



# ChainLinks

The newsletter of the Cycling Advocates Network (NZ)

March 2000

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## Making Cycling Viable – NZ Cycling Symposium 2000

Friday 14 & Saturday 15 July 2000  
Massey University, Palmerston North

### **The event for all New Zealanders with an interest in cycling issues.**

Follows on from the successful conference in Hamilton, October 1997  
“Planning for and Promoting Cycling in Urban Areas”

Guest speakers confirmed include:

- Mayer Hillman – Emeritus Research Fellow, Policy Studies Institute, UK
- John Grimshaw – Sustrans/National Cycling Network, UK
- Terry Ryan – Australian Bicycle Council

Papers are called for under the following topics:

- policy and funding – examining the broader picture
- implementation – encouragement, education, engineering and enforcement
- benefits of cycling – health, environmental, social and economic

To register interest in attending, sponsorship opportunities or presenting, please contact Sherelee MacDonald by tel 04 470 2226, fax 04 499 5330, or email <sheralee.macdonald@eeca.govt.nz>. ☺

**200 word abstract to be received by 14 April 2000**

A joint initiative from:

*New Zealand Cycling Strategy Foundation Project • Cycling Support NZ •  
Cycling Advocate’s Network • Bicycle Industry Association of NZ •  
Palmerston North City Council • Cycle Aware Palmerston North • Opus  
International Consultants • Hamilton City Council • Christchurch City  
Council • Energy Efficiency and Conservation Authority*

Please pass on information about this symposium to anyone who may be interested and keep aside 14-16 July in your diary. There will also be a national get-together for CAN members in Palmerston North after the symposium. Cheap accommodation (\$25 or \$35 per night, depending on bedding requirements) will be available at the Massey University student hostels. ☺

## Editorial

We have another bumper issue this time, so there is no room for an Editorial!

What did *you* do this summer? It would be good to get a few more trip reports, both for holiday and cycle advocacy ideas, so send them into *ChainLinks*! If you have pictures you'd like included please send them in by email as 150dpi colour scans (any format you like, but avoid lossy compression if possible, we'll get back to you if we can't read them) and we'll do the rest.

Also in this issue we have some article reviews, if you've read a good article or book why not review it?

Thanks to all the contributors, keep the articles coming! ☺

## Subscriptions Due

Subscriptions are now due for some members. People who are not part of affiliated groups and who joined before September 1999 will find a renewal notice enclosed. If you have any queries about your membership, please contact the Membership Secretary, Elizabeth Yeaman, on 04 470 2200 (w) or email <elizabeth.yeaman@eeca.govt.nz>

Thanks to all members for your support over the past year. We hope you will choose to renew your membership of CAN, a national voice for cyclists.

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## Request For Input

Hi Cycling Advocates,

My name is Liz Mikkelsen, secretary for OCEAN (Otaki - North of Wellington). I have been asked to co-ordinate your "lobby messages" for cycle retailers to be published in the Bicycle Industries New Zealand newsletter.

The newsletter comes out 6 times a year. The next one is January. OCEAN has contributed to this one as it was too late for us to get anything back from your groups. Their newsletter is in the format of a folded A4 sheet. Our space is 1/4-1/2 column (about 1500 words). The deadline to BIANZ is by 15<sup>th</sup> of each month, so please email OCEAN before the 10<sup>th</sup> to allow us time to send it to BIANZ.

You could use the space to encourage the retailers in your area to support your efforts. Or for ideas of how bicycle retailers could encourage cycling. You may be concerned about getting the safety message across and so may want to ask retailers to help with regular safety displays or safety checks. I am sure you will think of something. Until now retailers and lobbyists have not always worked well together; it is time we start doing so isn't it.

Kind Regards,

*Liz Mikkelsen, OCEAN*

## NZ Bike

Two issues ago we profiled NZ Bike's generous subscription offer for CAN members – for every \$60 subscription (11 issues) taken out by a CAN member, NZ Bike will give \$5 to CAN. A brochure about the magazine was unavailable to go out with the last issue but is enclosed now. Please make sure you note on the form that you are a CAN member.

NZ Bike have also offered to publish regular articles from CAN in their "Bike Bizz" news section. We need contributions from CAN members – photos (they'll be returned), news items, articles, stories... (use CAN address details below).

We also urgently need someone to co-ordinate CAN's contributions to the NZ Bike magazine – no one has come forward since the last request in Chain Links. Don't be shy – get in contact with us now. It won't involve masses of work – your main tasks will be to get members to send you stuff, edit it where necessary, and forward it to NZ Bike for publication. Thanks to NZ Bike for giving us this opportunity. 🚲

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## BIANZ Newsletters

As mentioned last issue, the Bicycle Industry Association of NZ have also offered to print messages or brief advocacy items in their newsletters to members (cycle retailers, wholesalers and manufacturers). One of our local groups, OCEAN, have volunteered to co-ordinate our contributions. Please send stuff to them at OCEAN, PO Box 53, Otaki Railway, Otaki. Email: <Ourworld@actrix.gen.nz>. Thanks BIANZ & OCEAN for your offers.

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## News from Sustrans (UK) Ride The Net – the UK's Biggest Millennium Summer Party

Ride the Net is a nationwide series of events and celebrations being organised for Midsummer Week, June 2000, to mark the opening of the first phase of the National Cycle Network – 3,500 miles.

Under the glare of the national media spotlight, local authorities, partner bodies, schools, local groups, Sustrans supporters and others will be organising rides, walks, fun events and festivals of all shapes and sizes all over the country. The Network will be opening through the middle of London, Edinburgh, Glasgow, Belfast, Newcastle, Birmingham, Bristol and dozens of other leading cities, as well as through hundreds of miles of exquisite countryside. Sustrans estimates over half a million people will be involved in its opening celebrations.

Ride the Net is a week of activity from 19 to 25 June 2000. It will include the Ride for Health from all corners of Britain, volunteer construction sites, and The Longest Ride on the longest day of the year, June 21, when the whole length of the Network will be covered in 50-mile sections. Over the final weekend, hundreds of local authorities will be holding millennium


festivals and “Tours de Fun”. Ride the Net will be part of the Millennium Festival of Cycling (National Bike Week 2000).

For the latest news on Ride the Net go to their web site on <<http://www.ridethenet.co.uk>> or contact Sustrans Information Service, PO Box 21, Bristol BS99 2HA. Email: <[info@sustrans.org.uk](mailto:info@sustrans.org.uk)>, Tel: +44 117 929 0888, Fax: +44 117 915 0124 

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## Reading Matter

### Sustrans NCN Catalogue

CAN has received the Sustrans 1999 National Cycle Network catalogue. It contains information on over 170 maps, booklets and guides (including design manuals) on traffic-free paths and cycle routes. They also sell goods such as T-shirts, postcards and bells (CAN Secretary, Robert Ibell, recommends the embossed bell – great sound & quality!). For further information, contact Sustrans (details as above) or check out their web site at <<http://www.sustrans.org.uk>>. 

### The Sense and Cents of Cycling


Cycling Support NZ (which CAN is a member of) has produced a glossy six page brochure called “The Sense and Cents of Cycling”. It briefly outlines the benefits of encouraging cyclists for transport planning authorities, decision makers, health authorities, environmental agencies, employers and cyclists.

Copies of the brochure can be obtained from:  
Cycling Support NZ, PO Box 105-622, Auckland.  
Email: <[p-jbathgate@xtra.co.nz](mailto:p-jbathgate@xtra.co.nz)>, Tel/Fax: 09 625 9255. 

### DETR Leaflets

CAN has received copies of the following Traffic Advisory Leaflets produced by the UK Department for Environment, Transport & the Regions:

- Cycling Initiatives Register
- Improved cycle parking at South West Trains’ stations in Hampshire
- Cycling for Better Health
- Cyclists at Road Works

Contact CAN if you are interested in these leaflets. 

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

# Transfund & Evaluation of Cycle Projects

In late December last year, Robert Ibell (CAN Secretary) met with Ian Melsom, Jayne Gale & Ian Appleton at Transfund Head Office, along with Roger Boulter (Hamilton City Council). The meeting was called by Transfund to discuss their work on changes to the Project Evaluation Manual to incorporate evaluation of cycle projects.

CAN is pleased that Transfund is undertaking further work on procedures for evaluation of cycle projects and appreciated having the opportunity to have an input.

Following on from that meeting, CAN wrote to Transfund to request that they adopt a two-pronged approach to the creation of a cycle-friendly roading environment. This involves:

## 1. Improving the general roading environment

to prevent cyclists right of access being undermined by safety problems by requiring a minimum level of road standard that accounts for cyclists.

