

ChainLinks

The newsletter of the Cycling Advocates Network (NZ)

May-July 02

The Magic Roundabout



Intrigued?
See "Photo Gallery" for more details



Cycling Advocates' Network (CAN)
PO Box 6491, Wellesley St,
Auckland, New Zealand

Tel/Fax: 04-385-2557

Email: CAN@actrix.gen.nz
ChainLinks@can.org.nz
(newsletter)

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

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

Letters

Dear *ChainLinks*,

I refer to the letter by Richard Oddy in the March/April *ChainLinks* and consequent comments in the editorial.

First let me say that I have by no means given up the fight, but see little benefit in superficial local protest which, although it may bring some personal satisfaction, is likely to achieve nothing.

A couple of years ago, I applied for an exemption in terms of section 38a(3) of the Traffic regulations 1976. Predictably my application was denied. I lodged an appeal and received what I can only describe as a bullying letter from one Terry Sugrue, an LTSA solicitor. He warned me that he would be flying from Wellington to Timaru to oppose my appeal and on dismissal, he would seek costs. Well as a retiree on a fixed income that was a game I could not afford to play.

Inter alia, Sugrue said: "If everyone who decided that they did not want to wear a helmet could be exempted from doing so for that reason alone then the law requiring helmet use would not work. Obviously this is not what parliament intended when making this law."

In reply I pointed out to Sugrue that parliament did not make the law, rather it was promulgated as a regulation at the instance of a gaggle of witless bureaucrats by way of an Order in Council. Regulations are not scrutinised by parliament, they simply happen when zealous officials get the ear of the Minister on a particular issue.

I enquired of the Clerk of the House who said that anyone could put a case to the *Regulations Review Committee* through his office. There being no other avenues, I believe that this is probably the best way to proceed. A well argued submission setting out the case against helmets would be bound to attract media attention and would at least open up the issue to rational debate.

The penultimate sentence of sentence of Richard's letter also concerns me. I don't think that as an organisation we should be seen to encourage or condone breaches of the law. ☹

Bill Wright

It is CAN policy to call for a review of the bicycle helmet legislation "as it has apparently not worked as intended" (note this does not call for the abolition of the legislation, fixing it so it did work is allowed under this policy, though I personally continue to remain amazed that helmet legislation supporters are happy to accept a low which is at best failing). It would seem that a submission to the "Regulations Review Committee", as mentioned by Bill, detailing the failure of the legislation, the inconsistency of application of the helmet approach (e.g. their applicability to motorists), etc. could well meet the objective of this policy. Time for the CAN Executive to act? Ed.

Dear *ChainLinks*,

The last issue of CAN has the 4-wheel recumbent and it was a pleasure to see some ideas about the whole question of bicycles on our roads.

Perhaps some other readers will respond to my promotion of Trikes. We have two one from Tony Woodroffe in Auckland and one from Tricanter in Christchurch. I find that we use them all the time. We also have uprights in Auckland and one in Kerikeri, but it is the trikes that we trust and love.

Recumbent trikes are SAFE. The vision is excellent and there's less chance of accident head first. Cars can see you – always with a large red flag behind – and they give you room. It is a fact that a trike takes its own share of the road – why not?

I seldom wear a helmet on the trike, but carry one just in case. New ways of transport – maybe Velomobiles! We hear that 32 Italian cities are trying to become CAR FREE! We are hoping that a new trike using solar power will change the way we transport ourselves. We heard of a 150 Watt PV panel on a trike in USA as a possible solution.

New Ideas on bicycles are important if we want change. Are there other readers of *ChainLinks* who know about Trikes? Or recumbents? Bike shops are slow. Tandems are also worth a note. A retired farmer and his wife use them for long trips. Articles please – lets have reactions from your readers on trikes and safety. 🚲

Robert Stowell, Kerikeri

There are not many trikes in New Zealand to our knowledge. One company, Trikes NZ in Levin, import the Hase recumbents from Germany , see:

<<http://www.hase-spezialraeder.de>>

(Trikes NZ specializes in transport for the mobility-challenged, trikes for “standard” use are not their main activity.) Curiously HotMover recumbent trikes are apparently made in Christchurch but the office of the company has long since moved to Queensland!

<<http://www.hotmover.com>>

If you'd like to build your own trike (or get someone to build it for you), plans for a recumbent are available from Canterprise, the commercial arm of Canterbury University, for a trike designed by one of the Engineering Faculty, see:

<<http://www.converge.org.nz/hpvcanterbury/resources.htm>>

Anybody interested in “non-standard” cycles might like to visit the Canterbury Human Powered Vehicle Association's web site at:

<<http://www.converge.org.nz/hpvcanterbury>>

Hopefully in future issues of ChainLinks we will cover some of these, and other interesting cycles, in more detail. Ed

Dear *ChainLinks*,

I have worn helmets for 30 years. I feel they are an essential element in my cycle safety. Medical science can mend broken bodies in most cases, but not broken heads. It is not worth the risk. I have many cases of friends, staff and acquaintances who owe their current quality of life to the use of a bicycle helmet.

I feel we should not remove the current helmet wearing standard. I agree we need to build the safety infrastructure to focus on other safety issues.

Bruce O'Halloran

Cycling And Osteoporosis

I am puzzled about cycling and osteoporosis. The recent article reprinted from *Cycle* magazine (*ChainLinks* Jan/Feb) says that cycling does not increase bone density. My favourite reference for health benefits of cycling is "Pedalling Health". This has a short paragraph under Osteoporosis which states the opposite, that cycling has been shown to be beneficial. A reference is given. (Put "Pedalling Health" in Google if you want more.)

Who do we believe? How do we tell?

All I know is my wife was tested for bone density very soon after 5 months (10,600 km) of cycle touring in the USA and her bone density was one of the highest they had seen.

Admittedly there is negative reference to cycling and osteoporosis on the internet, mainly it seems from very high intensity athletes such as Tour de France riders.

From the 1991 NZ Department of Health's "Food for Health – report of the Nutrition Taskforce", (my précis) their recommended strategies for avoiding osteoporosis are:

1. Consume calcium rich foods daily e.g. dairy foods.
2. If on a weight reducing diet use low fat dairy products.
3. Spend 15 to 30 minutes outside in sunlight every day.
4. Limit the use of salt. Consuming 1 teaspoon from all sources lowers calcium loss by one third.
5. Do not take calcium supplements without medical advice.

Exercise is not mentioned. Cyclists get plenty of sunlight and eat well. Perhaps the main advice for cyclists anxious to avoid osteoporosis might be to go easy on salt? Certainly there is insufficient evidence to ease back on the cycling. ☺

John Gregory

Event of the year! Don't miss it!

CAN Do and AGM 2002

This year's CAN get-together will be held at Queen's Birthday weekend in Christchurch. The AGM will be held at 10am on Sunday 2 June, followed by lunch (own cost) at a local cafe, and then we'll have our CAN Do strategising session at 2pm. The venue is Schloss Wilke, 18 Melrose Street, Christchurch, regardless of whether the building is finished by then.

The agenda for the AGM is:

1. Chairperson's report
2. Treasurer's report; presentation of 2001 accounts
3. Presentation of motions and rule changes (see below)
4. Election of officers (see below again)
5. Any other business

We have two proposed rule changes already:

Motion 1: That in Section 5.4 of the Rules of CAN the word May is changed to December, so that the section is amended to read "At the Annual Conference, the chairperson shall present a report of CAN's activities over the previous year, and the Treasurer shall present a statement of CAN's accounts for the year ending 31 December, duly audited."

Background to Motion 1: This amendment is to rectify an inconsistency which crept into the rules (blimmin' computers!). Section 10.4 makes it clear that the financial year is the calendar year, and this motion is proposed in order to bring Section 5.4 in line with Section 10.4.

