



ChainLinks

The newsletter of the Cycling Advocates Network (NZ)

Summer 01



National Bike Week, 17-25 February 2001

National Bike Week next year will once again be co-ordinated by the Cycle Steering Committee under their new brand name, Bike Wise (replacing Street Skills).

Bike Wise are offering to help local groups to organise Bike Week events. They've also got some stuff (incl. new style drink bottles, repair kits....) to give away to people who register to run Bike Week things.

The Wednesday of Bike Week will be Bike to Work Day. CAN encourages local cyclists and councils to work together to organise a BTWD event: a bikers' breakfast, giveaways (& CAN forms!) handed to cyclists at a key commuter route... If it's too late to set something up for 2001, make sure your council sets aside some money in next year's budget for BTWD in 2002 and that they're on the Bike Wise mailing list (see below).

Another idea for Bike Week: ring the cycling clubs in your area. Ask them what events they have on in Bike Week. If none, encourage them to run one – a ride, a maintenance workshop, a Dr Bike session. Work with them to put together an events listing that can get put on your local council's web site, or get printed in the local paper as an article or an ad.

To get your Bike Week event registration form and to go on the Bike Wise mailing list, contact Felicity Close, Health Sponsorship Council, Tel: 04-472 5777, Fax: 04-472 5799 or Email: <felicity@healthsponsorship.co.nz>.

Editorial

This is the last issue of *ChainLinks*, for the foreseeable future at least, which will be produced in the Northern Hemisphere. Late in January I hope to “ride out” of the Netherlands, cycling across the (probably frozen) plains from Utrecht to Hoek van Holland and the ferry to the UK.

Then I will say goodbye to the smiling babies sitting behind their parents handlebars, the happy toddlers sitting over the back wheel, the children cycling to school, the adults cycling to work in their business clothes, the families out for the weekend on their bikes, the retired couples enjoying the world together from atop the saddle, the 30Km/h speed zones, the widespread traffic calming, and of course the friendly police.

It's not that I haven't missed New Zealand (and particularly my family!), with its great outdoors and friendly people, far from it. But I certainly don't look forward to becoming again one of a minority which is discriminated against for choosing a health-promoting, green, and simply fun mode of transport. And I certainly don't miss the police with orders to pursue and punish cyclists for committing a so-called “irresponsible act” which by law is the right of motorists only.

As a letter writer this issue asks “Where will it all end?” Can CAN make this the year cycling in NZ becomes as safe as it is in the Netherlands?

New Editorial Policy

CAN is formulating a new (OK, the first official) Editorial policy for *ChainLinks*. This process is largely driven by the need to let authors know what we will (or will not) publish, and to inform advertisers of our content and hence match our readership to their target demographic (!?). This policy includes the following statement:

“All contributors must provide adequate contact details and any relevant affiliations. Where there is potential ambiguity, contributors should indicate whether the material represents a personal or organisational opinion.”

From this issue we will be applying this to policy to all contributions. You will see some names appear with different attributions, this reflects that many people wear more than one hat and indicates in what capacity they are writing. Attributions may be omitted where no ambiguity would arise.

Transit New Zealand Auckland State Highway Strategy

Transit's has recently unveiled its Auckland State Highway Strategy. Basically the strategy sets out Transit's plans for the next 20-odd years in the Auckland region. In 90+ pages the strategy details for each main corridor the proposed improvements like new links, upgraded interchanges, bus-lanes, widenings, etc. and their priority. Some are pretty much set in

stone or even at the design stage; others are still only speculative with final decisions like location or need not confirmed.

As you might expect, not a lot of it seems directly relevant to cyclists (or pedestrians for that matter), with talk of motorway widenings, variable message signs and busway developments. In urban areas, Transit often tends to assume that local roads can take care of cyclists most of the time. However they provide some brief acknowledgement in their strategy:

“Where there is no convenient alternative route, pedestrian and cyclist facilities are sometimes provided on motorway structures, particularly across harbours and rivers... Transit recognises that pedestrian and cyclist access across motorways, and sometimes through interchanges, is also appropriate.”

Examples are given of existing facilities (like the old/new Mangere Bridges) and proposed improvements with new facilities (like the Upper Harbour Bridge duplication). Generally sounds good, but the biggest problem however continues to be the existing facilities where there are no decent local alternatives, with top of the list being the Auckland Harbour bridge (not even acknowledged in the strategy). 150,000 vehicles/day cross the Harbour bridge – must be a few potential cyclists in there!

You can check out all the details and download the report PDFs from the “What’s New” section of their web site <<http://www.transit.govt.nz>> (about 6-7 Mb...).

Glen Koorey

Success in Bogotá

On 29 October 2000, Bogotá, the capital of Colombia and one of the largest cities in South America, voted on two propositions that had major implications for reductions in car usage in the city. Both propositions were adopted.

The first proposition called for an annual carfree day, in the wake of the highly successful carfree day held earlier this year.

The second proposition, however, was considerably more radical: within 15 years, private cars will no longer be permitted on the city’s streets during peak weekday traffic hours. Between now and then, a series of progressively deeper cuts will be made in rush-hour traffic. All cars except taxis will be off the streets from 6:00am to 9:00am and from 4:30pm until 7:30 pm on work days.

The proposal received 51% of the voters, support, against 34% negative votes (the rest cast blank ballots).

Mayor Peñalosa believes that the city’s mild climate, high population density (210 inhabitants per hectare), and as-yet low car ownership make it easier to build a new model of city life. With 800,000 cars already on the city’s

streets, traffic would already be at a total standstill were it not for the existing traffic reduction program “Pico & Placa” (Peak & License Plate) and new transport projects. The city simply cannot accommodate the 40,000-60,000 cars that are being added to the fleet each year without destroying the architectural and historic traditions of the city and damaging its safety and livability.

Eric Britton commented on the victory as follows:

“To my way of thinking, it is hard from an international policy perspective to give too much stress to the importance of these accomplishments. This is, we must appreciate, not just some isolated sui generis development in some far away and very different city, but rather the opening shot in the war to move by a deep-seated democratic process to better, cleaner, and more equitable transport in cities around the world. A major pattern break! The accomplishments of these embattled planners, politicians, and citizens of that one war-strafed city have managed to do more on the city streets and in their active partnerships with their fellow citizens in the last several years and with this one vote, than all of the international conferences, pious statements of intent, theoretical recommendations, thick reports, and other forms of arm-chair rhetoric put together. The mayor and the people of Bogotá are pointing their way to the city transport system of the 21st century, a radically different and far better model to the one that has dominated policy circles and practice of the last century.” ☺

From Adrian Croucher, based on a report from Eric Britton

UK: Good News, Bad News

Cycling Increases In The UK

Cycling increased nationally in the UK by 8.5% in the period 1998 to 1999, according to Sustrans, the organisation responsible for the development of the UK National Cycle Network. Cycling trips on their own network, which includes on-road and off-road routes, increased by 10%. The official Department of Environment Transport and the Regions figure for the increase in cycling that year was 6%, based on the UK's National Travel Survey. The UK government aims to treble cycling trips by 2010.

More recent monitoring during the UK fuel crisis (not included in the 1998-1999 monitoring periods) time period saw cycling increase by 70-300% above the seasonal norm in areas monitored.

More information on the UK National Cycle Network is at

<<http://www.nationalcyclenetwork.org.uk>>

More information on the UK government's 10 year transport plan is at

<<http://www.detr.gov.uk/trans2010/plan>>

EECA

UK Ministers Back-pedal On Transport Target

Transport ministers have quietly abandoned their commitment to double cycle use by 2002, as set out by the previous Conservative government when the National Cycling Strategy was launched in 1996.

Although figures released last week show a five per cent rise in cycle traffic last year, officials say this comes too late to meet the 2002 target.

According to The Times (May 12), news that Labour had put the brakes on the cycling strategy came after a row at a meeting of local authorities, engineers and planners discussing the National Cycle Network at the Institution of Civil Engineers.

Transport minister Lord MacDonald has told Ben Bradshaw, chair of the All Party Friends of Cycling Group, that the first 2002 target will be abandoned. Ministers are privately claiming that there is no hope of meeting even this moderate increase, and have told transport officials to concentrate on quadrupling cycle use by 2012.

The Cyclists' Touring Club (CTC) was quick to attack the government for failing to commit the necessary funds to make roads safer for cycling.

CTC director Kevin Mayne described the news as very disappointing and slammed the government's decision. "It is pretty clear that Lord MacDonald was appointed as part of the 'Don't scare the motorists' policy by Labour," he said.

"The timing is especially inappropriate as the message was starting to get through to some local authorities. It has been proven that when there is a focus on cycling, it makes a difference, and there has been real growth in York, Reading and Edinburgh."

Mayne said that dropping the target to double cycling indicates that Labour has given up any thought or pretence of dealing with traffic growth.

Stuart Reid, CTC campaigns and policy manager, in a letter to The Times, also expressed the CTC's disappointment at the climb-down.

"This is not entirely surprising in view of the failure of successive governments to give an unequivocal lead to local authorities," said Reid. "Government spending is a particular example of this – investment in cycling has been minimal since the National Cycling Strategy's publication in 1996." 🚲

Source: Cycling Weekly

South Hagley Park Shared Pathway, How Wide Should It Be?

We've got this great discussion going on in Christchurch about the width of paths shared by pedestrians and cyclists. As this is mainly concerned with Hagley Park, these paths have their own user characteristics.

I've written something for SPOKES that may come handy for your own lobby work. But please remember that this is for a specific scenario, so don't just blindly quote my conclusions when the circumstances are different.

Introduction

The purpose of this document is to determine the appropriate path dimensions for high usage paths shared by pedestrians and cyclists, as would generally be the case in Hagley Park. Two different procedures are being used. First, the minimum dimensions are derived using first principles. Then, overseas design guides are being looked at.

First Principles

From observations, pedestrians often walk through Hagley Park next to each other. It would seem reasonable to have one cyclist overtaking two pedestrians as the minimum design case for a high usage path.

From own experiments, two pedestrians can comfortably operate within a 1.5m envelope. This is confirmed in (1) in Figure 6-19 on page 85 and in section 6.3.4 Width of Paths, (e) User 'Envelopes' on page 71.

A standard bicycle operating envelope is 1.0m. This can be found in both (1) (Figure 3-1 on page 15) and (2) (Figure 3.1 on page 22).

When cyclists are overtaking pedestrians frequently, as is the case on high usage paths, some separation between the two operating envelopes should also be provided. Pedestrians will usually not be aware of cyclists approaching them from behind. Some separation will therefore minimise conflicts when pedestrians deviate slightly from a straight course.

A lateral separation of at least 0.5m between these two envelopes is recommended.

When derived from first principles, a high usage path to be shared by pedestrians and cyclists should at least be 3.0m wide (1.5m for two pedestrians + 1.0m for an overtaking cyclist + 0.5m of separation).

Overseas Design Guidelines

The Australian design guideline (1) shows different scenarios for path layouts in Figure 6-19 on page 85.

Scenario B has 'Commuting and Local Access' as the predominant path purpose and requires an overall width of 2.5m. Local access is clearly not the predominant purpose of paths through Hagley Park.

Scenario C is shown for 'Commuting' with frequent and concurrent use in both directions, and with speeds of 30km/h+. The required width for this type of path is 3.0m.