We suggested that Transfund:

- incorporates Austroads 14 as a **minimum** standard into the standards manual and makes its use mandatory for roading projects receiving Transfund money;
- ensures that all roading projects make adequate consideration of the needs of cyclists in order for those projects to be eligible for Transfund money (requiring unsatisfactory proposals to be returned to road controlling authorities for further work);
- undertakes audits on a higher proportion of roading projects (ideally all projects) and ensures cyclists are properly considered in audits.

These changes will need to be coupled with training for traffic professionals.

## 2. Refining criteria for funding of cycle projects

Like motorists, cyclists prefer to use the most direct and convenient routes, particularly for commuting. Special cycle facilities are required when road or traffic conditions have become inhospitable or unfriendly to cyclists. We believe Transfund procedures should acknowledge that this is primarily to mitigate adverse effects imposed by other road users, not to provide benefits to cyclists.

- More cycling will itself bring greater safety.
- The bulk of roading work undertaken by local authorities is funded by ratepayers who include cyclists. Cyclists also pay through general taxation for externalities generated by other road users (e.g. health & environmental costs) and pose a far smaller safety risk to most other road users than those other users impose on cyclists. We believe that, on balance, cyclists currently pay for more than they receive.

- Transfund procedures should take into account the wider benefits of cycling, including the potential of more cycling to reduce congestion and the health benefits to individuals and to NZ of increased exercise.
- We would like to see Transfund promoting research into the potential for increased cycling in NZ.

The current funding and planning mechanisms for roading in NZ are fundamentally car-centred. CAN believes it is not possible for Transfund to determine whether NZ has the most efficient roading system for the least cost when much information about some modes (e.g. cycling and walking) is lacking. We see Transfund's work on procedures for evaluation of cycle projects as a good beginning in the process of correcting that imbalance.

The Transfund staff at the meeting indicated that the steps outlined above to make the general roading environment more cycle-friendly were distinctly do-able. We look forward to progress being made in implementing them. It is also hoped to get a Transfund speaker at the July cycling symposium in Palmerston North. ☺

*Robert Ibell, CAN Secretary*

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## **United Kingdom To Require Bells On All New Bikes**

UK Transport Minister Lord Whitty announced the intent of the UK Department of Transport, the Environment & the Regions (DETR) to introduce legislation requiring all new adult bikes to be fitted with a bell. In announcing the decision, Whitty said, "We know that pedestrians often feel unsafe with cyclists around." The UK Highway Code already advises cyclists to ring their bell to make others aware of their presence, but many bikes do not have one. Fitting a bell to all new bikes gives riders the ability to alert other road users, especially pedestrians, of their presence.

Last year the DETR consulted on a number of proposals concerning fitting bells on pedal cycles. After careful consideration the government decided that a strong enough case exists to justify the introduction of legislation to require the mandatory fitting of a bell on all new adult pedal cycles at the point of sale. The latest figures available for pedal cyclists in collision with pedestrians are for 1997, and they show that out of 329 accidents, three cyclists and three pedestrians were killed, and 14 cyclists and 86 pedestrians were seriously injured.

Copies of the consultation documents on the draft regulatory proposals for pedal cycle bells, when issued, can be obtained from DETR, Vehicle Standards & Engineering, Zone 2/04, 76 Marsham St, London SW1P 4DR, England.

Additional international transportation information is available on ITE's web site at <<http://www.ite.org>>. ☺

*Source: ITE Journal, December 1999.*

# New Zealand Cycling Strategy Foundation Project

The Draft New Zealand Cycling Strategy Foundation Document will be presented at “Making Cycling Viable”, Palmerston North, 14<sup>th</sup>/15<sup>th</sup> July 2000 to a wider professional and public audience, with a view to further refining the finished document. The project will be completed by September 2000. What follows are the key sections of the Project’s Interim Position Statement. If you have comments but cannot attend the conference please contact Roger Boulter directly at Hamilton City Council. Tel: (07) 838 6896, Fax: (07) 838 6440, Email: <roger.boulter@hcc.govt.nz>.



## Issues

Expertise is summarised around a number of issues to facilitate discussion. The range of perspectives encapsulated will sometimes be controversial to some audiences, but it is hoped this will translate into constructive discussion. Further contributions, with supporting arguments, are welcome.

Issues identified include the following:

- **The “Four E’s”** Still relevant? What balance between “Engineering, Encouragement, Education and Enforcement”? They predate “integrated” multi-modal transport planning, and the rising importance of preventive health – is this a problem?
- **The “Cycle Route Network” Concept** Cyclists have the same journey needs as motorists and so their needs are best met by the arterial and collector roads of the general network, but there have been attempts (e.g. Canberra) to aim for comprehensive networks of segregated paths. These have been criticised for substandard design, not serving destinations, and by implication diminishing cyclists’ rights on the general road system. Cycle route networks based on “side roads” in older grid-based cities have also shown disappointing results, with neither an increase in cycling, nor a reduction in cycle crashes in many cases.
- **Short Distance Movement** Since cycling is particularly suited to short distances, area-based speed and traffic reduction measures such as “Woonerven”, “Home Zones” and “Safe Route to School” may be a more appropriate strategy than reliance on longer-distance “cycle routes”. If we need both, how do they relate to each other?
- **Engineering Practice** Cycling design manuals have suffered from coming later and therefore not being integrated with general material. They have tended to only be consulted when “cycling facilities” are being designed – a long way from the Geelong Bike Plan ideal that “every street is a bicycle street”. 1990s thinking such as the “Five Point Hierarchy of Measures” has given priority to traffic and speed reduction and intersection design, and “Cycle Audit and Cycle Review” processes have put the focus back on the road system as a whole.
- **What is “Safety”?** Crash statistics do not reliably indicate cyclist safety. Measured by distance, they overstate the danger, because slower-travelling cyclists are exposed for longer, and because fewer people will cycle (leading

to fewer crashes) the more dangerous the road situation is. With cycling's preventive health benefits outweighing the safety risk by about 20:1, any measures which put people off cycling are counter-productive in real terms. "Danger reduction", through such measures as traffic speed reduction, may be a better way forward than simply trying to bring the crash rate down.

- **"Risk Compensation" and Helmets** "Risk compensation" means measures which protect people – ranging from seat belts to bike helmets – may be compensated for by more risk-taking. Cycle helmets are recent, and are still unknown in many of the most "cycle-friendly" countries such as the Netherlands. Helmet encouragement and compulsory wearing laws, often in reaction to harrowing specific injury cases, seem an incontrovertibly effective way of significantly increasing the safety of cycling, but helmet advocates often do not address the serious professional concerns that such strategies may be counter-productive in terms of real safety, or the claimed crash reductions may have arisen from other factors. The way helmets are marketed also needs to be addressed to counter "risk compensation" and a message that "cycling is dangerous"

- **"Integrated" Transport Planning** The move from "car-based" to "multi-modal" transport planning may not be as radical as it seems – often it only extends to public transport, keeps the old focus on longer distance motorised travel. Even when there is more cycling than public transport use, the term "private transport" is often used as a shorthand for "car use", and "public transport" the alternative on which public views are sought. Travel patterns have changed a lot since the 1960s, and today's increased flexibility of time, location and purpose of journeys – acknowledged to undermine the public transport's potential – may mean cycling (and walking) have an understated potential as "private transport" with the versatility of the car but without its costs and adverse effects.

- **Funding Allocation** Transport funding decision methodology measures travel time and crash costs and benefits to great sophistication, but many of the benefits accruing from cycling (and walking) little or not at all. More research is needed in a vast range of new areas but in some areas the benefits are well established, like preventive health. The idea that "cyclists don't pay for the roads so shouldn't have much spent on them" fails to recognise that road charges were only ever introduced to pay for costs imposed, not benefits received.

- **Motoring and Cycling "Culture" and Behaviour** Cyclists' rights on the road are usually the same as motorists, meaning the correct manoeuvres are the same, but trying to behave in this way – e.g. occupying the centre of a lane, often necessary at intersections and roundabouts – is unexpected by motorists. The Road Code and much road safety publicity doesn't tell cyclists how to manoeuvre, or motorists where to expect them, so general exhortations to "take care" or "watch out", though well-meant, are of limited use. Joint working by cycling and motoring organisations, and "Share the Road" campaigns, are a way forward, and bike-mounted Police patrols can help sensitivity to cyclists' needs.