Motion 2: That in Section 5.1 of the Rules of CAN the number 5 is changed to 12, so that the section is amended to read "An Annual General meeting shall be held each year within 12 months of CAN's balance date."

Background to Motion 2: While trying to find a suitable date for this year's CAN Do, it has become obvious that we are only likely to have one get-together each year, and that it is not always going to be possible to have it in the first 5 months of the year. Since there is no conference this year, we have been able to find a time almost within the 5 month period, but in conference years that is unlikely. The executive committee keeps an eye on the financial situation during the year, and this proposal does not contravene any requirements of the Incorporated Societies Act.

Election Of Officers

All positions are open to nomination. We need a Chairperson, a Treasurer and a Secretary, and at least 3 but not more than 5 Committee Members. We also need to elect an auditor.

Your Part In All This

Please send any other motions and your nominations for elected positions to us by 15 May. We will then collate those proposals and send them back out to all members so that those not attending the meeting can send in their votes.

It would be helpful if you could put in a background explanation for any motions you propose, and a little bit of information about anyone you nominate, so people have something to go on when they vote.

Don't be shy about coming forward! We always need new blood, even those of us who are vegetarian. All you need in order to nominate yourself is a bit of passion and a bit of time. Contact us if you want to talk about what is involved.

CAN Do

This will be a general discussion and strategising session. We will look at the activities and priorities set last year and see how they have progressed, talk about recent developments and future work to be done. 🚲

Media Release: Executive Director For Cycling Support NZ Inc.

Paul Doherty has been appointed the first Executive Director of Cycling Support N.Z. Inc. He will take up the position on 22 April 2002.

Mr Doherty is 37 and graduated from the University of Auckland with a first class honours degree in Civil Engineering. His professional experience has been in the design and construction of highways both in New Zealand and the United Kingdom where he lived and worked for six years.

Mr Doherty says that his background in highways will stand him in good stead for his role as New Zealand's first full-time cycling advocate. In fact it was his experience with roading in the UK that allowed him to see the potential of the humble bicycle.

"This is an exciting challenge for me. The Government has taken some very positive steps in recognising the benefits of cycling to our communities with the Minister of Sport Fitness and Leisure Hon. Trevor Mallard's recent Task Force report on "Getting Set for an Active Nation and the Minister of Transport Hon. Mark Goshe's Land Transport Package "Moving Forward". Personally I see every journey made on a bike instead of in a car is a net gain in terms of benefiting ones health and reducing traffic

congestion and emissions, without even considering the many social benefits of cycling.”

Cycling Support N.Z.Inc is an organisation formed in 1997 to raise the profile of cycling. Its members comprise the Bicycle Industry Association of NZ, Cycling Advocates’ Network, Cycling NZ, Heart Foundation, NZ Mountain Bike Association, NZ BMX Association and Triathlon NZ.

Paul will be working with all members to identify key priorities nationally, to generally raise the profile of cycling and to help facilitate the implementation of cycling facilities.

“My biggest challenge is perhaps one of changing the general perception about cycling. It is not seen as “cool”, yet interestingly Caltex and Mazda have recently used images of cycling in their TV advertising to promote their products. I believe that cycling can change peoples lives for the better.”

John Struthers, Chairman of Cycling Support N.Z. Inc in announcing the appointment said he was extremely excited with this appointment and the strengths Paul will bring to the job.

“For the first time we will have a full time executive helping promote cycling. In recent years the profile of cycling has grown significantly mainly through the efforts of voluntary organisations such as the Cycle Advocates Network. However there is a lot of work to do before all key decision makers fully appreciate the benefits of encouraging cycling, and have concrete plans to achieve this.

In this respect New Zealand is 5 to 10 years behind most other western countries.”

Contact for more information:

Paul Doherty, Executive Director
Email: pd@cycling-support.org.nz
Ph: 09 436 2640

Cycling Support New Zealand

Seniors – Activity & Funding

After spending an hour on the phone with a very kind lady at the Lottery Grants Board, I was a little bit more knowledgable (at least about this topic) about how this organization distributes its funds. Risking that I am telling you things you already know, this is how it goes:


Funding for cycling goes to the Hillary Commission from where it goes to various cycling organizations, but not to CAN.

The Lottery Grants Board distributes its money via 8 distribution committees. Each of these committees must follow criteria, which creates

ramifications of who and what the money can be given to. Going through all these criteria, only two seemed to me to give CAN or affiliated CAN groups a chance to compete for this scarce commodity (the kind lady said that it went something like they had perhaps 15 million dollars to distribute and applications for 40 million dollars). These distribution committees were:

Lottery Seniors – criteria: enhance the wellbeing of the older generation to remain active: membership of the group applying had to comprise 50% of members over the age of 60. Funding could also be sought for information distribution about activities.

Lottery Youth – criteria: – training children outside curricular hours.

I have asked that both these application papers be sent to me. If you would like to have a look I can send you a copy, or you can ring the Lottery Grants Board on 0800 824 824. 

Liz Mikkelsen

Report That Driver!

How often does it happen to **you** that car drivers endanger your life on the road by passing you too close or cutting you off? Other abusive behaviour such as yelling or throwing bottles or rocks, although less common, is equally dangerous. My estimate is that an average keen cyclist has at least 2 near-hits each week.

Our tendency is to get angry and do nothing because the driver can't be caught. Eventually, after the so-many'eth incident, there is the chance to confront one of these drivers and all of the anger and frustration built up over the months or years comes spilling out; sometimes with the aid of fists (which can not be excused, but is definitely understandable considering the situation)

We are so used to getting abuse yelled at us that is what we have come to expect as soon as someone in a car tries to talk to us. To illustrate this, a little true story about a cyclist I know:

A car drove up alongside and the driver tried to tell him something. Expecting the usual abuse, our cyclist told him several times to leave him alone, until finally the guy showed him the drink bottle, which had fallen out of his bum bag and which the driver had been trying to give back to him. Our cyclist apologised profoundly of course...

The fact is that many of the behaviours mentioned are the equivalent of shooting a bullet past our head and I don't think we should have to put up with it. The only way we can get something done is to show the frequency of incidents by complaining about it to the Police. If all we ever do is moan about it to ourselves and each other nothing will ever be done

about it. Instead of feeling angry and frustrated after every incident, reporting it and letting the Police follow it up (they do!), certainly makes me feel much better.

The form I have been using is called “Community Road Watch Report” (available at Police stations) even though it is aimed at car drivers (it asks your registration number..). The important details are:

1 Vehicle Registration number

This can be hard to see when it passes you at 100k/h, but several times I have managed to track the vehicle down in the next town...

2 Make and colour of vehicle

Helps to double check...

3 Time, date and location of incident

4 What happened/ What you saw happen

It could be something that endangered other cyclists/people

5 Your name, contact details and signature

What usually happens is that you get a phone call to confirm the event and a written confirmation (along with some new report forms). The owner of the vehicle gets a warning. If he/she gets a third warning the vehicle will be “targeted”.

The completed forms can be left at any Police station or can be sent to:

NZ Police
Community Road Watch
PO Box 27 304, Wellington

If your complaint is not on an official form, I would suggest that you send it to the above address. Not all Police are familiar with the form and they may not deal with it appropriately if it is not on the form.

Let us show them what happens on our roads!! ☺

Lyneke Onderwater, Christchurch

Government Transport Package

The Government released its “Moving Forward” transport package on the 28th February. The package set out a vision for how New Zealand’s transport system will look in 2010.

Transport Minister Mark Gosche said the Government sought a transport system that by 2010 would be “affordable, integrated, safe, responsive and sustainable.” The following objectives of the New Zealand Transport Strategy (NZTS) were devised to reflect this vision:

- assisting economic development
- ensuring safety and personal security
- improving access and mobility
- protecting and promoting public health, and
- ensuring environmental sustainability.

Full details of the NZTS will be announced later this year.