Scenario D has 'Recreation' as its main purpose, with speeds of 20km/h+ and a required width of 3.0m.

The paths in Hagley Park might fit both scenarios C and D to some extent. For cyclists, the dominant purpose is commuting. The flows are not truly tidal, as Riccarton and Ilam to the west of Hagley Park have major cycle attractions (employment and education).

The dominant purpose for pedestrians on the other hand is recreation, with a high number of elderly people walking, younger people jogging and others walking their dogs. However, for both scenarios C and D, a minimum dimension of 3.0m is given.

The Irish design guide (2) gives 3.0m as the preferred width for shared paths (Table 3.7 on page 68), with widths up to 5.0m for high volumes of pedestrians and cyclists.

Conclusions

New paths in Hagley Park that are expected to get a high usage should be built at least 3.0m wide. Below this width, conflicts between pedestrians and cyclists can be expected on a regular basis. The minimum dimension of 3.0m can be justified by both using first principles and looking up overseas design guidelines. ☸

Literature

- (1) AUSTRROADS (1999) *Guide to Traffic Engineering Practice: Part 14 – Bicycles*. Sydney, Australia
- (2) Dublin Stationary Office (1998) *Provision of Cycle Facilities: National Manual for Urban Areas*. Dublin, Ireland

Alex Wilke, Christchurch

CAN meets...

Transit NZ again



Robert Ibell and Axel Wilke from the CAN executive had a follow-up meeting with David Young, Michelle McCormick, John Donbavand and Dennis Davis of Transit's head office in December. Some forward moves were agreed, such as the development of a cycling policy (as part of the National State Highway Strategy), a new draft cross-section standard (which is now on Transit's web site – www.transitnz.govt.nz), development of project development guidelines (ensuring that cycling issues have been considered), and creating "cycling champions" within Transit's staff in both national office and regional offices.

Use of state highways by cycle tourists was also discussed, with Transit interested in both the new Lonely Planet guide and the Pedaller's Paradise

guides. Further work will be done on keeping motorists off the hard shoulder at left hand bends, narrow bridges, Regional State Highway Strategies, and modelling predicted increases in cycling.

Further meetings are scheduled for March, with some draft material coming to CAN for comment before that.

... and Transfund ...

In another very positive meeting, CAN's Robert Ibell, Axel Wilke, Patrick Morgan and Jane Dawson met with Andrew Body, Kate Collins and Ian Appleton of Transfund. Transfund agreed that they will work on benefits of cycling for inclusion in the Project Evaluation Manual (PEM), including explicit figures for general health benefits of cycling. They will be planning their 2001/02 work programme from January-April 2001 and have invited CAN to give feedback on the programme. A review of the recommendations contained in the Francis & Cambridge report "Cycle Audit and Cycle Review" will form part of this programme.

Transfund recognises the shortfall in cycle planning experience and lack of industry coordination, and thus would like to support an industry working group on cycle issues, with Andrew making the industry working group a high priority.

Transfund will also look positively at the inclusion of the Austroads 14 (1999) manual in its "Standards & Guidelines Manual", replacing the 1985 NRB "Guide to Cycle Facilities".

... and the meetings go on and on

CAN has also recently met with the Automobile Association to discuss ways the two organisations can work together fruitfully. A video of the Queensland "Share the Road" TV ad was shown and the AA supported the idea of screening it nationwide in NZ. As a result of the meeting, CAN members Glen Koorey and Robert Ibell will be preparing a paper for the AA Driver Education Foundation Conference in March. Meetings have also been held with the Land Transport Safety Authority and NZ Police to discuss problems with the reporting and recording of crashes involving cyclists, and with the Ministry of Transport to talk about issues that need to be included in the up-coming (eventually!) NZ Transport Strategy and issues arising out of the Cycling Strategy Foundation Project. 🚲

Robert Ibell

"Vélo" Conference News

The Proceedings of Vélo Mondial 2000 are now available on CD and should soon be available on the web at: <<http://www.velomondial.net>>. CAN has a number of copies of the CD and these should be available from the CAN library in late February.

Despite Nigel Perry of CAN, well known as a Mac advocate, helping with the production the CD is Windows only and users with early versions of Windows 95 may require a system update. However if demand warrants a special "CAN" version may be produced which supports Mac's and probably Unix boxes, let Nigel know c/o *ChainLinks*.

In 2001 world's biggest cycle planning conference comes to Scotland for the first time with Vélo-city 2001 being co-hosted by Edinburgh and Glasgow from September 17th-21st 2001. Delegate and speaker details: 0141-434 1500 or email <Velo_city@meetingmakers.co.uk>. For more details visit the web site at: <<http://www.velo-city2001.org>>.

If you are from Dunedin and involved in cycle advocacy then there may be the opportunity for you to attend Vélo-city 2001. If this describes you, you have the time to attend, would like to represent CAN (which probably also means New Zealand as well), and are prepared to put some effort into the arrangements then email CAN char Jane Dawson, <dawbell@actrix.gen.nz>, for details. ☸

Obesity Epidemic Threatens Health In Exercise-Deprived Societies

Obesity is reaching epidemic proportions, afflicting a growing number of people in industrial and developing countries alike. It is damaging human health, raising the incidence of heart disease, stroke, breast cancer, colon cancer, arthritis, and adult onset diabetes. In the United States, the Centers for Disease Control (CDC) estimates that 300,000 Americans now die each year from obesity-related illnesses. Reducing obesity has traditionally focused on lowering caloric intake by dieting, but there is growing evidence that exercise deprivation is also a major contributor to obesity. With metabolic systems shaped by 4 million years of highly active hunting and gathering, many people may not be able to maintain a healthy body weight without regular exercise.

For the first time in history, a majority of adults in some societies are overweight. In the United States, 61 percent of all adults are overweight. In Russia, the figure is 54 percent; in the United Kingdom 51 percent; and in Germany 50 percent. For Europe as a whole, more than half of those between 35 and 65 years of age are overweight.

The number who are overweight is rising in developing countries as well. In Brazil, for example, 36 percent of the adult population is overweight. Fifteen percent of China's adult population is overweight.

Not only are more people overweight than ever before, but their ranks are expanding at a record rate. In the United States, obesity among adults increased by half between 1980 and 1994. Among Americans, 20 percent of men and 25 percent of women are more than 30 pounds (13.6 kilograms) overweight. Surveys in China showed that during the boom years between 1989 and 1992, the share of adults overweight jumped from 9% to 15%.

Juvenile obesity is rising rapidly. In the US, where at least 1 out of 10 youngsters 6-17 years of age is overweight, the incidence of obesity among children has more than doubled over the last 30 years. Not only does juvenile obesity typically translate into adult obesity, but it also causes metabolic changes that make the disease difficult to treat in adulthood.

Obesity is concentrated in cities. As societies urbanize and people adopt sedentary lifestyles, obesity increases. In both China and Indonesia, the share of people who are obese in cities is double that in the countryside. In the Congo, obesity is six times higher in cities.

In a Worldwatch Paper, *Underfed and Overfed*, Gary Gardner and Brian Halweil report that the number who are overnourished and overweight has climbed to 1.1 billion worldwide, rivalling the number who are undernourished and underweight. Peter Kopelman of the Royal London School of Medicine summarizes the thinking of the medical community: "Obesity should no longer be regarded simply as a cosmetic problem affecting certain individuals, but [as] an epidemic that threatens global well being."

Damage to health from obesity takes many forms. In addition to the illnesses noted earlier, heavier body weight increases resistance to the heart's pumping of blood, elevating blood pressure. It also raises the stress on joints, often causing lower back pain. Those who are obese are four times as likely to have diabetes as those who are not.

As weight goes up, life expectancy goes down. In analyzing this relationship for Americans between the ages of 30 and 42, one broad-based study found that the risk of death within 26 years increased by 1 percent with each additional pound (0.45 kg) of weight.

The estimated 300,000 Americans who die prematurely each year as a result of being overweight is nearing the 400,000 who die prematurely from cigarette smoking. But there is one difference. The number of cigarettes smoked per person in the United States is on the decline, falling some 42 percent between 1980 and 1999; whereas obesity is on the rise. If recent trends continue, it is only a matter of time before deaths from obesity-related illnesses overtake those related to smoking.

Gaining weight is a result of consuming more calories than are burned. With modernization, caloric intake has climbed. Over the last two decades, caloric intake in the United States has risen nearly 10 percent for men and 7 percent for women. Modern diets are rich in fat and sugar. In addition to sugars that occur naturally in food, the average American diet now includes 20 teaspoons of added sugar a day, much of it in soft drinks and prepared foods. Unfortunately, diets in developing countries, especially in urban areas, are moving in this same direction.

While caloric intake has been rising, exercise has been declining. The latest U.S. survey shows that 57 percent of Americans exercise only occasionally or not at all, a number that corresponds closely with the share of the population that is overweight.

Economic modernization has systematically eliminated exercise from our lives. Workers commute by car from home to work in an office or factory, driving quite literally from door to door. Automobiles have eliminated daily walking and cycling. Elevators and escalators have replaced stairs. Leisure time is spent watching television. In the United Kingdom, the two lifestyle variables that correlate most closely with obesity are television viewing and automobile ownership.

Children who watch television five or more hours a day are five times as likely to be overweight as those who watch less than two hours a day. Time spent playing computer games and surfing the Internet in lieu of playing outside is also contributing to the surge in obesity.

A common impulse of those who are overweight is to go on a diet of some sort, attempting to reduce caloric intake to the level of caloric use. Unfortunately, this is physiologically difficult given the abnormally low caloric use associated with our sedentary lifestyles. Ninety-five percent of Americans who attempt to achieve a healthy body weight by dieting alone fail.

Another manifestation of diet failures is the extent to which people are turning to liposuction to remove body fat. Resorting to this risky surgical procedure, which quite literally vacuums fat from under the skin, is a desperate last measure for those whose diets have failed. In 1998, there were some 400,000 liposuction procedures in the United States.

For many of those who are overweight, achieving a healthy body weight depends on both reducing caloric intake and burning more calories through exercise. Metabolically, we are hunter-gatherers. Given our heritage, exercise may be a genetic imperative.

Restoring exercise in our daily lives will not be easy. Today's cities, designed for automobiles, are leading to a life-threatening level of exercise deprivation. Our health depends on creating neighborhoods that are conducive to walking, jogging, and bicycling.

The challenge is to redesign communities, making public transportation the centerpiece of urban transport, and augmenting it with sidewalks, jogging trails, and bikeways. This also means replacing parking lots with parks, playgrounds, and playing fields. Unless we can design a lifestyle that systematically restores exercise to our daily routines, the obesity epidemic – and the health deterioration associated with it – will continue to spread.

For additional information:

<http://www.worldwatch.org/alerts/indexia.html>

*Lester R. Brown,
via Bill Wright. © 2000 Worldwatch Institute, used with permission*

What Is A Bicycle?

Since the cycle helmet legislation was enacted some people have given up cycling, for various reasons from medical to philosophical, and instead now use a car. This is bad as, regardless of your opinion on legislation or helmet effectiveness, most authorities agree that it is healthier to cycle unhelmetted than not to cycle at all. If you fall into one of these categories, or know someone who does, there may be a less drastic alternative...