• **Off-Road Facilities to Start More People Cycling?** Research has shown that people coaxed to start cycling through attractive off-road facilities are less likely than others to continue cycling for general needs, but such facilities may be worth promoting for their own sake, especially given tourism transport growth.

• **Preventive Health Benefits** have grown in importance as reasons for more cycling. Agencies like the Hillary Commission now stress “gentle and frequent” exercise, and target “couch potatoes” rather than “potential sports-people”. However, cycling as part of everyday transport – which people are more likely to continue longer term – is not prominent in preventive health literature. The impression that road-based cycling “is dangerous” – reinforced by the message from safety agencies – may be a reason, which runs counter to the positive “life-enhancing” message about cycling from preventive health agencies. An overall “cycling health and safety” strategy is needed, recognising how much health benefits outweigh the safety risks.

• **Cycling/ Pedestrian Sharing** Cycling/pedestrian sharing may work well in shopping streets and off-road paths, but professional opinion is divided. We must take care not to simply transfer risk to an even more vulnerable group, pedestrians.

• **Land Use Planning** Higher urban densities correlate with more cycling, but how does one influence the other? Can more “connected” road networks help?

• **Is Cycle Planning and Engineering “Professional”?** Cycle planning and engineering are almost entirely missing from professional training, leading to widespread ignorance of “best practice”, and reliance for advice on lay cyclists, who don’t have a professional background. How can this expertise be integrated into mainstream training and continuing professional development?


• **Global Concerns** Overseas aid and developing countries are embracing rapid motorisation, ignoring cycling, which continues even when admitted to be a concern. Is the oil going to run out, and if so will this mean more cycling?

### **New Zealand Experience**



The survey of New Zealand experience showed wide differences between local situations. A photographic sample shows the under-development of cycle engineering, and often difficulty in integrating it with overall road design – mirroring the state of cycle planning itself. Looking at policy development, “cycle facility” design, local and national cycling advocacy, and Council – advocate relationships, some locations are more “advanced” than others, and there is a strong desire to learn from each other. Much cycling engineering is embryonic and of “unofficial” status. The potential role of the Road Controlling Authorities’ Forum, Cycle Steering Committee, the two main cycling advocacy organisations, Land Transport Safety Authority, Transfund NZ, the IPENZ Transportation Group, and the Energy Efficiency and Conservation Authority (EECA), are briefly touched on.

## The Way From Here

However, the perspectives different bodies have and the part they could play in any National Cycling Strategy is the focus of the next part of the project. Responses will be sought from the Interim Position Statement – by way of points of agreement, points of disagreement, and supporting arguments – for incorporation in the draft Foundation Document itself. 

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## Safe Routes to Schools – UK Progress Report

Action on Safe Routes to Schools projects in the UK has increased dramatically in the past year as local authorities respond to pressure from parents, pupils and central government to reduce car use on the school journey.


A study of school travel initiatives by the Transport Studies Group at the University of Westminster found that 44 percent of authorities in England and Wales had implemented at least one safe routes project – compared to just one in ten in a similar survey 18 months previously.

Two-thirds of county councils had introduced at least one School Travel Plan (STP), a comprehensive package of measures rather than an individual measure to improve conditions for cyclists and walkers. More than four out of five non-district authorities and about half of districts were participating in national campaigns like “walk to school” week.

But the report, carried out on behalf of the Department of the Environment, Transport and the Regions, said many projects were limited by budget restrictions and a lack of funding. The most common practical barrier was lack of time for authority staff.

Fresh policy initiatives from central government – the White Paper on Transport, the establishment of the School Travel Advisory Service, the Health Schools Initiative – and the production of guidance and advice were said to have successfully promoted new projects.

Although most respondents said it was too early to gain results from monitoring their projects, the ten that had produced measurements reported an estimate of the reduction in car usage between five percent and 50 percent.

Source: Sustrans (UK) Safe Routes to Schools Newsletter No. 10, Winter 99/00. For further information contact: Celia Beeson, Sustrans (Schools), 35 King St, Bristol BS1 4DZ, England, Tel: +44 117 915 0100. 

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## Letters

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

Dear ChainLinks,

Some thoughts to ponder...

### WHY DON'T PEOPLE CYCLE?

- Too much physical effort
- Too slow
- Too far to travel
- Not fit enough
- Too cold/wet
- Have to breathe in fumes
- Too dangerous
- I already have a car
- Can't carry passengers
- Can't carry my luggage/gear
- Couldn't cycle in good clothes
- Don't know how to cycle
- Don't have a bike
- Too old or physically unable
- Cycling is only for kids
- Not "trendy"
- Wouldn't look right for a person in my position
- Road Rules/Infrastructure discourage cycling
- Nowhere to secure my bike at destination
- Have to wear a helmet
- Would get sweaty & need to change

### SO WHY DO PEOPLE CYCLE?

- To keep fit, get exercise
- To avoid commuter traffic crawl
- It's cheap
- To avoid car use, free up car for others
- It's only a short trip
- Can use a shortcut not available to motor vehicles
- Easy to park/secure anywhere
- Doing my bit to "save the planet"
- To appreciate natural landscape
- Because it's a nice summer day
- For enjoyment!

I struggled to come up with as many reasons for cycling as against it. However at the same time, I think it is easier to rebuff or find ways around many of the anti-cycling reasons than the pro-cycling reasons.

What reasons have I missed? I welcome some debate on this.

Glen Koorey, Lower Hutt  
(<Glen.Koorey@opus.co.nz>)

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Dear ChainLinks,

We have cycled around Brittany, and from central France (Clement Ferrand) to the Pyrenees (St Jean de Luz). Airlines and SNCF (railways) were excellent with our bikes. A good guide book is "Cycle Touring in France" by Robin Neillands.

The Good points:

The Food: – great appetites during and after long cycling days. Brioche, croissants, bagettes, choc-au-pain... and that's just breakfast!

The Food: – cheap set-menus in small town cafe's, where cycle attire is acceptable. Some of the best food we've ever eaten.

Quiet country roads – we used D roads (route departementale: small main roads), and IGN – 1 cm for 1 km maps.

Beautiful country roads – wild flowers and trees in abundance.

French drivers – courteous +++. They hoot to let you know they're there.

Rest days in small French villages – we did this lots!

French country campsites – friendly, peaceful and cheap.

Cautions:

German and GB drivers – you FEEL them pass you.

Looking cycle-scruffy when visiting – take two pairs of shoes. Difficult to ever look smart enough in France.

Avoid August – national holidays – camp sites get very busy.

Bon voyage!

*Amanda & Harry McNaughton*

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## **Just Can't Manage Without My Car!**

Yes you can, this is how:



You have three or more bicycles – one for every purpose:

One bike for going to town to work and doing evening trips to courses, events etc. This one needs to be outfitted with a good light – rechargeable battery lights the best. It also needs to have roomy carrierbags, water bottle, good pump and you need to carry an extra tube... the road is full of glass just ready to ruin your tubes and tires. You will also need good luck. The best bike for this purpose is not really a mountain bike – because they get too easily stolen. I use a modified racing bike. It is light – to lift into trains (yes my train transports my bike – Capital Connection), it has high mountain bike handlebars and 21 gears.

Another bike for shopping: This bike has the equipment fitted ready to attach a trailer. My trailer is a BOB trailer with a cover. It is always in the garage attached – ready for my weekly shopping trip. The same bike is also used for off-road riding, so it has the fat tires.

The third bike is for taking onto buses, trains and into taxis. This bike is called aptly: “Stow Away”. It looks like a trick bike and is not the most comfortable bike, so you don’t want to go long distances on it 5-8km would be a max. It folds one half over the other. That fold will get it into taxi boots, but if you want it on buses and trains, you fold it down to 50 x 70 dimensions. You can also have a bag made up, so as to make sure the bus conductor does not say: “Sorry we do not take bikes”. It hasn’t happened to me yet – but why tempt fate – I am having a canvas bag made up for it.



“Stow Away”

Happy Cycling – keeps your fit and gets your brain working in top gear.

*Liz Mikkelsen, OCEAN*

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## Cycle Strategy News

### Tauranga’s Walking And Cycling Strategy

Tauranga District Council has produced a draft Walking and Cycling Strategy, which aims to make the city more convenient, pleasant and safe for pedestrians and cyclists. The plan covers both transport and recreational facilities, with the transport-related initiatives including:

- ensuring all new council roading projects and road upgrades provide for cyclists and pedestrians
- ensuring all new subdivisions provide for pedestrian and cycle access
- new on-road cycle lanes
- new off-road walking and cycling tracks
- cycle parking facilities in the CBD and suburban centres
- improving cyclist and pedestrian safety in “black spot” areas
- enforcing regulations relating to vehicles parking on footpaths and cycle ways
- encouraging safe and responsible driver, cyclist and pedestrian behaviour.