The Moving Forward package announced changes that mean funding of New Zealand's transport system will be more balanced. Funding will, for the first time, be provided for alternatives to roading (\$30 million) and for walking and cycling (\$3 million). Public transport receives an increase in funding (\$36 million). In addition, there was an increase in funding for roads (\$94 million), a large proportion of this will go towards reducing congestion. Funding was also earmarked for specific road safety initiatives and regional development assistance.

Significant changes to the way Transfund and Transit are operated were outlined. Both agencies can now be provided with clear guidance from the Minister of Transport. A more strategic and long-term focus will be required, with both agencies having to produce 10-year revenue and expenditure plans. Transfund will be required to ensure all projects funded by it are consistent with the objectives of the New Zealand Transport Strategy. Transfund will be able to evaluate different projects using different methods – i.e. a public transport project will no longer be evaluated using the same method as a roading project.

Other policy changes were outlined:

- Voluntary electronic road user charges are to be introduced.
- There will be further investigation of congestion pricing options.
- Regional councils will be allowed to fund, own and operate public transport infrastructure and services.
- Attempts will be made to reduce the barriers to co-operation between the road controlling authorities (i.e. Transit, regional councils and local councils).
- A National Cycling Strategy will be introduced, and will have to be considered in funding decisions.
- Public and private partnerships to develop transport infrastructure will be allowed – provided they have a restricted lifetime and assist with meeting the objectives of the New Zealand Transport Strategy.
- Projects seeking to charge tolls for roads will no longer require individual legislation.
- The Government will develop a national rail policy to encourage, where appropriate, the transport of heavy freight by rail.

The transport activities under the National Energy Efficiency and Conservation Strategy (NEECS) match closely with this Government policy direction. Many of the measures in the NEECS Transport Action Plan (available from EECA's website www.eeca.govt.nz) will actively be progressed via these policy announcements.

For more information on the Government's Moving Forward transport package check the press package on the Ministry of Transport's website <http://www.transport.govt.nz/html/03_news.shtml>. 🚲

EECA

ECO Annual Conference and AGM 2002

Getting There: policies - practices - actions for a better environment
June 28 - 29, Massey University, Wellington
June 30, Tapu Te Ranga Marae, Wellington

what environmental futures do we want?

Fresh ideas on the kind of futures that we want and what strategies may help us to get there.

what practices, policies and programmes will get us there and how are we progressing?

The practices, policies and programmes needed and the progress made to date. We will address practices, policies and programmes in both a personal and public context. You can contribute ideas for the Vote for the Environment Charter.

what actions and activism do we need to get there?

Beyond just talking, we'll explore the actions and the options we must take to get to our preferred futures.

Specific areas of discussion and planning to be covered include:

Oceans and Marine • Vote for the Environment • Trade and Investment •
Genetic Engineering • Resource Management • Climate Change •
Community Democracy and Organisation

For more information contact:

Environment & Conservation Organisations of New Zealand,
PO Box 11 057, Wellington
Phone/fax: 04 385 7545
Email: <eco@reddfish.co.nz>
Web: <www.eco.org.nz>

CAN is a member of ECO

News From The UK

The following articles come from the Sunday Times in the UK. We have previously carried photo's of the Dutch "woonerfs", or living streets/home zones. As cyclists well know the road hump can be less than pleasant, but I can say a well design chicane system with cycle bypasses where needed is a pleasure. It is also better for the motorist, turning a corner is not uncomfortable, while going over bumps often is. and of course, unlike speed cameras, these designs physically stop speeding, rather than being some after-the-fact measure. Wouldn't it be great if high-quality woonerfs started appearing in New Zealand?

No Kerbs, No Humps: This Is How To Make Roads Safer For Children

They are the new "safe streets" where children can play without fear of speeding cars – but they have no humps, no speed signs, no road markings and no railings. They do not even have pavements.

Fourteen pilot projects throughout Britain have turned received road safety wisdom on its head by stripping streets of all the traditional protection offered to pedestrians. Instead, the "homezones", as they are known, use a combination of urban design, engineering and behavioural psychology to slow traffic to less than 20mph.

The idea is borrowed from successful schemes in Denmark, Sweden, Germany and, especially, Holland – where road deaths and injuries have fallen by up to 50 per cent. The Government is taking homezones seriously.

The pilot projects were funded by local authorities but the transport department has pledged £30 million funding for 61 new zones as part of its campaign to halve the number of road deaths in Britain by 2010.

Britain's biggest pilot project and the first to be completed is a £300,000 scheme in Northmoor, south Manchester. As vehicles enter any of the four streets in the homezone they are forced to slow down because they have to wind along a route lined with newly-planted trees and strategically placed concrete balls. Cars are not parked in traditional lines but diagonally, in groups of four or five, on alternate sides of the street.

There are no lane markings or yellow lines, just large swirling patterns, created by local artists, to indicate to drivers that they are not in a "normal" road and force them to "react to the outside environment". The entrance to the street is marked by a gentle ramp and, in the only concession to conventional signals, a sign saying simply: "Homezone: please drive carefully."

Houses in the middle of the four parallel homezone streets are being knocked down to make room for a "green street", a meandering car-free area with trees, plants, benches and a children's playground.

Ben Hamilton-Baillie, an urban design expert advising the Government on homezones and involved with a project in Bristol, said: "For years road

design has been based on the need to separate cars and people with traffic lights, zebra crossings, barriers and warning signs.

“Homezones end the presumption that the road is just for drivers, because there is nothing to mark the divide, so the street becomes a shared space for cars and people.”

Mr Hamilton-Baillie, who is the director of transport and urban design at Whitby Bird, a Bristol-based engineering firm, said that cars and people were not “natural-born enemies”. Research had shown that when motorists slowed down to 20mph they made eye contact with pedestrians, making them more aware of the safety risks.

The Northmoor project is to have £1 million government funding to expand the homezone. Jim McMillan, the project manager, said: “We have consulted people all the way and it has been a great success so far.

“We are giving the streets back to the people who live there, while still allowing cars to drive through and recognising that cars are important in people’s lives.”

Residents agree. Last week, as children defied the cold to play games in Stainer Street, Margaret Molloy, 48, who has lived in the road for 28 years, said: “It’s much better for kids. The cars used to speed down the street and you couldn’t let your children play outside. The parents come out more often now as well, and the atmosphere is more friendly.”

So far homezones have been limited to residential areas but Mr Hamilton-Baillie believes that the same principles could be applied to town centres, shopping streets and busy intersections.

In Friesland, northern Holland, traffic controls have been removed at busy junctions, and the number of deaths and injuries has fallen by 50 per cent without any effect on traffic flow. Similar results have been achieved in many parts of Denmark.

Motoring organisations support residential homezones but expressed concern at suggestions that they could be used in places where there was heavy traffic. 🚲

David Harrison
Transport Correspondent, Sunday Telegraph

Corrugated road to replace humps

The plague of humps used to slow traffic on Britain’s roads could soon be over – to be replaced by an even more insidious invention: the corrugated road.

Scientists from the Transport Research Laboratory (TRL), a government-backed agency, have been trailing undulating road surfaces that create

powerful vibrations whenever a car goes over them too fast. The noise is said to be so loud that drivers instantly slow down.

The aim of the corrugated road is to slow all vehicles and reduce noise. Road humps are effective at slowing cars but larger vehicles are able to ride over them more easily.

Police and motoring organisations have recently warned of the growing danger from van drivers who hurtle around residential streets trying to overtake cars negotiating humps.

The principle is similar to that already employed in rumble strips laid along the edges of some motorways and the approaches to roundabouts. The vibrations these cause, however, generate too much external noise for use near homes.

The corrugated road surface has to rise and fall by 7mm for every 35cm of road travelled to generate vibrations only inside the car ~ thus allowing its use in residential areas.

A TRL spokesman said the experimental strips laid on a test track had been successfully tested with cars and lorries. Since then two test strips have been laid on public roads in Hampshire. These have, however, been modified with smooth strips at the side because the undulations made cyclists vibrate too much.

