

# *ChainLinks*

The newsletter of the Cycling Advocates Network (NZ)

Jan-Mar 03

---

# Bicycling Is Not A Crime!

---



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

Tel/Fax: 04-385-2557

Email: [secretary@can.org.nz](mailto:secretary@can.org.nz)  
[ChainLinks@can.org.nz](mailto:ChainLinks@can.org.nz)  
(newsletter)

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

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

## Bicycling Is Not A Crime...

Or is it? Bicycling without a helmet in NZ can earn up to a \$500 fine.

### *But Do Helmets Work?*

A study published in Accident Analysis and Prevention in 1997 by Scuffham on voluntary helmet wearing rates in NZ between 1986 and 1993 found no association with head injury despite an increase from 5% to 65% in helmet use. This is the definitive piece in NZ on bicycle helmet effectiveness.

### *Why Wouldn't Helmets Work?*

It has been known for 20 years that serious head injury occurs because of the head rapidly rotating around its own axis. Imagine a football spinning on a pole. Add a helmet to this. A helmet will not reduce the forces and may by adding to the weight and volume of the head actually increase them. Helmets will protect against superficial injury but these are treatable and rarely life threatening.

### *But what's the problem in wearing a helmet?*

Obviously quite a lot. People have voted with their pedals on this one. Bicycling has decreased by 20% in New Zealand recently, and in countries where they looked at the figures before and after the law it decreased by an average of 30%. It is known that the fewer cyclists you have in a population, the more dangerous it is for the individual cyclist.

### *Is Bicycling Dangerous?*

**NO!** If you cycle regularly you will feel fitter and look slimmer, have lower cholesterol, lower blood pressure and much less chance of a heart attack or stroke compared to a non-cyclist. You would have to bicycle 50 million km before your average bicyclist would have a death. That's 1,000 times around the world.

### *What To Do?*

For these reason cyclists should encourage more cyclists. We need to encourage councils into creating cycle lanes, work places into providing showers and safe housing (how much land and money do they spend on carparks?), school kids to cycle – employ instructors to teach them proficiency, government into punishment of careless or speeding drivers, and people to get out of their cars, walk, run and **CYCLE**.

...and the bicycle helmet law? **IGNORE IT**. Throughout history there have been unfair laws. Bicycling is fun, safe and good for you and your neighbours. Wearing a helmet is **YOUR** choice.

If you receive a fine or harassment, or simply want to get involved with changing the law please contact us at: <cycling\_for\_fun@paradise.net.nz>.

*Dr Dan Keown MBChB, Wellington*

## In The Rest Of This Issue

|   |    |
|---|----|
| Letters .....                                       | 3  |
| Editorial: Endgame?.....                            | 7  |
| Bicycle Counting: North & South .....               | 9  |
| Sustainable Transport – A Special Green Report..... | 11 |
| Snippets .....                                      | 13 |
| Cycling in Hamilton is Under Threat .....           | 14 |
| Spokes Canterbury – Report For 2002.....            | 15 |
| Cycling News From Around New Zealand .....          | 17 |
| Space – The Final Frontier... ..                    | 19 |
| Bike Wise Week 2003 – 15-23 February .....          | 22 |
| Kapiti Coast & Bike Week .....                      | 22 |
| Meetings .....                                      | 23 |
| The Big Push – UK news .....                        | 25 |
| Traffic Penalties Review.....                       | 26 |
| 2003 Cycling Conference.....                        | 27 |
| Recent CAN Media Releases .....                     | 27 |
| Drivers on Cyclists.....                            | 29 |
| Reviews.....  | 29 |
| Transit NZ “Cycle Champions” .....                  | 32 |
| A Chain Reaction.....                               | 33 |
| Quotable Quotes.....                                | 43 |
| I Want, I Want, I Want... ..                        | 46 |
| Velocity – Christchurch Cycle Builder .....         | 49 |
| Photo Gallery .....                                 | 50 |

---

### Letters

Dear *Dominion Post* Editor,

We welcome Dan Keown’s case against the compulsory wearing of cycle helmets in New Zealand (*Dominion Post*, Oct 28). Since early retirement in England eight years ago, we have cycled in 50 countries on five continents and in 2001 we cycled 8200 kilometres in New Zealand as part of a 22,000km round-the-world ride.

We rate New Zealand as one of the most dangerous countries in the world for cyclists. Most developed countries have provision for, an awareness of and even respect for bicycles; most developing countries are accustomed to the bicycle and have learned to grow with it.

Neither applies to New Zealand.

Forcing us to tie a lump of inflammable plastic to our heads is no response to the problems and dangers we found every day on the roads.

The flimsy helmet itself can cause injuries – the strap cuts across the throat, the helmet can catch on the ground, twisting the neck, and it causes serious over-heating when hill-climbing on a warm day.

Few countries force the wearing of this contraption, not even the super-safety-conscious and highly regulated countries of northern Europe.

They put their emphasis on promoting cycling as a counter-measure to the many ills of modern society – air pollution, traffic jams, obesity, heart disease, diabetes, asthma, etc. – by providing cycle lanes, priority for cyclists at junctions (roundabouts can be death traps) and heavy penalties for offending motorists.

That's the way to go to become truly clean and green. ☸

*Barry and Margaret Williamson  
Lancashire, England*

---

Hi there CAN fans,

I always enjoy receiving *ChainLinks* and reading the words of wisdom from the editor.

The latest issue was no exception. Transfund's list of upcoming projects, Mike Wards wisdom, Urban design set to deal with cycling and pedestrian issues, Commuter Bikes, Reliable counting of cycle numbers, Living Streets concept taking a further step in Christchurch.

This is great stuff. At this rate CAN will be redundant in a few years and we will all be able to go cycle touring. Then I came across the article "Inventor of the three point safety belt dies". All credit to Nils Bohlin who invented the three point safety belt, but what's this got to do with cycling?

The wearing of seat belts is in the same league as the wearing of cycle helmets. They protect the user from themselves and are probably a good idea, but should they be compulsory?

Given the anti-helmet law views often expressed in this publication it seems strange the inventor of the seat belt is given space.

Will the inventor of the cycle helmet also be given space when they die? ☸

*Iain Dephoff*

PS. Who is the inventor of the cycle helmet?

*The Editor replies:*

Though *ChainLinks* is of course aimed at the cycle advocate many such people will have wider interests in road safety, transport management, and the environment. Though we have no plans to expand our coverage in general, odd items from this wider area are often included and the story on Nils Bohlin was one of those.

We would contend however your claim that seatbelts and bicycle helmets are in the same category. Due to the speeds and forces involved motorists can, and very often do, cause themselves and others serious injury (or worse). Seatbelts are proven to reduce *motorist* casualties. On the other hand, due to the much lower speeds and forces involved, bicyclists rarely seriously injury themselves or others – grazed knees are the most likely outcome. Bicyclists, along with pedestrians, are unfortunately the victims of motorists and then much more serious injuries are the norm, but bicycle helmets are not designed to protect against such attacks. This comparison places seatbelts and bicycle helmets in quite different leagues, wearing a seatbelt but not a bicycle helmet is quite a logical choice.

In asking whether seatbelts should be compulsory you raise an interesting point. Most people would accept that Society has a right to impose safety requirements (and other laws), provided they do so in a consistent and fair manner without discrimination – which is one test the bicycle helmet legislation fails dramatically, but which cannot be said about seatbelts.

But the real question is does the compulsory wearing of seatbelts reduce injuries? In isolation the answer is yes, despite risk compensation resulting in higher accident levels post compulsion, the number of *motorist* injuries dropped. However, and its a very big however!, it has been reported that the number of *cyclist and pedestrian* injuries caused by motorists post seatbelt legislation went **up** by more than the motorist injuries went down. This suggests looking at the bigger picture that seatbelt compulsion may not have been a good thing...

On your final point asking who invented the bicycle helmet, we do not know. What is reported is that the current foam plastic hat was made popular in the USA as a fashion, not a safety, accessory...

Thank you for such a thought provoking letter! ☺

---

Dear *Taupo Times* Editor,

A recent local blitz on cycle helmets by the forces of law and very little order had some immediate results.

A school with a roll of round 700 had 20 cyclists pre-blitz. That figure in itself is a tragedy but worse was to come.

The numbers dropped to 10 immediately after the clampdown. Just think, if they repeat the exercise, numbers can be whittled to five. For every cause there is a reaction and because of this and many other incidents it is imperative this helmet law is removed.

A national group is being set up to ensure this happens under the auspices of myself and a Wellington-based trauma doctor.

Laws like this are often brought in with good intentions but so is the road to hell paved.

As a result cyclist numbers, especially among teenagers, have drastically reduced. They simply stopped cycling. So attendant health benefits and vital road user awareness experience for later driving has been lost.

The hassle of “skid lids” far outweighs any limited benefits. The social damage this law has caused is immense.

Even after its removal, it will take a long time to repair the harm caused. Put quite simply, trying to force four million people to wear a helmet is out of all proportion to the risks. The point is, in order to get hurt you must first fall off your bike. Even then most injuries are not skull related.

I would also love to know where the LTSA get their statistics of an 89% compliance rate. Yea right! That truly is a fantasy.

I choose not to wear a helmet and enjoy the feel of the wind washing over my receding forehead and tugging at what is left of my scant locks. My biggest problem is avoiding a sunburnt pate!

Do we need this law? No! Should we have a choice? Yes! ☺

*Graeme Trass  
(Taupo Times 22 November 2002)*

**STOP PRESS:** Graeme has just been given his first ever ticket for bicycling without a helmet. He intends to fight the law through the Courts. Ed.

---

Dear *ChainLinks*,

Reading the obituary for Ivan Illich in the Herald today (14/12/2002) reminded me that he was a major influence, back in the seventies, to persuade me to ride a bicycle to work and never to run a second car.

We never have owned a second car. We continue to use bicycles and public transport and in the process have saved heaps of time using Illich’s reasoning.

Ivan Illich was a philosopher who challenged the status quo in many areas – as well as transportation. In considering the use of a car he argued that the time to earn the money, clean the car etc. had to be added to the time of travel.

His conclusion: “The average American spends 1600 hours to get 12,000 km in his car, i.e. an average of 7.5 km/hour.”

As for bicycles, he said “The bicycle is the perfect transducer to match man’s metabolic energy to the impedance of locomotion. Equipped with this tool, man outstrips the efficiency of not only all machines but all other animals as well.”

To find his writing on the web I searched “Ivan Illich bicycle”. The above came from *Toward a History of Needs*. New York: Pantheon, 1978. ☺

*John Gregory*

## Editorial: Endgame?

“Helmets? On yer bike” was the title of a *Dominion Post* article on Labour Day. The article opened:

*“Emergency ward doctor Dan Keown loves to ride his bike. He loves knowing his method of commuting to work is not polluting the environment and is boosting his health and fitness; he loves being able to nip in and out of traffic jams and feel the breeze in his hair...”*

*But wait a minute, what’s a doctor doing cycling without a helmet?”*

Wait a minute indeed! Though elsewhere in the world it is common for the medical profession to speak out against bicycle helmet legislation; e.g. an Australian doctor has described their legislation as “unfortunate”, the British Medical Association has long argued against legislation, and in Canada the medical profession has successfully joined with others in opposing the introduction of laws; here in New Zealand it is unknown. Certainly there are individual doctors who disagree with the law, but to our knowledge Dr Keown is the first one to stand up and proclaim publicly such total opposition.