“The Plan had significant coverage in the local media” says Matthew Grainger, the Council’s Facilities and Reserves Planner. “One of the main achievements of the process has been an increased awareness of pedestrian and cycling issues, and of the need to plan and provide for pedestrians and cyclists in the city.”

The councils draft plan was well received by the community, with almost all submissions being favourable. The Walking and Cycling Strategy will be finalised by June 2000.

For more information contact: Matthew Grainger, Facilities and Reserves Planner, Tauranga District Council. Ph: 07 577 7257. Email: <matthewg@tauranga-dc.govt.nz>. ☎

### **Christchurch Cycle Strategy Updated**

Christchurch City Council has set a target to increase commuter cyclists from 8% of the population to 13 per cent next year and up to 20 per cent by 2006. The target features in the Council’s newly published “Cycle Strategy for Christchurch City”.

The strategy says Christchurch could be more cycle friendly. “While our roads are not busy by international standards, they are busy enough to be off-putting to some cyclists and potential cyclists, and the city’s smog is discouraging” says Alix Newman, the Council’s Cycle Planning Officer. The Council’s efforts to make the city a more cycle friendly city will be guided by the strategy.

The first Christchurch cycle strategy was published in 1996 and it provided the “driving force behind the City Council’s efforts to improve cycling in the city since then.” The new strategy builds on the lessons learnt from the first. “With this new strategy it is intended that the Council’s efforts to improve cycling in the city will advance with new vigour,” Alix says.

Contact: Alix Newman, Christchurch City Council. Ph: 03 371 1472. Email: <Alix.Newman@ccc.govt.nz>. ☎

*Sustainable Transport Network*

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## **Wanganui’s Cobham Bridge, NZ’s Shortest Motorway**

### **Transit NZ To Look At Clip-on In Wanganui**

Transit New Zealand will investigate adding a clip-on cycle lane to Wanganui’s Cobham Bridge following a meeting with Wanganui Mayor Chas Poynter today.

Mr Poynter sought the meeting to ask Transit to consider adding the lane following the death of two Wanganui teenagers believed to have been struck by a motorist on the bridge last week.

He also asked for interim safety measures, including signage, speed restrictions, improved lighting and taller side railings.

Transit's national state highway manager Rick van Barneveld of Wellington said engineering investigations would be necessary to determine the suitability of the bridge for adding a clip-on lane.

Mr Poynter said Transit had agreed to make money available for the investigations to be carried out.

"This is good news. The road is regularly used by cyclists and signs or no signs they will continue to use it. Other safety measures, such as a dedicated cycle lane, are therefore called for."

Confusion, however, exists over the designation of the road.

Transit's regional highways engineer Errol Christiansen maintained today that the road was a motorway, while head office spokeswoman Debbie Willet said that designation was removed in 1995 along with the motorway signs.

"Because the motorway was only 2km long it was inappropriate to continue to treat it as a motorway," Ms Willet said.

However Mr Christiansen said while the signs were removed the road's motorway status remained and so too did the laws governing motorways, including no cycling.

He said Transit did not remove the no-cycling signs but could not explain their disappearance.

New signs were erected on Monday and no stopping signs would be added soon.

"The rules which govern motorways continue to govern the Cobham Bridge which remains a motorway. The only thing that changed in 1995 is that Transit no longer has signs calling it a motorway," he said.

Wanganui police inspector Gary Smith said the police view was that the motorway status remained and as such it was off-limits to cyclists and pedestrians.

"It is a dangerous piece of road for cyclists and pedestrians to be on. A cycle lane would certainly make things a lot safer." <sup>๓๖</sup>

*NZPA, 1 March*

### **Clip-on Cycle Lane On Death Bridge Too Dangerous – AA**

Adding a clip-on cycle lane to Wanganui's Cobham Bridge would make it more dangerous, the Automobile Association believes.

The AA's Wanganui district council chairman Lyndsay Tait said today the bridge should remain a prohibited areas for cyclists and pedestrians.

Transit New Zealand said this week it would investigate adding a clip-on lane to the bridge where two teenagers were believed have been struck by a motorist last week. Their bodies were later found in the Whanganui River.

But Mr Tait said the AA feared that allowing cyclists on to the bridge would only make matters more dangerous.

The signs leading up to the bridge needed to be improved making it clear that cycle and pedestrian traffic was prohibited and schools should be visited by the police and local road safety co-ordinator highlighting the dangers of cyclists and pedestrians using the bridge, he said. ☺

NZPA, 3 March

*Robert Ibell, CAN secretary comments:*

We need your help in following up this issue. The AA's intervention is inappropriate and wrong. Cycling and walking on the bridge are banned, but the 'no cycling' signs had fallen off years ago and were never replaced. Cyclists and pedestrians use the bridge because there is no convenient alternative. In proposing a clip-on, Transit NZ and the local authority have obviously recognised this.

If you are an AA member, please write to them to express your views: AA Secretary General, and the AA Directions magazine, 342-352 Lambton Quay, Wellington. Also write to Transit NZ and support the construction of a clip-on cycle/pedestrian lane: Graham Taylor, Regional State Highway Manager, Box 345, Wanganui, Tel: 06 345 4173 and/or Robin Dunlop, General Manager, Transit NZ Head Office, PO Box 5084, Wellington. ☺

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## **Palmerston North's Green Bike Scheme**

It is amazing just how far the PN Green Bikes can go. One was recently fished out of Wellington Harbour by police searching for something else. It had been released at the bike depot at Massey University and we can only speculate on the desperate financial need of a student needing to get to the Capital!

The bikes, though, are being used by a wide range of individuals and community groups. We now release them on long term loan to children in foster care, people on probation, recently arrived refugees, those saving for a "real" bike and people on a low income whose car has broken down. A few have even become status symbols by High School Students. Tourists often borrow them.

We now have around 1000 bikes, with more being donated weekly. This recycling had saved the landfill a considerable amount of space. The local Transfer Station is donating all bike parts dumped there to the Trust.





Of the long term unemployed working on the restoration of the bikes, six have found permanent employment using the skills they have gained. Youth at risk and young people from the local IHC regularly come to paint the bikes.

Over the two years we have been operating we have averaged only 20 bikes a year actually written off – much lower than expected. Helmets, however, disappear at a faster rate. Still, we argue that they are out there being used! We need to find a NZ manufacturer who will supply us with low cost helmets that meet the safety standards.

As an advocate for safer cycling, we are active in supporting the city Cycling Officer. We lobby Council for the rapid implementation of the City Cycle Plan and are concerned about the trends towards less use of cycles – in the city and nationally. We are also working on a number of innovative ideas, including creating a fleet of tandems!

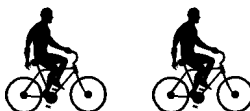
The scheme has won the respect and support of the community. It makes a valuable contribution to recycling and employment initiatives. And it is a model for other cities, as we often get requests for information from around the country.

The challenge now is to see who can find the Green Bike last seen disappearing into Lyttleton Harbour! 🚲

*John Hornblow, Chair  
Palmerston North Green Bike Trust.  
Box 1905, Palmerston North*

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## Snippets



### Priceless Bike Stand

BRITAIN – British archeologists were startled to discover that a chunk of stone used by museum attendants to rest their bicycles against was in fact a priceless ancient Egyptian statue. The 3000-year-old sculpture was found in a storeroom in a cellar of a museum in Southampton, southern England, by Egyptologists working on an exhibition. “It was being used by museum attendants to lean their bicycles against,” said Karen Wardley, of Southampton City Council. “No one had a real clue about its value. We are very excited.” 🚲

*Reuters*

### Italy Goes Car Free Every Sunday

ROME, FLORENCE, MILAN and eleven other forward thinking Italian cities have declared every Sunday Car Free, beginning the 6 February. An army of volunteer traffic guards will seal off city centres and urge residents to walk, bike or use the additional trams, buses and underground trains provided on Sundays. Residents are also encouraged to try more ecological modes of transport, such as electric scooters or cars that run on methane

gas. Italy has one of the highest car ownership ratios in the world: 32m cars for 57.5 people. The resulting pollution levels cause more than 15,000 Italians die from smog-related illnesses each year, and an estimated loss of 16 million working days due to illnesses such as bronchitis and asthma. It is hoped the car free days will help overcome Italy's car dependency. Italy's leading environmental group, Legambiente, praised the initiative but said more should be done to reduce traffic during the week. It will go ahead with its planned one-day blockade to liberate 100 streets in April.

