

# ChainLinks

The newsletter of the Cycling Advocates Network (NZ)

Jun – Jul '05



**Winter warmer:** *Keep on cycling through the colder months!*

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**ALSO IN THIS ISSUE:**

**Air NZ abandons bike charges – page 4**

**CAN has a plan! – page 28**

**When one wheel is enough – page 33**



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

## EDITORIAL

### **A view from the other side of the world**

It probably won't give most of you any satisfaction to know this, but with summer temperatures continuing to climb and evenings staying light until 10pm, cycling for me is now reaching the best time of the year. This feeling of two-wheeled joy is particularly satisfying on the monthly Critical Mass rides in central London, which in the summer months attract at least 500 riders. By taking matters into their own hands and setting out en masse, the city's cyclists can enjoy warm summer evenings with a safe, leisurely ride on the city's streets – instead of the usual practice of having to search out the back streets in an attempt to avoid the traffic.

If it wasn't for the traffic then London, being flat and compact, would be an ideal cycling city. Certainly recent improvements, not least the effect of the congestion charge cutting the number of cars by 15%, have made cycling better, and this has been reflected in the increased numbers now getting around the capital on two wheels. Ironically, it is getting into London by train with your bike that is often the bigger challenge. I'm fortunate that on my current commute from Oxford to London most restrictions have recently been lifted, and indeed, I can even take my bike on one of the frequent coaches that does the journey. But since privatisation, cyclists have had to argue with each different company for the right to take their bikes on trains, and the companies can change their policies on a whim.

This problem is most clearly illustrated with this month's annual London to Brighton bike ride – probably the largest cycling event in the world, with 27,000 entrants. The local train company, Southern, had previously played a vital role in transporting cyclists and their bikes to the start and home from Brighton. Not this year, though: Southern has decided that with the delivery of new trains there is no room for cyclists, and have banned all bikes from all their trains for the whole of the day of the ride. Instead, a fleet of coaches and lorries are having to be used, and in doing so increase congestion on the roads – the ultimate irony for an event that highlights one of the best forms of private, non-congesting transport that there is.

While the level of anger over this is intense, similar retrograde moves have been reversed in the past through strong evidence and firm lobbying, backed by large numbers of cyclists. Critical Mass rides show what happens when many cyclists take to the roads at the same time – their force is literally unstoppable. This collective power needs to be harnessed when dealing with officialdom that is indifferent to cycling, an approach as relevant for New Zealand as it is in the UK. The need for more people to use the bike as a means of transport is more acute than ever – and we can help the cause by remembering to stand (and ride) together.

*Matthew Ledbury,  
ChainLinks editor*

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### **BIG BIKE NZ - available now!**

The Bike Bike is a bike like no other. It seats 30 pedal pumping passengers, in ten rows of three across.

The Big Bike is the ultimate team building and fundraising experience, and the only event of its kind outside Canada. The Big Bike and its accompanying trailer can access any town in NZ or Australia.



Features include:  
sound system, intercom,  
flags, advertising boards,  
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Other carry-on items:  
cameras, energy bars, water  
pistols and oxygen bottles!

A new owner or sponsor is required to run or house the Big Bike. All options are open for acquisition, sponsorship or sale. Contact Graham on 025 789 800 or [big.bike@paradise.net.nz](mailto:big.bike@paradise.net.nz).

## **AIR NZ DROPS BIKE FEES**

Campaigning pressure has paid off! Air New Zealand announced last month that it is dropping its \$20 fee for carrying bicycles. A memo from the company reads as follows:

"Due to the complexity of the current baggage specifications, there is a great deal of inconsistency in the application and charging of our baggage rules across the network. This in turn has led to frustration for both our customers and staff alike. With this in mind we have been looking at current baggage rules with the aim of trying to simplify the baggage specification wherever possible to increase consistency of the application of our baggage policies.

"Effective 11 May 2005, the following changes have been made to our existing baggage policies:

Removal of handling fees on Domestic, Tasman and Pacific Island flights for items such as bicycles, surfboards, hang-gliders and windsurfers. Any oversized item presented at check-in will be included in the passengers 20kg + 3kg allowance and excess will be charged as normal (back to 20kg) once the passenger exceeds this allowance. Length restrictions and charges for the carriage of domestic pets will continue to apply."

The excess baggage charge internally is \$5 per kg.



## **CYCLING NEWS FROM AROUND NEW ZEALAND**

### **April:**

- Marlborough District Council starts work on a walking & cycling strategy.
- North Shore City Council begins consulting on proposals to add cycle lanes to Lake Rd between Devonport and Takapuna.
- The inaugural Crazy Commuters Race in Blenheim pits various human powered vehicles against a series of speed and practicality challenges, for over \$16,000 in prizes.
- Palmerston North City and Manawatu District Councils begin work on a combined walking & cycling strategy.
- Initial data from a cycle crash hotline in the Nelson-Tasman area reveals a large proportion of crashes not reported to the Police.
- Otago Regional Council plans to investigate a cycle and walkway linking Port Chalmers to central Dunedin.

- The Wakatipu Trails Trust receives funding of \$500,000 over the next three years from Southland's Community Trust to help complete walking and cycling tracks near Queenstown and Arrowtown.
- A study finds nearly \$2m a year injected into the economy by riders and walkers of the Otago Central Rail Trail.
- Transit NZ starts work on a \$3m project near Massey University, Palmerston North, to realign and widen a narrow section of highway popular with cyclists and runners.
- The first section of the Little River Rail Trail between Motukarara and Birdlings Flat is now becoming a reality, with the \$300,000 construction of seven bridges along the route.
- A \$200,000 shared cycle/footpath alongside busy Frosts Rd in Christchurch is completed.

## **May:**

- Nelson City Council approves construction of a shorter version of a controversial \$160,000 cycleway along Vanguard St, despite cyclists' concerns that a parallel street was more logical.
- Meanwhile Nelson City also starts a road safety campaign to distribute up to 800 hooters and bells to cyclists, to improve pathway behaviour.
- The Commerce Commission asks bicycle retailers to voluntarily recall all 'low-rider' bicycles, citing potential dangers in their design.
- North Shore City Council proposes a city-wide recreational cycleway network that would see existing parks, reserves and coastal land used where possible to create a 'green' network.
- The first 'Cycle for Science' ride outside of Christchurch is held in Nelson, continuing a major cycling perceptions research project for Land Transport NZ.
- Air NZ finally sees sense and drops its \$20 'handling fee' for carrying bicycles, surfboards, etc.
- Annual monitoring reveals that the number of peak-hour cyclists travelling in Auckland City has increased by 20% over the past year.



## **Walk and cycle link to port on the cards**

The vision of a cycle path and walkway linking Port Chalmers to inner Dunedin is expected to be investigated by the Otago Regional Council. The council is already helping create a walkway and cycle path from Ravensbourne to the Otago Yacht Club area.

Thanks to a co-operative approach involving the regional council, Port Otago, the Dunedin City Council and Ravensdown Fertiliser, the construction of the path would begin this year, corporate services director Wayne Scott said.

Regional councillor Bryan Scott now wants to investigate extending the path so it runs from Fryatt St, beside Otago Harbour, to Port Chalmers. Because State Highway 88 was heavily used by cars and trucks, pedestrians and cyclists could be at risk, Cr Scott said.

"The first point is it will provide a safe linkage for those people who live on the harbour side. Secondly, we are responsible for providing places and networks for the community to access the water way and exercise safely." Provision to investigate an extension of the Ravensbourne walkway and cycle path is included in the regional council's draft annual plan.

*[Otago Daily Times, 8 April 2005]*



## **Low-rider gets highest marks**

Nelson cycling enthusiast James McLeod may give up his day job after winning the Crafar Crouch Crazy Commuter Race in Blenheim. The Nelson Mail photolithographer designed and built his human-powered vehicle (HPV), specifically for the event in which his recumbent trike beat 19 other entries to win the first prize of \$10,000.

Mr McLeod started the competition by winning a commuter challenge around the streets of Blenheim. A broom, a bunch of flowers, dry-cleaning and a bag of groceries had to be collected and carried by competitors, who also faced regular deluges of simulated rain, to simulate conditions encountered by commuters.

He retained the lead after finishing second in the 3km time trial, where he reached a maximum speed of 65kmh, and the efficiency test. A good score in the final test, where machines were assessed for comfort, style, and innovation, secured the win.

Mr McLeod attributed his success to rigorous training and careful planning. "I'd practised it at home and worked out where all the stuff was going to go." He now plans using some of the prize money to construct a high-tech Mark IV version.

*[Nelson Mail, 11 April 2005 & The Press, 22 April 2005]*

## **Rail Trail users boost economy by nearly \$2m**

Nearly \$2m a year is injected into the economy by riders and walkers of the Otago Central Rail Trail, a study has found.

Interim results of the first regional economic contribution study have been released by the Department of Conservation and Otago Central Rail Trail Trust. The study showed annual direct regional expenditure by users of the trail was in excess of \$1.7 million. Based on the responses received, the average expenditure per day was \$92.80.

DOC Otago recreation planner Owen Graham said 5000 people walked or biked the 150km trail between Middlemarch and Clyde each year, on average taking 3.8 days. "The study shows that there is a significant, but previously not quantifiable, economic benefit to the region from rail trail visitor expenditure that reflects the growing status of the rail trail," Mr Graham said in a statement.

Mr Graham said the survey also showed almost 70% of trail users were over 44 years old, which was significant as they tended to have more time and greater disposable income. The majority of the users were from the North Island (47%), followed by South Islanders (32%) and international visitors (21%).

Tourism Central Otago tourism manager Anne Pullar said, when contacted, the rail trail was one of the region's major tourist products. It had recently featured in the English newspaper 'The Independent on Sunday'. "It is generating a huge amount of interest at the moment from both travellers and offshore media."

The owner of the Otago Central Hotel, Ngaire Sutherland, said without the rail trail there would have been no point in her revitalising the Hyde hotel and including a cafe. "My major traffic is from the rail trail. The trail has really opened up the Maniototo."