CAN head office recently received the following request:

"I was wondering if you could help by providing me with a definition of what a cycle is in relation to the 'wearing of a helmet'.

We have a three wheeled rig (looks a bit like a chariot), I am trying to find out whether it would come under the definition of a cycle or such like that by law wearing a helmet would be compulsory."

CAN forwarded this query on to the Land Transport Safety Authority, the body responsible for implementing/interpreting the relevant legislation. Their response may come as a surprise:

"Traffic regulation 38A(1) states:

'No person shall ride or be carried on a bicycle on any road, unless he or she is wearing a safety helmet of an approved type that is securely fastened.'

So is your contrivance a bicycle?

Cycle is defined in the regulations as a 'vehicle having at least two wheels and designed to be propelled solely by the muscular energy of the rider', so your contrivance is a cycle, but is it a bicycle?

'bicycle' is not defined in the regulations, so the dictionary definition applies. Concise Oxford: bicycle:... 'two wheeled pedal-driven road vehicle.'

It would seem that if there are more than two wheels it is not a bicycle, and hence it is not compulsory to wear a helmet.

However depending on the stability of the contrivance and the likelihood of falling off, or risk of being struck, it may still be good idea to wear a helmet, particularly if riding on rural roads."

So if you want to cycle and for whatever reason do not wish, or cannot, wear a helmet – get a tricycle...

or maybe a unicycle? The following is an extract from a letter published in the *Otago Daily Times* and brought to our attention recently:

“It is fine to ride a horse on a road without the rider wearing a safety helmet. Fine also for skaters and rollerbladers to use the road helmetless. No problem either for those people (small children perhaps?) riding bicycles with wheels less than 30cm in diameter. Motorists, too, are let off even though the proportion hospitalised with head injuries is similar to that of cyclists (and incidentally far more are hospitalised). Even unicyclists are exempt!

But heaven forbid that anyone ride a regular bicycle on the road without wearing a ‘safety’ helmet.”

If the writer of this is correct, and it is certainly widely acknowledged that the wearing of helmets by motorists makes similar sense to cyclists wearing them (e.g. by FORS, the Australian equivalent of our LTSA), then “bicyclists” certainly are treated rather uniquely...

Disclaimer: Of course opinions are split on whether this treatment is “positive” or “negative” discrimination, as the Letters page shows. CAN’s current position is one of acquiescence to the helmet legislation, and thus has no opinion on it being positive or negative, and supplies the above FYI only.

Centipedes and Crocodiles: More Walking School Buses

Two more walking school buses have started in Auckland as a result of the success of Gladstone Primary School’s Zippy Walking Bus. The Cornwall Park Crocodile and the Edendale Centipede have had enthusiastic responses from children.

The buses have feet rather than wheels and consist of a parent volunteer “drivers” walking in front of the children and “conductors” behind, with the children walking safety in between. The route starts about one kilometre from the school and picks up children from “bus stops” along the way.

The Eden/Albert Community Board funded the establishment of the Edendale Centipede and Auckland City’s road safety co-ordinator, Raewyn Fairley, has helped develop the initiative in all three schools. As a result of its initial success, Edendale Primary School is considering introducing two new walking school bus routes to further reduce the number of vehicles doing short trips from home to the school gate.

For more information contact: Raewyn Fairley, Road Safety Co-ordinator, Auckland City. Tel: 09 373 6267 Email: fairleyr@akcity.govt.nz 🚲



EECA

Reviews

Cycling for Profit : How to Make a Living With Your Bike (Cycling Resources Series) by Jim Gregory

*Paperback – 128 pages (October 1999), Van Der Plas Pubns;
ISBN: 1892495120; Dimensions (in inches): 0.41 x 8.49 x 5.54*

The delivery of small packages by bicycle – the courier or messenger business – has a continuous history as old as the bicycle itself. In the twentieth century the role played by bicycles in delivering larger cargoes has been eroded by motor vehicles. As motor traffic finally limits its own speed in the city to that of the machines it replaced, the specialist load-carrying bicycle has made a comeback.

This book is the first how-to manual to emerge from the contemporary “workbike” phenomenon. There are some pamphlets aimed at prospective bicycle delivery operators published by Detour, but this is an attempt to produce a more comprehensive reference.

The author of this book runs a bicycle delivery firm in Iowa, USA. Consequently, much of the advice is US-centric, such as details of tax law and insurance. However, the advice is still useful to people outside the USA because it gives the reader an idea of the kind of things they should be considering before starting in business.

The author covers the obvious areas such as selection of equipment and marketing your prospective service, but also offers the benefit of his experience on keeping a business viable and the recruitment and retention of staff, two areas where most workbike business failures occur.

A large proportion of the book is dedicated to real-life examples of workbikes in use that have proved successful.

It begins with the kind of jobs that you can do without much special equipment, such as inner-city pizza, airline ticket and pharmaceutical deliveries, where speed – and therefore the lack of need to find a place to park a motor vehicle – are critical.

The book goes on to detail the ins and outs of grocery, printed matter and furniture delivery. Recyclable material collection is well covered, and mobile bike repair, lawn mowing and window cleaning get a mention too. Ice cream vending, that traditional British use for a workbike, is mentioned in passing – the Canadian operator interviewed for the book has a fleet of twelve hundred trikes.

Pedicabs – bicycle taxis – are covered, including the critical information about local laws that often forbid their use, or make them unviable. There is a view, concurrent with the idea of “motor vehicle as liberation”, that the workbike is backward and a form of exploitation, and must therefore be eliminated. Unfortunately, this aspect of anti-bike legislation is something we’ve recently exported globally, threatening the literal survival of thousands

of pedicab operators in Indonesia alone. It's especially ironic that pedicabs are now seen every night in London, just as the authorities are clamping down on them in Jakarta.

The author admits to his interest as a manufacturer of trailers in the trike or quad bike versus trailer controversy. Three or four wheel bike advocates point to the greater stability and braking performance of their vehicles, while trailer fans boast how they can quickly detach the extra wheels when a small delivery is called for. It's a debate which is unlikely to be resolved.

The book contains a few typos, but as the only book of its kind so far, it is required reading for anyone interested in the subject. 🚲

Daniel James, England

“Trends in serious head injuries among cyclists in England: analysis of routinely collected data”

Cook A & Sheikh A, British Medical Journal 2000 321:1055 (28 Oct)

“Bicycle helmets: it's time to use them”

Thompson DC, Rivara FP & Thompson RS, BMJ 2000; 321:1035-1036

The prestigious and influential British Medical Association (BMA) has for a long time held the position that cycle helmets should not be made compulsory, taking the stance that the health benefits of cycling far outweigh any risk. Some within it have even questioned the promotion of cycle helmet wearing. These views are clearly at odds with those of the New Zealand Government. Therefore when the BMA's British Medical Journal publishes a paper and a guest editorial espousing cycle helmet wearing we should take note, maybe at last there is strong scientific support for New Zealand's position. The publication of these articles caused quite a stir with plenty of responses, including from Mayer Hillman who spoke at the recent cycling conference in New Zealand.

The paper by Cook & Sheikh reports on work analysing admissions to public hospitals in the UK in the four year period from April 91 to March 95. Over this period though the absolute numbers of cyclists emergency admissions to hospital changed little, the percentage with head injuries decreased by around 12%. The authors connected this drop with the increase in cycle helmet wearing over the same period and concluded that cycle helmets “are of benefit both to children and, contrary to popular belief, to adults.” The authors refer for support to the seminal paper of bicycle helmet effectiveness by Thompson, Thompson and Rivera and to work done in Victoria, Australia. However they admit that in both cases the conclusions are questionable but state that they have avoided similar problems by “using the total number of cyclists admitted as the denominator.”

In the accompanying editorial Thompson, Thompson and Rivera, probably the world's leading group of cycle helmet advocates herald the results of the paper and dismiss the arguments of those opposed to helmet promotion and/or compulsion. In particular the arguments on "risk homeostasis" – "risk compensation," which in laymans terms is the effect that safety devices encourage (subconscious) risk-taking which results in negating some/all of their benefit – presented by those such as Mayer Hillman are dismissed as being without evidence.

Analysis

At last it would seem there is strong evidence to support New Zealand's stance on helmets. Unfortunately however on closer examination we are to be disappointed.

The paper by Cook & Sheikh contains an analysis and a conclusion, but what links them is not a logical argument but wishful thinking. Indeed they start their conclusion by stating their observations "suggest that helmets offer protection" based on a report that helmet use increased in "South Staffordshire" (a minor percentage of the UK). Unfortunately their claim to have accounted for the problems evident in other studies by using the total number of cyclists admitted to hospital is also insufficient. If the numbers of cyclists decreased, or increased, over the study period then it is quite possible that the head injury rate increased, or decreased, we simply don't know. There are plenty of other possible confounding factors which they have made no attempt to address, or even comment on. Quite simply we can conclude nothing positive about cycle helmets from their work.

The editorial by Thompson, Thompson and Rivera is unfortunately little better. While dismissing the arguments of those opposed to cycle helmets as being "weak, circumstantial, and largely based on rhetoric" they themselves turn to their own work for support which even Cook & Sheikh admit has problems, and which indeed has been shown to be fundamentally flawed in later published work.

In short therefore these two articles amount to very poor science indeed, a fact which didn't go unnoticed. The letter pages were soon full of responses pointing out the flaws, some very detailed, and these far outweighed those responses which supported the quality of the science.

Mayer Hillman was among the respondents and he defended well the argument on risk compensation. We are forced to ask why Thompson, Thompson and Rivera choose to dismiss it. In summary their argument seems to be that while risk compensation is well known and has been found to have an effect wherever an attempt has been made to measure it, as no attempt as been made to measure it in relation to cycle helmets we must assume it is of no effect – this is both illogical and counter to casual observation, and so does the pro-helmet argument no good at all.

Conclusion

My personal position as a scientist on cycle helmet legislation is well known, I find nothing to recommend it and plenty to be extremely concerned about. When an organisation as preeminent as the BMA chooses to publish pro-cycle helmet articles I must take notice, maybe new evidence has emerged which would force a re-evaluation of my position. However after reading them I am forced to ask how on earth they made it through the review process and why did the BMA choose these particular papers? While Thompson, Thompson and Rivera are undoubtedly the world's leading scientists who advocate cycle helmets, and indeed have been used by the New Zealand Government to support their position, these articles do them, or cycle helmet advocacy no good at all – quite the contrary.

Postscript

In fairness to the BMA a few issues later the BMJ published the article “Three lessons for a better cycling future”, Wardlaw MJ, BMJ 2000; 321:1582-1585 (23 December) which started as follows:

“Summary points

- Recent safety campaigns have destroyed faith in the bicycle as a safe means of transport, reducing participation, compromising public health, increasing the risks, and decreasing road skills
- Deaths of cyclists have increased since the introduction of helmets
- Cyclists fare best when they act and are treated as drivers of vehicles
- Promote cycling for a safer road environment”

And no, the paper is not referring to New Zealand, but sadly it could easily be...

Nigel Perry, Massey University

Lonely Planet Cycling New Zealand

Lonely Planet Publications, 2000 Price: \$39



This is the first in Lonely Planet's new series of cycling guidebooks, produced by a team of three Australian cyclists. It follows the established Lonely Planet guide format. Being aimed more at overseas visitors than NZ cyclists, it opens with a lengthy (100-page) introductory section with background material on NZ, before getting stuck into details of the 34 routes described. The introductory section generally provides a good potted summary of things, with one or two glitches – like the guide to Maori pronunciation in terms of Australian vowels (which could get a Texan into real trouble).