Road humps (originally known as sleeping policemen) made their first appearance in Northern Ireland in the 1970s where they were installed around roadblocks to stop terrorists from smashing through.

In the late 1970s they began to appear around blackspots on British roads, where research showed they slowed traffic and saved many lives. Since then their use has been extended to thousands of roads where they have been used to slow traffic, reduce noise from speeding cars and encourage drivers to stick to main roads.

In cities, however, they are said to have contributed to the spread of four-wheel-drive vehicles which straddle many humps and whose suspension smooths out the worst effects.

Research has also shown longer-term problems. One is that humps increase the pollution and greenhouse gas emissions from cars because they have to keep braking and accelerating. Another is that vibration from the cars hitting the humps can travel through certain types of soil and damage the foundations of buildings.

In recent years protest groups have sprung up campaigning against road humps. Ronald Allen, 63, of Alvaston, Derby, who has been campaigning for two years to have them removed in his area, said: "Elderly people who suffer from back and neck problems are finding it difficult to travel on public transport and even in their own cars."

The RAC foundation also favours moves away from the hump. Kevin Delaney, a spokesman, said: “We would welcome any measures that slowed motorists down overall rather than making them alternately brake and accelerate.”

Humps are just one of a variety of measures used to slow drivers. Others include chicanes and road constrictions. Speed cameras are a more recent introduction but are too costly for residential roads.

The corrugated roads have not met universal approval from those living around the test strips, one in Farnborough and the other in Fleet.

At Reading Road North in Fleet, Mortimer Payen, 63, a retired teacher whose drive leads on to the corrugated strip, said: “People keep bombing past at 50-60mph despite the 40mph limit. When a lorry goes past at speed it sounds like the house is falling down.”

However, Yvonne Harris, 41, who works in a nursing home close by, said: “If the sleeping policeman is dead, long live the corrugated strip. You don’t hear any noise from the passing traffic like you would from a traditional speed bump, which makes drivers rev their engines after each one.”

The corrugated road could be just an intermediate measure on the way to the ultimate traffic calming scheme: the homezone.

This idea, imported from Holland, reverses the concept of roads being primarily for vehicles. Pedestrians and cyclists take priority and cars are either forbidden or have to travel at walking pace, negotiating seating, play areas and trees.

A spokesman for John Spellar, the transport minister, said homezones were likely to spread to thousands of villages and towns: “By encouraging people to use the streets on foot or by bicycle, homezones have the potential to reduce congestion and noise pollution and to improve air quality.” ☸

*Jonathan Leake and Gregor Watt,
Sunday Times, 10 March 2002*

Health Effects Of Air Pollution From Vehicles – NZ Study Released

A study release by the Minister of Transport on the 21st March indicates New Zealanders are at risk from an “invisible” road toll. The study was carried out by the National Institute of Water and Atmospheric Research and other New Zealand researchers.

The report estimates 399 people over the age of 30 die prematurely every year as a result of exposure to particles emitted by vehicles. By comparison 243 people in the same age group were killed in road accidents last year.

The authors were quick to point out the research was preliminary only,

and was based on a small amount of emissions and exposure data. While the results are a best estimate on currently available data, they are likely to be revised as further research is carried out.

The Government plans to try and reduce vehicle emissions through a number of steps including immediately reducing the sulphur content of diesel in Auckland, gradually improving the quality of both diesel and petrol nationwide and improving the emissions quality of new and used vehicles.

EECA's transport activities under the National Energy Efficiency and Conservation Strategy will assist in improving local air quality. Travel demand management and fleet management initiatives as well as driver education will help to reduce emissions.

The study used PM10 (particles less than 10 µm in size) as an indicator of air quality for assessing the negative health effects of vehicle emissions. However, the report acknowledges that recent research has indicated it may be particles less than 2.5 µm in size which cause the majority of the negative health effects.

For more information check out the report which is available from the Ministry of Transport's website:

<http://www.transport.govt.nz/html/14docs/vfecs/niwa_report.shtml>.

EECA

Climate Change and CAN

A group called the Climate Defence Network (CDN) has recently been formed to lobby the Government on Climate Change legislation, and to support a strong legislative response to ratification of the Kyoto Protocol. The CAN executive made a decision to be part of the group at its launch, but agreed to ask members what they thought, and review our involvement if necessary. The other members include Med Eco, ECO, the Environmental Defence Society, Forest and Bird, Federated Mountain Clubs, Greenpeace, Pacific Institute of Resource Management, Sustainable Energy Forum, Engineers for Social Responsibility and Friends of the Earth.

The reason for CAN supporting CDN is that cycling should benefit from good high-level policy measures to reduce greenhouse gas emissions. Transport is one of the fastest growing sources of emissions, so it is very important that measures are taken to reduce the use of emission-rich modes of transport and enable people to use non-emitting modes such as cycling. Please let us know what you think. Send your comments to Jane at <dawbell@actrix.gen.nz>, phone/fax 04-385 2557, or mail to CAN's post box.

CDN has sent out the following information:

CDN invites you to join the new Climate Defence Network email news service to receive information and commentary about climate change issues and the New Zealand's response to climate change from a social, environmental and sustainability perspective. To join this email news service please send a blank email to: <climate_nz-subscribe@yahoogroups.com>

We will send a maximum of one email per week, unless there are urgent developments. Your email address will not be displayed to others.

Climate Defence Network Statement

The New Zealand Government's initial principled stand on the ratification of the Kyoto Protocol to mitigate climate change is under threat. CDN understands that Government is currently re-considering the range of support measures which will be as part of the proposed action plan to meet New Zealand's obligations under the Protocol. Your support for strong action on climate change is needed **now**.

Our assessment of the present situation is:

- The Government's resolve to carry out it's pledge to ratify the Protocol is looking more and more shaky.
- Submissions from the "big-business" companies of New Zealand is causing Government to reconsider, and seriously weaken, or delay implementation of, the proposed support measures.
- There is huge degree of support from people throughout New Zealand (the silent majority) for New Zealand to make a principled, environmentally sustainable response, and take early action on this issue.
- The environmental and social costs to New Zealand and our Pacific neighbours of not taking strong action on this issue are unacceptable.

We invite you to take this opportunity to become better informed on this issue, and to take action supporting the Climate Defence Network's call for New Zealand to rapidly implement a strong Climate Change action programme.

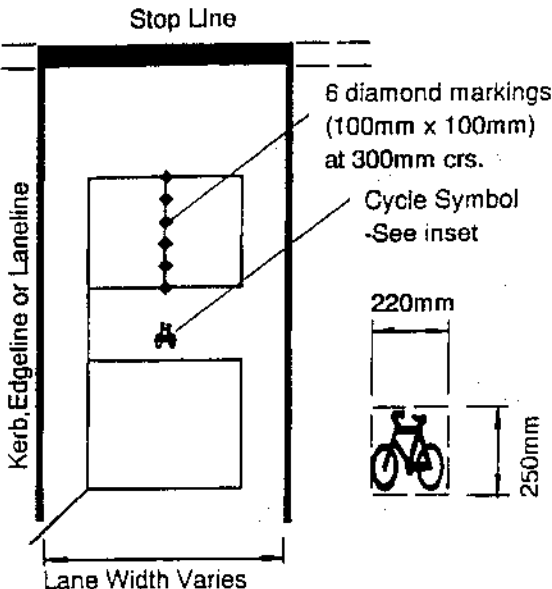
Climate Defence Network, P O Box 11-057, Wellington Phone 04 905 6583, <climate@paradise.net.nz >. ☺

Those Small Cycle Road Markings: They Have A Purpose!