ON THE SUBJECT of Car Free days, the 4 February saw the official launch of the European Car Free 2000 in Brussels. The European Commissioner for the Environment and several EU Ministers introduced the press and public to the idea of the European Car Free Day with the usual political bluff, guff and ego-pandering... They also invited more nations to take part, so if your country isn't just let them know what everyone else will be doing on the 22 September 2000. ☺

*Car Busters Bulletin*

### **UK Maximum Parking Standards**

Maximum numbers of parking spaces for different types of building uses have been drafted as part of UK planning policy guides published in October 99. The parking maximums are designed to help reduce the car dependency of development and promote sustainable transport choices, whilst at the same time presenting a realistic proposition. The majority of New Zealand local authorities use minimum parking standards, not maximums, in their planning policies.

For example, the proposed maximum parking standard for office buildings is 1 parking space per 35 square metres of gross floor space, for buildings above 2,500 square metres gross floor space. The proposed standards are already in use by some local authorities around the UK.

The draft standards have been derived from analysis of existing levels of parking, consideration of the potential for changing travel patterns and consideration of potential effects on investment.

The draft maximum parking standards are available on the UK Department of the Environment, Transport and the Regions web site at: <<http://www.planning.detr.gov.uk/consult/ppg13/07.htm>>. ☺

*Sustainable Transport Network*

### **The Afribike Project**

The fledgling Afribike Project in South Africa is demonstrating the potential of bicycles to improve lives and livelihoods in the townships. Bicycles had been rare in the townships. In December 1998, ITDP and Re-Cycle helped the Afrika Cultural Centre (ACC) to set up the Afribike workshop in Johannesburg. Bicycles donated in the UK and USA are being refurbished and made available to low-income cyclists. Classes in bicycle operation, maintenance and repair are taught to teens and adults. Inexpensive load-

carrying workbikes are fabricated from used bicycles under the supervision of Soni (Sam) Maswanganyi, the Afribike head mechanic and Soweto bicycle enthusiast extraordinaire. The Gauteng Self-Employed Women's Association were the first group to take the course.

For a detailed account of the on-going project and the people behind it see the web sites of either Re-Cycle or the Institute for Transportation and Development Policy (ITDP).

Contacts:

AFRIBIKE, PO Box 13244 Hatfield 0028, South Africa. Tel:  
+27 11 482 5990, Fax: +27 11 482 4723, Email:  
<afribike@mweb.co.za;>

RE-CYCLE ("Relieving Poverty – Taking Old Bikes to New Territory") 60  
High Street, West Mersea, Essex, CO5 8JE, UK. Email: <info@re-  
cycle.org>, Web: <<http://www.re-cycle.org>>;

INSTITUTE FOR TRANSPORTATION AND DEVELOPMENT POLICY  
(ITDP), 115 W. 30th Street, Suite 1205, New York, NY 10001 USA.  
Email: <[mobility@igc.apc.org](mailto:mobility@igc.apc.org)>, Web: <<http://www.itdp.org>>

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## Thermoplastic Working Group Progress

Transit's thermoplastic road-marking trials entered a new phase this week.

As previously reported, Transit have now tightened specifications for application of thermoplastic markings, following the lessons learned from the earlier research.

Now, through Opus Central Laboratories again, the effects of those changes are being investigated as well as attempting to define the transition conditions when thermoplastic becomes a hazard to cyclists. At the previous skid resistance specification (40BPN) this was at speeds of greater than 30kmh and thermoplastic thickness exceeding 2.6mm.

Eight volunteer cyclists, including three cyclists representatives from the working group participated.

At the *ChainLinks* deadline, three cyclists had been tested including myself. Obviously, the report will be a while longer, but I can give some personal impressions of the new standards.

We rode over wet markings at thicknesses ranging from 1.5mm to 5mm, in 0.5mm increments twice at each speed – 20-30kmh, 30-40kmh and 40-50kmh, with an approach angle of 1 degree in the saddle. Then again out of the saddle, and finally attempted to ride along the edge of each line in turn. The whole process took about three hours each. The two lines thicker than 4mm exceed permissible limits.

I was riding on Continental 700 x 20 clincher tyres rated at 150psi. For the tests they were inflated to 100psi, and then deflated to 60psi, for further runs.

I never experienced any skid problems at any time in any of the tests, even on the over thickness lines. The worst that happened was a lot of punctures to my under inflated tyres. To my knowledge none of the other cyclists have experienced skids either, to date, so early indications are that the new skid resistance specification (50BPN – up from 40BPN) has solved the problem, at least from a specification point of view.

The other half of the equation is quality assurance, and that will now need to become the focus of the cyclist representatives – ensuring the lines are laid within specification.

The full report should be complete in the next few weeks. 🚲

*Jim Chipp*

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## Reviews

*Out of cars and onto bikes – what chance?*

Stephen Lawson & Bert Morris, Traffic Engineering + Control, May 1999, Vol.40 No.5, pp.272-276

This article summarises two surveys carried out in the UK by the Automobile Assn of motorist's attitudes towards cycling. Although it might seem strange for the national organisation for cars to investigate cycling, for some years they have been supportive of various national cycle initiatives (presumably so that the remaining motorists will have more freedom to move around quickly? 😊 Members have told the AA that they want it to be involved in transport policy and so it has been trying to understand factors that affect modal shift. In particular, whether car travellers will choose to swap to cycle journeys.

An interesting breakdown of travellers is made by the AA from their survey results. Of 1000 motorists surveyed, 8% were identified as saying that they can't cycle, particularly women, London residents and lower socioeconomic groups. Of the remaining motorists, 31% of the 1000 do currently cycle, although only about 19% use the bicycle for "utility" trips, i.e. not just for leisure. Obviously both the existing leisure and utility cyclists could perhaps be encouraged to start or make more utility journeys, with about 19% of the 1000 indicating this possibility.

The remaining 61% who don't currently cycle include 11% who might be encouraged to start again, given the right incentives. This still leaves 50% of motorists who are unlikely to start cycling again (in fact 45% said "not at all likely"), including large proportions of men, older people and lower socioeconomic groups.

The AA also investigated the reasons for these choices and potential changes. A more cycle-friendly infrastructure, better weather and less traffic were

the main factors likely to encourage more cycling. Meanwhile those not cycling gave the usual reasons of already having a car and concerns for safety, pollution, and roads.

Five possible transport policies (including four designed to discouraged car use) were proposed to the sampled members for their views. These included fuel and road pricing and investment in public transport or roads. Perhaps not surprisingly, existing cyclists were more likely to support the “anti-car” policies than their non-cycling counterparts, with utility cyclists even more likely. In an interesting related question, a quarter of surveyed members rejected the notion that cars are seriously damaging the environment, with over three-quarters of those surveyed finding any forced reduction of car use unacceptable. Apparently we need to use more carrots than sticks...

So who should be targeted to try to encourage to cycle more? Well, it appears that male motorists under 40 could be a useful group, given that they already make up a large proportion of the existing cyclists. Of those who don't currently cycle, younger people and women are more amenable to the prospect of cycling. If late teenagers (for whom cycling is now more trendy) do not buy into motoring, they could also be a growth group. 🚲

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### *Two decades of the Redway cycle paths in Milton Keynes*

John Franklin, Traffic Engineering + Control, Jul/Aug 1999, Vol.40 No.7/8, pp.393-396

(Also available on-line at:

<<http://ourworld.compuserve.com/homepages/quinze/digest/2Decades.htm>>

This interesting article provides some good perspective on how not to create a cycling utopia. Milton Keynes, a “new town” in central England built less than 30 years ago, has an extensive network of red-coloured paths (“Redways”) to enable pedestrians and cyclists to travel around the town and avoid the grid network of roads. There are over 200km of paths, with most major “grid road” crossings grade separated. Sound good? Well...

Although cycle ownership is relatively high in Milton Keynes, cycle use is relatively low, accounting for only 3% of work journeys. Given that half of these journeys are undertaken on roads, the Redways don't seem to be influencing cycle use greatly, and indeed other towns without such networks have much higher proportions of cycle journeys. Admittedly the grid roads do make it easy for car travel without congestion, but nevertheless a quarter of households have no car access and public transport here is not regarded highly.