With the emphasis on overseas visitors, the routes are designed for cyclists with fairly limited time (1 week – 2 months) to explore the country. The overall coverage is therefore not exhaustive, but reasonable, detailing the beaten tracks' and towns well. The emphasis is mainly on sealed roads, so

for those with a taste for gravel, the route choices may occasionally seem a little conservative – a good map and the Kennett Bros Bible’ being required to fill in the gaps.

Each route has a rough map, showing on it the things cyclists really need to know – where to get more food and a bed- and an altitude profile showing where the hills are. The maps don’t always have north at the top, which can be a bit confusing at times. The detailed route instructions are provided as a cue sheet’ for each route, with the distance to each turn-off listed to the nearest 100m. This system could be a little inflexible – it assumes you have a cycle computer to keep track of the distances, and makes it difficult if you want to explore a diversion (have to disconnect your computer), or you get lost for a moment (your distances will be all wrong for the rest of the day). You’ll also need to brush up your arithmetic if you want to do the route the other way.

All in all, this will be a handy guide particularly for overseas cyclists, not least because they’ll be able to buy it readily and swot up before they get here. But there’s also plenty of holiday-planning material in it for Kiwi cyclists too.

Adrian Croucher

Toast Around NZ

CAN Toast events occurred all over the country on, or near to, Friday 24th November. Special thanks go to our sponsor Quality Bakers for all the “fuel”, and to Cycle Aware Wellington member Michael Moore for his work designing the flyer.

Christchurch: Free Fuel

Thanks to Richard Hayman and Paul de Spa of SPOKES Christchurch, we’ve had an enjoyable “Free Fuel” event in the Garden City.

During half an hour, we served about 100 motorists with alternative fuel (=toast). Half a dozen SPOKES members turned up, assisted by Rod Donald (MP for the Greens) and Diana Shand (Regional Councillor – Chairperson Transport Committees). The friendly atmosphere of the event was thoroughly enjoyed by everybody.

We had one newspaper turning up with reporter and photographer, but they did not publish anything. The TV station that had promised its attendance came late and all the SPOKES members had already left. They interviewed the two politicians, though, whom they found in a nearby cafe. So the event got at least some media exposure.

Axel Wilke, SPOKES ChCh



Auckland: Toast is Fuel – Pass the Jam

Friday 24th November saw a band of 10 Cycle Action Auckland members converge on Queen Elizabeth II square for an inaugural toast handout. The gas barbecue was fired up, the chef donned his apron, and the chief butterer and jam spreader took up his position behind a picnic table. Other members armed themselves with orange safety vests and subversive fliers, and watched the morning traffic begin to congeal while “FREE FUEL” signs went up and the toast started rolling off the production line. The Minister of Transport, Mark Gosche, joined in the toast distribution with gusto. Driver reactions to this strange act of charity were mixed—some suspecting Mr Gosche of spitting on the toast before offering it to them, while kids in the back just wanted more. Commuters pouring off the harbour ferries also availed themselves of free fuel for the trek up the hill. “Toast is Fuel- Pass the Jam” fliers thus found their way into the hands of 150-odd Aucklanders that morning. Though media presence at the event was smaller than hoped (TVNZ opting instead to provide in-depth coverage of a sausage contest on the 6 o'clock news), the event itself was very positive, good fun and a great success.

Adrian Croucher, CAA

Dunedin: Reclaiming Our Playground

When I was a child it seemed that the biggest, loudest and most dangerous kids always got their way. Now I'm an adult I find what was true in the playground is also true of our roads. As a pedestrian, cyclist and skateboarder I am regularly intimidated by Dunedin's motor traffic. But I am lucky, others are injured, some are killed.

As with the playground, those in charge have a responsibility to enforce the rights of all, in this case, the right to safe and enjoyable travels.

Also, as with the playground, there is power in numbers.

The Spokes Free Fuel promotion focused on boosting these numbers locally through provision of free organic apples and membership pamphlets to cyclists and pedestrians, along with thanks for choosing active transport. Recipients were pleased and often surprised at receiving positive attention for their transport choice.

It was a really worthwhile event, creating a catalyst for active transport users to band together. This banding will amplify our voices and allow us to increase our progress in reclaiming our city from the motorcar.

Rose Richards, Spokes Dunedin

Wellington: Jam Belongs On Toast, Not In Traffic Jams

And jammy toast is the only fuel you need to get to work. Those were the messages spread by CAW (Cycle Aware Wellington) members in Wellington

on November 24. CAW stopped traffic to hand out free toast with jam to passing commuters.

CAW invited a number of VIPs to help: local MP Marian Hobbs, city councillor Ian Hutchings, regional councillor Terry McDavitt, and EECA chief executive Heather Staley.

Conversion to toast can save motorists a lot of money, according to Ron McGann, co-secretary of CAW. “Forget LPG – three slices of toast, costing 30 cents, gives an average sized person enough energy to commute 5 km to and from work by bicycle. Petrol for the same journey would cost three times as much,” he said. “Motorists have to fill both their tanks and their stomachs,” said Ron. “Toast also tastes a hell of a lot better than petrol, and produces less greenhouse gas.”

The event was a good way to raise CAW’s profile, strengthen relationships with our VIPs, and focus the efforts of CAW members. Personally, it’s more fun handing out toast than writing submissions or attending meetings.

City Voice newspaper carried a front-page story previewing the Toast event on November 22. Photographers from other media turned up on the day, but no stories followed. Maybe we needed a stronger photo opportunity to score better news coverage in the main newspapers. Food for thought?

Thanks to Quality Bakers for the bread and to everyone who organised, made toast, shopped and cleaned up.



Cycle Aware Wellington members spread traffic jams on toast, (l to r) Alan Whiting, Alec Kent, Liz Yeaman and Marilyn Northcote.



Patrick Morgan is surprised to see more than one person in a car in Wellington.

More photos at <<http://www.pohara.com/can/media/toast/toast.htm>>

Patrick Morgan, CAW

Its Green For Bus And Cycle Lanes

Transit New Zealand has endorsed the colour green as the preferred colour for the new exclusive bus and cycle lanes appearing throughout New Zealand.

Green is already used for bus and cycle lanes in Auckland and Hamilton lanes. The colour red is reserved for emergency shoulders along motorways. To date Christchurch has been using the colour red, but Transit NZ hopes that in time they will endeavour to change to the new colour being promoted for national consistency.

Trials in Auckland showed that green surfacing in bus-only lanes resulted in an immediate reduction in the number of unauthorised vehicles using them illegally. Once a preferred material has been identified, it is likely that more and more sections of roadway and hence buses and cyclists will benefit from the new green surfacing.

For more information contact Derrick Hitchins at Transit NZ.
Tel: 09 357 1728 Email: derrick.hitchins@transit.govt.nz 🚲

EECA

Auckland Bike the Bays

The 13th Auckland Bike the Bays, sponsored by Avanti, will be held on Sunday the 18th of February 2001.

For the first time a road closure has been approved along Tamaki Drive which should really add to the event and make it a great ride for families and children to take part.

Other changes for this year include an earlier start time of 8am, elimination of the 35km option and improvements to the 25km route.

The Junior 5k Kids Domain ride will again be held for the younger children, starting at 8.30am and it is hoped this section will be very popular.

All registered participants will get a free T-shirt, pump water bottle and Fruesli bar. Team entries are available and a free team site, suitable for a BBQ will also be provided for teams.

Also all registered entrants will be entered to win one of a number of prizes, including Avanti mountain bikes and Fullers cruise vouchers. The first 1000 entrants will also be entered in a Early Bird Prize Draw to win an Avanti Voltage. Entry forms are available from all Pack n Pedal and Pins Cycles stores.

For further details phone Sport Auckland on 377 0560. 🚲

Membership Campaign 2000 – Increase In Membership: 38%

Although our membership campaign continues into 2001, the competition for a bicycle and valuable safety packs finished on the 31st Dec.

We want to thank all member groups and local members, working on their own in their district, for their effort to promote CAN to the general public. We want to give special thanks to the organizations, which not only allowed us to distribute our brochure through their nationwide newsletters, but also allowed us space in their newsletter to promote our group:

EcoLink, Wellington
Safekids, Auckland

Special thanks to The Green Party for distributing our brochure in the Wellington Region and to Bill Wright in Timaru for managing to get an article, promoting CAN, into the paper.

Prize Draw

1st Prize: Yonne Steinemann & Wayne Parsonson, Kaitaia

REPCO Legend Bicycle

New “Y” frame, 15 Speed Shimano Gear Shifters – alloy rims & stainless spokes, Powerful V-Brakes. Donated by REPCO Sport Tauranga.

2nd Prize: Jeff Miller & Family, Dunedin

Safety & visibility gear

One rechargeable light fitting, one yellow windbreaker, one rear light.
Donated by benefactor in Nelson and supplied at cost price by On Yer
Bike Cycles Kapiti Coast.

3rd Prize: Ross Abbott, Dannevirke

Safety & visibility gear

One front & one rear light, one rear reflector flap, one yellow windbreaker.
Donated by benefactor in Nelson and supplied at cost price by On Yer
Bike Cycles Kapiti Coast.

Our congratulations to the winners, we hope you will enjoy your cycling and be safe. Those of you who won the safety gear, we implore you to wear it and put the lights on your bike straight away. Visibility is number one when you cycle. At the same time we would like to thank all the new members who generously added donations to the membership fee.

We would also like to thank the sponsors and benefactors who made this competition possible:



REPCO Sport Tauranga

A benefactor from Nelson

On Yer Bike Cycles – Kapiti Coast



Although the competition is over for now, the membership campaign goes on all throughout next year, so we ask you to please spread the word, hand out the brochures and let us make 2001 the year real progress was made for the gentle bicycle in New Zealand. Let us try to make it the year where children again began to cycle to school again and adults beat the congestion by “putting their butt on the bike”. ☺

Liz Mikkelsen, Membership Secretary

Wellington Bobbies On Bikes

Four mountain bikes are now available for beat police in central Wellington. The bikes and associated riding gear for nine police officers have been funded by Wellington City Council as part of an agreement to refurbish and expand the Cuba Street community policing base. The aim of the initiative is to have higher police visibility in the city, close to the commercial and entertainment areas, to help curb violence and disorder, nip potential problems in the bud and restore public confidence that the inner city is a safe place to be.

Police statistics show a marked drop in inner city crime since the Council/Police partnership first began in March 2000. It is hoped this trend will continue, with the beat officers being better able to get round the inner city and generate increased public awareness of their presence, on the bikes.

For more information contact Andrew Dalziel, Wellington City Council.
Tel: 04 801 3791. Email: andrew.dalziel@wcc.govt.nz 🚲

EECA

Snippets

Cycle Map Of Christchurch



Christchurch cyclists now have their own map showing the city's cycle ways. The map, free and limited to 10,000 copies, is the first map to be specially prepared for cyclists in 10 years.

Besides the city's cycleways, the map also includes off-road cycle paths and facilities. Also shown are new cycleways proposed for the next two years. The different ways are coloured coded in a pocket-sized foldaway map. An index of Christchurch streets is included.