In ChainLinks Jan/Feb 2002 we carried a photo of a rather small cycle symbol marked on the road. Its size attracted the keen eye of a Wellington cyclist who was bemused by it, as undoubtedly were many readers However, Ron McGann, another Wellington cyclist and member of Cycle Aware Wellington knows what the sign means, indeed CAW consulted with Wellington City Council over the facility. He now explains:

Wellington City Council (WCC) modified Bunny St in front of the railway station about a year ago to make it more pedestrian friendly for train commuters. Part of the project involved including in the traffic signal loop detection system in the road surface a small more sensitive loop which would detect bicycles. We arranged with the WCC signals engineer for an on-site test with a real bicycle to check that the system worked in practice. Now bicycles can be detected by the traffic signal system just like motor vehicles at the intersections at each end of Bunny St.

To assist cyclists, WCC marked the more sensitive part of the loop by a line of six white diamonds, preceded by a small bicycle symbol painted on the roadway. Cyclists just ride along the line of diamonds and voila, the lights change to green shortly after!



Why a line of white diamonds etc.? WCC is just following the practice recommended in the Australian publication, Austroads Guide to Traffic Engineering Practice Bicycles, Part 14 (1999) (page 30) reproduced here.

Typical Pavement Marking of Sensitive Area of Loop

The bottom photo in the *ChainLinks* article (note the sawcut in the road where the cable loop is buried), shows part of the junction of the wharf promenade, where it meets Waterloo Quay (a six lane arterial road). Many cyclists prefer riding around the harbour promenade to avoid the traffic on the Quays (and it's much more pleasant with harbour views etc.). However most of the traffic signal phase is given to the busiest street (Waterloo Quay) and until last year the traffic loop on the promenade did not detect bicycles. So buoyed by the success of the Bunny St detection system we contacted the signals engineer at WCC and suggested that the sensitivity of the wharf loops be modified to detect bicycles and he agreed. Now bicycles are detected as they come off the wharf to cross Waterloo Quay. However this loop detection system was not marked for cyclists as in Bunny St. To get this done involved talking to the road marking engineer at WCC and he agreed to have the most sensitive part of the detection loop marked for cyclists. This was done in an interim fashion by the yellow hand-sprayed bicycle symbol in the *ChainLinks* photo. This has



since been removed and replaced by the Austroads markings as in Bunny St.

We did suggest to the road marking engineer that a small sign (e.g. *Bicycle-sensitive traffic signals*) be placed at the intersection to inform cyclists that the system now detects bicycles and the lights will change and they don't have to use the nearby pedestrian lights any more ...*but...* he said that cyclists should quickly realise that they were being detected and would tell fellow cyclists and there was no need for a sign.

Further progress was made when the signals engineer agreed to modify the sensitivity of the traffic signals at the southern end of the harbour promenade where cyclists can exit and cross the one way

system as they head towards Wellington's southern suburbs. This intersection has also been painted according to the Austroads marking system.

While Wellington City Council is certainly not the most proactive local body in New Zealand when it comes to providing facilities and infrastructure for cyclists, it should be given credit when it does provide a new facility which makes life just a little bit easier (and safer) for local cyclists. 🚲

Ron McGann, member Cycle Aware Wellington



Pedaltours

Bicycle Holidays since 1985
New Zealand
Australia, Vietnam
Fully supported
From 2 to 22 days
Excellent accommodation and meals



Email: info@pedaltours.co.nz
Tollfree: 0800 302-0968

PO Box 37-575,
Parnell, Auckland

Cycle Tourism

Following request from readers ChainLinks would like to carry a regular section on cycle tourism/touring. Of course that means we need articles to print! So please send in photos, articles, trip reports, tips etc. for future issues. These could be from New Zealand, from trips you've made abroad, or ideas for promoting cycle touring to NZ, etc. Remember ChainLinks is largely what you make it! To start with this month we have a report of a meeting with the Tourism Industry Association of NZ.

Tourism Industry Association of NZ Meeting

CAN's campaign secretary Robert Ibell met on 3 April with Scott Pearson, the person currently responsible for the adventure tourism sector for the Tourism Industry Association of NZ.

Data

In order to help address the lack of information about cycle tourism in NZ, TIANZ are looking at the possibility of a survey of the cycle tourism sector. This would include liaison with cycle tourism operators.

Quality standards development

TIANZ are working on this, including a standard for adventure cycling to be finalised by end of May. TIANZ will consult with cycling groups, including CAN. TIANZ will investigate the possibility of SFRITO involvement in developing training standards for cycle tour guides.

Environmental standards

Green Globe 21 involves environmental standards for tourism operators. See <www.greenglobe.com> or <www.ggasiapacific.au>.

Regional tourism organisations

It's worthwhile CAN contacting the 26 regional organisations re cycle tourism (e.g. promotion, infrastructure needs, collecting/disseminating information on cycle tourists). Kiwi Rides may provide cycling activities for tourists who don't want to do full-scale touring.

Economic benefits

Scott is undertaking research into economic benefits of different parts of the adventure tourism sector (currently over 50 parts to the sector). Vital to obtain economic data to support case for more attention to be paid to cycle tourism.

Industry co-operation

Need to get cycle tourism operators (on & off-road) together to jointly develop the sector. Some companies (e.g. Natural High) are multi-

product. Might be worth encouraging other adventure tourism operators to include cycle tourism.

NZ Tourism Board

Scott is to talk to them regarding (i) the possibility of a marketing network for cycle tourism operators; (ii) the most appropriate website for disseminating information on cycle tourism; (iii) how to encourage Visitor Information Network outlets to keep information on cycle tourism (including route/track maps where available).

Future meeting

A meeting between cycle tourism operators, TIANZ reps and other interested people is to be set up during the TIANZ's "Tourism Rendezvous in NZ" conference in Auckland, 20-23 May.

It was agreed that the desire to promote cycle tourism needs to be balanced against potential problems like lack of adequate infrastructure (e.g. road shoulder), motorist behaviour etc.

The <www.purenz.com> website lists 46 cycle touring/mountain-biking companies. CAN will be contacting them to inform them of our initiatives and encourage them to take part. CAN is keen to see cycle tour operators co-operating to jointly promote the industry and to help advocate for better conditions for cycle tourists on our roads.

CAN has set up an email group for people interested in helping in the area of cycle tourism. If you want to join the group, contact Robert Ibell at <dawbell@actrix.gen.nz>, 04-385 2557. 🚲

Community Road Safety Programme

The Land Transport Safety Authority, which administers the Community Road Safety Programme (CRSP), is doing a review of how the programme works. CRSP was "designed to target local resources and effort, to develop and motivate local partnerships, and to integrate road safety activities at a local level", and the review is to look at ways in which the programme may be enhanced.

Many of the recommendations of the review are to do with organisational matters such as 'increased clarity about the operation of the CRSP' and "more effective and streamlined decision-making". Other recommendations deal with building a qualification for Road Safety Co-ordinators, and with the development of "clear definitions, purpose and measurement criteria for CRSPs".

Other suggested changes are to give local authorities (and other organisations) greater flexibility to employ a greater number of Road Safety Co-ordinators, to shift larger-scale social marketing and advertising campaigns to be directly done by the LTSA, and to reduce the required

evaluation processes and accountability requirements for small CRSP grants.

CAN has not been involved in this review up till now, and has only just received the document. We will be reading it to see if there are matters we should comments on. Anyone who has experience of using the CRSP or working with their local Road Safety Co-ordinator, and who has comments to make on the system, please contact Robert on dawbell@actrix.gen.nz, phone 04-385 2557 or write to the CAN postbox. The website for the review is www.ltsa.govt.nz/crsp/index.html or contact Alison McDonald <am1@ltsa.govt.nz>, 04-494 8722 for more information. 🚲

Starting A New Group In Your Area

This need not be as hard as you think. CAN is at present working on a handbook and kitset, which will help you do just this. This tool kit will be available within the next 4 weeks and can be sent to you on request.