So what's going on? Well safety is a big concern for would-be cyclists, which is where segregated cycle facilities are often lauded. However a review of crash data in Milton Keynes finds that the Redways have a higher crash rate than either local roads or the arterial grid roads. Given the under-reporting generally found off-road, the difference is probably even higher.

In examining 188 cycle route crashes, some common factors were found. In particular, design features not conducive to cycling were found to contribute, such as sharp bends, steep gradients, bollards, slippery bridges, and loose gravel. Many injuries involved head-on collisions with other cyclists, pedestrians, dogs, or protruding vegetation, all rarely encountered on roads. Raised crossings over local roads also created conflicts, partly because of a false sense of security when crossing.

This false sense of security also presents itself on the Redways themselves. Perhaps because of the lack of traffic, cyclists often underestimate the hazards found on the Redways and flout basic safe practices. In fact, the Redways generally demand more cycling skills than most roads. Having to share them with pedestrians presents considerable challenges for starters, and there is some animosity between the two groups.

Other concerns have also not been addressed. The confining nature and close vegetation of Redways make people wary of using them to travel along. Maintenance and sweeping of debris on Redways is woefully inadequate, leading to more punctures. Utility and building works also regularly obstruct the paths, with little care taken to prevent this. Public campaigns also wage war against cyclists who use the grid roads instead of the Redways, while at the same time decrying those who travel too fast along Redways.

The Redways had the potential to demonstrate how cycling could be provided for the benefit of all. It appears however that instead they have contributed to a diminishing confidence in people's cycling abilities and subsequent drop in cycle use. This is particularly the case for those who have initially tried the Redways as leisure routes but then, finding them unsuitable (or themselves unsuited to cycling?), have not continued using them as utility routes as well.

(A summary of research into cycle path safety may be found at: [http://ourworld.compuserve.com/homepages/quinze/digest/cy\\_pathr.htm](http://ourworld.compuserve.com/homepages/quinze/digest/cy_pathr.htm).) ☺

Glen Koorey

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## Meeting with Minister of Transport

*Jane Dawson (Cycle Aware Wellington) and Robert Ibell (CAN Secretary) met with Mark Gosche, Minister of Transport, on 2 March.*

We ended up with less than half an hour, and barely traversed the topic of a national cycling strategy. However, Roger Boulter's 'interim position statement' from his NZ Cycling Strategy Foundation Project has been given to the Minister and the issue can be followed up separately. CAN will send Mark Gosche a copy of the full notes prepared for the meeting.

We were assured that while the Government does see the need for transport reform, they have no interest in pursuing Better Transport Better Roads, despite the Ministry retaining fond feelings for it.

Mark Gosche has a personal interest in public transport issues. He accepted that the absence of mention of cycling in Labour's Transport Policy was an unfortunate omission and that cycling & walking complement public transport in providing ways to reduce reliance on motor vehicles.

He indicated that the Government is interested in the idea of bringing state highways under control of new regional roading bodies. We need to get more details of their proposals for regional control.

The Government is committed to a national transport strategy. Mr Gosche has been meeting with reps from a wide range of organisations to gauge views. The Ministry will begin work on a new NTS later this year. They have been instructed to maintain regular contact with CAN. The Ministry representative in attendance at the meeting last week requested further details on CAN's preferred transport scenario.

In summary: the meeting was primarily for the Minister to hear our views, not a lot of detail was discussed, but there was a good feeling and a commitment to further consultation with the Ministry. ☺

*Robert Ibell & Jane Dawson, CAN delegates*

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## **Bike To Work Day**



### **Wellington Bike To Work Day 16 February 2000**

This year's Bike to Work Day followed a similar format to last year's with several stalls staffed by vociferous CAW members entreating passing commuting cyclists to head for Civic Square for a FREE breakfast and that this was Bike to Work Day.

Preparation for the big event involved getting a brand new banner for BTWD painted on the back of last year's Bike the Bays banner and this was (after a few complications were sorted out) mounted on the overbridge over Jervois Quay for all to see, alongside the Round the Bays Fun Run (which attracted about 3000 people last weekend). We also purchased 10 land agent *House for Sale* type signs (with BTWD black text on a bright yellow background) to wave at cyclists passing one of the five roadside stall sites at Oriental Bay, Adelaide Rd, Tory St, Karori Rd (a new site this year) and the Hutt Rd cycleway.

Daryl arranged radio advertising and there were advertisements in City Voice and Contact plus some emailing of various organisations. A bonus was the article with front page photo run by City Voice about Anna and David, who regularly commute by tandem from Miramar to the CBD. Another bonus came from a last minute fax to Mr Mark Gosche, the new Minister of Transport, requesting his attendance at a BTWD event depending on his whereabouts on the big day. This resulted in an offer of TWO cabinet ministers, Steve Maharey and Trevor Mallard, cycling from Wainuiomata to the Beehive via the Hutt Rd stall. Unfortunately TV was not able to cover this event (discussions with lawyers about recent newsreader events etc. kept them otherwise occupied.....), but Radio NZ

mentioned the two famous cyclists on their national news bulletins several times during the afternoon. A similar fax to the Mayor of Wellington requesting his and/or Councillors' participation produced ...

With all this preparation and organisation there should have been a magnificently successful event. However there was one small matter overlooked which did not appear on the Essential Things to Do checklist and that was... *Remember to ring the Weather Office to arrange for a fine sunny windless day!*

In spite of this omission and a resultant drizzly Wednesday morning, over 100 keen hungry cyclists turned up at Civic Square for breakfast. This was comparable to the numbers in Auckland and Christchurch whose Councils organised much bigger events than in Wellington. This year, as well as the usual plain bagels there were bagels with fruit, which were delicious. We also added a choice of bananas and other fruit and the option of a free cup of coffee at the *Spud in 1* trailer at the entrance to Civic Square.

The following day Susanna featured in a photo in the Dominion, cycling her way to work on BTWDay.

Financial support for the Wellington BTWD event was generously provided by the Hillary Commission and State Insurance. Daryl was also able to get a good deal on the bagels (but not quite as good for the coffee) and got his cycling comments printed in the Dominion article.

A big thanks to all the people who helped with the organising, the sponsors and those stallholders who braved the wet morning and early start to enable the event to take place.

P.S: One unexpected spin-off from BTWD this year was the new media stars Anna, David and Susanna are now enjoying six (or is it seven) figure inflated newsreader style salaries. They now have the choice of commuting to work either in a chauffeur driven stretched limo or (since they are all dedicated cyclists), of riding their own brand new *solid gold* mountain bikes. ☺

Ron, CAW

### **Auckland City's Big Wet Bike To Work Day ...**

It was almost like Wellington. Umbrellas braced against a strong wind, rain slanting across wet shiny streets. Dull. Overcast. But somehow bracing. There's definitely a trace of the Spartan in many cyclists: hardships make us more determined. So there we were, huddled under tents as the indomitable Auckland City Council staff and volunteers handed out fruit and cereal to the couple of hundred who turned up to downtown Auckland's QEII square for the Bikers' Breakfast. Due to the inclement weather, the numbers were down on the 400 or so who came to the first Bikers Breakfast event in 1999. It wasn't exactly a token gesture by those who made the effort, but many turned up, made a good fist of watching the entertainment – amazingly the BMXers persisted in doing their tricks and – a special



mention in dispatches – two local radio stations had announcers out on an open stage holding raffles with spot prizes including a mountain bike (which was a nice birthday present for the woman that won it!), and periodically posing rhetorical questions like ARE WE ALL HAVING A GOOD TIME; nothing stops these guys, even reality – as I say, the cyclists watched the entertainment and then as quickly as possible without actually being rude slunk off for a shelter and coffee. May what ever Deity you believe in bless you.

Again much thanks to the City Council and BIANZ (yay Francy Parfitt) and Avanti and Adventure Cycles (yay Bruce O'Halloran) for insisting we celebrate Bike to Work Day because, well dammit, it's good for us. One thing though. Can we have muffins again next year?

... And a Bouquet to North Shore City

North Shore hit the radio news with its Bike to Work day. Unfortunately I missed the whole item but it sounded as though the major – among others – also braved the weather and got on to National Radio's Checkpoint. Whatever. You raised the profile of cycling another notch. ☺

Stephen Knight & Liz Ross

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## Cycle Research In New Zealand

*ChainLinks received two contributions on cycle research in New Zealand, one from Robert Ibell on behalf of CAN and the other a personal perspective from Glen Koorey. As these are obviously related we've printed both together here. From the Editor's personal viewpoint the only thing missing is the topic "Cycle Helmets – has the policy worked? comparison with overseas experience, etc." ☺.*

## Transfund Research Proposals Due

The Transfund Research Programme is seeking proposals for next year's programme. If you are interested, visit their Web site at <<http://www.transfund.govt.nz>> and click on "Research". Alternatively call Transfund head office on 04 473 0220 or your Transfund regional office.