*[Otago Daily Times, 13 April 2005]*



## **Few cycle accidents reported, study finds**

A pilot cycle crash phonenumber has revealed that only two of 29 injury crashes involving cyclists in Nelson and Tasman in the past five months were reported to police. Twenty-seven injury crashes went unreported, which officials say reinforces anecdotal evidence that there are a lot more cycling incidents than figures show.

Only accidents involving cars are included in official road accident statistics. Some of the accidents reported to the phonenumber involved cars but still went unreported to the police.

The trial 0800 CYCLECRASH (0800 292 532 7274) line was initially planned for six months but will now carry on for a full year to provide a

better spread of information. The line received more than 130 calls in its first five months, and of those 94 had so far been analysed by Land Transport New Zealand.

Nelson City Council road safety coordinator Margaret Parfitt said the low reporting figure was not surprising - speaking to cyclists and bicycle repair shops suggested there were a lot more crashes than police were aware of. "Under-reporting of cycle crashes is usual and well known - that is why this pilot is being done - a Christchurch study estimated reporting is as low as 20 percent."

The hotline is the first of its kind in New Zealand and is a joint initiative between Transit, ACC and the Nelson city and Tasman district councils, which each contributed \$1000. Land Transport New Zealand processes the data free of charge.

*[Nelson Mail, 22 April 2005]*



## **Retro Bicycles Recalled**

The Commerce Commission is asking bicycle retailers to voluntarily recall all low-rider bicycles due to them being potentially unsafe, the commission's director of fair trading, Deborah Battell has said.

They breached the bicycle safety standard because they had no front brakes or reflectors, the handlebars were too wide, the distance between the seat and handlebar was too large, and the weight unevenly distributed. "Any one of these defects could compromise rider safety or affect handling, especially in an emergency," Battell said.

The bicycles are sold under a variety of names including 'retro', 'chopper', 'cruiser', and 'low-rider' and the Commission believes a large number may have been sold recently. Owners of the retro-style bikes should take their bicycles back to the seller to be modified, or for a refund.

The Commission advises consumers who suspect their bicycle does not meet the safety standard to immediately take it back to the retailer. Some breaches are easily fixed, but in other cases, a refund may be necessary.

Bicycle Industry Association of New Zealand (BIANZ) trade group executive Diana Dreaneen said the bikes were only unsafe because the standard had not been changed with the times. Hundreds of bikes had been sold throughout New Zealand, she said.

The Australian and New Zealand bicycle standard 1927/1998 says that handlebars cannot be wider than 700mm or more than 400mm from the seat. "It was set a long time ago when the width of the handle bars were not the width they are now. Nobody has bothered to really revise them," Dreaneen said.

*[The Press, 4 & 25 May 2005]*



## More paths wanted in Tasman

Tasman district residents want more walkways and cycleways, roads, footpaths and sporting and recreational facilities - in that order, according to a telephone survey carried out by the Tasman District Council.

The random survey was carried out last November and 482 people participated, or just over 1 percent of the 45,000 people in the district. The survey, which cost \$9600, aimed to find out what sort of place people wanted to live in and what needed to be done.

Deputy Mayor Tim King said it was not a huge surprise that walkways and cycleways topped the list as it reflected trends over the last few years. The survey was part of a "balancing act" to try to get input into the long-term plan.

Many people who took part in the survey would not go along to public meetings on the plan, he said. Climate, location, environment, access to beaches and recreation were the top aspects identified as making the district a good one to live in. Asked about negative aspects, "don't know" was the top response, followed by roading and traffic.

*[Nelson Mail, 4 May 2005]*

## Education campaign on rules for cycle lanes

Taranaki drivers ignorant of the road rules concerning cycle lanes are the target of a police clampdown, with police beginning a public education campaign about the new rules for cycle lanes, Highway Patrol officer Sergeant Stephen Richardson said. "Bicycle lanes are there for bicycles, they are not there for everyone to drive along," he said. "We notice people who seem to be oblivious to the rules."

Motorists must not park in or use cycles lanes, even temporarily, Mr Richardson said. "We appreciate it's not a very highly advertised fact and not commonly known by the public, that's why we want to educate the public." New Plymouth has about 33km of on-road cycle lanes.

Rules covering cycle lanes came into effect on February 28. Previously the lanes were governed by local council bylaws that could differ between districts. Motorists can only use a cycle lane if their vehicle is too big or its load too large for one lane, if their lane is blocked or they need to cross the lane to turn or park.

After the education campaign, police will begin issuing tickets to offending motorists, Mr Richardson said. The offence carries a fine of \$150.

*[Taranaki Daily News, 7 May 2005]*

## Time now on pupil's side

The Invercargill City Council and an Invercargill subdivision developer have earned themselves gold stars from 12-year-old Toni-Marie Pasco. Toni-Marie was a pupil at Grasmere School last year and had planned to go on to Collingwood Intermediate this year, which would have been a short bike ride to school. However, after school mergers forced by Education Minister Trevor Mallard, Toni-Marie decided to go to James Hargest College, which was about 5km away across North Rd and along Bainfield Rd, Duke St or the Waihopai Riverbank into Queens Dr.

Toni-Marie decided there was a much safer and shorter option, but it involved opening up the middle section of Gimblett St between North Rd and Queens Dr. She took the matter into her own hands and wrote to The Southland Times, asking the council to consider her idea. It did more than just consider it and almost a year later the cycle track is complete.

Toni-Marie said the new track had shaved about 10-minutes off her trip to school. The track had been levelled, covered in gravel and landscaped at either end, with cycle gates covered in reflectors to make sure it was used for only cyclists and walkers.

*[Southland Times, 9 May 2005]*



## Survey favours city for cycling

Results of a recent survey show that 89 per cent of Christchurch cyclists believe going by bike is an enjoyable experience. The bi-annual survey, undertaken by the Christchurch City Council in February, measures how well Christchurch stacks up as a cycle-friendly city.

Council promotion and education adviser Jacqui Giddings says cyclists indicated that they enjoyed the flexibility and independence of travelling by bike and many found it a good way to improve their fitness. "The city's 'pleasant scenery', 'easy flat terrain' and cycling facilities contributed to the high enjoyment levels. Factors that made cycling not enjoyable for people included 'inconsiderate behaviour of other road users' and heavy traffic."

Most respondents cycled more than once a week, mainly for social and recreation purposes. "It's a great form of exercise, cycling with friends," said one cyclist. The second most popular reason for cycling was to 'get to work' or 'go shopping'.

When asked what would encourage them to bike more often, 12% believed motorists needed to improve their road behaviour, and stated that people opening car doors and the lack of awareness of cyclists sharing roads were major concerns, says Giddings.

The full research report can be viewed on the council's website at [www.ccc.govt.nz/cycling](http://www.ccc.govt.nz/cycling).



## **Riders urged to stay off Heaphy Track**

Mountain Bike New Zealand is urging cyclists to stay off the Heaphy Track while legitimate access is sought. The New Zealand Conservation Authority plans to allow mountain biking in national parks, subject to provisions being made for this in national park management plans.

The mountain biking organisation's land access committee chairman, Guy Wynn-Williams, said cyclists needed to understand the new policy did not mean they could immediately use the Heaphy and other national park tracks.

"Mountain bikers will be excited about the possibility of being able to ride on the Heaphy but they must be patient and wait for the next step, which is a review of the Kahurangi National Park management plan.

"We especially want to get the message across to mountain bikers not to ride the Heaphy this winter, which is a time people often ride it because fewer trampers are on the track." The organisation expects seasonal access to the track will be allowed during low use periods.

However Department of Conservation Golden Bay area manager John Mason has warned that it will be some time before mountain bike access to the park is determined. It was up to the Nelson Marlborough Conservation Board and Nelson Marlborough conservator Neil Clifton to decide whether to initiate a review of the park's management plan, he said.

"If a review takes place, it could take some months or even a year or two to complete. Any amendments to the plan would need the final approval of the New Zealand Conservation Authority in consultation with the minister of conservation." The park's current management plan expires in 2011.

[Nelson Mail, 10 May 2005]



## **Hamilton city traffic "too risky" for cyclists**

A lobby group says cyclist numbers in Hamilton have plummeted because people fear for their safety. Cycle Action Waikato's Rob Davidson told Hamilton City Council's transport committee this week that since 1986 the number of cyclists in the city had declined by 80 per cent.

He blamed aggressive motorists, potential cyclists' lack of confidence in their ability to handle traffic flows and a poorly developed cycle-lane network. Cycle Action Waikato intends to lobby the council strongly as it develops the Access Hamilton programme to solve the city's chronic traffic problems.

Mr Davidson said cycling was a traffic congestion solution, provided more money was spent. Hamilton had 491km of walkways, 852km of footpaths and only 27km of dedicated cycle ways, he said. Peachgrove Rd was the only area in the city where cycle usage had levelled off and that was due to the creation of the Waikato University-CBD cycle route.

In 2000, the city council recommended the establishment of 194km of cycleways in Hamilton but spending, at the rate of \$205,000 a year, meant the network would not be completed for 80 to 100 years. That meant two generations of school children would miss the opportunity of being able to cycle because parents believed it was safer to take them to school by car, Mr Davidson said. Cycle Action Waikato said it would be better to concentrate on getting cycle lanes done in sectors and to complete one sector at a time.

*[Waikato Times, 13 May 2005]*



## **More Aucklanders get on their bikes**

The number of cyclists taking to Auckland's streets has increased by 20 per cent over the past year, peak hour travel research shows. "Auckland City is pleased with the increase in people choosing to cycle. After all, the more people on bikes the fewer people in cars on the road," says Coralie McDonald, Auckland City Council's senior transport planner. "We are committed to investing in initiatives that make cycling a more attractive alternative travel option.

"One of the biggest challenges of making cycling a more viable option is changing motorists' behaviour. We need motorists to give cyclists room when passing – they're one less car on the road after all."