Reading the article, by Helen Bain of the *Dominion Post*, reveals a man with a mission and one whose opinions are based on practical experience in the emergency ward and on thoroughly researching the subject. Everything from shonky research, the inability of helmets to prevent the serious injuries they are claimed to, to risk compensation gets a mention.

Even the thorn-in-the-side of bicycle helmet promoters worldwide is raised: helmets for motorists. Simply put, the “theory of foam plastic helmets” states that far more injuries would be prevented if motorists wore helmets rather than bicyclists; yet, the mainly car-driving, helmet promoters ignore this facet of the theory they proclaim and the overwhelming majority of them drive around bareheaded. Such blatant double standards is seen by many as a major threat to the pro-legislation lobby.

Helen Bain has done a good job and allowed proponents of the legislation to have their say. However this has only served to strengthen Dr Keown’s case. In the face of research we are presented with Dean Gaskin, a personal trainer from Wellington, personal experience – which proves nothing about the effect across a *population*; and Andy Knackstedt of the LTSA taking the highly scientific stance of “It’s self evident”.

Maybe acknowledging the poor case presented by the pro-legislation camp, Helen Bain has included a list of research from all points of view so the interested reader can do their own analysis. However from the 3 papers listed under “The Case For”, two have been shown in later research to have overestimated the benefits...

## Endgame?

Now Dr Keown has stood up will other members of the NZ medical profession join him in calling for the abolition of the NZ bicycle helmet legislation on health and safety grounds? We don't yet know, but Dr Keown is certainly not giving up as evidence by our lead article (p2). He has already been joined by Graeme Trass, a Managing Director from Taupo (see Letters, p5). Further, as reviewed on p31, the latest research destroys one of the central planks of the Government's case when introducing the legislation – that it would save money (aka have a benefit:cost ration greater than 1).

With all this happening we are drawn to ask whether we are now entering the “endgame” of the whole bicycle helmet legislation debacle. Will the Government soon acknowledge that the legislation is the failure it clearly is, or while political expediency require that New Zealanders' health and safety continue to suffer?

## And Where Will CAN Stand?

Over in Australia the cycle advocacy movement has been fragmented over the bicycle helmet legislation issue. In some States there are even two separate advocacy groups, one anti-legislation and the other not (but like CAN not necessarily pro-legislation, maybe primarily just acquiescent). The results in Australia have been devastating; they are the source of the largest body of research showing legislation fails – even the New Zealand Government has acknowledge that in some States child injury rates went up, yet the laws remain and the Australians suffer. However elsewhere in the world laws have been rejected based on the Australian (and New Zealand) results, so one could argue their (and our) suffering has not been in vain.

Will the same happen here? With a growing movement to free New Zealand of the legislation, a movement which is largely outside of CAN despite many of its activists coming from CAN's ranks, will the advocacy cause in New Zealand fragment? And if it does so will this allow the political forces to continue to damage the health and safety of New Zealander while damaging the cycle advocacy movement, maybe irreparably?

Hopefully sanity will prevail and in a few years, or even months, everybody will look back on the “Age of Bicycle Helmet Legislation” and wonder how anybody could have believed such nonsense, just as today we look back at “witch” burning.

Hopefully...

Wishing you a healthy Christmas and New Year, with the wind in your hair! 🚲





## Sad News

A few weeks ago the CAN Executive were saddened to hear from Elisabeth Mikkelsen, a member of the executive and long time battler for cyclists, that both her parents had been killed in a car accident in Denmark, where they lived and from where Liz came many years ago. Losing both parents without warning in an accident must be a terrible shock. Liz had to leave quickly for Denmark to be with the rest of her family and attend the funeral. This accounts for the lack of items from Liz, one of our most prolific contributors, in this issue.

By the time you read this Liz will be back in New Zealand in time for Christmas, New Year and the summer holidays. I am sure all CAN members join in wishing you the best Liz, you are in our thoughts and prayers. 🚲

*Nigel Perry, Editor*

---

## Bicycle Counting: North & South

### Mechanised Bicycle Counter Trial's

Palmerston North City Council has been continuing trials to improve the accuracy of bicycle counts using the Metrocount 5600 series Vehicle Classifier system.

Nine counters were placed out at 5 sites over an eleven-day period recently. Due to set up and vandalism 4 counters failed. The five successful counters were on shared paths separate to motor vehicle lanes. They were out for 11 days giving a total of 55 twenty-four hour counts. 14337 cycle trips were recorded.

The reports produced showed that the manual peak flow surveys, 7.30 – 9.00 am and 3.30 – 5.30 pm, we conduct in March each year are likely to be capturing an average of 46% of the total 24 hour flows.

A number of report issues were identified when looking at the data. Normally the TNZ 1999 or ARX classification schemes are used in a Virtual Week format (wrapping to whole days). Individual vehicle reports revealed problems with multiple bicycles crossing the hoses in close proximity when these schemes were used. For example one counter recorded 12 heavy vehicles (using the TNZ scheme) between 3 and 3.30 pm. This represented an undercount of 16 cyclists, with 46 counted instead of 62. The counter was in a position where no vehicle traffic could trip it. Given the social nature of cyclists, particularly those of school age this could result in significant undercounts, particularly at peak commuter times.

Using an Event Count report we were able to eliminate this error, but increased the possibility of pedestrian induced over counts.

We have yet to fully investigate the extent of the errors, and hope to update you on progress in the New Year.

Palmerston North City Council would also like to hear from any other Council's who are looking at incorporating mechanised bicycle counting into their RAMM (Road Asset and Maintenance Management) database. The question has also been posed on the internet forum for the RAMM at <<http://www.cjntech.co.nz>>.

For more information, comment or suggestion please contact:

Aaron Phillips, Palmerston North City Council  
Tel: 06 356 8199,  
Email: <[aaron.phillips@pncc.govt.nz](mailto:aaron.phillips@pncc.govt.nz)>

---

## **Research Shows Automatic Bicycle Counting is Relatively Easy**

Research was undertaken for Transfund New Zealand (Transfund) by MWH New Zealand Ltd in Christchurch between October 2001 and May 2002 to evaluate automatic bicycle counting technologies. A comprehensive report of the research findings has been published by Transfund as Research Report No. 230 entitled "Evaluation of Automatic Bicycle Counters in New Zealand".



A literature review and consultation with key staff in road controlling authorities were undertaken to select the types of equipment to test. Rigorous testing was performed on two commercially-available pneumatic rubber tube traffic counting machines. Tests were undertaken both off-street (to simulate conditions in parks and on cycle paths) and on-street in mixed traffic, to simulate typical conditions for cyclists, where cycling data are typically unavailable. Other types of equipment were not tested and may be satisfactory for counting bicycles.

Both counters performed satisfactorily and are recommended for use in New Zealand for counting bicycles, either off-street or on-street, and in both urban and rural situations. They are capable of counting and classifying

bicycles and motor vehicles simultaneously. Recommendations are made about correct procedures for using the machines for counting bicycle traffic and for further research into bicycle counting.

The research is important as it demonstrates that automatic bicycle counting is feasible and relatively easy to do as part of routine traffic counting. ☸

*Andrew Macbeth, MWH New Zealand Ltd*  
*Email: <andrew.g.macbeth@mwhglobal.com>*

---

## **Sustainable Transport – A Special Green Report**

The Greens have released a range of initiatives that will move transport focus away from the private car. The aim is to encourage public transport, alternatives to road transport, and planning initiatives to reduce the need for transport.

The Land Transport Strategy that was released last week is a joint Labour-Green project. An agreement has been reached in return for the Greens support in raising petrol tax. Key changes initiated by the Greens mean that rail, buses, bikes, ferries and footpaths gain equal status to roads.

The key media issue is the provision of public private partnerships (PPP) to fund roads. This was going to occur due to support from other parties, but the Greens have been able to use their influence to put some very strong conditions on them.

The Land Transport Management Bill developed from this Strategy was introduced to parliament last week and had its first reading on Tuesday 10th. It has gone to the Transport select committee for submissions over the summer.

It is very important that people write submissions supporting these initiatives or we may lose them whilst passing through the select committee process. We will send you more details on this process as it comes to hand.

Meanwhile Jeanette's Road Traffic Reduction Bill had its first reading in Parliament. It requires regional councils and the Minister to set targets, timetables and measures to reduce road traffic.

A host of things can be done to reduce traffic ranging from Internet based car-pooling to walking school buses. However, until reducing traffic is seen as a goal, nothing will happen. We also need submissions in favour of this bill to the Transport committee. The closing date will be the same for both bills.

No country in the world has managed to permanently solve congestion by building more roads, as building roads increases road use.

Details of the Land Transport Strategy are highlighted below. For further information on all these initiatives, refer to the following links.

## Land Transport Strategy At A Glance

### *NZTS and Land Transport Management Bill*

- Ongoing partnership between Greens and Government since December 2001
- Work continues on a range of areas such as walking and cycling strategies and vehicle emission controls

### *A Broader Focus*

- Safe, sustainable, integrated and responsive land transport
- Adverse effects on the environment minimised
- Early and comprehensive consideration of land transport alternatives.
- Focus on innovative solutions rather than conflict and trade-offs

### *Public Private Partnerships*

- PPPs is a Government proposal; the Greens do have major concerns but have won these protections:
- No privatisation of existing or new roads (i.e. no BOOT schemes)
- Strict conditions, including support from affected communities
- Projects must support overall strategy and objectives
- Focus on land and alternative transport (e.g. Auckland Light Rail) rather than just roads
- No compensation for lower than predicted traffic volumes (like Melbourne's CityLink)

### *Regional Responsibilities*

- Regional Land Transport Strategies are refocussed to reflect broader agenda
- Regional Councils able to own facilities and services (e.g. Wellington rail) provided Minister approves
- Regional Councils able to apply for funds for rail and other non-roading transport solutions

### *Related Links:*

- Greens help forge a new path :  
<<http://www.greens.org.nz/searchdocs/PR5835.html>>
- Green bill would cut road use :  
<<http://www.greens.org.nz/searchdocs/PR5843.html>>
- Road Traffic Reduction Bill :  
<<http://www.greens.org.nz/searchdocs/speech5845.html>>

- Land Transport Management Bill :  
<<http://www.greens.org.nz/searchdocs/speech5879.html>>
- Download Land Transport Strategy :  
<<http://www.beehive.govt.nz/nzts/downloads.cfm>>
- Download Land Transport Legislation (PDF – 4MB) :  
<<http://www.beehive.govt.nz/nzts/docs/lm-bill.pdf>>

*Green Party*

---

## **Snippets**

### **Wanted: New Zealand's Bicycling History**

We are interested in any exceptional photos, writing, or bicycles dating between 1870 and 1980. The information is being gathered for a coffee table book on cycling that will be printed in September 2003. It will focus solely on New Zealand's cycling history.