CAN has identified a number of potential cycling issues for research projects. Please contact us (see details below) for further information on the following suggested topics:

- Cyclist risk – how should it be measured? where are the key data gaps?
- Crash reporting – under-reporting, problems with LTSA & Police records, recommendations for improvement
- Travel time valuation – should different people's travel time be valued differently?
- Attitudes to cycling – amongst cyclists and non-cyclists

- Health benefits & benefit/cost – how can the health benefits of cycling be quantified in a way that enables them to be taken into account in benefit/cost calculations?
- Potential for cycling in NZ

*Robert Ibell, CAN*

## **Cycling Research In New Zealand – Where To From Here?**

As cycling advocates, we often bemoan the dearth of physical works and policies that support cycling in New Zealand. One of the problems it seems is that there is little underlying research available to help justify such measures to those who hold the purse strings (usually Transfund or local authorities). While we can adapt some overseas research to assist our efforts, this is not always available or applicable. For example, our current benefit/cost system of funding Transfund works requires a different appraisal of cycling measures than in countries where less stringent warrants or pro-active policies dictate how much is invested into cycling.

To date however there has been little “home-grown” research in this area. Recent works include Kerry Wood’s analysis of cycle crashes in NZ, Opus Central Labs’ assessment of thermoplastic line markings on cyclists, and Francis & Cambridge’s review of cycle audit procedures for NZ. But I suspect that most of you can identify a number of areas that would seem worthwhile to investigate.

As with physical works funding, funds for cycle research tend to get overshadowed by that for motor vehicle studies. Transfund NZ’s research programme for example of ~\$1.5M annually has included only one \$30K project in the last three years related to cycling. This is not entirely Transfund’s fault; coordination of cycling research has been rather fragmented to date. It would seem that, to get the most bang for our cycling bucks, we need to determine as a group where our research priorities lie. Hopefully the development of a national cycling strategy may also help set in stone a few of our thoughts for the benefit of the research funders.

So who does fund cycling research in New Zealand? Well, Transfund NZ has already been mentioned. Each year they call for proposals over a wide range of topics with approximately \$1.5M available. This year’s request for proposals have just been released, closing on April 10. Six key topic areas are funded:

1. Road Asset Management
2. Natural Hazard Risk Management



### 3. Safety, including:

- “understanding and addressing safety requirements of vulnerable road users”
- “investigating speed control techniques”

### 4. Environmental Effects

### 5. Travel Behaviour, including:

- “understanding people’s propensity to switch/choose between transport modes”
- “improving education / increasing public awareness of transport choices”

### 6. Traffic Management, including:

- “improving the efficient use of existing transport infrastructure/system”

Of these, Safety and Travel Behaviour appear to cover the most relevant areas of interest, with possible nods to Environment and Traffic Management.

The Road Safety Trust is another source of funds, administered by the LTSA and funded by the sale of personalised plates. As expected, the research needs to have a safety emphasis, and driver behaviour (or cyclist behaviour?) issues are more likely to find favour here than in Transfund’s programme. The Trust is far more limited in funds (especially recently with a lull in plate sales), and generally only a handful of research projects are funded each year.

The safety focus also opens up possible funding sources via health authorities. ACC (through their injury prevention subsidiary, Prism) and the Health Research Council are two possible avenues. Because these organisations are not solely dedicated to road safety issues, success with these funders is possibly dependent on their current priorities.

Another general source currently being looked into is the Foundation for Research, Science & Technology (FRST). Their Public Good Science Fund currently provides over \$200M of funding covering all research areas in New Zealand (although predominantly agricultural and environmental areas). Two of the new “Strategic Portfolio Outlines” (FRST love their jargon) are “Sustainable Cities & Settlements” and “The Built Environment”. Both of these have major themes in sustainability (the definition of which varies from person to person), which would seem to allow investigation into cycling issues in NZ. FRST tends to be more of a closed shop than other sources, with significant credibility as a “research provider” being required to obtain funding. Opus Central Labs are currently negotiating for further funding for the next two-year round and beyond, and hope to include cycling (and sustainable transportation in general) in their long-term programme of work.

Having identified who has funding available, we still need to come up with a credible research idea. In general, the following criteria usually need to be met by the funding application:

- sufficient justification of why the research is necessary, e.g. no equivalent research elsewhere or overseas work can't be directly translated to NZ.
- a clear outline of what tasks will be undertaken and what will be found out, rather than just a general topic of interest.
- effective means of getting the resulting information to those who need to know, e.g. reports, industry workshops, conference papers, web downloads.
- a credible team of researchers with relevant research experience and technical knowledge
- stated support from relevant end-users (i.e. those who can actually do something with the research), e.g. industry groups, road controlling authorities, government agencies. Material support or additional funding is even better!

And finally, the question of what to investigate. The following is a starting list of possible research areas (my thanks to Robert Ibell for some topics):

- Cycling Demand
  - trip generation methods for cycling modelling
  - assessing the realistic potential for cycling in NZ
  - trip generation/transfer due to new cycle facilities
- Project Evaluation of Cycling Projects (Transfund PEM)
  - develop a PEM methodology for cycling projects, incl. effect on mode split
  - health benefits due to cycling
  - review of travel time valuation for cyclists
  - intangible willingness to pay for cycling projects
  - cycling benefits of traffic management & speed reduction projects
- Attitudes to Cycling in NZ
  - opinions of both cyclists and non-cyclists on NZ cycling facilities/policies
  - establish factors encouraging/discouraging cycle use
  - relative needs of various cyclists e.g. commuters, students, recreational riders

- Safety Risks of Cycling
  - accurate measurement of cycle use by number of trips and distance
  - improving the reporting of crashes involving cyclists
  - the relative merits of time and distance exposure measurements when evaluating risk
  - the relative risk of cycling vs motor vehicles
  - relative crash rates for different cycle facilities
- Geometry/Design of Cycle Facilities
  - effect of various cycle lane markings and surfacings on vehicle/cyclist behaviour
  - effective cycle markings at intersections
  - treatments for cycle routes crossing roads
- Cycling Policy
  - investigation of anti-cycling biases in New Zealand traffic legislation
  - quantify economic benefits to NZ of cycle use/cycle tourism
  - promotion of cycle audit/review procedures in NZ

The list is by no means complete, but already is more than probably would be funded in a long time in NZ. Hence, we as a group need to prioritise what areas we want to support and investigate first. I certainly welcome feedback from any interested members!

Web sites of interest:

- Transfund NZ: <<http://www.transfund.govt.nz/research.html>>
- Road Safety Trust: <<http://www.roadsafety.govt.nz/>>
- ACC: <<http://www.acc.org.nz/0.html>>
- Prism: <<http://www.prism-nz.co.nz/home.html>>
- Health Research Council: <<http://www.hrc.govt.nz/purchstrat.htm>>
- Foundation for Research, Science, Technology:  
<<http://www.frst.govt.nz/pgsf/>>



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## Comment: Letter From Ely

I arrived in Ely, in Cambridgeshire England, on a cold January day. This is winter time in the northern hemisphere and as my breath condensed the warm summer of New Zealand felt a long way off!

Ely is in “fen” country, this is low lying flat land in the south east of England where marshes, drainage ditches and windmills are found – the English equivalent of the European mainland “low countries”. Being fairly flat and with large areas of farmland and marsh land, this area can be very windy, and in winter time these have a cold cutting edge. In New Zealand the flat areas in and around Christchurch and Palmerston North present a similar environment for cycling, though (at least in Palmerston North) the climate is milder in the winter.

Which brings us to cycling and cyclists. It may have been winter and cold but there they were out on the streets cycling to the shops, work and play. Cyclists of all ages from the young to the old and what struck me was what they were wearing, or more precisely what they were *not* wearing – though coats were standard not all had gloves, and hats were the exception rather than the rule.



Off to the shops...

The conditions were harsher than is usual in the North Island at least, and yet here even old people were cycling to the shops bareheaded! The oft heard argument that the climate is a deterrent to cycling was certainly not being supported. Even in more pleasant weather in my home town of Palmerston North I wouldn't see the numbers and range of cyclists. Don't get me wrong, there were plenty of cars about and the cyclists certainly were far out-numbered by them, but there was something different about this place...