The map was released on 24th October and should be available at Christchurch City Council service centres, Council libraries, the Civic Offices, the Tourist and Information Bureau in Cathedral Square and some cycle shops – in any are left that is. 🚲

Auckland Dobs Itself In

Auckland Regional Council's "Dob In a Smokey Vehicle" campaign (see *ChainLinks* Sept/Oct 2000) has been a runaway success, with some 16,000 excessively polluting vehicles having been reported in 5 weeks. Dobbled drivers received a free voucher to get their vehicle serviced. The "Smokey" hotline and web site will remain in operation for the foreseeable future.

ARC now faces the real challenge of tackling the main cause of Auckland's air pollution woes- the sheer number of vehicles in use, "smokey" or otherwise. ARC's promotion of alternatives to the private car has so far been focused mainly on public transport. CAN contacted ARC to remind them of the importance of promoting cycling and walking as equally effective alternatives as well. As a result, we are pleased to welcome ARC as one of CAN's newest supporting organisations. 🚲

New web site for ZERO

The ZERO company in the UK (reported on in the Nov *ChainLinks*) has a new web site <<http://www.zeroisbest.com>>. 🚲

Forthcoming Transport Conferences

The following conferences are currently being planned. If you are seriously interested in more information, have a look at the web sites...

World Conference on Transport Research, Seoul, Korea, July 22-27, 2001
<<http://www.wctr2001.org>>

16th International Conference on Alcohol, Drugs and Traffic Safety (T2002),
Montréal, August 4-9, 2002
<http://www.saaq.gouv.qc.ca/t2002/index_a.html>

*Shona Senior,
Reference Librarian, LTSA*

Cycling 2001: Transport for Living Cities

This cycling conference will be hosted by Christchurch City Council 21/22 September 2001. It will be held at the Chateau on the Park in Christchurch.

The programme, yet to be finalised of course, will involve lecture style presentations; site visits and workshops. The overall aim of the conference is to make a real contribution to national policy in relation to cycling and cycle safety issues; share information on cycle facilities design; and add support and skills to advocacy groups to enable them to be effective.

If you *do not normally* receive “Bike Boy Bulletins” from CCC, but would like to be kept informed of conference details, please let Alix Newman, Cycle Planning Officer, CCC know by emailing <Cycling@ccc.govt.nz>. ☺

Alix Newman

World's First Car-free Band

American group “bicycle” is claiming to be the world’s first car-free rock band. Over the last 5 years they have cycled over 9000 miles, towing their equipment on B.O.B. trailers, “played hundreds of gigs, released an eponymous debut on Capricorn Records, been chased by cougars in Canada, collaborated with Chris Ballew, and camped in every Yogi Bear campground from Seattle to Baltimore.”

“It’s this slowly rolling rock and roll adventure” says founder Kurt Liebert. “We get up in the morning, bike into a new town, set up the gear, meet people, film movies, get into trouble. It’s completely exhilarating. Nothing like it.”

Check out the full story at <<http://www.bicycletheband.com>>. ☺

Road Safety Strategy 2010 submission

CAN put in a lengthy submission on the draft Strategy. For a copy, contact Jane Dawson, 04-385 2557, dawbell@actrix.gen.nz. Thanks to all those other members who also submitted.

Cycling Calendar

“Cycle & Recycle 2001”, an 11" × 17" (28cm × 43cm) wall calendar is now available. This calendar celebrates the bicycle as an everyday transportation vehicle, in every season, throughout the world. Included with each month are remarkable photos of the bicycle as art and utility, captions in Spanish and English, and provocative quotations and illustrations. To see a sample go to <http://www.ibike.org/calendar>.

In keeping with its title, the calendar saves trees and paper – it is reusable again in 2007 and 2018 when the 2001 calendar “recycles”. The “Cycle & Recycle” calendar is co-published annually by the International Bicycle Fund and 14 other bicycle organizations from around the world. Support bicycling in Third World countries. 🚲

Kapiti Coast Mountainbike/Recreational Ride

A mountainbike/recreational ride is being organized by Rotary on the Kapiti Coast. Part of the route will run on the new Coastal Cycle Route, and this will be a good opportunity to try this out if you haven't already. The ride lasts for 2 days, for more information check the Rotary web site at: kapiti-rotary.org.nz. 🚲

OCEAN

Draft State Highway Geometric Design Manual

Transit has released the Draft State Highway Geometric Design Manual. It is currently only available via their web site – from Technical Information, choose Manuals & Amendments. There are quite a few bits of it to be downloaded (PDFs), about 10Mb all up. Of interest to CAN will be how they accommodate cyclists and CAN will be considering a submission.

The review period for the draft manual ends 31 March, during which time comments can be forwarded to Brian Zemanek at Transit brian.zemanek@transit.govt.nz. A provisional version of the manual will then be approved for trial over the following year.

If you would have contributions towards a CAN submission, or would like to help write it, please email CAN CAN@actrix.gen.nz. 🚲

Glen Koorey

Live Longer, Cycle To Work!

A new study of the health of over 30 000 people has revealed that those who did not cycle to work had a 39% higher mortality rate than those who did. The study was subjected to intense scrutiny before being published in June of this year in the prestigious journal, Archives of Internal Medicine (All-cause mortality associated with physical activity during leisure time, work, sports, and cycling to work by Lars Bo Andersen, Peter Schnoh,

Marianne Schroll and Hans Ole Hein. Arch Intern Med. 2000;160:1621-1628). (The paper may be available from <<http://archinte.ama-assn.org>>)

This is the first study to analyse the independent benefit of bicycling to work and demonstrated a specific protective effect of cycling to work. The average time spent cycling in those who did cycle to work was 3 hours per week. In 1990, Morris reported that civil servants who commuted by bicycle had only half the rate of heart attacks of those who reported no cycling. In 1977, Robertson reported that lifelong cyclists over the age of 75 had a 10-fold reduction in the incidence of heart disease.

The Danish Medical Research Foundation and the Danish Heart Foundation provided the funding for this latest research. Exercise in leisure time provided some benefit and cycling to work provided a very significant additional benefit. This research provides compelling evidence for increased Government support for cycling. ☸

*Harry Owen
in Australian Cyclist Oct/Nov 00*

Number of Factors Contributed to Cyclist's Death, Inquest Told

Wellington, Oct 24 – A number of different circumstances contributed to the death of cyclist Samuel George Raphael, a consultant engineering firm said in a report presented to the Wellington Coroner's Court today.

Mr Raphael, 28, died after he fell off his bike on State Highway 2 near Korokoro, Lower Hutt, and was hit by a car on February 20 last year.

The inquest into his death continued into its fourth day today.

The accident prompted Transit New Zealand to launch an inquiry into the use of white line marking paint, which was believed to have caused Mr Raphael's bicycle to slip.

Lane marking company Line Marking Systems contracted Opus International Consultants to investigate the accident. The report concluded that there was a combination of factors and the removal of any one of them might have prevented the accident.

It listed the heavy rain, slippery road, blocked drainage channels, the sudden kerb merging area, a narrow kerbside lane, the lack of a road shoulder and the change in texture from the road to the white line as factors. It also said that the cycle's brakes were jammed on, which may have happened from the impact or may have been as a result of heavy braking.

"Racing cyclists have reported the thermoplastics (paint) to be slippery in wet conditions. Cyclists report the change in macro texture between the marking and adjacent surface as a problem. A skid resistance test undertaken on the adjacent road surface identified a differential skid resistance of around 75 BPN (skid resistance rating) for the surface and

30 BPN for the marking. The change in texture could have contributed to the accident,” the report said.

It also said that witness reports saying Mr Raphael had been thrown up into the air could indicate that he had hit something or that something had jammed his bike. If his bike had slipped he would have fallen down on to the road.

Earlier at the hearing today, cycle mechanic and racer Oliver Brooke-White, who inspected Mr Raphael’s bike after the accident, said the damage to the bike was consistent with a sliding accident, not with a sudden stop that would have buckled the wheel.

Mr Brooke-White, who had estimated that Mr Raphael would have been riding at between 30km/h and 32km/h, said some other factor must have caused Mr Raphael to fly through the air.

He believed that Mr Raphael’s bike had slipped on the newly painted white line marking.

The inquest was adjourned to a date yet to be set. ☺

NZPA

New Director For LTSA

The current Director/CEO of the LTSA, Reg Barrett, will finish his contract with LTSA on 14 January 2001.

His replacement is David Robert Wright who will commence his duties on 15 January 2001.

Mr Wright is currently General Manager – Venison & Associated Products Marketing, Richmond Limited, Hastings. He has a BTech (Food) and a Master of Business Administration both from Massey University. He is a Professional member of the New Zealand Institute of Food Science and technology.

His interests include art, architecture, theatre, travel, philately and gardening. He has had a long career in the meat industry and worked on a number of advisory boards and at the Meat Producers Board. He has worked in the United Kingdom and Brussels.

Mr Wright is 48 years old, married to a theatre nurse and they have 2 children. He has both New Zealand and Irish citizenship. ☺

Car Crashes Kill 516 Kids – Study

Wellington, Oct 18 – Authors of a new study showing that car crashes are the main cause of child deaths, want more speed humps to slow down motorists.

The study, by Kyp Kypri of the Dunedin Injury Prevention Research Unit, examined child deaths between 1986 and 1995, and found accidental injuries killed more children than the next four causes of death combined.

A total of 516 children were killed either in cars or by them over 10 years – an average of one child per week. Children aged one to four were most at risk of being hit by a car, and several children were run over in driveways by relatives or friends.

In 30 percent of child passenger deaths, children were not restrained, with true numbers probably even higher, Mr Kypri said.

He blamed the “negative attitude” of local authorities, Transit New Zealand and motorists for the lack of speed humps. “There are so many ways we can keep our children from being killed and yet we seem reluctant as a society to take these measures.

“We continue to allow the motor vehicle to dominate our thinking and our environment. That’s not good for children.” 🚲

NZPA

[Kyp Kypri is an active CAN member working in Dunedin, who gave a paper on prevention of cycling injuries at the Cycling Symposium in July.]

Report from Bicycle Nelson Bays

BNB’s recent activities include:

- Introducing a green bike scheme to Nelson. Iain Dephoff was so impressed with Palmerston North’s green bike scheme when he attended the national cycling symposium that he and other BNB members have been working hard to introduce a green bike scheme to Nelson. The plan is to launch the scheme with 100 bikes in cycling week in February. A very generous grant from the Nelson Environment Centre of \$4000 plus support from Nelson City Council has enabled a Taskforce Green worker, Zane Taplin, to be employed on behalf of BNB by Kahurangi Employment Trust, a local employment trust. The residents of the Nelson Region have also been extremely supportive of the scheme and over 200 bikes have been donated by the police, Nelson Recycling Centre and private individuals in the region. Zane is busy stripping the bikes down in preparation for spraypainting them with paint donated by Resene.

- Preparing submissions. Transit is planning to develop a motorway linking Stoke (a suburb of Nelson) with Port Nelson. BNB and associated groups made submissions to the planning process expressing concern that while the proposed motorway development included a cycleway, very little thought had been given to its design. Transit’s application for planning permission for the new motorway will not be granted until some design issues and environmental concerns are addressed including the design of the cycleway. BNB is also making a submission on the Road Safety Strategy Document

released by LTSA and has encouraged other local groups to also make submissions on the document.