If you can help, please contact Jonathan Kennett, PO Box 11 310, Wellington, Phone (04) 499 6376, or email <[jonathan@kennett.co.nz](mailto:jonathan@kennett.co.nz)> before March 2003. 🚲

---

### **New CAN Treasurer**

At long last, CAN has found a willing victim, er, person to take over the Treasurer role that Glen Koorey has ably looked after for the past couple of years. New CAN Exec member Andrew Couper of Christchurch is now taking on this role (although Glen will still be on hand to get him up to speed!).

People are reminded however that invoice, subscription and levy payments should still be sent in the first instance to our PO Box 6491 in Auckland.

Should you need to get in touch with Andrew regarding financial matters, his contact details are:

90 Geraldine St, St Albans,  
Christchurch

Phone: (03) 366 5451

Email: <[a.s.couper@xtra.co.nz](mailto:a.s.couper@xtra.co.nz)>

---

### **Funding Success**

The Nelson Green Bike Trust has received \$10,000 from the Rainbow Warrior fund. They now also have a co-ordinator working on the project so hope to make good progress. 🚲

## **Taupo Gets New Shared Walking/Cycling Path**

Taupo District Council (TDC) has completed a new shared walking & cycling path. The two metre wide 500 metre long “Kimberly Reserve shared path” links Taharepa and Henry Hill Roads.

TDC spokesperson Gerry Dance said the Kimberly reserve pathway is a popular walking and cycling route for the general public and students heading to and from school.

Also the first of 100 new bike racks that are being installed around Taupo is now ready for use. The new blue bike rack is situated in front of the main district council office on Lake Terrace.

The need for these facilities was identified in the TDC Cycle Strategy that was developed in 2001. The objective of the strategy is to develop and enhance Taupo’s cycling facilities aiming to make it the most “cycle friendly” town in the country. 🚲

*From TDC Press Releases*

---

## **Injury Prevention Strategy**

A draft Injury Prevention Strategy has been issued by ACC, with submissions due in by 31 January 2003. While much of it doesn’t really relate to cycling, there are some parts which do. If anyone is willing to work on the CAN submission, please let us know. The document is available from PO Box 1595, Wellington, or on <<http://www.nzips.govt.nz>>. 🚲

---

## **Cycling in Hamilton is Under Threat**

The period from 1998 to 2001 saw a good start to the long overdue work needed to provide safe space for cyclists in Hamilton. This followed intensive lobbying by CAW over many years until the Council of the day doubled the cycling budget and set up a Cycling Advisory Group (CAG) to co-ordinate 3 working groups; Planning & Engineering, Safety, and Encouragement). The most significant development of this period was the University-CBD Route, with plans for another 5 major ‘Sectors’ of Hamilton to be developed over the following 10-20 years.

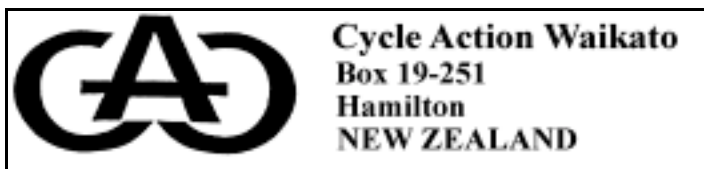
Unfortunately the new Councillors & Mayor elect of 2001 do not have the vision of the previous Council. One of the new Council’s first acts was to dismantle CAG. In spite of this the Planning & Engineering Working Party has continued to meet, indicating that Council staff, at least, are committed to the cycling policy included in the Annual and Strategic Plans. CAW members John and Rob continue to work at the ‘coal face’ by representing the cyclists of Hamilton at these meetings.

Other anti-cycling decisions by the current Council include:

- Cancelling funding (proposed by the previous Council) for a pedestrian/cyclist underpass at the new (\$1.5Million) roundabout on Cobham Drive – Hamilton Gardens intersection.
- Drastic reduction in the length of lead-in and exit no-parking lines on newly constructed Pedestrian Refuge Islands (PRIs). Many new PRIs have been installed recently, creating a whole new set of ‘pinch points’ for cyclists.
- Cycle lane development in 2 key suburban sectors has been prevented by a Works & Services Committee decision to disallow parking restrictions on those sectors.

To top it off, there have been statements made in the media recently by Councillor Hennebry and Mayor Braithwaite, questioning the need for cycleways in Hamilton and suggesting funding cuts. Statements such as “the fact is people are driving these days” and “are we just being PC (by building cycleways)?” are typical statements in these articles. It is very scary to see someone as influential as the city Mayor making such rash statements that lack common sense. Councillor Hennebry is apparently worried about city debt and is singling out cycleway development, which currently uses a mere 1.15% of Hamilton’s Transportation budget!

Needless to say, CAW members are doing as much as they can to combat this tack used by these Council members. We would like fellow CANners to join us in deploring the intent of their statements. Your constructive suggestions and support are much needed and most welcome. 🚲



## Spokes Canterbury – Report For 2002

Many cycling advocates around the country may see our job in Christchurch, the supposed “cycling capital” of NZ, as a pretty cushy one. Possibly this explains why a city of similar size like Wellington has a considerably higher CAN membership than us! But we cyclists can be a picky bunch, and if we’re not griping about some small detail in a proposed project, then we can still grumble about the fact that over 8% of road users still receive less than 3% of the City Council’s roading budget...

The Spokes regulars meet about once a month for lunch to chew over some good food and the latest issues. Actually, with the current geographical spread of CAN’s Executive, it often looks more like a national AGM! In between these meetings, a lot of emails get traded as submissions and

various other issues get debated. Unlike many other local groups, Spokes keeps the admin side to a minimum; if you want to pay some money, you join CAN. We'd rather get on with tackling issues!

And plenty of issues have been on offer this year, including:

- The ongoing saga of cycle access through the Lyttelton Tunnel. We suspect some progress is being made on providing a bike-on-bus service; but actually letting cyclists ride through themselves seems to be a harder nut to crack.
- Submissions on the proposed northern and southern arterial routes out of Christchurch. In both cases these are major new roading proposals and (putting aside the relative merits for needing additional roading!) we want to make sure that high-quality cycle routes are provided along these corridors too.
- Haggling with Transit and their consultant over the proposed widths for cycling facilities on a State Highway overbridge duplication. This has been a classic case where national guidelines are missing, so a lot of horse-trading has taken place.
- A review of the planned Christchurch cycling network. The Council already has quite an extensive planned programme of cycle facilities. However it didn't take us long to find a huge list of other routes just as deserving. Problem is, at the Council's current rate of expenditure, it will take a few decades to get anywhere near the bottom of it...
- Feedback to Environment Canterbury who have been developing a regional cycling strategy and pro-forma strategy for local district councils to use. This is a great initiative from ECan, even if the response from some councils has been less than enthusiastic.
- A submission on the proposed CBD one-way street swap. This major project would have provided an excellent cycle-friendly route into town, however the business community got up in arms about it and the project got canned. Instead the Council is going to undertake a wider strategy for central city traffic and Spokes will be represented on the working group.
- Involvement in the Council's cycle steering committee, where cycling policy issues are debated. A perennial topic of debate was the merits of on-road vs segregated (off-road) cycle facilities. Late in the year, there was a concern that the committee could be axed as part of a Council cost-cutting exercise, but it escaped the chop.
- Regular submissions to the City Council on various cycle facility and traffic management proposals, as well as submissions to the Annual Plan. The Council also released a draft Parking Strategy for the city and a strategy for the Avon River corridor through the city (which would make an excellent cycle route), so we have been busy providing feedback on those too.



It hasn't all been hard work. A number of Spokes members enjoyed the annual Lyttelton Tunnel ride (the only time we can ride through it...). And by the time this newsletter is out, a Xmas BBQ will have been enjoyed too.



Regular Spokes members Glen, Axel, Andrew, Richard and a few hundred friends await the start of the Lyttelton Tunnel Ride...

If anyone in Christchurch or North Canterbury is interested in helping out locally on the cycling advocacy front, contact Richard Hayman (Ph: 03-3289099 Email: [spokes\\_chch@hotmail.com](mailto:spokes_chch@hotmail.com)). There are no set roles; we welcome whatever you want to get involved in. We'll see you at the next lunchtime meeting! 🚲



---

## Cycling News From Around New Zealand

*October:*

- Palmerston North City Council install clearway zones either side of a busy arterial road to improve safety for school cyclists, following the death of a student on his bike in March.
- Christchurch City propose developing cycle facilities along the entire length of busy Riccarton Road, but some local community board members aren't so sure of the merits.
- A Mid-Canterbury Young Person's Forum highlights to council their significant concern over the lack of cycle lanes around Ashburton.

- More than 500 people have signed a petition calling for ‘clip-on’ cycle lanes to be added to the narrow Ashley River bridge near Rangiora.
- Dr Dan Keown, an emergency ward doctor in Wellington, breaks the usual silence from the NZ medical profession, while joining many of his colleagues from around the world, and comes out against the bicycle helmet legislation on health and safety grounds.

#### *November:*

- Christchurch City’s Road Safety Committee asks the council to require side skirts on all council trucks to reduce “under-run” cyclist and pedestrian injuries.
- Wellington Regional Council’s draft Hutt Corridor Plan considers the idea of a “high-occupancy vehicle” lane between Petone and Ngauranga, but at the expense of the existing cycleway.
- The new \$870,000 Motueka Bridge clip-on walkway/cycleway is opened for use.
- A memorial plaque is unveiled on the newly opened Karamu Stream cycle bridge, near where a young cyclist was killed in February.
- Christchurch City Council propose installing traffic signals at another major road crossing of the Railway Cycleway.
- Young Variety New Zealand launch a “Bikes for Kids” tour, raising funds to buy bicycles for nominated children from low-decile schools.
- Hamilton City Council plans to review its cycling policy and funding for cycle facilities, after councillors query the lack of cyclists using them.
- Nelson’s Green Bike Trust is set to be re-launched, with 200 free community bikes ready to hit the city streets about February or March next year.
- A national Christmas Parade organiser commissions Palmerston North’s Green Bike Trust to provide a fleet of up to 40 bikes and “pedicabs” for use in parades around the country next year.
- A large ship crashes into the old Mangere Bridge, used by cyclists and pedestrians, just weeks after plans are unveiled to replace it with a \$4.5 million narrower version for non-motorised travellers.
- Tasman District Council launches “Bike Tasman”, a guide containing 25 recreational rides around the region.

#### *December:*

- The Government releases its NZ Transport Strategy, a feature of which is the recognition and promotion of walking and cycling.
- Novice cyclist Alex Cheal rides into Bluff, 38 days after starting out at Cape Reinga on a fund-raising bike ride raising money for homeless children in India.

# Designing For Cyclists

## Space – The Final Frontier...

Talk to virtually every cyclist and one of their biggest gripes is the lack of space for them on the road, particularly on busy urban streets. Instead they are often forced to choose between dicing with parked cars or moving ones. And the lack of formal cycle lanes can cause motorists to not make a point of looking out for cyclists, let alone acknowledge their right to be there.