Most CAN groups have started as small informal groups of people getting together to either propose an off-road track or push for cycling in their area, by submitting to their Council's Annual Plan. Sometimes you can help save ratepayers' money by opposing cycle facilities that just won't work in the long run.

CAN is happy to assist with running your member database and other administrative tasks to leave you free to advocate in your district.

Think about it. 🚲

Liz Mikkelsen, Membership Secretary

March LTSA Meeting With CAN

CAN met with the LTSA Director and Head Office staff in March. The meeting followed on from a previous introductory meeting in October last year. The aim was to seek progress on various cycling-related safety issues, particularly in light of the government's recent transport policy announcements.

The LTSA noted that the road safety component of the new transport package was still being developed and that it would reflect the priorities set by government in its recent announcement. Likewise, details of the additional \$34 million safety funding and 2010 road safety strategy were still being finalised. CAN suggested that cycling-specific work programmes could be initiated now under current safety priorities and available baseline funding.

Considerable discussion took place on LTSA's current approach to safety funding. Because of motor vehicle numbers, LTSA will continue to focus on safety issues for them. CAN expressed concern that this only continues

to under-resource cycling, reducing cyclist numbers. LTSA acknowledged the problems in getting sufficient statistics; they hope to undertake ongoing travel surveys to maintain cycle exposure data. Regarding LTSA's concerns about promoting cycling if it leads to more cyclists in unsafe situations, CAN pointed out the findings that indicate increasing cycle safety with increasing numbers of cyclists.

Other discussion included local community funding for cycle safety programmes, leading trials of overseas best practice, 30km/h speed limit areas, cyclist training, and cycle count/crash data. A number of other issues were also passed onto LTSA that could not be discussed in the time available (e.g. bikes on public transport, industry consultative group representation, helmet legislation review), and CAN awaits a response from LTSA on these.

CAN offered to provide further ideas for priority projects in LTSA's work programme, as well as details of research it was aware of on some of the issues discussed at the meeting. LTSA will look to inform CAN when opportunities for comment arise on relevant issues. Once again, CAN thanks LTSA for the time taken to meet and deal with a wide range of issues.

For further information about this meeting, contact Glen Koorey (koorey@paradise.net.nz). A full copy of the meeting minutes will also be posted on the CAN website in due course. 🚲

Glen Koorey

London Mayor Confirms Congestion Charge

London Mayor, Ken Livingstone, has formalised his controversial congestion tax. The tax is to come into force in February next year.

The tax will be charged to most cars and trucks, but will exclude certain vehicles such as emergency services, taxis, motorbikes and certain public service vehicles. The tax covers an 8 square mile area of central London – including the West End, Whitehall, the financial district and much of Southwark. Vehicles will be charged £5 (NZ\$16) for each day they are inside the charging area. A fine of £80 (NZ\$250) will be charged if vehicles enter the area without first having paid the tax.

It is hoped the tax will reduce traffic by up to 15% per year. In the process around £150 million (NZ\$490 million) will be raised every year. The project is expected to have paid for itself inside 18 months. All subsequent income will go toward improving London's public transport services, mostly to buses.

Livingstone hopes the tax will help solve the congestion problem which currently costs London around £2 billion (NZ\$6.5 billion) every year. Congestion currently restricts the average speed of vehicles in the city centre, during peak periods to around 9mph (14kph).

While opinion polls show the majority of Londoners are opposed to the scheme that may change. Over two-thirds of residents in the Norwegian city of Trondheim, were opposed to a similar scheme when it was introduced over a decade ago. Now the same percentage of residents say the scheme is worthwhile as it saves time and eases personal tension.

For more information check out the Mayor of London's website: <www.london.gov.uk/mayor/index.htm>.

EECA

Cycling Training for Teachers

Late last year Cycle Aware Wellington and the New Zealand Police in conjunction with the Wellington City Council's road safety co-ordinator ran 2 day long workshops on cycle training for teachers at the College of Education in Wellington. Const Roly Hermans of the Wellington City Youth Education Services and Marilyn Northcotte of Cycle Aware's Education & Safety group aka 'The Bike Lady' facilitated the workshops.

The workshops were attended by 16 teachers from 10 schools in the area. A proviso of uptaking the offer of training was that teachers made a commitment to running a cycling activity at their school preferably, but not necessarily, during National Bike Week. The facilitators of the workshops would also continue to be available to offer support to teachers for their activities.

The response to the training offered at the workshops has been very positive, and since last year we have had 7 of the schools run activities for their students with verbal commitment from some of the others to run activities later this year. I participated in activities during bike week at 3 of the schools, and several of the other schools in the weeks before and after Bike Week.

The range of activities undertaken by the schools has varied. Kiwi Cycling programmes, units on the bicycle and bicycle skills, one that culminated in a ride up the Rimutaka Incline, and a school that organised teaching skills and assessed riders to determine which students were capable of participating in a short road ride from their school to a local park. Truly awesome!

It has been a very positive encouraging experience for me to work with so many groups that are committed to cycling. This has been a very successful, well-supported and positive project, and a good use of road safety dollars. I would like to acknowledge Cristina van Dam, Wellington City Council Road Safety Coordinator, who continues to advocate and support cycling in Wellington and I look forward to working with her on similar projects again. ☺

Marilyn Northcotte Cycle, Aware Wellington
<marilynnorthcotte@hotmail.com>

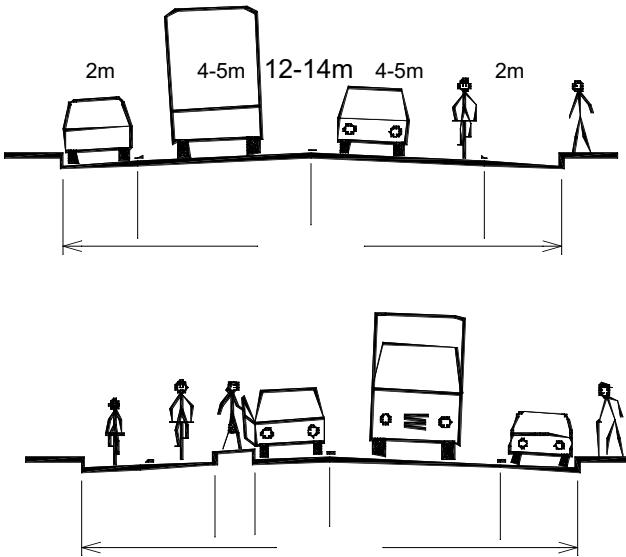
Designing For Cyclists

Going Against The Flow

One way to encourage cycling is to give them an advantage over motorists in terms of getting around town conveniently. For example, by having a pedestrian/cycle-only bridge while motorists have to go the long way around.

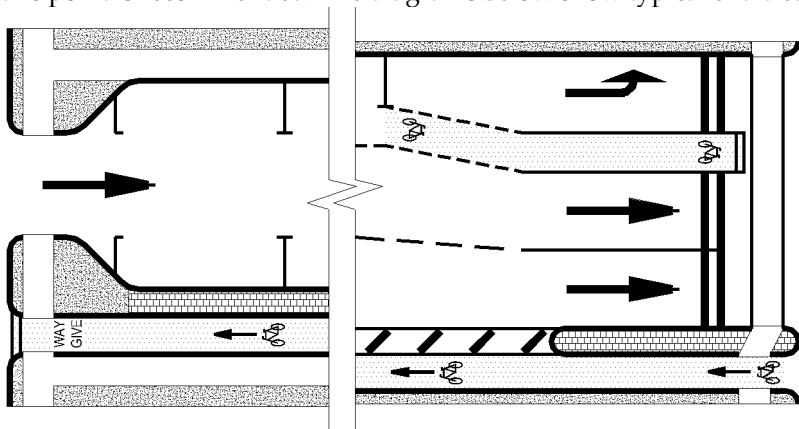
Another way to achieve this advantage is by “contra-flow” lanes. This is where cyclists can travel in either direction on a road that is only one-way for motorists. This technique still allows access for motor vehicles (often a major concern for central city areas; they will learn one day...) but with less convenience than cyclists in terms of the overall network. A short piece of contra-flow path may also help to provide route continuity where a one-way street currently prevents this (e.g. Tuam St in Christchurch).