Auckland City is continuing to develop cycleways in the city, focusing on routes from the outer suburbs into the CBD, such as the north-western cycleway. The council is heavily involved in developing travel plans, a programme of engineering, education and encouraging alternative transport options, one of which is cycling.

"Because around 40 per cent of car trips during peak traffic hours are attributed to an educational destination, getting students on bikes or walking is a priority of travel plans," says Ms McDonald.

Annual research, conducted by the council, counts the number of cyclists during peak traffic times (7am to 9am and 4pm to 6pm) at 11 sites around the city.

*[Scoop Media 18 May 2005]*



## **Nelson cycleway must begin soon to get money**

Construction of a controversial cycleway planned for Nelson's Vanguard St will need to begin soon to ensure half of the \$160,000 construction cost is met by Transit New Zealand.

The Nelson City Council recently approved the cycleway, which will run from Gloucester St to just north of Esk St. Any work on the cycleway has to be completed by June 30 in order for it to be eligible for a 53 percent subsidy granted in 2002. If the subsidy is not used, it cannot be carried over to another project.

Cr Eric Davy said the council was being "bulldozed" into building the cycleway. "This was discussed some time ago, and it was turned down then. Now we are being asked to put money into a cycleway that starts nowhere and ends nowhere."

Cr Gail Collingwood said there were several cycleways in Nelson which did not link up, but they were still well used. "It takes us a number of years to get them all linked up, so let's get on with it."

The council previously approved a longer version of the cycleway, but shortened its plans after attracting strong criticism from local residents and a cycle safety group.

*[Nelson Mail, 20 May 2005]*



## **Pumping up the volume**

Matthew Robertson is now a loud and proud cyclist, having tried out a Honka Hoota.

He has been given the airhorn as part of a new initiative aimed at minimising conflict between pedestrians and cyclists in the city. Nelson City Councils road safety coordinator Margaret Parfitt is working with the Nelson Mail, Road Safe Nelson Bays, the Nelson Mountain Bike Club and bike retailers to distribute up to 800 hooters and bells to cyclists.

The council has spent \$250 on the initiative, while the participating groups have spent \$2000 on providing the safety devices. Mrs Parfitt said the campaign came about because of calls to the 0800 CYCLE CRASH line reporting issues like near misses between cyclists and pedestrians, and cyclists having their paths blocked by groups of people.

Signs are also being tried which show people how to share off-road cycle and walking paths.

*[Nelson Mail, 20 May 2005]*



## **Cyclists pedal routes for science**

Nelson and Christchurch cyclists took part in a 17 km "cycle for science" during the weekend as part of a \$100,000 Land Transport New Zealand study. On behalf of Land Transport NZ, consultant MWH is doing a scientific analysis of cyclists' perceptions of various routes and cycling facilities - such as intersections, paths and cycleways - to help prioritise future cycleway projects.

About 40 cyclists biked from Tahunanui Beach along Rocks Rd, Haven Rd, and Vanguard St before entering the Railway Reserve out to Stoke and looping back to the beach. They were asked to record their perceptions of various points along the route. Similar rides were carried out in Christchurch last year, and 10 of those who participated in four rides there were flown to Nelson for this ride.

LTNZ pedestrian and cyclist guidelines engineer Tim Hughes said having cyclists from another area helped determine whether what people were used to had an effect on how highly they rated cycling facilities. "For most places in the world, like the rest of New Zealand, cycling is only about 2 percent of total transport trips, and so it's often below the radar screen of people that are planning."

Nelson had one of the highest cycling rates in New Zealand, at 8 percent of all trips, Mr Hughes said. "We want know how cyclists see it, how they experience it ... so then we can compare our options and choose which one is going to best meet the cyclists' needs, so we can see where we're going to get the best value for money."

The information gathered from riders would be entered into a database, and results were expected to be released later this year.

*[Nelson Mail, 23 May 2005]*



## **Who wears the trousers at Cashmere High School?**

A row over trousers has erupted at Cashmere High School in Christchurch after trousers were banned. Cashmere High principal Dave Turnbull confirmed the longs had been banned, but only because they "didn't look all that flash".

But trouser-wearing student Katia De Lu, 16, said she reckoned wearing trousers was "a basic right" and she was not going to give up her longs without a fight. "I really want to wear trousers," she said. "Sometimes I have to bicycle to school, and a kilt on a bicycle isn't very good."

Principled principal Turnbull said the school's board had decided to phase trousers out after "consultation within the school community" late last

year. Even De Lu agreed the uniform trousers were "not particularly nice", but they were warm and practical.

To protect her right to don longs, she launched a petition, collecting 300 signatures, including those of 21 staff, in just three or four days. Now Turnbull has asked her to form a committee of students and teachers to try to come up with a style of trousers acceptable to students and school managers.

*[The Press, 27 May 2005]*

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## **New man to promote cycling**



The Health Sponsorship Council has appointed social marketer Brent Skinnon as the new Manager for Walking and Cycling. Brent started in the post on May 30.

A key aspect of his job will be managing the various projects funded through the HSC as a result of the government's announcement in February of the \$1.15m boost to walking and cycling, over and above the National Land Transport Fund, at the same time as it released the national walking and cycling strategy.

His projects will include a review of Bike Wise week and an improved level of management of the week, the development of guidelines for cycle skills education, and pilots to test initiatives to encourage sustainable increases in cycling rates. The 2005 Cycling Conference will also benefit by \$10,000 from this fund.

Prior to joining the HSC, Brent was New Zealand's top marketing & business strategist in the organic sector. Before that he set up & ran two very successful companies, a marketing agency in London and a training school in Australia.

# WORKSHOPS AND CONFERENCES

## **THE CYCLING TOOLBOX: A workshop on changes in transport management and the significance for cyclists**

Strong interest in a series of workshops on ways to more effectively engage with local government on cycling issues has resulted in the planning of a fifth workshop in Palmerston North in July (date to be confirmed), and hopefully one in Dunedin, probably in August. This will be for all those in Wanganui, Manawatu and the Hawke's Bay who had indicated interest in coming to Wellington for the workshop being held there, and those in Dunedin who are also keen.

BikeNZ will cover all reasonable travel costs for advocates living away from the centres where the workshops are being held, EXCEPT private vehicle costs. This is because the NZ Community Trust funding will not cover private vehicle mileage costs. This means we will cover your expenses for public transport (bar taxi!) including plane, bus or train, but not if you travel by private car. Oddly, the hiring of a car would be covered, but not the costs of the petrol required to run it.

So if you are interested in attending the Palmerston North or Dunedin workshops, please contact Stephen Knight at [stephen@bikenz.org.nz](mailto:stephen@bikenz.org.nz).



## **FUNDAMENTALS OF PLANNING AND DESIGN FOR CYCLING: Training Courses**

(Organised by the NZ Institute of Highway Technology Ltd)

- Wellington Wed 6<sup>th</sup> July
- Dunedin Fri 8<sup>th</sup> July
- South Auckland 22<sup>nd</sup> August
- Lower Hutt 13<sup>th</sup> October (in conjunction with NZ Cycling Conference)
- Rotorua 28<sup>th</sup> October

With the recent release of NZ guidelines for cycle planning and design and the development/implementation of many cycling strategies around the country, now is a great time to get up to speed on best practice in New Zealand for providing for cycling.

NZIHT is running a series of one-day courses this year to introduce the principles of planning and design for cycling in New Zealand. They are aimed at anybody planning, designing or reviewing roads or other facilities



that will be used by cyclists; including general roading engineers and road safety practitioners. ALL professionals should consider taking this course, from the new graduate to the experienced hand with 20+ years behind them.

The course has been developed in conjunction with Transit NZ and the former Transfund NZ / LTSA to meet the needs of the NZ transportation industry. To date, over 200 people have attended one of these courses.

Courses cost \$360 + GST. All participants will receive a set of detailed course notes and presentation notes. Members of IPENZ attending this course will gain double CPD qualifying hours and a 10% discount.

If you're interested in registering for this course, see further details on the NZIHT website (<http://www.nziht.co.nz/course.asp?id=9>) and contact Lisa Knowles at NZIHT (lisa@nziht.co.nz, ph.06-759-7065).

HURRY! Numbers for the July courses need to be confirmed by the end of June, so get in touch with Lisa ASAP.



## **BFA CYCLING CONFERENCE, 5-8 OCTOBER 2005**

The Bicycle Federation of Australia (BFA) is running a National Cycling Conference from Wednesday 5th to Saturday 8th October (just ahead of the NZ Cycling Conference, which is October 14-15) at City Hall, Brisbane, Queensland.

Conference topics will include:

- Innovative planning to create healthy environments
- Best practice in engineering for cycling facilities
- Health & environmental benefits of cycling and walking
- Methods of increasing cycling and walking

For more information please visit the conference website: <http://www.bfa.asn.au/conference>.

# NZ CYCLING CONFERENCE

**October 14 & 15, 2005**  
**Little Theatre, Hutt City**

***Early Bird registration for CAN members only \$75!!***



The programme for the 2005 NZ Cycling Conference is almost completed, and reflects a great diversity of thinking on cycling and its place in New Zealand. The full programme will be available in mid June on the CAN website (<http://www.can.org.nz/events/2005NZCyclingConf>). You can register now via the website.

The conference includes a focus on the integration of transport, health, energy, education and economic goals within programmes aimed at promoting cycling as part of the sustainable transport mix. Sessions will cover:

- reviews of cycle strategy best practice, using international and New Zealand examples
- the design, implementation and effectiveness of travel behaviour change programmes, including school travel planning and safer routes programmes
- progress on New Zealand's national walking and cycling strategy
- predictive modelling identifying road design that minimises injury
- primary health and transport
- the future of rail trails
- mountain biking in national parks
- design criteria for intersections and roundabouts
- cyclists' legal rights and responsibilities

The keynote speaker, Danish engineer and senior transport planner Troels Andersen, will focus on his experience as project manager for the Odense cycling project. From 1999 to 2002, Odense was the official National Cycle City of Denmark. Troels will highlight the effectiveness of the various methods trialled by the City to meet objectives and boost cycling rates. He will also provide an overview of European trends in cycling.