In many situations, an ideal solution would be to provide a good segregated (off-road) cycle route. But economics and availability of route options currently dictate that most of the time cyclists need to be catered for on the road. So we need to look at how to turn our existing streets into cycle routes.

In the simplest situation we're just talking about a bit of line marking. Cycle lanes and logos typically cost about \$5000/km a year to mark on one side of the road. Transfund now allows benefits of 50c/km per cyclist for facilities that improve cycling conditions. So if, say, you have 100 cyclists in each direction per working day (or about 300 times that many in a year), you will have a very viable benefit-cost ratio of about 3.

In many cases the width for cycle lanes is already there; many traffic and parking lanes are much wider than they need to be. A 1.9m wide parking lane for example will accommodate virtually every car or light vehicle around and instil a good parking "discipline". And in a 50/60 km/h area, a 3.3m traffic lane is usually more than adequate for safety and efficiency.

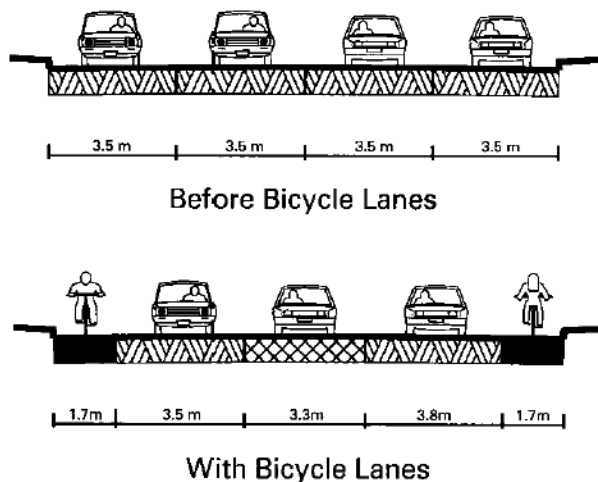
So how much space does the cyclist need? A common rule of thumb is to use a 1m "design envelope" to allow for the width of bicycle and rider, plus some minor tracking variation. However you'll then need to allow ideally 0.5m "comfort space" beside a 50/60 km/h traffic lane (more at higher speeds) and maybe space to avoid open doors of parked vehicles too.

Some people have trailed specific "separation spaces" between cycle lanes and traffic/parking lanes, e.g. diagonal painted hatching. However there is some evidence to suggest that motor vehicles are less careful about their lane positioning with these buffer zones present, resulting in both parked and moving vehicles being closer to cyclists on average. A far better solution may be to incorporate the extra space in the cycle lane width and let the cyclists determine where they want to position themselves.

The question is often asked about where a kerb-side cycle lane width is measured from, i.e. at the kerb face or at the kerb/seal edge. It depends really on how good the transition to the road is. A modern flat kerb with a 0.3m gutter and no seal edge build-up presents no hazard to a cyclist if traversed, so a measurement from the face is fine. But if the gutter (or drain grate or whatever) presents a hazard to cyclists, then measure from further out (and fix it too!)

So what if your road really isn't wide enough to accommodate cycle lanes as well? Well maybe you have to think a little more, er, "laterally":

- Consider removing parking on one or both sides of the road. In many suburban residential streets this won't have a major impact; have a look one day at the typical number of vehicles parked. You may have to consider occasional "parking bays" (i.e. indented into the grass berm) to satisfy a limited demand, particularly where the occasional shop appears. In some cases you may actually want to remove on-street parking to both encourage use of off-street parking facilities (better for traffic management) as well as encouraging the use of alternative travel modes.
- On many multi-lane roads, space could be provided by reducing the number of traffic lanes. Contrary to popular belief, this will not cause the end of the world! In many cases the existing road has far too much capacity, and evidence from around the world shows that traffic volumes actually reduce when lanes are removed. Often the extra lane is there to provide space to get past turning vehicles, but that may not be the best solution. For example, a four-lane road with just a painted centreline could be transformed into a two-lane road with a painted median strip (for turning traffic) as well as cycle lanes either side. This treatment is commonly referred to as a "road diet" in the US, where it is becoming quite popular.



(adapted from Macbeth 1999, "Bicycle Lanes in Toronto",  
ITE Journal, April 1999)

- Maybe you can provide short off-road cycle paths to get around pinch points. For example, near a side-road, additional turning lanes may make it difficult to squeeze in cycle lanes on both sides. Instead, opposite the side-road you could lead the cycle lane onto a short pathway behind the kerb. This is also worth considering on the inside of some

curves where traffic cuts the corner. Make sure the transition from road to path is a good one though.

In some areas, combined cycle/parking lanes have been designated to resolve the lack of space. The problems begin however the minute you get one vehicle parked, as the following photos show. The resulting weaving path for any cyclist is not a particularly safe one for motorists to predict and avoid.



As usual, keep an eye out for the details. Suitably strong lane markings should be used, including the use of coloured surfacing where necessary at “stress points” (e.g. intersections and inside of curves). And make sure that the pinch points are dealt with (e.g. narrow bridges, side roads) – it’s no good just providing cycle lanes either side! Cycle lanes should carry on through to intersections; next time we’ll start looking at some ways to look after cyclists there.

#### *Some Relevant Reading*

- Austroads, 1999. *Guide to Traffic Engineering Practice, Part 14: Bicycles*, Sections 3.2 (Space to Ride) and 4.4 (Road Treatments for Cyclists).
- Christchurch City Council, 2002. *Cycle Lane Delineation Treatments*, provides a good overview of the merits of different marking schemes for cycle lanes in various situations. Web: <http://www.ccc.govt.nz/Recreation/Cycling/TechnicalResearch>.
- CROW, 1993. *Sign up for the Bike: Design Manual for a cycle-friendly infrastructure*, Section 4.4 (Mixed Profile) provides a very useful discussion on allocating street space for cyclists and other traffic.

All feedback please to Glen Koorey, email <[koorey@paradise.net.nz](mailto:koorey@paradise.net.nz)>. 🚲



## Bike Wise Week 2003 – 15-23 February

New resources are available to help you organise events to celebrate cycling during next year's Bike Wise Week. The following documents are available on the Bike Wise website at <<http://www.bikewise.co.nz>> or from Felicity Close, Health Sponsorship Council, PO Box 2142, Wellington, Tel: 04-472 5777 or Fax: 04-472 5799, Email: <[felicity@healthsponsorship.co.nz](mailto:felicity@healthsponsorship.co.nz)>.

- How to Run a Bike Day
- Planning a Bike to Work Day
- Being a Cycle Friendly Employer
- The Commuter Challenge
- Planning a Bike to School Day.



Bike Wise are looking for national sponsors to provide product (e.g. breakfast food) to take some of the work out of organising local events.

The Bike Wise Business Battle will be held as a national event in 2003. It aims to encourage employers and employees to use their bike as a means of transport. National trophies will be awarded by business sector and there are plenty of other prizes, awarded on the basis of number of participants and distance travelled. Check out details on the Bike Wise website.

Contact Felicity at the Health Sponsorship Council (see above) to register your Bike Wise Week event. Event organisers receive some freebies. 🚲

---

## Kapiti Coast & Bike Week

A local version of the National Business Bike Battle will be played out on the Coast during Bike Week 15-23/2 2003.

Businesses will be asked to compete *across business sectors*, unlike the national competition where the competition is between business sectors.

Kapiti Coast Businesses, the length of the Coast, will be asked to form teams of 3, each team competing for 5 days throughout Bike Week. This means that people working on the weekend can also participate.

### Rewards/Prizes:

The best reward for the business is alert and happy employees. Further:

- Companies/ Organisations that achieve 15 points will have the members entered into a draw for a bicycle worth \$600. This bicycle has all the equipment required by a commuter: mudguards, lights and luggage rack.

- Companies/Organisations where teams achieve 9 points, will have the members entered into a draw for free full service on any bike (labour only)
- Companies/Organisations where teams achieve 6 points, will have the members entered into a draw for bicycle lights worth \$45.

Team Captains will receive a gift of appreciation. All participants will be given an award in recognition of their effort.

Of course teams that cycle on Bike to Work Day will be rewarded by a breakfast at the new Library in Paraparaumu or breakfast at the Railway Station and a cheer for their participation.

If you are a business or organization on the Kapiti Coast and would like to participate, please call 06-364-8187 (Liz) or email <kapiticycling@xtra.co.nz>. ☺

*Kapiti Cycling Inc.*

---

## **Meetings**

CAN had a round of exploratory meetings in September with the National Safety Manager for the NZ Police, with SPARC (Sport And Recreation NZ, the new government sport and recreation body which amalgamates the Hillary Commission, Sports Foundation and sport policy arm of the Office of Tourism and Sport), and with the Energy Efficiency & Conservation Authority. Further work is needed by CAN to explore potential linkages with these organisations.

A workshop is being held on 14 December to discuss the funding by SPARC of cycling activities. It will be attended by both CAN and Cycling Support NZ as well as the various sport cycling interests.

## **Transit NZ**

A follow-up meeting was held at the Transit NZ head office in November. It was attended by Axel Wilke and Jane Dawson from CAN Exec, plus Iain Dephoff and Paul Kerr from Bicycle Nelson Bays.

The main items discussed were draft guidelines for Transit's 'Cycle Champions', and for process used in the development of Transit projects. CAN has also received a draft for the proposed contract pro-forma for State Highway Strategy Studies, which it has yet to comment on.

The funding bids by Transit for this year for their cycling and walking programme were also discussed. The programme was developed by asking regions what they could manage to do this year and what were high priorities, but a more robust system will be developed for future years.

Transit's Cycling Policy has unfortunately been overtaken by other priorities and won't be done until 2003.

## **Ministerial Meeting**

CAN (represented by Glen Koorey and Jane Dawson) along with representatives from Cycling Support NZ met the new Minister of Transport (Paul Swain) on 12 November, to introduce our organisations to him and to highlight some of the issues that we would like to see progressed.

In our letter congratulating the Minister on his appointment to such an important portfolio, CAN said that “we very much appreciate the Government’s intention to make the ‘promotion of cycling and walking’ one of its main priorities in transport. We have some concerns, though, about the status and implementation of the Cycling & Walking Strategy, and about the relative weight given to priority areas in the NZ Transport Strategy.” We also expressed concerns about what the recently approved Road Safety Strategy (which had not been released) might contain.

It was a very cordial meeting and the Minister seemed receptive to our ideas. He clearly felt that we would support the NZ Transport Strategy (which had also not yet been released), and said he was prepared to be involved in Bike Week activities and the 2003 Cycling Conference.

CAN asked for the timetable for the development of the Cycling & Walking Strategy (currently being prepared by the Ministry of Transport), which the Minister indicated we would get. At the time of writing this has not yet been received, but the indications are that it will not be available until at least February next year.

CAN had put together a ‘briefing document’ for the Minister, setting out our concerns and suggestions for future action – it is available on the CAN website, or contact Jane (<dawbell@actrix.gen.nz>, 04-385 2557) for a copy.