- Lobbying Nelson City Council. BNB members are concerned that Nelson City Council is not incorporating cyclists needs into the city's transport network. In recent months the Council has spent money on poorly thought out facilities of cyclists which due to their poor design and lack of integration are of no value to the city's cyclists. In the new year BNB plans to be more proactive to ensure the city's transport planners take the needs of cyclists seriously. 🚲

Richard Butler, BNB

Cycle Aware Wellington News

In late October CAW held a strategic planning workshop to define the future direction of the organisation. This was managed by an independent Facilitator. The outcome of this workshop included CAW's vision, aims, values and principles and goals for the next 12 months.

An important aim is to increase cycle use as mainstream transport and for recreation, while some of the goals for the next 12 months are: increase membership; get funding/approval for one cycling officer in the region; make cycling a major issue in local body elections (2001) and have two events/directions actions over the year.

CAW's membership drive is encouraging current members to send Christmas cards to their friends and either pay their friends first year's subscription as new members or persuade their friends to pay up themselves.

The Bike to Work Day event next February has benefited by a \$2000 grant from the Regional Road Safety small projects fund with a couple of other applications for support still in the pipeline. Wellington City Council has already committed funding and some staff time to the event. At a recent meeting of the Regional Cycle Forum we managed to secure the support of the Regional Council for Bike to Work Day. The theme for the event will be increased Conspicuity for commuter cyclists in peak hour traffic. We intend to hand out Lucky Numbers to commuting cyclists to go into a draw at Civic Square for prizes including visibility aids. We also hope to have a competition to see if a commuter cyclists is faster getting to the CBD than a commuting motorist or a bus passenger, similar to the annual competition in London.

Other cycling projects include:

- Testing has been successfully carried out on the new traffic signal detection loops in the road at two intersections outside the railway station. They now detect bicycles. However the new cycle track adjacent to the railway station in Thorndon Quay has a major problem with cyclists wishing to travel straight ahead at the intersection by the Railway station. Motorists travelling on the right of the cyclists may

wish to turn left at the intersection. To do so they will cut in front of the cyclists travelling straight ahead! Installing an advanced stopping box or a separate cycle phase for the traffic signals has been suggested by the WCC engineer to make this intersection safer for cyclists. There is a conflict with

- The City Council has released plans for better access to the Mt Victoria tunnel (two traffic lanes/no bicycles and a shared pedestrian/cyclist footpath). These plans are currently being evaluated by CAW to suggest improvements.
- In the Hutt Valley there have been some small local cycle friendly modifications carried out by Hutt City Council. These include a safer access intersection to the northern part of the stop bank of the Hutt River cycleway and an offroad pathway along the foreshore of the harbour at Petone.
- The multi lane racetrack that is the Basin Reserve and currently totally unfriendly to cyclists has had some consultants working on the suggestions/input from concerned parties and their thoughts on modifications will be released in January 2001 for comment.
- The old Hutt Rd cycle track parallel to State Highway 2 has been resealed over much of its southern half, but is still rough and needs service covers raised to the same level as the seal. It was inspected on bicycles recently by a WCC engineer accompanied by a member of CAW and the engineer hopefully got the message about some of its cycling limitations.

CAW wishes all CAN members and ChainLinks readers a Merry Cycling Christmas and a New Year with lots more cycling facilities in your region and more understanding of cyclists' needs by the powers that be. 🚲

Ron McGann, CAW

Letters To The Editor

Please write to the Editor, ChainLinks, email ChainLinks@altavista.net, or post items c/o CAN, PO Box 6491, Wellesley St ,Auckland, New Zealand

Dear Editor,

Narrow Bridges State Highway One Levin to Paraparaumu

I had a most frightening experience the other day when I cycled between Levin and Otaki for the first time (but not the last). I had to cross two murderous bridges which had no facilities for either pedestrians or cyclists, unless you call a 30 cm strip along one side a footpath.

You may all recall how Ken Everett died on such a bridge. Well I may be the next one since I have to commute regularly to Levin in the future.

Picture this – both bridges are far too long to be able to cycle in the middle and halt the traffic – in addition one of them has a curve, which means you are not visible to oncoming traffic. The speed of cars and trucks in this place is anything between 100-120: What to do? I got up on the ledge, it was not wide enough to accommodate my bicycle so I left that on the road and rolling it along as I slowly walked across – every time a large truck passed I would hold on to the railing for dear life and squeeze myself against the railing bracing myself for the blast of noise and air. Oh, and yes I had my helmet on, but I doubt very much that would help me much in that situation don't you?

When is something going to be done about it? After someone else dies?

Some good news is that the following was a point on the Agenda for the Meeting with Transit on 18 December, attended by CAN's Axel Wilke and Robert Ibell:

“Narrow bridges – CAN would like Transit to adopt a prioritised programme of bridge widening or adding cycle/pedestrian facilities; where separate cycle facilities are added to bridges, this will generally be required on both sides of the road; alternatively ban overtaking”.

The last suggestion: “ban overtaking” costs almost nothing in \$ but costs time. How much is a person's life worth? Is it worth a delay of 5 minutes?

OCEAN Member

Dear Editor,

About two months ago I contracted what I thought was a urinary tract infection. But repeated visits to the doctor, undergoing a raft of tests and checks, and various testing of urine samples failed to establish any infection. The symptoms were an intermittently irritated bladder and occasional soreness peeing; and that annoying feeling straight after urinating that you wanted to go again. Not particularly troublesome but a bit of a pain. And nobody seemed to know what the problem was.

My GP had said she had a suspicion that cyclists suffered from something like this complaint, but was hazy on the details. I then visited Rotorua – a a bit of a cycling centre – so I visited a local GP. The choice was random. But as luck would have it I ended up talking to a cycling doctor who had dealt with similar complaints from cyclists, both road and off-road. He said the symptoms I was presenting fitted prostatitis, which had a variety of causes, but may occur much more commonly in male bikers, presumably due to repeated perineal trauma. He suspected the trauma was more to the urethra than the prostate and the symptoms varied from person to person with some getting more epididymal inflammation and others, as with me, affecting the prostate. Of course there are other perineal problems both in males and females related to biking such as bruising, grazing, nerve compression causing penile numbness and so on.

And the importance of telling cyclists about it? Many GPs and specialists seem unaware of the problem. It has been discussed in cycling magazines, but not in medical publications – or at least if it was discussed, it was not well known. So if you get symptoms such as those described above, but there is no apparent urinary tract infection, you might be suffering from a form of prostatitis. The symptoms can be more severe – what I had was a chronic version, but the acute version can be a full blown infection leading to the shakes, high temperatures and pain. A course of antibiotics are called for. So even if you have the low-key version, track down a GP whose likely to know something about problems associated with cycling and ask for advice. I was put on a course of anti-inflammatory and anti-infection medication. And as always with these things, it's your GP who has to decide what the best thing to do is – as noted, the same symptoms might be due to a variety of different causes.

And how to avoid it? Well, a seat with a hollow centre in it is a good idea, to save your jewels getting squished. Then there is a sprung seat stay; and rear suspension. Or all three. And of course you could always give up cycling...Oh, don't be so silly. Nothing's that serious.

Stephen Knight

[This letter was sent to attendees of Vélo Mondial 2000 and we reproduce it here for any readers who have an interest in Africa. Only minimal editing has been done, if you find the language a little strange I can assure you their English is far better than my Ugandan! Ed.]

Dear bicycle promoters and bicycle lovers,

We would like to introduce you the idea of a Pan African Bicycle Conference (PABIC), on which we want to discuss new strategies towards creating a common eye and approach considering non-motorized mobility, particularly with a focus on bicycles in Africa.

This idea was developed by First African Bicycle Information Office (FABIO), a civil society organization involved in lobby & advocacy, sensitization and capacity building on issues of bicycle mobility through accessing information, knowledge and skills related to bicycles. FABIO is based in Uganda, working in collaboration with Jugendhilfe Ostafrika based in Germany.

The PABIC, the first one of its nature, is to be hosted in Uganda, Jinja in November 21st – 25th 2001. The conference will provide an opportunity for sharing among all bicycle mobility promoting initiatives in Africa and elsewhere in the world. It will also look at developing a new strong networking system within and with other bicycle activity related organizations/institutions.

We would like to keep you informed about the future development of the preparation of this event. To make this happen it also needs a lot of input and some support from other organizations. So we would like to take the

opportunity to invite every interested party for their input. Some of you have already received the proposal for the PABIC, and if not please do not hesitate to contact us in case you would like to receive it and any further information.

Besides this we are establish a communication forum for interested parties to keep in closer contact with us as well as a FABIO-newsletter once a month. Using these possibilities we want to find appropriate ways on how to communicate with all interested individuals and organizations. So please get back on us, if you would wish to get involved closer, and we will then put your email into our contact list.

Thank you very much for your interest and it would be nice to hear from you.

With many greetings from Jinja,

Richard Kisamaddu, Patrick Kayemba, Andreas Woll
FABIO – First African Bicycle Information Office
P.O. Box 1537, Jinja, Uganda
Tel: +256 (43) 121468
Fax: +256 (43) 121468
Email: <fabio@source.co.ug>

Dear Editor,

Summit Road (Canterbury) Protection Bill

Calling all Canterbury and visiting cyclists who love cycling on the Summit Road or who use the mountain bike tracks in the vicinity of the Summit Road on the Port Hills. I know it is great cycling weather and holiday time, but please take time to consider putting your ideas forward about the following bill.

The Summit Road (Canterbury) Protection Bill is currently being considered by the Government Administration Select Committee. Copies of the bill are available from Bennett's Bookshops.

The two difficulties I see with the bill as published, are that it aims to protect scenic values and views from the Port Hills. Personally I value the peace and quiet generally found when cycling on the hills and would seek submissions including amenity values (as defined by the Resource Management Act 1991) be included along side scenic values. I also get great comfort being able to see the hills from the city as a reminder of the great time to be had when work is finished therefore views to the hills also needs inclusion. These are just some of my ideas.

The bill is not particularly long, so please have a look at it and put in a submission. It is useful to request to be heard by the Select Committee so they can ask you questions about their concerns. Written submissions (15 copies) close on 31 January 2001.

There is a seminar about the bill on Tuesday 23 January at the Christchurch Community Law Centre between 12.30-1.30pm, everyone welcome.

*Joy Burt
Resource Management Service Co-ordinator
Christchurch Community Law Centre*

Dear Editor,

Apparently (?) CAN has no specific policy on the hotly debated subject of cycle helmet wearing. However this is not obvious from reading issues of *ChainLinks* where the editor takes every opportunity to rubbish cycle helmet wearing and makes no attempt to provide a balanced argument for us *ChainLinks* readers. In recent months there has been only one (not anti helmet) letter to the Editor on the subject of helmets and therefore one must ask if this is a subject uppermost in the minds of CAN members and *ChainLinks* readers.

If the Editor intends to continue this one sided campaign in future issues of *ChainLinks*, could I suggest that all the anti helmet comments be collected together on a loosely inserted page(s) so that those readers who are not excessively interested in the argument can dispose of the page(s) appropriately and get on with reading the cycling related articles? Those avid readers of the latest news on helmets can concentrate on reading the helmet page(s) and put aside the rest of *ChainLinks* for reading as time permits. The best of both worlds since cyclists are divided into Pro and Anti helmet factions as well as the Don't Knows/Not really interested?