For further information and a registration form, contact **Stephen Knight** [stephen@bikenz.org.nz](mailto:stephen@bikenz.org.nz). BikeNZ, PO Box 1057, Wellington, 04-916 1873, 021 599 102, or fax 04 473 1616.

## ON THE WEB

Some new cycling resources have been put up on the Victoria Transport Policy Institute website which readers may find useful:

- "Cycling Trends and Policies in Canadian Cities" ([http://www.vtpi.org/pucher\\_canbike.pdf](http://www.vtpi.org/pucher_canbike.pdf))

This is the prepublication version of a paper by John Pucher and Ralph Buehler which describes cycling programs and trends in major Canadian cities. The study finds that cities which invested in cycling facilities and programs have experienced increased bicycle use. It provides recommendations for planning strategies to further increase bicycle transportation.

- "Bicyclepedia" (<http://www.bicyclinginfo.org/bikecost>)

This is a bicycle facility benefit/cost analysis tool available free on the Internet, produced by the Active Communities Transportation Research Group at the University of Minnesota, for NCHRP project 07-14. This tool helps users calculate a bicycle facility's demand, costs and benefits, based on extensive original research and development of analysis methods. It is currently in the Beta testing stage. The authors welcome feedback.

- Research by Professor Jennifer Dill at Portland State University (<http://web.pdx.edu/~jdill/research.htm>)

This analyses the effects of urban form and roadway connectivity on non-motorised travel ([http://web.pdx.edu/~jdill/Dill\\_ACSP\\_paper\\_2003.pdf](http://web.pdx.edu/~jdill/Dill_ACSP_paper_2003.pdf)), and how the provision of cycling facilities affects bicycle commuting rates (<http://web.pdx.edu/~jdill/Dill%20Carr%20TRR%201828.pdf>). This can help identify ways to create more walkable and cyclable communities.

- How risky is the commute to school?

A featured article in the March-April 2005 issue of the US Transportation Research Board's 'TR News' examines changes in injury risk to children and youth during school commutes over time by transportation mode. [http://trb.org/news/blurb\\_detail.asp?id=4990](http://trb.org/news/blurb_detail.asp?id=4990)

### **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>**

## QUOTABLE QUOTES

*“Our whole programme this year was targeted at getting the people who rarely ride onto bikes, and we managed to even persuade some who’ve never ridden before or who haven’t ridden for many years.”*

Matthew Cutler of MWH Christchurch explains the organisation’s secret to success in this year’s BikeWise Business Battle, where 90% of their employees participated. (The Press, 11/04/05)

*“A few years ago, the closing of the railway was a negative but it’s now turned itself into something positive.”*

Dunedin City Council economic development unit manager Peter Harris welcomes the Otago Central Rail Trail’s success (Otago Daily Times, 13/04/05)

*“It’s actually quite flawed, and I have a real concern about using cycleway money for it.”*

Nelson city councillor Denise Henigan isn’t happy with a plan to build a combined cycle and pedestrian way along Vanguard St. (Nelson Mail, 14/04/05)

*“I just went for it. I caught it all in the back of my head.”*

The real reason for wearing helmets? Christchurch resident Ben Ford arrives home with welts across his head, back and arms after cycling through a violent hail storm (The Press, 25/04/05)

*“They are sold in probably a million bike stores all over the world. Snoop Dog owns one. Scribe owns one.”*

Linwood Cycles owner Malcolm Cooper thinks the proposed recall of low-rider bikes simply reflects an "out-of-date" law. (The Press, 4/05/05)

*“How dangerous is it out there? Is it responsible for us to be encouraging people to cycle?”*

Hamilton City Deputy mayor Bob Simcock perpetuates the same tired old excuse for not spending even *some* money on cycle facilities. (Waikato Times, 13/05/05)

*“Your bus drivers are definitely on crack.”*

And we’ve always heard good things about riding in London? Hollywood star Val Kilmer (right) comments on the downside of travelling around London on a bicycle. (The Press, 21/05/05)



*“Sometimes I have to bicycle to school, and a kilt on a bicycle isn’t very good.”*

16-year old Cashmere High School student Katia de Lu of Christchurch expresses her frustration at not being allowed to wear trousers to school any more. (The Press, 27/05/05)

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## **CAN 'One Less Car' backpack covers!**

***They’re flying off the shelves!***

Since being advertised in the last issue of ChainLinks, the new CAN backpack covers have been flying off the shelves! So why not buy yourself one? Keep your stuff dry, increase your visibility on the road and identify yourself as a CAN member with one of these waterproof, incredibly loud yellow backpack covers. They have a reflective strip, the CAN web address, and 'One Less Car' in big friendly letters on the back – remind those car drivers why they should love you!



The cover fits a decent sized day bag (capable of carrying a couple of lever-arch folders and the Herald). The backpack covers are available, only to CAN members, for \$25.

To order, send your cheque to CAN, PO Box 6491, Auckland (Freepost 147092, no stamp required) with your name, address and contact phone or email.

## OVERSEAS NEWS

### **Australian cyclists protest light sentence for driver who killed**

What's a cyclist's life worth? In South Australia, home of the Tour Down Under, the answer is AU\$3100.

That's the fine handed down last month to Eugene McGee, the driver of a 4WD who killed cyclist Ian Humphrey in a hit and run incident in November 2003. McGee, a lawyer and former police prosecutor admitted he had been drinking before the crash and instead of stopping to render assistance he waited four hours before reporting himself to police.

Despite police reports that McGee "smelled of alcohol" when he presented himself, he was not breath tested because regulations require a breath test to be taken within two hours of a crash. At the subsequent District Court trial McGee was found guilty of driving without due care and failing to stop and render assistance. He was acquitted of the more serious charge of causing death by dangerous driving.

The case has led to a huge public outcry in South Australia and South Australian Premier Mike Rann has announced a Royal Commission to investigate the case.

Seemingly lenient treatment by the courts of drivers who kill cyclists is a long-standing concern of Australian cyclists' rights groups.

*[www.cyclingnews.com, 4 May 2005]*



### **Bicycle chosen as best invention**

The humble bicycle has won a UK national survey of people's favourite inventions. Listeners to BBC Radio 4's 'You and Yours' programme were invited to vote in an online poll looking at the most significant innovations since 1800. It was an easy victory for the bicycle which won more than half of the vote.

The transistor came second with 8% of the vote, and the electro-magnetic induction ring - the means to harness electricity - came third. Despite their ubiquity, computers gained just 6% of the vote and the internet trailed behind with only 4% of all votes cast. There were more than 4,500 votes cast in total. People chose the bicycle for its simplicity of design, universal use, and because it is an ecologically sound means of transport.

Each of the technologies was nominated by a different expert, including writer Sir Arthur C Clarke, cloning expert Professor Ian Wilmut, and Professor Heinz Wolff. Prof Wolff's praise of the bicycle held the most sway with voters which will come as a disappointment to Lord Alec Broers, this year's Reith lecturer.

His series of lectures - Triumph of Technology - prompted the vote. In the first of his talks, he expressed surprise at the results of a similar survey. It too ranked the bicycle above scientific breakthroughs such as electricity generation, the jet engine, the discovery of DNA and the invention of vaccinations.

The Top 10 Inventions were: Bicycle - 59%; Transistor - 8%; Electro-magnetic induction ring - 8%; Computer - 6%; Germ theory of infection - 5%; Radio - 5%; Internet - 4%; Internal combustion engine - 3%; Nuclear power - 1%; Communications satellite - 1%

*[BBC News online, 5 May 2005]*



## **Cycle lanes to double as Dublin rivals Dutch**

Dublin is pedalling fast to rival Amsterdam as Europe's most bike-friendly city, with plans to double the number of cycle lanes over the next decade at a cost of 30m euros. The city's councils are planning to roll out an additional 200km (124 miles) of dedicated lanes in a bid to reverse a decline in the number of people using bikes to get to work.

The move would criss-cross the city with almost 500km of bike paths by 2015 — more than in Amsterdam, which boasts a 400km network. Among the lanes planned is a waterfront promenade, the S2S, which would run for 22km in an arc around Dublin bay from Sutton to Sandycove.

David Maher, of the Dublin Cycling Campaign, welcomed the initiative. "Dublin is a remarkably flat city, it has a mild climate and very low rainfall," he said. "It is a nice city to cycle in — when you have the right facilities."

The councils will also press businesses to provide parking spaces for bikes, and shower facilities for workers to allow them to freshen up after a ride to work. "We are much more aggressive cyclists than they are in Amsterdam," said John Henry, chief executive of the Dublin Transport Office (DTO). "They weave their way gently to work on their bikes, whereas we like to pump it up and arrive in the office dripping with sweat."

Campaigners blame cycling's relative unpopularity on the fact that Irish cyclists have to navigate narrow roads shoulder-to-shoulder with cars and heavy trucks. Four cyclists have died on the city's roads so far this year.

*[www.timesonline.co.uk 22 May 2005]*



## **Wheels rolling in Adelaide public bike scheme**

A public city bike hire scheme has been launched in Adelaide, which the City Council says is an Australian first. The council first considered a public bike program for Adelaide's CBD four years ago, when it was

suggested by Danish urban planner Jan Gehl. After a drawn-out period of consultation and planning, an initial 40 bikes will become available for use from this morning to provide city workers and tourists with alternative transport. The bikes will be free for the first two hours, then charged at an hourly or daily rate.

Councillor Richard Hayward says Adelaide's climate, parklands, and straight roads make it ideal for cycling. He says the program has been a long time coming, but it should expand as demand increases and cycling facilities improve. "It took four years – however we pursued it and pursued it, and as a result, we've now got a bike system which is the first of its kind in Australia," he said.

*[ABC News, 22 May 2005]*



### **Congestion targets 'doomed' if city fails to get on bike**

Congestion-busting plans to encourage 25,000 people in Edinburgh to cycle to work within five years are doomed to failure unless transport chiefs give them greater priority, campaigners have warned.