## **Meeting With LTSA**

Jane Dawson and Glen Koorey from CAN met with Matt Grant, Margaret Evison, and Lyndon Hammond from the LTSA, in Wellington on 12 November 2002. The main aim of this meeting was to discuss the proposed LTSA 2010 Strategy Initiatives for Pedestrian & Cyclist Safety and CAN’s responses to the draft document.

LTSA thanked CAN for their comments on the draft and advised that the initial programme outlined is only for the next two years and some of CAN’s other suggestions (e.g. “Share the Road” campaigns) would be considered for future years. LTSA is keen to follow up with CAN on their ideas as the strategy is developed. In finalising their programme, LTSA plan to use the Cycling/Pedestrian Advisory Groups for initial consultation, then put the revised draft out to a wider group of parties for broader consultation.

LTSA asked CAN to clarify their stance on cycle helmet wearing. CAN reiterated that its main concern was that considerable education/enforcement resources seem to be spent in this area, when it



was felt that other safety initiatives would have greater effect on cycling safety. They also emphasised the need to distinguish between the two separate issues of helmet-wearing and mandatory legislation – each of these policies had different effects. CAN would like to see detailed cost-benefit analysis of a range of cycling safety options and LTSA stated that they want to assess the likely effectiveness of various initiatives.

CAN suggested that a priority on “danger reduction” rather than “crash/injury reduction” would have greater benefits for cycling safety. This approach is finding favour overseas. LTSA has been looking at this and are very interested in the concept. They would like to see more information and were concerned about how to measure danger reduction. CAN suggested that LTSA’s proposed user surveys could be useful here, but undertook to provide more details.

Other items discussed included cycling standards and guidelines, the scope of the “Safe Routes” initiatives, cyclist count surveys, and the progress of the draft Road/Traffic Rules. All in all, it was a very productive discussion and CAN would like to thank LTSA staff for meeting with us. 🚲

---

## **The Big Push – UK news**

Steven Norris, the chairman of the National Cycling Strategy Board, has promised to “try” to push cycling higher up the government transport planning agenda.

When Norris addressed the joint Cyclists’ Touring Club (CTC) and Cycle Campaign Network annual conference in Dorchester recently, the campaign-weary delegates welcomed the former Conservative transport minister as an ally of the cause.

He said so little had been achieved since he introduced the National Cycling Strategy in 1996 because of a tendency for successive transport ministers to have eyes only for major multi-billion pound projects.

But now the Strategy is to be given teeth, thanks to Labour transport minister John Spellar.

Spellar has funded Norris’s ground-breaking plan for ‘Cycling A-teams’ which will audit local authority plans for their cycling content.

Norris, who demonstrated his firm grasp of the political arguments for getting more bums on bikes, also warned campaigners off assuming the moral high ground in promoting bikes over cars. A holier than thou attitude just winds up drivers.

The task, he said, was to offer superior alternative means to the car. But that, as everyone in the room knew, is down to Norris and his political friends.

Norris said “The more journeys done by cycle as a proportion of all journeys, the fewer then number of cycle accidents.” He quoted figures from Sweden, Denmark and Holland to support this fact. In Holland, 27 per cent of all journeys are done by cycle, with cycling accidents comprising a lowly three per cent. York, with its high level of cycling, has also demonstrated this trend.

Norris aims to harness cycling development to the government’s push to bring down road deaths. “Every day we still kill 10 people on the roads. When we achieved the big reduction from about 5,000 dead to about 3,500 (all modes) some years ago, the death toll has remained about the same ever since.

“The government has now committed itself to make another change to lower that figure. But if they are going to do that, then we have to think a whole different way about accidents and about the way we get around our towns and cities.?”

He said that even if car technology overcomes pollution, there will still be congestion caused mainly by local journeys.

But before the majority of people will make the modal shift from car to bike or walking, the conditions have to be made right.

“I promise you we’ll try to: 1. create more safe routes; 2. provide more secure stands; 3. improve safety for cyclists; 4. encourage more businesses to provide changing facilities at journey’s end.

“These are the building blocks, for when we get to that eight per cent [the targeted growth], we’ll still only be where Germany was in 1996. That’s the scale of the incline we’ve got to cycle up.” 🚲

*Source: Cycling Weekly*

---

## **Traffic Penalties Review**

CAN has been invited to be part of a stakeholders group which will have input to the LTSA’s review of traffic penalties. The review is limited to administrative penalties, i.e. for less serious offences which don’t initially go through the court system.

The project will involve looking at ways to assess risk, and how risk affects behaviour, as well as reviewing models for deterrence and penalties and examining how deterrence affects behaviour.

CAN has been questioning for many years the assumption that “cycling is dangerous”, and asking that motor vehicle drivers take responsibility for the risks they impose on cyclists, so this is an exciting development for us.

Please contact Jane (dawbell@actrix.gen.nz, 04-385 2557) if you have any comments to make on the project. 🚲

## 2003 Cycling Conference

Yes, it's happening again! The dates are set (Friday 10<sup>th</sup> – Saturday 11<sup>th</sup> October 2003), the place is chosen (North Shore City, Auckland), a keynote speaker has been found (Steven Norris, UK Government's Chair of the National Cycling Strategy Board, former UK Minister for Local Transport and Road Safety).

The main theme will be "Cycling Strategies...and How to Implement Them", though other themes will be explored as well, such as health and the linkages to transportation, urban design and active transport, economic benefits of promoting cycling, funding for cycling, and mobility, safety and children.

A conference organising committee has been set up, with CAN being represented by Adrian Croucher and Jane Dawson. The overall management has been taken on by Cycling Support NZ, with Paul Doherty taking on the main co-ordinating role (thanks, Paul!). Thanks are also due to North Shore City, who have agreed to host the conference.

We have started the painful process of finding enough sponsorship to keep the cost to a reasonable level, and have begun publicising it. Any help with these tasks would be very welcome! ☺

---

## Recent CAN Media Releases

### 24 September 2002: Cyclists Welcome Road Safety Package

The Cycling Advocates' Network (CAN), the national group representing cyclists as road users, today welcomed the Government's road safety package. CAN Campaigns Secretary Robert Ibell stated that "The proposals are a significant improvement over the status quo, and we offer our qualified support. We're disappointed, however, that the Government has not committed itself to working towards a vision of zero fatalities."

"Given that around 20% of trips are undertaken on foot and by bike, we appreciate the increased focus on the safety of these modes", Mr Ibell said. "The commitment to undertake annual monitoring of travel will give valuable planning data for walking and cycling."

CAN welcomes the increased focus on Safe Routes programmes that aim to improve access to the road network for pedestrians and cyclists, but regrets that these are linked to injuries. "There are places where people won't walk or cycle because it's seen as too dangerous, so they don't show up in injury statistics", said Mr Ibell.



CAN is also concerned that there are no specific targets for a reduction in urban travel speeds and speed limits, despite these potentially having greater benefits overall than providing cycle facilities.

CAN also hopes that some of the proposed programmes will encourage motorists to share the road with cyclists in a more equitable way. “We look forward to continue working with LTSA on these issues to 2010 and beyond”, Mr Ibell said. ☺

---

#### **4 December 2002: Cyclists Welcome Shift in Transport Policy**

The Cycling Advocates' Network (CAN) welcomes the New Zealand Transport Strategy and is pleased to see the emphasis on integrating the different transport modes.

“Cycling has been left off the map for too long,” said CAN chairperson Jane Dawson. “It is great to finally see an official document which recognises that motor vehicles are not the only users of roading space.”

“It is also pleasing to see a recognition that promoting cycling can improve safety for everyone and improve the health of the nation, and that cycle tourism has a role in regional development.”

The New Zealand Transport Strategy says that transport policy will ensure that the needs of cyclists are catered for, and that walking and cycling will be promoted for short trips. However, the Cycling Advocates' Network is disappointed that the Strategy does not contain obvious implementation mechanisms.

“Many of the ideas in the New Zealand Transport Strategy rely on further work to show how they will be implemented, and it is hard to be enthusiastic when we don't know what real commitments will be made by the Government”, said Ms Dawson.

“This document reads like a nice list of things that could happen, but it is not obvious exactly how future transport decisions will work towards energy efficiency and climate change policy, for example.”

“We would like to see an indication of how social, environmental and health-related costs will be incorporated into decision-making about appropriate congestion relief measures. Unless local authorities and Transit NZ are given a clear set of priorities to work with, we don't expect to see much change from the status quo.”

“The reality is that it isn't possible to build a separate network for cyclists in most places, so the existing transport system needs to be adjusted to include them. The acid test for us will be whether more people are using their bikes to get around in a few years time.” ☺

---

## Drivers on Cyclists

A sample of findings in a report entitled “Driver’s Perception of Cyclists” being prepared by the Transport Research Laboratory in the UK:

1. Drivers generally took more notice of erratic cycling, such as a youngster jumping about on a BMX or someone wobbling, but tended to be less aware of confident cyclists riding with care and attention.
2. The presence of a cycle lane induces ‘order’ in the driver’s mind – she/he is likely to be more careful of cyclists. Cycle lanes improve driver confidence when they encounter cyclists, even if the cyclist is not riding in the cycle lane.
3. However, greater driver confidence equals greater speed.
4. Drivers tend to blame cyclists for difficulties caused by infrastructure.
5. Drivers lack a ‘coping strategy’ when encountering cyclists. 🚲

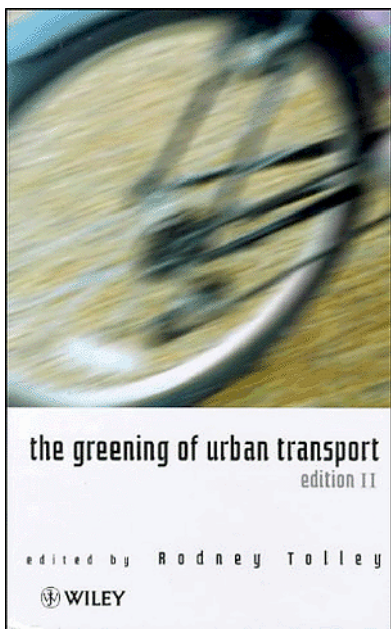
Source: *Cycling Weekly*

---

## Reviews

### **The Greening of Urban Transport: Planning for Walking and Cycling in Western Cities**

*Edition II, 1997, edited by Rodney Tolley, John Wiley & Sons Ltd, 475pp.*



As you can see by the publication date, this isn’t exactly a recent release. But, with the recent visit here of its editor Rodney Tolley, it seemed timely to highlight this seminal work for those of us trying to make urban life more “people friendly”.

You might have trouble tracking down a copy however. Via various online new and secondhand book sources, it seems that the book is currently out-of-print and pre-loved copies are impossible to come by (perhaps that says something about its enduring appeal?). Another online search of virtually every major library in NZ revealed only five sources for a copy of the 2nd edition: Opus’ TeLIS library, and Auckland, Massey, Canterbury and Lincoln Universities. The remaining universities and a couple of public libraries (Auckland, Dunedin) had copies of the only-slightly-less-useful 1st edition (1990) – and no, CAN’s library doesn’t have a copy unfortunately...

Never fear; a “3rd edition” is currently in production. Talking to Tolley at one of his recent seminars, he expected it to be available late 2003. The publisher has changed, hence so will the title – watch this space!