Readers of *ChainLinks* may be interested in having a look at the web site of the (US based?) Bicycle Helmet Safety Institute <<http://www.bhsi.org/WEBDOCS/mandator.htm>>:

This gives a list of states (27) in the USA which have cycle helmet wearing laws with conditions (e.g. Age under 16) and dates from which the law was effective. These laws apparently cover over a third of the population of the US. For the anti helmet people the rot is spreading it seems to parts of Canada (e.g. BC, Nova Scotia and Quebec). Other countries are considering helmet legislation e.g. Sweden, Iceland and Spain are getting in or have already got in on the act and helmet wearing has even been recommended to the Government in the Netherlands. Where will it all end?

*Ron McGann
(LTSA, member CAW, personal correspondence)*

Editor replies:

The statement that there is no attempt to provide a balanced argument for *ChainLinks* readers is simply incorrect. We have always been willing to publish appropriate material presenting the pro (cycle) helmet legislation argument, but such is hard to find. We mentioned this very problem in a recent issue and said we would approach the Minister of Transport for an article for *ChainLinks*. We collected a set of questions covering many of

the issues raised by some of those opposed to cycle helmet legislation and sent these to the Minister. The last we heard from the Minister's Office was in early September which stated "You may expect a personal reply from the Minister in due course."

We understand the Minister's problem of course, it is very hard to come up with an argument for *cycle helmet legislation* which stands up to detailed scrutiny. There are those which do present a consistent case for such legislation, however in doing so they end up including motor vehicle occupants and sometimes even pedestrians, so their arguments are not it seems acceptable to those who wish to argue for *cycle helmets* while driving around *bareheaded*.

The usual resort of pro helmet advocates is to fudge the issue and use implication and partial facts to argue their case.

Taking some examples from this letter: While cycle helmet legislation is being considered in Quebec it is omitted is that this is the third time the helmet advocates have tried to get such legislation; the previous attempts were opposed by cyclists, the police and the medical profession; and the current attempt is widely expected to fail. It is also true that helmet advocates in Sweden have been arguing for legislation. However it is also true that these same advocates have stated *themselves* that their activities have resulted in DEATHS – and that they invented the helmet which falls off on impact to overcome this (this is NOT a joke, unfortunately).

Finally one has to wonder what "helmet wearing has even been recommended to the Government in the Netherlands" is meant to suggest? I can personally state that "abolition of the helmet legislation has been recommended to the Government of New Zealand based on its abject failure to improve overall health and safety", both statements are factual but mean little by themselves as lots of things are "suggested" to Governments! Of course the cynic might suggest that helmet legislation is very unlikely in the Netherlands, not because they have a strong cycle advocate group opposed to it (Fietserbond), or because an unhelmeted Dutch cyclist is safer than a helmeted Kiwi one (sadly true), but simply because the Minister of Transport rides a bike...

If you are seeking details on the pro-legislation argument the web site mentioned in the letter is a good place to start. To read the opposing arguments try the *Cyclists' Rights Action Group* (based in Australia) at: <<http://www.pcug.org.au/~psvansch/crag/>>. The BHSI and CRAG cross reference each other as good sites presenting the opposing views.

We do publish material I do not agree with. Of course some selection of material occurs for various reasons such as space. For example for this issue I have not included a number of items from Otago which include both a report which claims reductions in head injuries (rates or just levels is unclear) post-law and a raft of articles and letters from the press on a Dunedin man fighting the legislation.

As Editor I make no apology for being a scientist as well as a cyclist, and as any editor has an influence on the publication they edit these attributes are bound to show through. If published material purports to present, say, a scientific case which is patently misleading then an “editorial note” may be included – just like with any other publication. And when you state something, as this letter does, which is patently false, a response is almost certain, like here!

Where will it all end indeed... 🚲

Dear Editor,

Helmet Wearing and Accident Causes

The problem with the public perception that it is the Helmet that saves them in all accidents and that as long as the helmet is on lights and visibility doesn't matter is of course the Polices' and the Press' continual harping on about it. It is the way any reports in the paper always focus on whether the victim wore a helmet or not. Two personal examples of this recently:

A boy was hit by a car here in Otaki – reason – he strayed onto the carriageway from the footpath without looking – right into the path of a car. Newspaper report: The child was doing all the right things he had his helmet on – well what about his cycling skills? Another, two young men were cycling in Queen Elisabeth Park, Paekakariki one dark evening: One went into a barrier across the path and came off having to be carted to hospital: The Newspaper gleefully reported that neither were wearing helmets. Why was there no mention of whether they had lights enabling them to see the barrier in the first place? The report did not mention any head injuries either.

Until we manage to convince journalists and police to report the real causes of accidents, parents and well meaning friends are going to keep thinking that the helmet is the only important matter when cycling. IT ISN'T!!!! BE VISIBLE – WEAR BRIGHT CLOTHING – MAKE SURE YOU HAVE BACK AND FRONT LIGHTS.

Liz Mikkelsen, Otaki

New Resources in the CAN Library

The following publications and videos have arrived in the CAN library over the last few months. A number of them have been sent to us by *ChainLinks* editor, Nigel Perry, currently living in the Netherlands.

This material is available for borrowing (free to CAN members). Ring or fax 04-385 2557 or email dawbell@actrix.gen.nz to get hold of it.

A full list of the hundreds of items in the library can be found on our web site (www.kennett.co.nz/can) or via the above contacts.

[Advocacy]

Cities for Cyclists: the European club of cycle friendly cities, *Cities for Cyclists, Copenhagen, Denmark, 4pp; Leaflet*

Describes Cities for Cyclists: created to facilitate information & experience sharing between cities advanced in bicycle promotion and those wishing to make progress. More info at <<http://www.ecf.com/cfc>>.

[Advocacy; Bicycles]

vogelvrrije fietser, *Fietserbond, Utrecht, Netherlands, 2000, 46pp; Magazine*

25th jubilee issue (25/5) of the magazine from the Dutch national cycling advocacy organisation (in Dutch)

[Commuting]

*Taylor, A. **Cycle Friendly Employers Good Practice Guide**, Cyclist Touring Club, Godalming, UK, 1999, 28pp; Booklet;*

Explicitly designed to be copied & adapted. Very comprehensive guide.

[Education; Safety]

*Forester, J. **Effective Cycling**, MIT Press, Cambridge, Mass. , USA, 1984, 344pp; Book;*

Classic guide to skilled cycling

[Environment]

Local Air Quality Management : Impacts from the road transport sector – Vehicle Fleet Emissions Control Strategy Final Report, *Ministry of Transport, Wellington, NZ, 1998 , 41pp; Report*

Vehicle Fleet Emissions Control Strategy for local Air Quality Management: Stage 1 Carbon Monoxide Emissions from Petrol Vehicles, *Ministry of Transport, Wellington, NZ, 1997, 201pp; Report*

Vehicle Fleet Emissions Control Strategy: Summary of Submissions, *Ministry of Transport, Wellington, NZ, 1999, 42pp; Report*

[Facilities]

Bicycle parking in the Netherlands, *CROW, Ede, Netherlands, 1997, 47pp; Booklet*

Extremely comprehensive review. Outlines an effective bike parking plan, parking systems, pilot projects etc.

Cycle Parking Systems, Haldo, Bury St Edmonds, UK, 4pp; Leaflet

Commercial brochure with photos & specifications for a variety of racks, stands and shelters. More info at www.haldo.com

Cycle town Houten, The Houten Council, Houten, Netherlands, 2000, 6pp; Leaflet

Houten is effectively a 'new town'. Leaflet describes its traffic structure & bike facilities.

Groll, M., **Conditions relating to cycling and planning parking facilities for bicycles**, Vélo-city / European Cyclists' Federation, London, UK, 2000, 8pp; Article

One of 3 winners of the Falco Lecture Prize 2000

Salo, J. **Conditions relating to cycling and planning parking facilities for bicycles**, Vélo-city / European Cyclists' Federation, London, UK, 2000, 8pp; Article

One of 3 winners of the Falco Lecture Prize 2000

Sebban, A., **Conditions relating to cycling and planning parking facilities for bicycles**, Vélo-city / European Cyclists' Federation, London, UK, 2000, 9pp; Article

One of 3 winners of the Falco Lecture Prize 2000

[Facilities; Planning]

"Fiets" The eternal lifecycle of the bicycle, Netherlands, 2000; Video

Inspirational video from the June 2000 Vélo Mondial, Amsterdam, the Netherlands

Vélo Mondial 2000 – tour programmes, Amsterdam / Utrecht, Netherlands, 2000; Leaflet

4 tours: Utrecht region; Amsterdam 19th Century Districts; Nieuw Sloten via Zuidas (Amsterdam); Discover Amsterdam. Brochures contain photos & descriptions of cycle facilities.

[General]

CIOS Free City Cycle for the Free City Bike Project in Copenhagen, CIOS, Hellerup, Denmark, 1999, 2pp; Leaflet

Describes the new bike designed by CIOS for the Copenhagen free City Bike scheme.

The Amsterdam Declaration, Vélo Mondial, Amsterdam, Netherlands, 2000, 2pp; Leaflet

Issued from the Vélo Mondial conference, Amsterdam, June 2000

The Proceedings of the NZ Cycling Symposium 2000 “Making Cycling Viable”, EECA, Wellington, NZ, 2000, 232pp; Book

Contains 29 papers (incomplete set) from symposium held at Massey University, 14/15 July 2000. Available at www.eeca.govt.nz.

Vélo Mondial 2000 – The Programme, Vélo Mondial, Amsterdam, Netherlands, 2000, 63pp; Booklet

Krogh-Lund, B. & Jensen, S.B. **Best practice guide to Copenhagen, Mode Choice and Behavioural Evaluation of the City Bike Scheme**, City of Copenhagen, Copenhagen, Denmark, 1999, 7pp; Article

Describes the Copenhagen “City Bike” scheme



[Planning; Facilities]

Cycle Network Planning Process, Christchurch City Council, Christchurch, NZ, 1999, 19pp; Booklet

[Policy; Planning; Strategy]

Bicycle Account 1998, City of Copenhagen, Copenhagen, Denmark, 1999, 20pp; Booklet

Third progress review – areas of concern for cyclists, evaluation of Copenhagen cycling conditions, steps taken by the City since last report...

[Policy; Facilities; Safety]

Zomervrucht, J., Kips, E. & Boyd, D., **Cycle to school!**, Kinderen Voorrang, Amsterdam, Netherlands, 2000, 9pp; Article

A proposal for integrated policies and actions to stimulate safe bicycle use by schoolchildren in order to preserve the Dutch cycling tradition.

[Policy, Planning, Facilities]

Hillman, M. & Grimshaw, J. **Joint keynote presentation from NZ Cycling Symposium 2000 “Making Cycling Viable” 24 July 2000**, NZ, 2000, ca. 55 mins; Video

Recorded from a live video conference. Content: Hillman – Cycling at the Top of the Policy Agenda; Grimshaw – the UK 5000 National Cycle Network (includes numerous slides); questions. Also contains the 30sec “Share the Road” advertisement.