Spokes, the Lothian cycle campaign, claims the city council needs to do much more to promote and fund cycle schemes in the Capital if it is to fulfil its pledge to more than double Edinburgh's existing 10,000 cyclists by 2010.

Campaigners believe having ten per cent of all journeys to work done by bike, and cyclists making up six per cent of all journeys, is enough to significantly relieve Edinburgh's congestion problems.

The group claims the changes to the way local authorities can bid for government funding of cycle projects means Edinburgh will also lose out on more than £600,000 this year for schemes which impact on cyclists, including safer routes to school.

The news follows a recent report to the Scottish Parliament's environment committee saying that a "walking and cycling culture" had to become embedded in Scotland's lifestyle. It also said plans to scrap cycle facilities in Princes Street to make way for trams and the introduction of "dangerous" black cycle lanes in the World Heritage Site highlighted a lack of commitment.

Future travel plans for Edinburgh suffered a major setback in February when residents voted to reject plans for a two-tier congestion-charging zone for the city.

*[The Scotsman 28 May 2005]*





## **Retailers focus on profit from cycling**

Britain's top mainstream retailers are being told to be more cyclist-friendly at a special conference on the issue. 'The Profit Cycle: Making Bike Parking Work for You' is highlighting the importance of providing proper cycle parking for customers and staff.

The conference, the first of its kind to be held in the UK, is being organised by the London Cycling Campaign in partnership with Transport for London, with sponsorship from BikeAway, a cycle parking manufacturer.

"Many businesses have not woken up to the fact that cyclists are fantastic customers," said Tom Bogdanowicz, campaigns manager for the LCC. "We hope this conference will get the message across that it's good for business to ensure that cyclists are welcomed and provided for."

The conference will include delegates from major supermarkets, high street stores and leisure centres. Issues covered at the conference will include how to attract new customers who cycle, provision for staff who cycle, liaising with local authorities and meeting environmental and corporate responsibility targets.

*[Bike Biz, 31 May 2005]*



## **Five English towns sought to highlight cycling excellence**

Five 'cycling demonstration towns' are to be funded by the new national cycling body, Cycling England, in an attempt to show how a significant increase in investment in cycling facilities can bring about appreciable increases in cycle trips.

The organisation is planning to allocate £2m out of its £5m annual budget to the five towns that will be selected, with each town receiving £400,000 a year for three years. They will also be expected to match the figure from their own funds.

Cycling England chair Phillip Darnton said that he wanted to show what could be done if cycling investment was increased from the English average of £1 per head of population to the more common European levels of around £5 per head.

The programme will aim to use a combination of physical improvements and 'soft' transport measures. "We want to show what can happen when everything is done to support cycling – not just cycle infrastructure but measures such as cycle training in schools, workplace travel schemes and personal travel plans," Darnton said.

*[Local Transport Today, 26 May 2005]*

# NEWS FROM THE CAN EXECUTIVE

## **Meeting with the Energy Efficiency and Conservation Authority**

In late May CAN Executive members met with Matt Crawshaw at the Energy Efficiency and Conservation Authority (EECA) to seek an update on EECA's activities in the area of transport and also to provide information about CAN. This was a fruitful exchange for both organisations. Matt gave an overview of EECA's travel behaviour change programme which focuses on developing a New Zealand methodology for school, workplace and community travel plans. EECA is not seen as the continuing lead agency, with funding for the three-year programme due to cease at the end of June 2006. The schools and business travel plans are somewhat more advanced than community travel plans.

Matt advised that when local authorities join EECA's Energy Wise Councils partnership they receive information about travel behaviour change programmes that EECA can assist with. CAN highlighted the need for more emphasis on integration of different energy efficiency initiatives (e.g. support for energy efficient homes could be targeted at houses which also use sustainable transport).

CAN highlighted the need to achieve better results from EECA's initial efforts with the development of the Cycle Friendly Employers (CFE) Guide. CAN noted there are difficulties in getting Bicycle Users Groups (BUGS) established since these often have to be bottom up (staff initiating them) rather than being 'sponsored' by employers. We suggested that (as a way for CFE initiatives to progress) CAN be funded to provide resources/services for BUGS. This is something we will continue to explore with EECA.

An important issue for cycling advocates is the forthcoming review of the National Energy Efficiency and Conservation Strategy (NEECS), due to be completed around September 2006. EECA is now aware that CAN is a key stakeholder. ChainLinks readers may also want to keep an eye on EECA's website for information about the review and opportunities to contribute. We also floated the idea of a Sustainable Transport Coalition.

If any members have suggestions for the NEECS review, please send them to us as soon as possible. At this stage, 'big picture' ideas would be most useful (e.g. how could it be structured better or be given a more cycle-friendly vision?), but if you have 'little picture' ideas we would like them as well.

## **Meeting with the Ministry for the Environment**

CAN Executive members also met with Barry Carbon, CEO of the Ministry for the Environment (MfE) in May. We started by introducing CAN and

explaining what expertise and experience we have to offer. Urban Design and Climate Change programmes were identified as obvious points of connection between what CAN is doing and MfE work.

We asked Barry how he thought NZ was doing in making cycling an integral part of planning. Barry said he thought we were a long way behind Australia, in his experience, and that cycling was not really part of people's thinking. In Australia, a couple of champions in government had pushed the cause of cycling. Their planning systems are more integrated than in NZ, and this allows for opportunistic improvements, e.g. when you put in a new gas pipe, you include other infrastructure in the corridor (e.g. cycleway).

Other issues discussed were MfE's ongoing involvement in the Sustainable Households programme (and whether CAN could assist with local implementation, e.g. doing presentations at workshops), whether the Sustainable Management Fund could fund sustainable transport projects (potentially yes, as long as applications meet the guidelines), and the possibility of CAN submitting material for the Quality Planning website.

We also asked whether the Decade of Education for Sustainable Development would have sustainable transport as a particular focus. Barry indicated he will highlight the importance of including sustainable transport. Barry drew our attention to a project that MfE is undertaking in partnership with Wellington City Council, to develop a 'Government Centre Precinct', under the auspices of the Urban Design Protocol.

### **New CAN rep on BikeNZ board**

Bevan Woodward has taken over from Roger Boulter as the CAN representative on the board of BikeNZ. Bevan has a background in social marketing, and works for Auckland Regional Council. He's also a member of the CAN Executive.

We'd like to thank Roger for his invaluable services as CAN's inaugural BikeNZ board rep. As well as being a constructive participant in general BikeNZ business, Roger has been a determined and effective advocate for CAN.

Bevan Woodward can be contacted at [bevanw@can.org.nz](mailto:bevanw@can.org.nz). His phone nos. are 09-366 2000 x8308 (w) and 09-815 1117 (h).



## Top Secret... CAN has a plan!

By Bevan Woodward, [bevanw@can.org.nz](mailto:bevanw@can.org.nz)

So, what's the plan this year we hear you ask? Well, good question. In this article we provide a summary of CAN's strategic plan – but before we get into that, we'd like you to think about how you could assist, because we've identified some key gaps in our skills and resources, including:

- Marketing
- Fundraising
- Administration

If you'd like to learn more about helping us, we'd love to hear from you!

Here's a summary of CAN's strategic plan...

**Vision:** Cycling is an everyday activity in Aotearoa/NZ

**Mission:** CAN will be a national voice for cyclists in promoting cycling as an enjoyable, healthy, low-cost, environmentally friendly activity, and as a key part of an integrated, sustainable transport system.

### Objectives of CAN:

- Develop our ability to advocate at both the local and national level
- Facilitate the local implementation of NZ's national transport and cycling strategies

We have identified four key areas - each has a small team focusing on the particular tasks listed below. We'd love to have a few more people on the teams – let us know if you have the skills, time and interest to be involved in one of them. The idea is to move away from some people doing everything (risking burn-out) and others left feeling swamped in e-mail not sure of where to start.

KEY TASKS	TEAM MEMBERS
<b>Marketing:</b> fundraising, membership, media	<i>Liz, Bevan</i>
Grow membership by 15%	
Fundraising to assist operational budget	
Utilise members' skills to harness resources for CAN	

<b>Lobbying:</b> Submissions, policy advice, partnerships, representation	<i>Christine, Jane, Bevan</i>
Government relations	
Strategic partnerships (e.g.: Living Streets, BikeNZ)	
Technical & Legal (engineering and legislation)	<i>Axel, Andrew, Glen, Roger, Stephen</i>
Consider technical and legal implications of new policy	<i>Legal Special Interest Group (SIG)</i>
<b>Internal</b> (Administration, oversee strategy, internal communications, financial management)	<i>Robert, David, Adrian, Lyneke</i>
Manage the CAN strategy	
Financial health of CAN	
Membership communications, training and resources to facilitate local advocacy	

Robert's role as Chair of CAN is to coach and oversee the teams. The teams would be asked to work on key issues and submit their recommendation/updates to the CAN executive.

Teams are encouraged to develop their own Special Interest Groups (along the lines of the successful Legal SIG), to include members outside the CAN executive. This will help spread workload, and enable us to ensure experienced people are available to take up positions of responsibility.

If you have questions about getting involved, please contact any member of the CAN executive – details can be found at <http://www.can.org.nz/contacts/canofficers.htm> or telephone CAN chair Robert Ibell on 04-972 2552.



## BIKENZ QUARTERLY REPORT

*Below is a summary of the main advocacy-related content of the latest quarterly report from BikeNZ. For a copy of the full report, which includes details of sport cycling initiatives as well, contact CAN secretary Adrian Croucher ([secretary@can.org.nz](mailto:secretary@can.org.nz)).*



### Structure

- Website: BikeNZ's Operations Manager, Kevin Pringle, is driving the establishment of a website and on-line database. The website will be launched on 30 June and will incorporate road and track cycling, mountain biking and BMX.
- Planning Workshops: Annual Business Planning Workshops were held in Wellington on Sunday 22 May 2005. All BikeNZ Management Panels (Events, Coaching, Commissaires, Junior and Advocacy) came together to plan for the 2005/06 financial year. This plan and associated budget will now go to the BikeNZ Board for sign off.