Back to the 2nd edition: Tolley has collated an impressive collection of chapters, from a diverse range of proponents and experts, on walking and cycling and their interaction with urban planning. Many of you will be familiar with some like Mayer Hillman, Hugh McClintock, and John Whitelegg. Most of the contributors and the case material are European-based, but there are also perspectives from elsewhere around the globe, including a piece by Rod Katz & Nariida Smith on the state of play in Oz.

The book is divided into four sections. “Principles” examines some of the fundamental questions of why promote walking and cycling, and looks at some of the barriers that have restricted their advancement to date. “Strategies” outlines some of the general policies that can be (or have been) introduced to encourage the required shift. “Practice” discusses some of the more pragmatic aspects of implementing walk/bike-friendly environments and gives advice on best practice. Finally “Case studies” details the experiences of particular towns and countries and provides insights into both the successes and failures along the way. 40 chapters later, an overview brings it all together – phew!

Despite its length, it’s definitely not an onerous read, particularly for your typical cycling advocate. Many of the stated benefits for promoting walking and cycling will come as no surprise to seasoned campaigners, but it’s nice to have a bit of backing in the form of research findings and overseas examples. I was particularly interested in the effects of significant pedestrianisation and traffic calming on businesses. Attempts here to do such things in the CBD often draw howls of protest from retailers about the predicted loss of revenue. Yet the numerous stated cases in Germany and York (UK) for example clearly show the likely benefits. Similarly, it’s inspiring to see some of the travel behaviour programmes carried out, such as the “Bike Bus’ters” in Denmark and the promotion of bicycle use by companies in Holland – just as relevant here. And the shift in road safety approaches from “injury reduction” to “danger reduction” is one that I hope will be emulated here.

Overall there’s something for everyone in here. Cyclists will be interested for example in the discussion on the merits of public transport vs cycling, the role of cycling for women, the Dutch Bicycle Master Plan, and the debate between segregated or integrated cycle facilities. But the book is much more than just about promoting non-motorised travel in isolation. Indeed, a key message is how overall urban planning and design can contribute even more to encouraging these modes than just specific walking/cycling initiatives on their own. In that respect, it is a book that every central, regional or local government politician in this country should read. Or you can just send them excerpts – it’ll be hard enough getting your own copy... 🚲

*Glen Koorey*

## **New Zealand bicycle helmet law – do the costs outweigh the benefits?**

*M Taylor, P Scuffham, Injury Prevention 2002;8;317-320*

This is the latest research on the bicycle helmet legislation in New Zealand and is effectively one of a series of reports that have come from the Otago Injury Prevention Unit (IPRU) – Paul Scuffam one of the author's is now at the University of York, UK, but was previously at IPRU.

In a sad example of politics overruling science, the New Zealand Government has variously hailed, or attempted to silently ignore, the IPRU research depending on its outcome. Apparently taking the politically motivated view that research that supports their viewpoint is good, while that which does not must be wrong. Indeed at the 1995 *International Conference on Injury Prevention and Control* held in Melbourne the presenters of the IPRU paper reported that the research had been sent back “two or three times” by the NZ Government unhappy with its outcome; and after the results were not changed it was almost 2 years before the research was acknowledged.

This latest reports seemed destined to fall into the “ignore if we can” basket as it proves that the NZ bicycle helmet legislation rather than having the huge benefit:cost ratio that the Government predicted has in fact cost a huge amount of money, i.e. the costs have far outweighed the benefits.

Furthermore a quick analysis of the paper brings its result into question, as it underestimates the costs and overestimates the benefits. If these faults were addressed the results would be even worse.

The costs in the paper are underestimated by ignoring the cost of any bicycle helmet worn before the bicycle helmet legislation came into force. In doing so the huge numbers of helmets purchased for children as a result of the bicycle helmet wearing campaign, and the resultant rules introduced by schools requiring pupils to wear bicycle helmets if they rode to school, are removed from the calculations. This distorts the results enormously in favour of proving the legislation was effective, yet still fails to produce a positive result.

The benefits in the paper are taken directly from an earlier paper [1]. However our previous research [2] has shown that the benefits claimed in that paper are questionable due to the exclusion of too many important factors.

The paper also manages to value someone giving up cycling as a result of the legislation as a benefit, which is, in health, safety and environmental terms, simply incorrect.

Despite its flaws this paper shows the NZ bicycle helmet legislation is a failure. Adjusting for it's flaws it shows the legislation is a disaster which continues to harm the health and safety of New Zealanders. We can only hope the Government takes heed of this research, abolishes the legislation,

and starts implementing the policies which have led other countries to enjoy better health and safety than New Zealand. 🚲

## References

- [1] *Head injuries to bicyclists and the New Zealand bicycle helmet law*, Scuffham P, Alsop J, Cryer C, et al., *Accident Analysis and Prevention* 2000;32:565-73.
- [2] *The Bicycle Helmet Legislation: Curse or Cure?*, Perry, N, *Cycling* 2001, Christchurch.

*Dr N Perry, University of Canterbury*

---

## Transit NZ “Cycle Champions”

About one year ago, Transit NZ appointed ‘cycling champions’ in each of their regional offices. No, they’re not the staff members with the best times on the velodrome – they’re the people to contact about cycling issues on State Highways in your area.

The CAN executive has recently had discussions with Transit head office about the role of the cycle champions. We’ve also been made aware by some members about difficulties when dealing with Transit. So since our meeting, we’ve polled (via email) our members, and one of the things that we found out is that few CANNers out there know about the existence of the Transit ‘cycling champions’. That’s obviously not good enough, so below is a list of them – so note down the one nearest to you, and be sure to contact them next time you need to talk to Transit about cycling issues. This list is also on the CAN website and gets updated from time to time (find it under Contacts → Transit New Zealand Cycling Champions).

Note: for local (non-SH) roading issues, contact your local City/District Council.

### *National:*

Phil Peet, General cycling contact  
(To be replaced in 2003)  
Highway Management Division  
Head Office  
P O Box 5084, Wellington  
04 496 6609  
<phil.peet@transit.govt.nz>

Ian Clark  
Highway Strategy & Standards Division  
Head Office  
P O Box 5084, Wellington  
04 496 6680  
<ian.clark@transit.govt.nz>

### *Northland, Auckland:*

Tim Crow  
Auckland Office  
P O Box 1459, Auckland  
09 368 2010  
<tim.crow@transit.govt.nz>

### *Waikato, Bay of Plenty, King Country:*

Gerritt vanBlerk  
Hamilton Office  
P O Box 973, Hamilton  
07 957 1610  
<gerritt.vanblerk@transit.govt.nz>



Gisborne, Hawkes Bay:

Ken Holst  
Napier Office  
P O Box 740, Napier  
06 835 1750  
<ken.holst@transit.govt.nz>

Wellington, Wairarapa, Nelson,  
Marlborough:

Stanley Chesterfield  
Wellington Office  
P O Box 27-477, Wellington  
04 801 2592 (tel), 04 801 2599 (fax)  
<stanley.chesterfield@transit.govt.nz>

Otago, Southland:

Simon Underwood  
Dunedin Office  
P O Box 5241, Dunedin  
03 477 8527  
<simon.underwood@transit.govt.nz>

Taranaki, Wanganui, Manawatu:

Maurice Mildenhall  
Wanganui Office  
P O Box 345, Wanganui  
06 345 4173  
<maurice.mildenhall@transit.govt.nz>

Kaikoura, Christchurch, West Coast:

Tony Spowart  
Christchurch Office  
P O Box 1479, Christchurch  
03 366 4455  
<tony.spowart@transit.govt.nz>



---

## A Chain Reaction

*[It says "Clip this article. Photocopy it, send it to a friend, file it." so we have and include the full text of this profile of Mayer Hillman from The Guardian for your enjoyment. Mayer Hillman was the keynote speaker at the first New Zealand Cycling Conference, which is mentioned in this article. Happy holiday reading! Ed.]*

*For 30 years Mayer Hillman has been busily turning conventional political thinking on its head. From road safety to renewable energy, he has come up with solutions that are hard to dismiss. Which is probably why you've never heard of him.*

*Anne Karpf  
Saturday November 2, 2002  
The Guardian*

Clip this article. Photocopy it, send it to a friend, file it. In 10 years' time, if the person it's about is right (and doubt doesn't figure in his lexicon), you'll be amazed that the views it expresses ever seemed outlandish or unfeasible. What sounds now like wild ecotopian fantasy will have turned into an unexceptionable statute governing daily life.





Mayer Hillman is no self-promoting Jeremiah, nor does he wear a sandwich board, though admittedly he does disdain red (and all other) meat and believe that the end (of the western lifestyle as we know it) is nigh. In fact, he is a radical green social scientist, an exhilaratingly original thinker who generates more energy from his small frame than seems electromagnetically possible.

Hillman is unfazed by polite ridicule: he has met it so often before. Propositions that seemed absurdly unachievable at the time he expounded them are now green commonplaces, if not official policy. As far back as 1972, he was speaking out against the granting of planning permission to hypermarkets and large out-of-town retail stores because of their environmental costs, their detrimental effect on small shops, and the way

they discriminated against those without cars. John Gummer, then secretary of state for the environment, ruled against awarding further planning permission for out-of-town shopping centres in 1995. In 1984, Hillman proposed energy audits and thermal ratings for buildings. The Abbey National building society adopted it as policy the following year. I remember him audaciously suggesting, more than 20 years ago, that road intersections should be raised to pavement level to give priority to pedestrians – something local authorities have started to introduce over the past decade. And in 1979, he and Anne Whalley inveighed against the way that national transport data ignored journeys of less than a mile, most of them walking, and concentrated only on private and public motorised transport. Fifteen years later, walking had been added to the official research agenda, in words that might have come straight out of Hillman and Whalley's report. The festschrift of birthday letters published on his 70th birthday last year was aptly entitled *Ahead Of Time*.

Indeed, so influential has Hillman's thinking been on certain issues that strangers sometimes quote it back at him, oblivious to the fact that he was its originator. Nowhere more so than in the case of children and road safety. Hillman it was (along with John Adams and John Whitelegg) who, in the massively influential 1991 *One False Move... A Study Of Children's Independent Mobility*, alerted us to the reduction in children's freedom because of the increase in traffic. While in 1971, 80% of seven – and eight-year-old children went to school on their own, by 1990 only 9% were making the journey unaccompanied, with more than four times as many seven – to 11-year-olds being driven in 1990 compared with 20 years earlier.

Hillman doesn't just stand official thinking on its head – he gives it a double somersault and a triple lutz. In *One False Move*, he revealed that the department of transport's view that the roads are safer because the accident rate has gone down is deeply flawed, in that it measures accidents and not danger. The number of children killed on the roads did indeed fall – from 1,000 in 1971 to 400 in 1990 – but that doesn't prove that the roads have become safer. Quite the opposite. Child road deaths have fallen because there aren't many children near them any more. Roads are now such perilous places that fearful parents have dramatically curtailed their children's right to navigate them independently. As a result, parents (for which read – mostly – mothers) have taken to driving them, thereby putting more cars on the road, and so increasing the danger – as well as maternal exhaustion. (While this latter won't perturb governments unduly, they may be exercised by the fact that escorting kids took up 900 million hours in 1990 – and has surely risen exponentially since then – annually costing the economy some £20bn.)

