have a say on submissions to Government
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Liz Mikkelsen, Membership Secretary

Ph 06-364-8187, Fax 06-364-8185

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Deadline for next issue of *ChainLinks*: Friday Nov 26th 2004

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