[Road Design]

Appleton, I. & Clark, G. **The Ins and Outs of Roundabouts – Safety Auditors’ Perspective**, Transfund NZ/Traffic Design Group, Wellington, NZ, 2000, 22pp; Report

Identifies key deficiencies in roundabout design. Some consideration of cyclist issues, but ignores the basic problem that roundabouts are not good for cyclists

*Boender, J., Talens, H., Tienstra, D. & de Wit, T. **ASVV: recommendations for traffic provisions in built up areas**, CROW, Ede, Netherlands, 2000, 2pp; Article*

Describes a manual that is a fine example of standardisation of guidelines of guidelines for road design & traffic measurements. Part of handout prepared for Vélo Mondial 2000.

[Road Design; Facilities]

*Boender, J., Talens, H., Tienstra, D. & de Wit, T. **Bicycle traffic at roundabouts: the new Dutch guidelines**, CROW, Ede, Netherlands, 2000, 3pp; Article*

Part of handout prepared for Vélo Mondial 2000.

[Road Design; Safety]

*Boender, J., Talens, H., Tienstra, D. & de Wit, T. **Road design for sustainable traffic safety**, CROW, Ede, Netherlands, 2000, 12pp; Article*

Shows the development of guidelines for road design based on the philosophy of sustainable traffic safety. Part of handout prepared for Vélo Mondial 2000.

*Boender, J., Talens, H., Tienstra, D. & de Wit, T. **Traffic Calming in The Netherlands**, CROW, Ede, Netherlands, 2000, 10pp; Article*

Outline of rules & regulations on traffic calming. Part of handout prepared for Vélo Mondial 2000.

*Munster, D., Dravitzki, V. & Mitchell, J. **Performance of Thermoplastic Markings and Cyclist's Safety Stage 3 – Further Line Thickness Studies**, Opus International Consultants/Transit NZ, Lower Hutt, NZ, 2000, 23pp; Report*

[Safety; Policy]

***Safe Routes to School – Information Sheet**, Sustrans, Bristol, UK, 1999, 6pp; Leaflet*

Explains the background to Safe Routes to Schools, who's involved, what can be done to support local projects and gives further sources of information.



[Safety]

Povey, L.J., Frith, W.J. & Graham, P.G. **Cycle helmet effectiveness in New Zealand**, Land Transport Safety Authority, Wellington, NZ, 1999, 10pp; Article

From "Accident Analysis & Prevention" Vol. 31, pp.763-770

Boender, J., Talens, H., Tienstra, D. & de Wit, T. **Dutch Infocentre for sustainable traffic safety**, CROW, Ede, Netherlands, 2000, 2pp; Article

Describes the organisation of a national information centre. Part of handout prepared for Vélo Mondial 2000.

[Safety; Advocacy; Motorists]

Share the Road, Queensland Transport, Brisbane, Australia, 1999, 30 secs; Video

Excellent advertisement advocating sharing the road. Aimed at motorists and cyclists.

[Safety; Facilities; Road Design]

Pucher, J. & Dijkstra, L. **Making Walking & Cycling Safer: Lessons from Europe**, Transportation Quarterly, Vol. 54/3, USA, 2000, 33pp; Article

Comparison of pedestrian & cyclist fatalities between Germany/Netherlands & the US. Discusses measures taken in Europe to improve safety.

[Statistics]

Travel Survey Report 1997/1998 – increasing our understanding of New Zealanders' travel behaviour, Land Transport Safety Authority, Wellington, NZ, 2000, 157pp; Report

Contains important data on trip destinations, distances, times etc. by mode, region, gender, age, ethnicity etc. Copies can be obtained from LTSa, PO Box 2840, Wellington, 04-494 8600

[Strategy]

Draft Walking & Cycling Strategy, Tauranga District Council, Tauranga, NZ, 1999, 48pp; Report



[Strategy; Policy]

The Dutch Bicycle Master Plan – Description and evaluation in an historical context, Directorate-General for Passenger Transport, The Hague, Netherlands, 1999, 130pp; Book

Examines historical background to the 1998 final report of the Dutch Bicycle Master Plan, evaluates the plan, analyses recent developments in bicycle use & safety, and discussed how Dutch bicycle policy should continue. Publications overview included.

Robert Ibell
(CAN Librarian)

Recent Articles at LTSA

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

The safe cycling book, Hebden, David (ed.). Wellington : DLM Campaign Ltd, 2000.

“A guide for all young cyclists, their parents and their caregivers. Includes some fun games on cycle safety.”

(The ChainLinks review of the draft of this concluded that it was very poor indeed. We haven't yet seen the final version, if you have and would like to review it please inform the Editor.)

Virtuous cycle. *Energy-Wise News* issue 67 (September 2000) p. 8-9

Report from the New Zealand Cycling Symposium 2000): Making Cycling Viable. Cycling has health, cost and infrastructure benefits, but is perceived as dangerous. Improved cycle facilities can reduce this disincentive. Describes 150 km of Central Otago railway which has been converted to a trail for walkers, cyclists and horse riders.

Population preventable fraction of bicycle related head injuries, Kopjar, Branko. *Injury Prevention* issue 6 (2000) p. 235-238

Analyses the population attributable fraction of bicycle head injuries due to non-helmet use.

What roundabout design provides the highest possible safety?, Brude, Ulf ; Larsson, Jorgen. *Nordic Road & Transport Research* v. 12, no. 2 (August 2000) p. 17-21

Examines the safety of different types of roundabouts: single- vs multi-lane, various speeds, various radii. Particularly concerned with accident rates for cyclists and pedestrians.



Kids want to walk. *Care on the road (August 2000) p. 3*

DETR research suggests that mums and dads should leave their cars at home and walk their children to school – according to the youngsters themselves.

Cycle with Safety Campaign 1998-1999. *Auckland City Council, 1999.*

A total of 600 children aged between 7 and 13 years participated in the programme at the 8 Centres that took part in the workshops and activities.

Evaluation of cycle project – Cycle safety for the young road user.
Hynds, Lynnette, Tauranga District Council ; Western Bay of Plenty District Council, 1999.

Describes a successful 3 week programme that involved many groups and organisations.

Speed Campaign – June 1999. *Hazelwood, Natalie, Hutt City Council, 1999.*

This report is a process evaluation of the “Speed Campaign” carried out in June 1999. The campaign was pitched at all drivers commuting throughout the Hutt City. The intention was to educate and influence the public.

Making Cycling Viable : the proceedings of the NZ Cycling Symposium 2000, Massey University, Palmerston North, 14-15 July 2000. *Energy Efficiency and Conservation Authority, 1985.*

Over 150 transport planners, engineers, policy makers, health professionals, cyclist, cycling advocates and representatives of the cycling industry participated in this Symposium. The recommendations of the Meeting include: that the government works with the cycling community in developing a long term sustainable transport strategy and for the Ministry of Transport to develop a separate national cycle strategy.

Cycling for better health. *UK Dept. of Transport, 1993.*

A summary of the results of a cycling and health experiment

Does shared use have a future in promoting walking and cycling?
Local Transport Today (20 July 2000) p.9

A brief discussion on research, policies and plans for shared use paths.

Guidelines for providing journeys on foot. *Institution of Highways & Transportation (London), 2000.*

This is a technical document intended to support the UK Government’s policies on encouraging walking. It advises on planning for and providing for pedestrians. It is aimed at practitioners in local authorities, consultancies and elsewhere who have the task of implementing these measures.

Blue sky or black top : is transport research tackling the real issues? *Local Transport Today Issue 296 (17 August 2000) p. 7*

The United Kingdom's Department of Environment, Transport and Roads is keen to fund research which assesses the impacts of its policies. Major themes in current policy are reducing car dependence, mobility, safer/more efficient use of the network, and environment. Mentions the range of bodies which fund transport research in the UK. Comments that "There's so much research available that communicating it to the decision-makers is a big problem".

Performance of thermoplastic markings and cyclists safety. Stage 3: Further line thickness studies. *Munster, Diana ; Dravitski, Vince ; Mitchell, Jane, June 2000. Available online from*
<<http://www.transit.govt.nz/>>

This report covers the third stage of an investigation into cyclist stability on road markings. The first two stages of research resulted in amendments to the Transit New Zealand specification. The study of the amended line markings found that new lines were not causing significant hazard.

Some Photos from The Netherlands

This is adapted from my submission on the 2010 Road Safety Strategy. The Strategy has a target of "world's best practice", these photos and explanations were included as some possible examples of this.



This is a busy shopping street, parked cars line the kerbs, visibility for pedestrians is reduced. To keep traffic moving at a safe speed single width "squeeze points" are employed, to avoid cyclists getting squashed bypasses are provided. Need a bus stop? Build it on the traffic calming so that when a bus stops so does all the traffic. Should a child run out behind this parked bus it won't be struck by a passing car. Simple, effective.



Need more parking than parallel spaces would provide? Use *reverse in angle* parking. A parking motorist can clearly see traffic approaching behind them and into the space. An exiting motorist can see traffic on the road. Opportunities for conflicts between parking and moving vehicles are dramatically reduced, no cars reversing into cyclists for example. Compare this to New Zealand's *reverse out angle* parking. Again a simple and effective idea.

The front page photo on this issue shows a road which is two lanes wide and is a busy rural road between two towns. It is common for traffic in both directions to meet and pass. In New Zealand the road would probably be marked as two lanes and when motor vehicles passed each other there would be little room left for pedestrians or cyclists – these would more than likely be forced into the gutter or off the road completely. It wouldn't be a particular safe or pleasant road to use.

However as can be seen the road has been marked as a single motor vehicle lane with two edge lanes for other traffic. When there is no traffic in the edge lanes approaching motor vehicles can pass each other using the full width of the road. However if there is traffic in one of the lanes then the motor vehicle approaching from behind has to slow down and wait till they can safely pass.

The idea is simple, works, and make the road pleasant and safe to use. It is reminiscent of the old principle of “sail before steam”.

Further along the same road we find the following:



Yes, traffic calming not in town but in the middle of the country! Past the cyclist and motorist is a major, for this road, junction. Though the single motor vehicle lane gives room to the cyclists on straight stretches of road it doesn't limit speed – thus the use of a chicane to slow traffic down. Note that the cyclists are provided with bypasses on either side of the chicane so they are not squeezed by cars trying to taking the chicane too fast.



It was in The Netherlands that traffic calming originated, and by direct action of the public not by act of Government. Residents in a suburb of Delft “redesigned” their road to slow traffic down after a number of children had been injured, and then defended it when the authorities turned up to restore the original layout. This photo shows the modern day equivalent , the “home zone”. In these zones the limit is 30km/h max, children play on the streets, and the car is but a guest...

Will scenes like these one day be common in New Zealand? CAN can do more than hope, it can work towards them!

Nigel Perry, from Utrecht

“Classifieds”

Subject to space *ChainLinks* will carry short (3 lines/~30-35 words), non-commercial, adverts for members, maximum one per issue.

Young family with 2 children wishes to hire/borrow/buy a child carrying bicycle trailer for 2 children. Have you one surplus to needs? Please email Amanda c/o <Liz.ocean@xtra.co.nz>, or tel 06-362-6911.



Could 2001 See “Home Zones” in New Zealand?

Deadline for next issue is March 16th 2001

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



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