It is counter-intuitive, Hillman recognises, to say that you can't use accidents as a measure of danger, so he's thought up all kinds of frisky ways of getting people to understand it. Name the safest form of transport, he commands. You fiddle around until he comes up with the answer, which is a heavy lorry, because if you're driving one you're unlikely to be killed

in a crash. Now name the most dangerous. Answer: again a heavy lorry, because if one hits you, you're pretty sure to be killed. The lorry is safe or dangerous depending on whose point of view you choose, the driver's or that of another road user. So instead of rates of accidents, Hillman wants us to use the language of vulnerability.

His take on "stranger danger" is also fresh. "Far more people are killed by strangers behind the steering wheel of a motor vehicle than are killed by strangers on foot. Danger should be removed from children rather than children from danger." In reality, the opposite is happening, with vulnerable road users such as children affected by the so-called "improved" performance of cars, which enables drivers to accelerate to higher speeds in fewer seconds.

Down the years, Hillman has charted the vast repercussions of the growth of motorised transport. "Normal carelessness in children is now considered blame-worthy. And though the outdoor environment contains experience, learning opportunities and stimuli that are crucial to children's understanding of the real world, it's now out of bounds to them until they reach an increasingly advanced age in their childhood. It's salutary that, when children do obtain parental 'licence' to travel on their own, there are fewer outdoor and public spaces for their social and recreational activity owing to the appropriation of streets for traffic."

He makes a shocking analogy. "Children's lives have been evolving in a way that mirrors the characteristics of the lives of criminals in prison. They, too, have a roof over their heads, regular meals and entertainment provided for them, but they are not free to go out. But children are not criminals."

The "battery" lives he describes today's children as living are in clear contrast to his own free-range childhood. Born to Scottish Jewish parents in West Hampstead, London, Hillman and his two older brothers, Harold and Ellis (the three of them born inside two-and-three-quarter years), were often "left to our own devices, including getting up to mischief – it was a phenomenal education".

Among the boys' capers was putting a stainless-steel thermometer with gunpowder under a candle in a dustbin and withdrawing to safety to count how many neighbours' lights came on after the inevitable blow-up. "We learned at first hand about danger by experimenting at an early age. We didn't harm anyone – we learned the meaning of taking risks and its consequences, something that is increasingly denied this generation of children. They'll therefore be at more risk later, because they have no experience to fall back on, no coping mechanisms that they've developed through slight accidents and injuries."

In 1939, the boys were evacuated to Rickmansworth. "The evacuation officer tried to find a family that would take the three of us. I remember the shaking of heads as he went with us from home to home. No one would take us all and at seven I was lodged with a gentile family on my

own where – because we were kosher – I had to say, ‘I’m sorry, but I can’t eat your fish or your meat.’ None of the households we were in liked us at all.”

Bombs in London notwithstanding, Hillman père insisted that his boys come home for the Sabbath, so on Fridays they left school early, walked the one-and-half miles to Rickmansworth station, where they took the Metropolitan line to Finchley Road station, and then walked home. On Sunday evenings, they returned to Rickmansworth. Hillman shimmers as he recalls the opportunities for mischief-making afforded by those journeys, but after two years the trio insisted on coming back home. Father assented but, adamant that they weren’t going to spoil their education, insisted that they stay on at the Rickmansworth school. So from 1941-1945, they did the same journey in reverse, getting up at 6.30am, making their own sandwiches, and walking to the station.

Given Hillman’s personal experience, along with his work on the effects of traffic, you gird yourself for a homily about the virtues of public transport (like a low-fat diet, high on the yeah, yeah scale). He doesn’t deliver. On the contrary, he points out that, per passenger mile, public transport is only 20% less energy-intensive than travelling in a car. The bicycle is his panacea, and his adult life has witnessed a dramatic decline in its use. Fifty years ago, cycle mileage exceeded car mileage. Now it’s the other way around. While most children own a bicycle, few are allowed to use it as a means of transport, which Hillman finds deplorable, because cycling – when it’s used as a daily means of transport – is not only a terrific way of keeping fit, but also makes the world more accessible to children. Compared with walking, bicycling has the potential to expand a person’s geographical catchment area 10 – to 15-fold.

Hillman insists that a latent demand for cycling exists. The great deterrent is the speed of traffic. Those who regard current trends as immutable should look at the Danish experience. In the early 1970s, Denmark had the highest rate of child mortality from traffic accidents in western Europe. A new Danish road traffic act in 1976 made it the police and traffic authority’s responsibility, in consultation with schools, to protect children from traffic on their way to and from school. They created a network of traffic-free foot and cycle paths, established low-speed areas, narrowed roads and introduced traffic islands. Accidents fell by 85%. In Denmark, more than 20% of all journeys are made by bicycle, compared with fewer than 3% in Britain. Partly this is because a Danish cyclist is 10 times safer than their British counterpart, even though Denmark has a higher level of car ownership than Britain.

Hillman is a patron of Sustrans, which is on track to completing a 10,000-mile national cycle network by 2005, and he himself is a familiar figure cycling around north London on his 20-year-old bike. He doesn’t wear a helmet – indeed, one of his most iconoclastic pieces of work made the case against them. Typically, it challenged official statistics on account not of their accuracy but of their relevance. Until his study in 1993, the road

safety orthodoxy was that wearing a helmet made you safer. Hillman discovered, though, that most fatalities and serious injuries to cyclists occur not when they fall off their bikes through losing control (which causes minor injuries that a helmet can slightly protect against), but through collision with a motor vehicle. And here a helmet is of very limited value.

What's more, the road safety campaigners and helmet manufacturers pushing helmet use assume that cycling behaviour is unaffected by the wearing of one. Wrong, says Hillman. The helmet-wearing cyclist feels less vulnerable and therefore bikes less cautiously, taking marginally more risks. Helmet use, argues Hillman, can expose a cyclist to greater danger by inflating their idea of its protective properties. "Cyclists rarely ride into motor vehicles. Calling on cyclists to increase their safety by wearing a helmet shifts responsibility away from drivers, the agents of danger, on to cyclists, who are nearly always the victims. Were cycle helmets to be made compulsory, it would encourage the view that cyclists are responsible for their own injury."

Hillman has helped change official attitudes to cycling. Before 1992, the government was reluctant to promote it because of concerns about cycling casualties and the consequences of air pollution. The report that he wrote in that year, *Cycling: Towards Health And Safety*, published in the name of the British Medical Association, was the first to emphasise the health benefits of cycling. Based on actuarial figures, he compared the loss of "life years" through cycle accidents with the gain in "life years" through the improved fitness of regular cyclists, and came up with the remarkable ratio of 20:1. In other words, for every life year lost through accidents, 20 are gained through improved health and fitness.

Hillman has made the bold claim that cycling improves mental health, too, arguing that cyclists have a general sense of self-esteem and achievement from having arrived somewhere entirely through their own efforts. He has also been outspoken on the subject of the school run, criticising the admissions policies of private schools for ignoring how far away from the school a child lives. Hillman has calculated that parents' chauffeuring a child living three miles from school to and from it for five years amounts to 10,000 extra vehicle miles. "No longer," he contends, "can it be considered acceptable for this freedom to be exercised in isolation from its wider social, environmental and health repercussions. Parents may be prepared, for the sake of their children's education, to drive them to school for four or five years, but they're ignoring the impact of that decision on the health and quality of life of people living along the route that they'll take."

Though all Hillman's work is concerned with transport, health and environmental issues, it brings together an enormous number of different aspects, and is always innovative and solution-oriented. After coming upon a dead body in a motorcycle crash 25 years ago, and seeing that a few hours later all record of it had been obliterated from the site, he proposed roadside plaques with the time and place of death as a jolting reminder of

otherwise routine carnage. (He is a patron of RoadPeace, the charity for road traffic victims formed 10 years ago.) Objecting to the “polluter pays” principle – “If the polluter has paid, their conscience is clear: they feel they’ve paid for their pollution and can continue polluting” – he coined an alternative “conservator gains” principle, arguing that governments should reward individuals and companies who adopt practices that don’t adversely affect society or the environment. And when, 30 years ago, Hillman noticed that 80% of car exhausts were positioned on the left side of vehicles, thereby discharging their fumes towards pedestrians, he tried to persuade car manufacturers to move them to the other side. None of these solutions, alas, was taken up, this last because overseas sales were more valued than pedestrian health.

Hillman today still lives in Hampstead – he says that he’s moved the equivalent of 1.34 inches a day to get there from his birthplace 70 years ago. It’s just as easy to track his present preoccupations back to his early life. His father David, an orthodox Jew and son of a rabbi who had fled the pogroms in Lithuania as a child to settle with his family in Glasgow, was a portrait painter and stained-glass artist, but had few commissions until late in his life. Oppressively authoritarian, he required his children to do his bidding and brooked no dissent. As a consequence, all three came to challenge authority and Mayer counts himself a “militant atheist”, though feels very Jewish and is proud of his origins.

Yet David Hillman also bequeathed his sons an almost Puritan sense of duty. “He said to us, ‘You want to live your life so that, when you’re dying, you can feel that the world has benefited from your existence.’” In fact, it was Hillman’s mother, rather more than his father, who actually lived that precept. As well as her 24/7 work as a GP in a single-handed inner-city practice, Annie Hillman shopped, cooked, washed up and drove herself generally so hard that she died after a series of heart attacks in 1967, aged 66. Neither parent, remarks Mayer, “ever took us to the cinema, theatre, concert or the park, because they were so busy with their own lives. Mother didn’t have the time to do those things and Father didn’t have the inclination.”

At the age of 11, Mayer decided to become an architect. At 22, within three months of qualifying from the Bartlett School of Architecture at University College London, he became a partner in a newly-established north London firm of architects. His work featured in architectural magazines, and embodied the precision and lack of waste he’d cherished since childhood when, in the school holidays, he’d plot his mother’s daily route to her patients’ homes so as to minimise travel time. (Today, Hillman can’t cycle past a skip without stopping to see if it contains something he can make use of. His roof space is stowed with screws, wood, plastic, washers and taps he’s squirrelled.)

In 1964, he married Heidi Krott, who’d come to England from Vienna in 1938, aged one, in her refugee mother’s arms. The next year, aged 33, after reading Colin Buchanan’s seminal report, *Traffic In Towns*, and

violently disagreeing with its recommendations, Hillman decided to switch profession. Though his ideas were too controversial and radical to secure a grant, he embarked on a doctorate at Edinburgh University, examining the social and environmental aspects of personal mobility. This period also saw the emergence of his own “hurry sickness”, the frenzied rush that so much of his work has critiqued. Hillman may have been ahead of time professionally, but personally, for decades, he’s been chasing it. Heidi, meanwhile, possessed not only equal parts beauty, ability and modesty, but also the high exasperation threshold essential for the role of Mayer’s wife. For Hillman – generous and frugal, warm and vibrant, with an ability to laugh at himself and quick to tears – is also a man so hyper-busy and garrulous that it sometimes seems as if only physical or chemical measures might stop him.