### Events

- The Scottwood Trust Bike the Bays family fun ride was held on 6 March around Auckland's Orakei Domain and saw 1,150 riders enjoy what was a superb event involving Frankie Stevens as MC and guest appearances by Olympic Champions Sarah Ulmer and Hamish Carter.

### Advocacy

- New Zealand's first ever National Walking and Cycling Strategy was launched in February and BikeNZ's Advocacy Manager, Stephen Knight, is working closely with the Ministry of Health's Health Sponsorship Council to where possible influence where the monies are allocated against cycling projects. Funding for 2005-06 is \$690,000.
- Regional 'Cycling Toolbox' Workshops - Throughout June, Stephen Knight will be running a series of regionally-based workshops in Christchurch, Wellington, Palmerston North, Hamilton and Auckland. These workshops will provide overviews of recent central government initiatives in transport and related sectors such as health and energy, and their influence on cycling. The workshops will also focus on examples of local government initiatives, and how to secure funding and other forms of

support for cycling. Response to the workshops has been very positive, and includes cross-sector interest from, in particular, the health sector.

- Programmes for the 2005 New Zealand Cycling Conference will be available from late June. The conference will concentrate on the major shift in the transport sector towards supporting cycling as part of a sustainable transport strategy driven by central Government. There will also be a focus on recreational cycling, including tourism, rail-trails and mountain biking, as well as discussions and briefings on day-to-day cycling issues. The conference is being held in Hutt City on October 14 and 15.

- The Local Roads Supplement to Transit New Zealand's Temporary Traffic Management (TTM) Code of Practice has been redrafted. It had been hoped that more attention would be paid to the needs of those running sports events, including cycling. The issue surrounded the need to ensure compliance with TTM requirements was proportional to the scale of the event, the density of road traffic, and the nature of the road. It is still unclear to what extent the proposed Supplements will take adequate account of the comments made by the National Sports and Recreation Events Organisers Advisory Group, which is convened under SPARC and includes representation from Cycling NZ (Wayne Hudson) and BikeNZ (Stephen). The Group has pointed out the drop-off in participation in events, and the number of events being held in certain parts of the country, due to overly-restrictive traffic management requirements and/or a general increase in risk aversion by event organisers.

## **Communications and Marketing**

- Industry Partnership - The cycle industry continues to support BikeNZ's work to grow cycling activity nationally, with support coming from WH Worrall, Gemini Bicycles, HS White & Son, Cycle Tech NZ Ltd, Giant and Sheppard Industries. BikeNZ's work to grow the level of industry support will also continue throughout the upcoming winter through BikeNZ's Rodger Thompson meeting with a number of wholesalers and mass merchants.

- Charitable Trusts Partnerships - BikeNZ has been working with our member organisations to ensure our partnerships with New Zealand's four national charitable trusts are delivered.

***Rodger Thompson, CEO, BikeNZ***



# CAN “CYCLE-FRIENDLY AWARDS” 2004/05

- Proudly supported by SPARC -

The Cycling Advocates' Network has pleasure in announcing the third “Cycle-Friendly” Awards, celebrating initiatives to promote cycling and create a cycle-friendly environment at both a national and local level.

Last year's awards, presented at a ceremony at Parliament by Transport Minister Pete Hodgson, were successful in helping to identify and acknowledge some of the wonderful efforts in the wider community. Details of the 2003/4 winners were published in the Dec 04/Jan 05 issue of *ChainLinks*.

CAN is now calling for nominations for the 2004/05 awards under the following four categories:

- *Best Cycle Facility Project*
- *Best Cycling Promotion*
- *Cycle-Friendly Commitment by Business*
- *Cycle-Friendly Commitment by Public Organisation*

Nominations should be based on activities carried out some time during the 18-month period **January 2004 to June 2005**. The finalists will be invited to attend an awards ceremony at the NZ Cycling Conference in Hutt City on 14 October 2005. All finalists will receive a certificate, while the category winners will receive the famous “bike-bell” trophy.

**Anyone** can make a nomination for a CAN Award – you can even nominate an organisation you're involved in! Check out all the details on our website [www.can.org.nz/awards](http://www.can.org.nz/awards), where you can view more information, download nomination forms and find out about last year's finalists/winners. Or you can contact Robert Ibell for further information ([dawbell@actrix.co.nz](mailto:dawbell@actrix.co.nz), 04-972 2552).

Start thinking about who or what you think might be worth nominating. We're particularly keen to see a boost in nominations in the business category. Gather together all the relevant details and send it in with the nomination form by **Friday 2<sup>nd</sup> September 2005** (electronic submission is preferred). Good luck to everyone!

*Photo: Transport Minister Pete Hodgson presents last year's awards*





## WHEN JUST ONE WHEEL IS ENOUGH

*by Elisabeth Mikkelsen*



Steve Parvarno is a founding member of NZ Unicycle Federation, and runs a unicycle club in the Manawatu. He wrote a book called *Teach Unicycling*, and started a company (Unicycle.com NZ) to bring in decent quality unicycles so that others could enjoy the sport too.

I met Steve one morning just off the Capital Connection train that runs between Wellington and Palmerston North. Steve was wheeling along the waterfront on his unicycle with a huge backpack containing his office manuals, papers and computer. It looked pretty daunting. I did the interview with Steve at a booth in the train while we snacked on chocolate and chippies on the way

home.

Steve told me that he had learned to unicycle when he was 20 and it took a long time. But that was because he learned by himself, whereas he now teaches other people to ride in a couple of hours. Apparently knowing his stuff and the pitfalls speeds up the skills. Steve taught about 100 people to ride the unicycle last year. It requires good balance, which might be acquired from other sports. Steve reckons there are many hundreds of unicyclists in New Zealand and clubs in almost all towns.

Steve is an IT consultant for 2-3 days per week in Wellington and dedicates the other two days to unicycle.com. Steve has also just become a father of 3-week-old Lydia – she is already wearing a baby suit with the unicycle.com logo.

Steve says it is a lot of fun to ride a unicycle and people really look at you. A great experience was a night ride down Mount Kaukau, Wellington with a group of friends recently (sounds like romance with all the twinkling lights – but I forgot to ask Steve if there are any girl unicyclists). Apart from the fun of riding, such practicalities as it being easier to carry on buses and trains is a big plus and dare I say that the helmet law does not apply to a *unicycle*.

If you want to hear more about the NZ Unicycle Federation, Steve's sidekick Ken Looi will have a display at the coming NZ Cycling Conference

at Hutt City 14-15 October. You can also contact have a look [www.unicycle.co.nz](http://www.unicycle.co.nz) or contact Steve on [Steve@unicycle.co.nz](mailto:Steve@unicycle.co.nz).

## CREATING ACTIVE COMMUNITIES

*by Stephen Knight, BikeNZ Advocacy Manager*

Sources of funding for cycling initiatives come from a range of governmental and non-governmental sources. While cycle advocates can identify such funds themselves through web-based systems such as the Funding Information Service ([www.fis.org.nz](http://www.fis.org.nz)), it would be useful if other agencies did some of the legwork for the voluntary sector. Sport and Recreation New Zealand (SPARC) may be fulfilling some of this role with its (relatively new) Active Communities initiative.

Central government recognises the need for the integration of initiatives between sectors. This is demonstrated by strategies and guidelines such as the Sustainable Development Programme of Action ([www.mfe.govt.nz/issues/susdev](http://www.mfe.govt.nz/issues/susdev)), the Healthy Eating-Healthy Action (HEHA) strategy (<http://www.moh.govt.nz/moh.nsf/0/6088a42cfaa9ac6fcc256ce0000dae66?OpenDocument>), the NZ Transport Strategy ([www.beehive.govt.nz/nzts/introduction.cfm](http://www.beehive.govt.nz/nzts/introduction.cfm)), and the Urban Design Protocol ([www.mfe.govt.nz/issues/urban](http://www.mfe.govt.nz/issues/urban)), along with the Local Government Act 2002 and Land Transport Management Act 2003.

This drive for co-operation between sectors is backed by evidence showing how multiple goals can be achieved more efficiently through better co-operation. Hence initiatives such as the 'Let's Beat Diabetes' plan recently adopted by the Counties Manukau District Health Board includes in its brief changing urban design to support healthy active lifestyles.

Despite such progress, in general, incentives are still needed for different sectors to seriously consider integration. This would bring together roading engineers, city planners, health experts, developers and related community groups. Money is usually a good way to do this, both in terms of doling it out, and showing how it can be saved.

One contribution to this process lies with SPARC's Active Communities initiative (<http://www.sparc.org.nz/publications/#active>). At one level, this fund may support local government in its attempts to create activity-friendly environments (<http://www.sparc.org.nz/whatwedo/AFE.php>). It can be used to support joint programmes that address a range of community outcomes though cycling, walking or sport.

Active Communities investment is targeted at Territorial Local Authorities (TLAs). The investment encourages TLAs to partner with other community stakeholders to achieve community outcomes. Hence schemes that bring together parks and reserves, health, business development and transport would be obvious candidates.

There are a number of Active Communities initiatives including 10,000 steps Northland and the North Shore Cities Active Friendly Environment project. The latest Active Communities newsletter details these projects and is available at: ([http://www.pushplay.org.nz/files/SUMMER05\\_FINAL.pdf](http://www.pushplay.org.nz/files/SUMMER05_FINAL.pdf)). For a description of other Active Communities projects or for the investment guidelines go to [www.sparc.org.nz](http://www.sparc.org.nz) keyword: Active Communities.