Consider a typical urban street, 12-14m wide. Normal two-way operation would probably see parking lanes and traffic lanes on each side. The same width could however be converted into a one-way lane (with enough width for vehicles to manoeuvre past each other if necessary), with parking lanes each side and a two-way cycleway with a separation strip, as indicated in the figures below.



There are a number of different permutations on this design. For example, for cyclists who are travelling in the same direction as the motorists, you might keep them on the road in a cycle lane (particularly for continuity along a route). Or you might remove parking on the same side as the contra-flow lane to avoid pedestrian-cyclist conflicts. Your choices will be dictated somewhat by the available road width, the land uses adjacent to the street and the adjoining road sections.

Two important principles should be supported. Firstly the opposing cyclists should ideally be physically separated from other traffic by a barrier/kerb/median of some sort. This is particularly important on higher speed roads or where encroachment by opposing traffic is likely (e.g. curves and intersections). Secondly, the end treatments at intersections need to be very clearly laid out so that everyone is aware who can go where. In most cases, physically separating the contra-flow lane at this point is recommended. The diagrams below show typical end treatments.



As with many cycling treatments, the use of coloured surfacing at “stress” points and copious cycle signs and markings can help to highlight things better, particularly where there is no physical separation. Direction arrows next to cycle signs and markings would help to eliminate any confusion over which cyclists can use the facility. For fully on-road facilities, it probably pays to put the contra-flow cyclists to the right of the one-way traffic, i.e. where they would expect them to be in a two-way situation.



Another way to achieve a similar effect, particularly in local area traffic management schemes, is to create a “false” one-way entrance. This allows either entry only or exit only to a two-way street for motorists at one end, but lets cyclists bypass this restriction. The picture above shows an example from Australia, where only cyclists are allowed to exit the street here (with a cycle signal provided at the intersection).

Many people often feel that, in this day and age, cyclists are pedalling against the mainstream. Now you can make them do so legally!

Some Relevant Reading

- Austroads, 1999. *Guide to Traffic Engineering Practice, Part 14: Bicycles*, Section 4.4.3 (Contra-Flow Road Treatments) and Section 5.3.4 (Contra-Flow Intersection Details)
- Sustrans 1997. *National Cycle Network: Guidelines and Practical Details* – some good design details.
- DETR, 1998. *Contraflow Cycling*. Traffic Advisory Leaflet 06-98, UK Dept of the Environment, Transport and the Regions. Web: <<http://www.roads.dtlr.gov.uk/roadnetwork/ditm/tal/cycle/0698/index.htm>>.

Glen Koorey, <koorey@paradise.net.nz>

Meeting with Transfund

Jane Dawson, Glen Koorey and Robert Ibell from CAN met with Bob Alkema and Kris Eriksen at Transfund head office on 18 March. Kris is taking over from Kate Collins while she is on leave for six months.

Government's recent transport policy/funding announcements

Transfund is looking at how to implement the Government's decisions. Most of the new funding will be available in the next financial year. Transfund are still working within their existing framework. If the legislation governing Transfund changes, they will have to look at changing that.

Transfund's cycling work programme

The priorities that came from the Cycling Advisory Group are being considered by Transfund. CAN would like to see Transfund staff time ring-fenced for work on cycling issues. CAN suggested the following items:

1. Review of vehicle operating costs for cyclists;
2. Work on identifying network benefits;
3. Research strategy;
4. Quantifying the benefits of speed limits less than 50km/hr;

5. Safety audit process – Transfund said the revised audit procedures are currently out being peer reviewed.

Funding of off-road cycleways along State Highways

Transfund is having to review their Project & Funding Manual (PFM) long term; will need an interim document for next year. CAN is aware of suggested changes to PFM to better accommodate cycling (and pedestrian) projects.

Procedures to ensure roading project applications support cycling

There was a discussion of the bottleneck for cycling projects at the local authority level and ideas for helping relieve that. Transfund is asking that TLAs have cycling strategies in place, and funding is available for regional strategies. CAN suggested a question for non-cycling specific projects that they are “cycling neutral” (as a minimum). The questions are driven by legislative requirement, but there is scope for adding it.

CAN felt that Transfund could investigate producing a simplified procedure for cycling projects, with all relevant benefit values at hand, in the same way that they currently do for a number of other generic project categories (seal widening, bridge replacements, etc.).

Engineers/planners training course

This is a priority for CAN. Transfund suggested to try for funding through both education and training budget and the Government’s announced \$3 million.

National Traffic Database

CAN suggested inclusion of cycling data, annual Road Controlling Authority (RCA) reporting of cycleway/lane lengths, and the need to promote and fund cycle count data with RCAs. CAN raised the particular problem of rural roads which can carry training cyclists and tourists, but there is no information on that. Montgomery Watson Harza are doing research on cycle counting techniques. Annual Performance Indicators have nothing on cycling. Discussed ways to do this, and need for measuring to be consistent.

Technical workshop in 2002 and cycling conference in 2003

CAN alerted Transfund to future cycling plans, and expressed hope that Transfund would continue its support.

Research Key Topic Areas

Looking through the key topic areas of Transfund’s research strategy, cycling is not specifically identified, except under Safety . Under Travel Behaviour for example, another relevant area, the first KTA specifically mentions passenger transport only. While most of the

other KTAs in this area aren't mode-specific, the inference could be made that it is only dealing with cars vs PT. It would be nice if they were a bit more explicit about the range of modes that can be addressed. Probably in light of the Government's recent refocus on a "land transport" system, the research strategy needs amending.

Other items

CAN suggested production of a document on "The Ins and Outs of Cycle Treatment" along the lines of "The Ins and Outs of Roundabouts". This could be advisory only, so not tied to the finalising of standards.

For further information about the Transfund meeting, contact Jane Dawson, dawbell@actrix.gen.nz, 04-385 2557. 🚲

Cycling News From Around New Zealand

February:

- Wellington City Council propose cycle lanes along Thorndon Quay to link the existing Hutt Valley cycle route safely to town.
- Auckland Regional Council formally adopts a cycling strategy bidding to double the numbers of cyclists in Auckland by 2010.
- Taupo District Council initiates a safe cycling to school programme for Tauhara College and Taupo Intermediate, as part of their new cycling promotion strategy.
- Napier City Council launches its cycle strategy, with plans to spend \$9 million over 10 years providing on and off-road cycleways.
- New Plymouth's new coastal walkway sees a boom in cyclists out and about, with many cycle shops busy fixing up resurrected "garage ornaments".
- Community pressure is put on Hastings District Council to speed up improvements to a busy narrow bridge linking the city with Havelock North, after a schoolboy cyclist is killed by a passing truck.
- Christchurch is to consider options for improving cycling safety along the popular Riccarton Road route, where intensive traffic and shopping development create significant headaches.

March:

- Marlborough's Cycleway Group aim to get stage one of a regional cycleway network up and running by Christmas, linking popular attractions such as vineyards.
- North Shore City Council and local triathletes consider dropping appeals to Transit NZ on its proposed 2.6m shared pedestrian/cycle two-way

path on the Upper Harbour Bridge duplication, if a 3.6m facility is provided.

- Former world junior cycling champion Jeremy Yates is dumped from the BikeWise safety campaign after refusing to wear a helmet during club races. *[Proof again that the lid law **inhibits** progress on **real** safety. Ed.]*
- The death of a schoolboy cyclist at a Palmerston North intersection prompts calls for the council to speed up its plans for more cycle facilities. But Bike Plan funding is left off the draft annual plan...