There might be plenty of cars on the roads, and plenty of facilities for them, but there is also provision for cyclists and pedestrians and indications that the car is maybe seen more as a tool to be used when appropriate and not

what should govern traffic planning. This approach certainly isn't novel, and has been practised elsewhere with great success, but not alas very much in New Zealand. In the UK it is really in its infancy with the Government having realised that the continued reliance on the car as the central mode of transport is creating ever bigger problems and is in the process of creating a transport policy to reduce car use. In comparison, for example, this is the stage the Dutch were at in the 70's, so the UK is lagging behind rather than leading.

The cold and windswept fens may seem an unlikely place to be one of the vanguards of this strategy, but cycling has always been relatively popular in the area. The UK introduced low-speed zones in the early 90's, a strategy

copied from mainland Europe. Ely's main shopping street and others in the area are 20mph (30kmh) zones, making them far more pleasant for pedestrian and cyclist alike – and of course safer! After the introduction of 20mph zones in the UK a reduction in accidents of some 60% was recorded, the UK Minister of Transport at the time commented how great it was to see children playing in the streets again.



Ely High Street 20mph Zone

There are also facilities for cyclists, though people's reactions to these are certainly varied. Some seem the as a huge improvement, giving back to cyclists road space they used to enjoy before cars pushed them out, while others see some of them more as ways to make it easier for the cars by pushing the cyclists aside rather than good facilities for cyclists themselves. The truth appears to be somewhere between, some facilities are certainly good while others are questionable – the UK is still at an early stage of pursuing a modern traffic management policy.



A cycle lane across an intersection

One design of cycle “lane” stood out. Anybody who has been involved in putting in, or campaigning for, cycle lanes in New Zealand will know that it is often argued that any lanes should stop 50m or so from intersections (it is/was in the Transit guidelines) – despite the intersections being more dangerous than mid-block sections. In Ely and other towns in the area the opposite is seen, cycles lanes *only* at intersections! (The “road narrows” sign in the photo is for the roadworks further down the street, not due to the cycle lane.) I've no idea how well these work in practice, but they certainly look unusual to a Kiwi!

Of course where there are lots of cycles you also need cycle parking. Much of this is of the “Sheffield toast rack” design (named after the UK city) where the cycle is leant against the side of an inverted “U” thus avoiding the wheel buckling problems of front-wheel stands and keeping the bike relatively stable.



“Sheffield toast rack” cycling parking (in Cambridge 20Km from Ely)

So what is “different” about Ely and some other parts of the UK? Well it’s not these facilities, they are just a visible indication of something more fundamental. The difference is that cycling is not special, it is *normal*. If you’re shopping in Ely going by bike is something which wouldn’t rate a comment, bicycles are seen as a normal everyday mode of transport by many. This of course used to be the case before cars took over and transport planners started to fit the people around the cars rather than the other way around as it should be. Though the UK is still in the early stages of this re-acceptance of non-car transport modes, New Zealand clearly can learn a lot from them.

### **Meanwhile...**

Leaving Ely for a moment, two other things are happening in the UK at the moment which we could do well to watch: the race is on to be the first elected Mayor of Greater London (the “City of London” has had a mayor for years, but that’s just the small area around the financial sector); and there is a major debate raging over road safety and in particular the safety of children.

The Mayoral race is interesting as the future transport policy of London is one of the central issues – London is grinding to a halt under the sheer volume of cars, the underground rail system is very old in parts and creaking at the seams, and the air isn’t too good as well! How to solve this problem is a key issue in the campaign; though all agree the number of cars has to be reduced. Interestingly, at least to New Zealanders who’ve followed the “Better Transport, Better Roads” and related policies of the National government the corresponding party in the UK (the Conservatives) is arguing that road charging is a policy doomed to failure... This is a story to watch.

The wider debate on road safety is interesting because of the widespread agreement on what needs to be done, there is just disagreement on who should do it with central government wanting local authorities to take the



initiative, and vice-versa of course, so progress is slow. But what is the common agreement? Simple, no plastic placebo's are being advocated here – they want to reduce the accidents after all! – no, the *source* of the danger needs to be removed... It is argued that road safety education for children can only go so far, indeed some professionals argue that there is actually no evidence that such programs actually increase child safety at all. What is needed is calming the traffic, which means such things as lower speed limits and other traffic calming engineering (humps, chicanes, etc.). This is in stark contrast to New Zealand where Transit/LTSA have been looking at higher speed limits and have shown a marked reluctance until recently to seriously consider lower ones. But then, we've got our placebo's haven't we... Another debate to watch.

## **Bikes Are Normal Transport**

I suggest this as a motto for cycle advocates! Acceptance of this, especially by those who plan our transport system is I suggest far more important than a cycle lane here, or traffic calming there. Today, though many are supporting the greater use of bikes this vital transition has not yet taken place.

If a traffic facility for cars is proposed the arguments for/against will probably centre around the needs for free flowing traffic vs. the environmental impact. Cost will be an issue, but probably not a central one. Consider a traffic facility for cycles and the cost and any effect on motorists will probably be the central issues. Why? Simply because current “received wisdom” in NZ doesn't see cycles as a normal traffic mode. In the UK they are starting to, while in some other countries they couldn't imagine thinking of them as anything other than normal traffic.

If we can get bicycles treated as a “normal” mode of transport in NZ and thus move away from car-centric road design, the whole country (and the economy) will benefit. ☺

*Nigel Perry*

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## **Recent Articles at LTSA**


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

***Shaping up: A guide to better practice and integration of transport, land use and urban design techniques. Shaping urban communities to support public transport, cycling and walking in Queensland, Brisbane : Queensland Department of Transport, 1999.***

A guide to developing urban areas to reduce the overall reliance on the private car and its detrimental effects on the environment. It outlines ways in which land use, transport planning and urban design can reduce both the number and length of trips. It also shows how land use planning and urban design can support other more environmentally friendly ways of travel such as walking, cycling and 26.

***Improving careers for bicycle professionals*, Hatch, Oliver, Highways and Transportation v. 46 no. 11 (November 1999) p. 17-18**

The UK Government's Integrated Transport Policy endorsed the target set by the previous administration in the National Cycling Strategy, that the number of trips by cycle should double from 1996 to 2002, and double again from 2002 to 2012. Given the decline in UK cycle trips over many years, it is obvious that any increase will not be brought about by infrastructure provision and changes in attitude alone. For cycling to have a larger modal share, there will also have to be significant changes in the training and status of professionals involved in this area.

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

## **Photo Album**

The following are a few photographs of cycle facilities. If you have good photos why not send them in? We will include photo's subject to space (each issue of ChainLinks has to be a multiple of 4 A5 pages long due to the printing format, better a few photo's than blank paper). Please submit your photo's as full colour scans of at least 150dpi by email. We can accept most formats, if in doubt just send it and we'll get back if we can't handle it. Each photograph should come with a short description.

### **Rising Bollards...**



These two photo's show an unusual traffic measure in Cambridge, UK. The stretch of road shown is closed to all traffic except cycles and authorised buses and taxis, one photo is taken from each end. In the first photo the large arrow is directly all other traffic to the left. Should an unauthorised vehicle enter the zone then bollards automatically rise blocking their progress! (or trapping them?) Though while we watched (over a period of a few days) we did see a couple of cars drive into the section they both

quickly reversed out, so we never saw the bollards rise up. However the quick exit of the cars suggested they knew it was not a good place to be!



### How Many Bikes Can You See?



There are more bikes parked in this picture than cars... not to suggest of course that cars take up a lot of space! Photo from Utrecht, Netherlands.

### Advance Stop Box

This one is a bit small, it was taken from some distance with a wide-angle lens! The cyclist is stopped in an advance stop box for cyclists at the lights. This example is in Cambridge, UK, and the boxes are found all

over. There is usually a section of cycle lane adjacent to the pavement approaching the junction to allow cyclists to access the box while the lights are red. When the lights turn green the cyclists get to start off first. The idea is simple, very easy to implement – requiring just some paint and sometimes coloured road surface, and seems to work well. No changes to the lights or pavement (e.g. ramp location for prams & wheelchairs) as space for the facility is simply provided by moving the motor vehicle stop line back.



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Please submit news items, articles on events in your part of the country, “Letters to the Editor”, “comment” etc. You can email *ChainLinks* as <ChainLinks@altavista.net>, or post items c/o CAN, PO Box 11-964, Wellington – electronic submission is strongly encouraged. 🚲

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

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