Thinking more widely, natural resource management could also be incorporated. For example, Christchurch has a Waterways and Wetlands Natural Asset Management Strategy (WWAMS) that brings together natural asset management, cultural and aesthetic goals, and stormwater management, into one integrated package. The basis for doing this lies in the requirement that local government produce asset management plans. It worked largely because of the long time horizon taken: over 150 years. This showed it was cheaper to re-establish ecosystems than install pipes, and in doing so, a range of other non-stormwater goals are also achieved.

This then forms the other part of the equation, the saving of money due to strategic asset management and co-operative planning. An extension of WWAMS could create an asset management regime stretching across health and transport, as well as natural asset management, recreation, cultural values, and aesthetics.

This could result in programmes creating walking and cycling networks that are incorporated into ecosystem rehabilitation plans, that in turn dovetail into local government and district health board strategic asset management programmes. And a potential key to this is SPARC's Active Communities funding package, which would help establish a mechanism for such a co-ordinated approach to happen, by making the release of funds proportional to the degree of (legitimate) integrated management between agencies.

The Active Communities investment is around \$10m rolling over a three year period. SPARC welcomes high quality initiatives from territorial local authorities.

The Active Friendly Environment (AFE) project is a growing web resource to facilitate discussion between all groups who have an input in the community design. The AFE project is a relatively new initiative but could eventually include links to other agencies and the sharing of information relevant for community planners, transport officials and recreation professionals. It could take a while to develop, but it seems to be a fine idea.

## CYCLING IN CANTERBURY – THE ACTIVITY OF ‘SPOKES’ IN 2004/05

by Glen Koorey



It's been quite a time of change for cycling advocates in Christchurch and North Canterbury over the last year. At last year's AGM, Richard Hayman stood down from the Chair after five years of invaluable stewardship, with Glen Koorey taking over. Lyneke Onderwater also took up the role as Spokes' new treasurer, with Steve van Dorsser continuing as secretary.

Since then, a number of new initiatives have taken place to help “spread the word” to the masses. A particularly notable one is the setting up of email groups to connect all people around the district interested in cycling. Previously, Spokes already had a very active email discussion group used by the ‘core’ members. In addition, two further levels of email contact have been set up; one to simply provide regular cycling news, while another allows people to comment on specific project consultations and to contribute to draft submissions.

Over 170 people have now joined these groups (effectively our “member base”); a promotion at the latest Go By Bike Breakfast was particularly successful in attracting 75 new people. All Spokes members receive a regular monthly email summarising cycling happenings past/present/future, what Spokes has been up to recently, and also tips on how to make their voice heard.



*Axel, Glen, Andrew M,  
and Lyneke celebrate a  
successful Go By Bike  
Breakfast (Feb '05)*

Although it is free to join these Spokes lists, we also actively promote CAN and encourage our members to join them. With part of their subs now returning to Spokes, they also help keep our finances in healthy shape.

Another great development in the past year has been the Spokes webpages ([www.can.org.nz/spokes\\_chch/](http://www.can.org.nz/spokes_chch/)). With the help of Glen Koorey, webmaster Gregor Ronald has provided a wonderful resource for local cyclists to know what's been happening and who to get hold of.

As well as the electronic contact, the Spokes core group meet once a month to chew over some good food and the latest issues. The group continues to put in submissions and make representations on all sorts of matters big and small, from local street works and new cycle lanes to city-wide strategies and annual programmes. Some notable issues in the past year have included:

- **Hagley Park management plan:** this park makes up a very important part of the city cycle network, but the quality of facilities is inconsistent to say the least.
- **Riccarton Road traffic management:** providing cycle facilities along this popular route has been a political football for a number of years. Things are slowly starting to move with planning for some sections, although bus priority in the near future may also complicate things.
- **Normans Road cycle improvements:** a classic case of how a simple cycling project can be hijacked by local businesses. Spokes worked hard behind the scenes to ensure that this project was completed promptly and still ultimately met the needs of local cyclists.
- **Opawa Road improvements:** lobbying by Spokes resulted in cycle facilities both on-road and along the adjacent service road. Perhaps more importantly for the long term, some useful discussion was had with the Council regarding the use of more innovative treatments like Danish-style raised cycle lanes.
- **Central City transport plan:** Spokes has been represented on the working group that has spent the past two years developing a master plan for central city transport. The plan (including a 30 km/h CBD zone) looks fairly promising for cyclists, although we will be monitoring it closely to ensure that Council doesn't waver.
- **Regional Cycling Network:** This initiative by Environment Canterbury has the potential to put in place a wonderful network of routes across the region; Spokes members have been a key part of the consultation process. Meanwhile planning for the Christchurch to Little River Rail Trail continues, with initial construction imminent.

Another way that Spokes has helped to promote itself and cycling has been to assist with a number of local cycling events. Spokesters have been on hand at the Tunnel Ride, Cycle for Science, Park to Pier Ride, and Go By Bike Breakfast to help with things like registrations, distribute cycling maps, and hand out CAN/Spokes flyers.

More recently, Spokes has also started its own recreational rides; taking in some of the cycling sights (good and bad) around the city. To date we've had three such rides, and they've provided another good opportunity to meet with some old friends and make some new ones.



*Andrew C, Esther and Lyneke  
help out at the Park to Pier  
Ride (Nov '04)*

There's still a number of significant issues within Christchurch that need more work. Currently we're contemplating how best to progress some of them, e.g. perhaps via media campaigns:

- Allowing bikes on buses is a national bugbear, but is particularly sought after in Christchurch, where cycle and bus use are both high. It's also a particularly important component towards solving the issue of cycle access through the Lyttelton Tunnel.
- The old narrow Waimakariri River bridge remains the only way for cyclists to access the city from the north, a significant impediment for all kinds of cyclists. More urgent action is needed by councils on both sides to provide a safer alternative.
- While the city continues to develop its on-road cycle network, there seems little planned to address some of the major pinch-points (e.g. Sockburn overbridge & roundabout) or develop further high-quality off-road routes (e.g. Railway Cycleway extensions).
- Local area traffic management: The Council still seems remarkably slow in developing traffic calming and 30-40 km/h zones for local streets. While individual street reconstructions generally produce a nicer street environment, they're too scattered to form a coherent network that encourages more walking and cycling.

We're still also pondering how the new Council make-up impacts on cycling in the city. Our two most cycling-supportive councillors were both defeated last November (but now one of them is part of our core group!) and the trimmed down Council has done away with various sub-committees. Whether the previous Cycle Steering Committee continues in some form remains in limbo.

If anyone in Christchurch or North Canterbury is interested in helping out locally on the cycling advocacy front, or just receiving the regular monthly newsletter, contact **Glen Koorey** (Ph: 03-3317504, Email: [spokes\\_chch@can.org.nz](mailto:spokes_chch@can.org.nz)). We'd love to see a few more good keen people! For further information, check out our web-pages at [www.can.org.nz/spokes\\_chch/](http://www.can.org.nz/spokes_chch/).

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## WHY AREN'T WE WALKING AND CYCLING MORE?

*By Tina White*

Most of us know it's healthier to bike or walk to work, and easier on the environment, than to join thousands of other single-occupant cars on the road each day. Palmerston North, being so flat, is one of the best places in the country to do it.

But city cycle tracks have been eaten into over the years to make space for car parking. And people who decide to use public transport rather than their car, to cut down on carbon emissions, can't always get a bus when they want one.

Help may be on the way, says Christine Cheyne. Dr Cheyne, a senior lecturer in social policy at Massey University, who gave a talk this month for the sustainability series sponsored by the Workers Educational Association (WEA) and Environment Network Manawatu, says public demand is the key. "We will get better (transit) services as there is more demand for them. We need to tell the regional council what we want."

The Land Transport Management Bill, passed about 17 months ago, is committed to improving and updating the country's transport infrastructure, she adds. At a local level, this means that eventually regional councils will be able to own and operate public transport services.

The Palmerston North city council is working to encourage more people to walk or cycle around our city, and Dr Cheyne is part of that initiative. "Our biggest concern right now is traffic congestion here," she says. "We have to look at the four Es - education, encouragement, engineering and enforcement. A lot of our (car) journeys are for distances under 3km," she says. "There's lots of scope there for improvement."

From the point of view of health, people more than 40 years old need to think about the health benefits of cycling and walking, and many local GPs are now interested in green prescriptions that encourage their patients to be more active. "Our bodies haven't kept pace with modern technology," says Dr Cheyne. "In other words, the technology has changed, but our lifestyles haven't--we're more sedentary."

Dr Cheyne says her interests encompass "the whole gamut of well-being. Our transport choices really have a big bearing on how well we remain." Christine Cheyne grew up in New Plymouth, but has lived here since 1980, in between working for stints in Wellington. She's been at Massey for the past 15 years.

Definitely one to practise what she preaches, she cycles to work almost every day from her city home, a distance of 4km each way. Often, her cycling day will take in around 12-16km. "I do a lot of leisure-time road cycling, too; the more you do it, the easier it becomes. Cycling in Palmerston North is relatively easy because it's flat." It was a different



story a few years ago when she spent seven weeks on exchange work in Bristol, England. "I got a lot fitter there, because it was so hilly."

She agrees that people need help with making a shift in their travel behaviour patterns. "There's a need for one-on-one advice. Both the regional council and city council have a lot to do. People tend not to see beyond the convenience of the car, but with the price of petrol going up, that may convince us of the benefits of alternative travel."

New Zealand has one of the highest world rates of car ownership, she says, unlike Europe, which has a higher-density population and greater usage of public transport. Between 1951 and 2000 the number of cars in New Zealand tripled, yet in the same period our population not quite doubled. New motor vehicle registrations in Auckland reportedly average 29 per day.

In the UK, car clubs are popular. "The organisation owns the cars, and members have access to them whenever they need a car - they use their own swipe cards. It's not as much ongoing expense as owning a private car. I think there may be a car club in Auckland, and possibly Christchurch. It also cuts down on such things as parking problems in inner cities."

In Christchurch, they've really taken the public transport ball and run with it. "In that city, there are good bus interchanges, well-designed routes, and electronic timetables at each bus stop, which let passengers know the number of minutes it will be before each bus arrives." Hopefully, that's something Palmerstonians can strive for. But they'll have to speak up.