April:

- A Christchurch City councillor suggests that the council move towards a registration or warrant of fitness scheme for bicycles to counter concerns over poorly maintained bikes.
- Construction starts on a 2m wide clip-on cycle/pedestrian lane on Wanganui's Cobham Bridge, two years after two boys were killed cycling on the bridge. 🚲

Glen Koorey

Healthy Action – Healthy Eating

CAN made a submission to the Ministry of Health recently on their draft strategy for “an integrated approach to physical activity, nutrition and healthy weight for NZ.” Our submission was supportive of the draft, particularly two of the “guiding principles” of the document: collaboration and co-ordination; and life-course approach. We said that it is vital to have inter-agency co-operation in order to encourage people to make fundamental life-style changes, and cited difficulties we have experienced trying to reconcile the “more active more often” health messages with the “cycling is dangerous” messages and motor vehicle-centred policies we get from other government agencies. We also suggested that establishing patterns of biking or walking to school, and normalising the use of active transport in early years is likely to change people’s behaviour patterns in later life.

Approaches for action which we highlighted included

- creating infrastructure to support cycling and walking
- Share the Road campaigns
- Safe Routes to Schools projects
- “TravelSmart” programmes (e.g. in Perth)
- cycling skills courses for children and adults
- the health sector setting an example in the use of active transport.

Contact us if you want a copy of our submission. 🚲

Meeting with Transit NZ

A meeting was held at Transit head office on 19 March. Attending from Transit were Dennis Davis, David Young, Phil Peet and Ian Clark. CAN was represented by Patrick Morgan, Jane Dawson and Robert Ibell. Issues discussed included:

Impact of Government's recent transport policy/funding announcements

Transit accepted they have an important role in promoting cycling (e.g. in taking the initiative with local authorities to jointly plan & implement cycle route networks)

Transit cycling champions

Transit are to draw up guidelines for the champions. The champions are to meet up if the one-day workshop goes ahead in 2002 (see below). Transit are to encourage champions to initiate regular contact with CAN groups and sports cycling groups. CAN urged Transit to provide support and authority to the champions.

Transit cycling work programme & budget

CAN suggested Transit need to ensure key projects are progressed by allocating sufficient money and staff time. Transit's budgets to be set within a fortnight or so. CAN to send Transit their priorities

Transit cycling policy

Transit are awaiting a key staff appointment before this can be progressed.

Cycling Standards Advisory Group

The Austroads 14 project is in Transit's 02/03 programme but they current lack the staff resources to manage a consultant. The timing of the next CSAG meeting depends on progress being made on this.

Funding of off-road cycleways

Transit recognises there is a case for them to assume responsibility for off-road cycleways alongside State Highways.

State Highway review

in progress. CAN to make submission.

Retrofitting cycle facilities to existing State Highways

CAN suggested there was a need for Transit to be proactive with regard to narrow bridges, on/off-road cycle facilities, re-marking etc. rather than waiting for crashes. Transit are to ask cycling champions to examine all projects with a view to possible cycling improvements.

Lyttelton tunnel cyclist access

the tunnel maintenance vehicle is not considered a practical option for carrying bikes. Transit are to liaise with the LTSA to try and resolve issues around carriage of bikes in or on buses. CAN suggested front mounted racks are preferable to rear mounted ones

Technical workshop in 2002 and cycling conference in 2003

Transit to consider co-hosting a 2002 workshop.

Cycle counting

Transit suggested counting cyclists on key urban and rural routes could be part of SH strategy studies on a 5 year basis. Cycle counts could be done now on an informal basis by cycling champions, but key issue is how to do accurate counts (e.g. need research to see if informal means can act as proxy for more extensive counting)

Customer satisfaction/feedback surveys

CAN proposed a specific cyclists survey and improvements to the general survey (e.g. to consider crossing, and access to, State Highways).

Quotable Quotes

“We actively discourage cyclists from using this stretch of road at all, and strongly recommend alternative routes are taken – even if they are longer and less convenient”

Rebecca Loader, Hutt City transportation engineer, responds to complaints about the lack of shoulders on SH2 near Lower Hutt. But then, it is actually Transit’s problem... (Hutt News 22/01/02)

“From what I have seen so far, not many students bike. But if this plan makes it safer for even a few cyclists, that’s great.”

Kaikorai Valley College principal Philip Craigie takes an enlightened view to the proposal in Dunedin to turn a narrow four-lane road into two wide lanes. (Otago Daily Times 30/01/02)

“Our biggest increase in new bike sales are from people in their 60s and 70s.”

New Plymouth bike shop owner Glen Demchy finds that age is no barrier in the city’s cycling boom. (North Taranaki Midweek 6/02/02)

“Pedestrians and cyclists need to have more of a focus. We are trying to encourage more of this because they are both safe, healthy forms of transport.”

Otago LTSA Regional Manager John Doesburg spreads the good word, even after the death of a cyclist in South Westland. (Otago Daily Times 26/02/02)

“Tauranga’s roads are at present so congested and its roundabouts so dangerous, that it would be hard to make progress on a cycling strategy.”

Tauranga’s mayor Jan Beange misses the irony, while grumbling about the lack of local road funding in the new transport package. (Bay of Plenty Times 4/03/02)

Collated by Glen Koorey

University Of Canterbury Launches ME In Transportation

The Department of Civil Engineering at the University of Canterbury has announced it will offer a new degree – a Master of Engineering in Transportation.

The degree will focus on developing an understanding of fundamental issues and methods, so graduates are capable of solving new problems as they arise.

There will be six taught papers available under the programme. Two each in transport planning, traffic engineering and pavement engineering.

The degree has been designed with a flexible structure suitable for practising professionals. Students can decide how many taught papers they will take (between 0 and 6) and adjust the amount of research accordingly. The papers will be taught in two blocks of 3 days, with other course work being carried out via the Internet. The degree is being offered in collaboration with the University of Auckland, students may take up to half of their taught papers at Auckland.

The importance of the degree has been recognised by the industry and Government. Start-up funding has been received from Transfund New Zealand (\$500,000), the Road Safety Trust (\$100,000) and the Land Transport Safety Authority (\$75,000). Transit New Zealand and private consulting firms have agreed to provide support in the form of research supervision and teaching.

For more information contact the Department of Civil Engineering’s Postgraduate Administrator (<pgradinfo@civil.canterbury.ac.nz>) or check out the Department’s website <www.civil.canterbury.ac.nz>. ☺

EECA

STOP PRESS

We have just received notification from the Minister of Transport, Mark Gosche, that CAN is one of the interest groups they would like to get feedback from on the draft NZ Transport Strategy. We will be meeting with them in late May, and will receive a copy of the draft strategy earlier that month. If you would like to be involved in this feedback process, please let Jane know on dawbell@actrix.gen.nz or 04-385 2557. The Government has committed itself to releasing the NZTS in August this year. 🚲

Photo Gallery

These two photographs and the one on the front cover were spotted by Jason Smith and sent in. Apologies for the quality, the originals are low quality compressed digital images. The roundabout shown is in England.





no nonsense
cycle wear

only available directly from...

www.groundeffect.co.nz

PLEASE JOIN ME UP TO CAN

Name

Address

Phone

Fax

Email

Occupation

MEMBERSHIP FEES

Unwaged	\$15
Family	\$25
Waged	\$20
Supporting Organisation	\$50

Membership Fee \$

Plus a donation of \$

Total \$

Please make cheque payable to
Cycling Advocates Network

Please send information about 'Cycle Safe' Insurance

How did you find out about CAN?

.....

.....

Please send with your cheque to: Cycle Advocates Network,
PO Box 6491, Auckland

Deadline for next issue is July 20th 2002

Please submit news items, articles, "Letters to the Editor", "comment" etc. Send to <ChainLinks@can.org.nz>, or post items c/o CAN, PO Box 6491, Auckland – electronic submission is strongly encouraged. For advertising inquires please email <can@actrix.gen.nz> or write to CAN. ☺