*[Manawatu Standard, 28 April 2005]*



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## CYCLING RESEARCH

### A DISTURBANCE IN THE FORCE (with apologies to George Lucas...)

Many cyclists have come across the problem of traffic signals not registering their presence and, in the absence of any other traffic, having to wait forever for the lights to change. So how do traffic signal detectors pick up bicycles and other vehicles? How can they be made to detect cyclists more consistently? And what can cyclists do to help their cause?

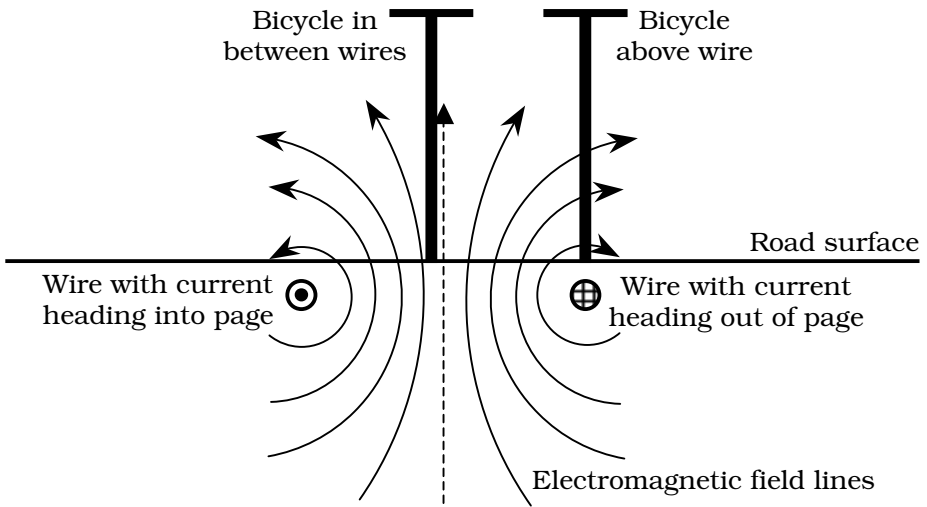
The nerve system of most traffic signal detectors are “inductive loops” – conducting wires cut into to the road that detect the presence of metal objects above them. If you look closely at the road (or path) surface approaching an intersection, you should be able to make out the shape of the loops (see picture to the right).



Now a little high-school or college physics is necessary to introduce the principles involved; bear with me... A low current is fed through the wire loops, which in turn produces an electromagnetic field (EMF) that ‘orbits’ around the wires. If you hold your left hand in a “hitch-hikers pose” (i.e. clenched with thumb out) then, if the current in the wire is travelling in the direction of your thumb, the EMF is circulating in the direction of your other fingers.

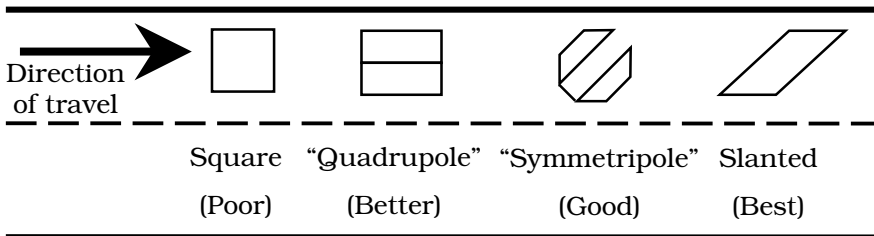
If a conducting object (e.g. metal) passes through these fields then they will cause a disturbance in the EMF around the wire (technically a “change in inductance”). This change can be detected and a vehicle recorded as being present.

To produce this disturbance, the conducting object effectively needs to “slice through” the EMFs. For a bicycle (which is basically a vertical piece of metal), this will happen best when the bike is travelling directly **along** a wire (i.e. where the EMFs are mostly horizontal, or perpendicular to the bike). If a bike is in between loop wires then the largely vertical EMFs there will not be greatly affected. The diagram below illustrates these scenarios. Note that crossing a wire *perpendicular* to the direction of travel doesn’t affect things much as the EMF will also be parallel to the travel direction and won’t get sliced.



For a large wide object like a car, it is not particularly difficult to get some part of the vehicle slicing the EMF and triggering the detector (the larger mass of metal also causes a greater change in inductance).

All this suggests that loop shapes with sections **parallel** to the direction of travel (or at least not totally perpendicular) are best for detecting cyclists. Below are some common loop shapes and their relative performance in detecting bicycles. Note that it does depend on where the bike is too; all of these are still capable of detecting cyclists in some parts. To improve detection, it is also desirable to make loops long enough to cover both wheels at once (i.e. • typical bicycle wheelbase of 1.1m).



Signal detectors are usually set to only register changes in inductance above a given threshold. A typical bicycle only results in about a 0.1-0.2% change in inductance. So why not just lower the threshold, so that bicycles are more likely to be detected? The problem is that then other spurious things may also be more likely to be detected, e.g. traffic in an adjacent lane. So it's a fine balance between too much and not enough sensitivity. Because of the varying conditions at each location, trial and error on site is often the best way to get it right.

What about modern racing bikes these days that are made of non-metallic materials? Generally, such bikes still have enough metal on them (chains, gears, etc) to be detected. Interestingly, another potential problem is with

mountain bikes, where the fat knobbly tyres lift the bike wheels and frames up another centimetre or so, which also reduces the sensitivity to detection.

In summary, here are some key conclusions and actions:

- Detector loops with lots of bits parallel or slanted to the direction of travel have the best chance of detecting bikes anywhere on them.



- Even if there is no specially shaped or tuned detector, your best chance of triggering it is to ride along the edges of the wire.
  - Roading agencies can help this by marking small diamonds along the most sensitive parts of loops (see picture to left)
  - If you find places that still don't seem to be picking up bikes, ask your council to adjust the sensitivity of the detectors (threshold is probably too high). Note that the contractor should test this with a *real* bike and not just, say, a toolbox (too much metal!).
- If you're still having trouble getting detected at a site, try laying your bike down lower to the ground over the detector loop.

### Some Relevant Reading

- V.Kerdelidis, 1993. "Electromagnetic Loops in Roads for Vehicle Detection", *Transit NZ Research Report No. 15* - assesses the merits of various inductive loop shapes.
- R.Leschinski, 1994. "Evaluation of Inductive Loops for Bicycle Detection". *17th ARRB Conference Proceedings*, Gold Coast, Queensland, Australian Research Board, Victoria, Australia - investigates the best shapes for bicycle detection.
- A.Macbeth & M.Weeds, 2002. "Evaluation of automatic bicycle counters in New Zealand", *Transfund NZ Research Report No. 230* - evaluates the use of rubber-tube counters for detecting bicycles. 🚲

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



## CYCLING DESIGN & PLANNING: DETECTIVE AGENCY

As we saw in the cycling research article in this issue, there are various ways of making in-ground detectors work for cyclists. But how do the cyclists know when it has worked and that they have been detected?

A cunning little piece of technology has been employed in Christchurch for the past few years at locations with a dedicated cycle approach. It uses a standard pedestrian push-button call box with the top half replaced by an illuminated red cycle symbol.



*An example of an automatic bicycle detector call box, Christchurch, with detector loops underneath (note the hold-rail for waiting too)*

When a cyclist reaches the crossing point and is detected by the inductive wires underneath the surface, the cycle symbol lights up. This lets the cyclist know that they have been detected and that a traffic light phase will be provided for them soon.



*The modified call box with illuminated cycle symbol*

The beauty of this approach is that it is very intuitive even for a cyclist unfamiliar with the system. The feedback also minimises the likelihood of cyclists failing to wait for the lights (through concern at not being detected), thus improving the perception of “law-abiding” cyclists by other road users.

(Interestingly, even though these call boxes also have a standard pedestrian-style push-button underneath, I'm informed that they are in fact dummy buttons with no effect. I would have thought that having them operational would provide a useful backup in the very unusual situation that you weren't detected automatically...)


There's no reason I guess why this approach couldn't be used for cycle lanes *away* from the kerbside as well. So long as a cycle symbol display was visible to cyclists (e.g. at an adjacent kerb?), they get the cue that they had been detected. Or perhaps you could even install a robust illuminated display flush in the road surface somehow?

To help improve the odds of being detected, small diamond markings should also be used to identify the best place above the inductive loops for detection (see figure to the right). And don't forget those handrails to keep cyclists comfortable while waiting to go (especially those with clip-in shoes).

*For details about the cycle call boxes, contact Bill Sissons at Christchurch City Council (email [Bill.Sissons@ccc.govt.nz](mailto:Bill.Sissons@ccc.govt.nz)).*



### **Some Relevant Reading**

- Austroads 1999, *Guide to Traffic Engineering Practice, Part 14: Bicycles*, Section 5.4.1 (Bicycle Detection at Traffic Signals).
- FHWA, 1998. *Implementing Bicycle Improvements at the Local Level*, Chapter 9 (Traffic Signals). US Federal Highway Agency, Publication No. FHWA-98-105. Web: [www.bikewalk.org/bicycling/design\\_guide/bike\\_design\\_guide\\_index.htm](http://www.bikewalk.org/bicycling/design_guide/bike_design_guide_index.htm) 

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

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### **'Hell on Wheels' at the film festival**

Le Tour de France, the toughest bicycle race of all, celebrated its 100<sup>th</sup> birthday in 2003. The 2005 Telecom NZ International Film Festival will be screening 'Hell on Wheels', a recent film set in the world of the race. Director Pierre Danquart captures the apprehension, torture and fragility of the cyclists vying for honours and survival.

Festival dates are Auckland July 8-24, Wellington July 15-31, Dunedin July 22 – August 7, and Christchurch July 28 – August 14). Venue details, dates and sessions are still to be confirmed but will be available in the festival brochure and online at [www.nzff.telecom.co.nz](http://www.nzff.telecom.co.nz) from mid-June.

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