The birth of their two sons, Josh and Saul, did little to modify him. Indeed, when it came to his own children, Mayer modelled his mother rather than father. “I was so work-obsessed that I can’t remember when I read the kids a bedtime story, because I had more important things – in my view – to do,” he says candidly. “How can you say to yourself reading about Moppit is more important than delivering an article of high quality that’s hopefully going to influence policy thinking, especially when you realise that someone else can do the Moppit reading? I feel I’ve missed out and my kids have missed out.”

Heidi, a former journalist, is appalled by this admission: “Though Mayer may seldom have read them bedtime stories, he did many other things with them and was very involved in their upbringing. He certainly wasn’t a detached father, and they feel that.” Indeed, the boys write warmly of him in their preface to *Ahead Of Time*, and Hillman concedes that “our relationship is very different from the one I had with my father – they’re delightfully irreverent”. Influenced, too, just as he was, by his father’s exhortation to make a difference: Josh, 34, is head of education policy at the BBC and Saul, 32, is a researcher on child development at the Anna Freud Centre.

So why isn’t Mayer Hillman better known? The media love a provocative doomster, and his ability to popularise is evident in his writing’s demotic titles and epigrams (such as “Careless policies for carless people” and “Whistling in the greenhouse gaslight”). Partly, I guess, it’s because his work, though prolific and based on solid analysis, as well as on ingenious research and original ideas, has usually taken the form of quasi-academic reports, mainly published by the independent social science Policy Studies Institute, which has been his research base for 32 years and where he’s now senior fellow emeritus. In that world, he’s an admired and influential figure. As the social innovator, the late Michael Young, said, “Most of us were talkers; Mayer was the doer.” Tim Lang, professor of food policy at Thames Valley University, has described him as “an inspiration to my generation of public policy thinkers. Quite simply, he has been one of the pioneers of the late 20th century in developing integrated policy thinking and planning.”



Another reason, I suspect, for Hillman's relative lack of public renown is the fact that his interests range so widely, making him hard to pigeonhole. In addition to his work on transport, for instance, he also co-authored (with Paul Elkins and Robert Hutchison) an atlas of green economics, and I haven't yet referred to his research on the costs and benefits of putting the clocks forward by one hour throughout the year (which led to a campaign), largely because my eyes glaze over at the very mention of it, though Hillman has tried to persuade me that it's of the same order of importance as his other causes. The additional hour of evening sunlight every day would, according to his research, reduce road accidents, harmonise our clocks with continental ones, save electricity and, by increasing the time available for leisure and social activities, enormously enhance the health and quality of life of nearly everyone.

Linking all these diverse preoccupations is what Hillman calls "the equity argument". As fellow researcher and activist Stephen Plowden put it, "You have always been interested in the fate of people left behind by 'progress'." Hillman expresses it succinctly: "I abhor exploitation" – a feeling that originated, he readily admits, in being the youngest of three children and the sense that he was being denied his turn.

His current preoccupation is with the social implications of climate change, and here Hillman's conclusions are so dramatic, so jumbo in their tentacles, that they'll probably propel him into prominence. His trigger is the Contraction And Convergence campaign devised by Aubrey Meyer, founder director of the independent Global Commons Institute (GCI). This has charted the vast reduction of carbon emissions required of the western world (that's the contraction bit) in order to equalise it with the rest of the world (the convergence) to avert climate catastrophe and protect the global commons – a process nothing less than "equity for survival". Their calculations make Kyoto look like trying to end a drought with a watering can.

GCI believes that Contraction And Convergence is the only way of resolving the most critical problem that mankind has had to face, and political representatives of both developed and developing countries are reluctantly coming to the same stark realisation.

According to Hillman, our carbon emissions will need to be cut by 10% each and every year for a 25-year period to bring convergence between rich and poor nations. Hillman believes that no sector will feel the impact more than transport. This is how it would work. Each of us will be allocated an annual fuel allowance, and every time you buy a product or service with a significant energy component – whether paying a gas bill or buying an airline ticket – it will be deducted from your annual account.

There will be trading, of course. If you're clever or frugal, you'll be able sell your surplus fuel coupons on the open market to those willing to buy them. And there'll be takers, since a return flight from London to Florida will consume double the annual fossil fuel ration that each person presently living on the planet can be allowed. Says Hillman, a delightful blend of the

libertarian and the interventionist, “You want to fly to America? Fly to America, but you’ll be bloody cold for the next couple of years because you’ll have run out of coupons.”

He’s hardly finished talking before I’m in with the objections. How will it ever be implemented? His vision is surely absurdly voluntaristic, as if rich countries and greedy transnationals will simply relinquish their advantages in a grand altruistic gesture for the abstract good of the planet. Where’s the politics? Where’s the realism? Who will police it on the personal, corporate and international level?

Hillman is undaunted. “I call this carbon rationing because I deliberately want those connotations. When there was a shortage of food in this country during the last war, people didn’t say, ‘The poor will just have to starve’ – it was agreed that the only fair solution was to share it. I’m totally convinced that the same thing will be introduced with fuel over the next 10 years. Increasingly, we’ll witness calamitous events, like when the city of York flooded. If it happens once, people think it’s a freak event, but when it happens twice or three times, people will begin to sit up. Already in some southern states of the US, people are finding it difficult to insure themselves against hurricanes.”

Hillman professes himself confident that the US will eventually sign Kyoto because September 11 signalled a realisation that the rest of the world impacts upon them. He makes an analogy with apartheid and South Africa refusing to heed international protests until world pressure became irresistible.

“People say technology will solve the problem, for instance, by making more efficient use of fuel, and I say no – if you don’t reduce demand first, then by making it more efficient you’ll increase demand for it. If you get more miles from the gallon, then you’re lowering the cost of travel and effectively promoting it. You’ve got to reduce demand before you go down the efficiency and renewable energy route, and you reduce demand by rationing. At the start of the war, you didn’t have the Tories saying we have to go to war against fascism, and the Labour party saying elect us, we won’t go to war against fascism. There was a recognition that there was a joint enemy.”

The implications are colossal. Cycling would come into its own. Hillman predicts that the day will come when people in the street will feel sorry for someone passing in a car: it will be a sign of an emergency requiring them to use up a precious part of their annual carbon quota. Bye-bye globalisation and supermarkets (not only couldn’t we drive to them regularly, we also couldn’t afford foods or other globally traded products that had themselves travelled so far), hello again corner shops and local produce. This is socialism via environmentalism. Will the planet turn out to have been our greatest revolutionary?

“We have no moral right to leave a legacy of damage to the planet. Our children and grandchildren will ask us what we did to prevent global catastrophe.” Hillman knows that he’ll be accused of exaggerating the risks but maintains, “Governments already realise that they have to deliver their share of reduction. It’s a finite amount that the planet can absorb, so you have to set that as your limit, then work out how to get there. Your instinct will be to find fault with these statements. If you don’t think these solutions will work, there’s an obligation on you to think up a better one. So often, ideas are rejected on the grounds that they are not perfect in all respects, in favour of the status quo, which is far more imperfect.”

As with many crusaders, Hillman’s impatience – “I’m increasingly frustrated as I get older at not being able to persuade people to think as I do” – is tempered by his certainty: “I know from experience that ideas need to be floated and then get taken up. I’m not deterred by rejection.”

Critical of green campaigners who jet around the world, he himself has flown only once in seven years. In the past 18 months, he’s opened three conferences – one in New Zealand and two in Australia – by satellite link-up or pre-recorded cassette. When he gave a paper on climate change last year in Scotland at VeloCity, an annual international conference on the role of cycling in transport futures, he ended with a sting, arguing that international conferences that entail long travel across the globe such as that one could no longer be justified. He was met by impenetrable silence and much studying of shoelaces. He and Heidi have an old Citroën 16 in which they’ve driven 150 miles so far this year. Yet still he exceeds the carbon ration he expects to be allocated, and says that they ought to consider sharing their family home with others because, despite its solar panels and low heating levels, it now accommodates only the two of them.

Mayer’s brother Ellis was president of the Flat Earth Society – not because he thought the earth was flat, but because he believed that conventional wisdom should always be challenged. Freethinking Mayer clearly subscribes to this, too. If he has his way, in a decade or thereabouts, so shall we all.

---

## Quotable Quotes

*“I think when cyclists weigh up the options they choose to use less congested, greener routes.”*

Christchurch City councillor Paddy Austin expresses her concern about putting cycle facilities along Riccarton Road. (The Press 12/10/02)



*“They were not enlightened in those days.”*

Christchurch City Council cycle planner Victoria Lawson comments on previous advice by consultants that cycleways should not be constructed on arterial routes. (The Press 12/10/02)

*“The definition of safety in the dictionary is ‘free from damage.’ But when I bike to school I don’t see it.”*

Ashburton Intermediate pupil Matt Moore puts the case for cycle lanes in the town. (Ashburton Guardian 24/10/02)

*“There are plenty of people who would bike across the bridge if it was safe. Most people don’t because it is just too dangerous.”*

Rangiora High School student Aeronwy Cording rebuts the claim that there is no demand for the Ashley River bridge cycle lanes she is petitioning for. (Northern Outlook 26/10/02)

*“Forcing people to wear [bicycle] helmets is like saying that every time you go swimming you must wear a lifejacket.”*

Wellington Emergency Ward doctor Dan Keown breaks the NZ medical profession’s usual silence on bicycle helmets. (Wellington Post, 28/10/02)

*“The law is not backed by research. All it is doing is topping people from participating in a healthy activity – it might even be increasing risk. That doesn’t sound like a sensible law to me.”*

Dr Keown again. (Wellington Post, 28/10/02)

*“It’s self evident. You are a soft target on a bike.”*

LTSA spokesman Andy Knackstedt in response to Dr Keown ignores the facts in favour of common nonsense. (Wellington Post, 28/10/02)

*“...people tend to go parks to walk and cycle for leisure rather than as a mode of transport...it’s too late to reverse the trend from driving to cycling and walking because people’s habits and lifestyles are fixed.”*

Manukau City councillor (and former Olympic runner) John Walker sees little merit in the Council’s draft cycling and walking strategy. (Manukau Courier 29/10/02)

*“I’ll borrow the cheese advertisement: ‘All good things take time’.”*

Veteran Auckland cycling advocate Kurt Brehmer anticipates the (albeit delayed) completion of an overbridge on the Northwestern Cycleway. (Auckland City Harbour News 6/11/02)

*“Cyclists have to accept they’re not the only ones on the road, but at the same time so should some motorists.”*

Taupaki Residents & Ratepayers Assn president Harry James comments on regular problems north-west of Auckland with the antics of racing cyclists. (Nor-West Newsbrief 7/10/02)

*“This is exactly what we should be doing instead of wasting money painting lines on arterials. Other countries are taking cyclists off major roads too.”*

Christchurch City councillor Pat Harrow applauds continued work on the city’s Railway Cycleway – but we haven’t seen his vote for extra cycleway funding yet... (Christchurch Western Mail 13/11/02)

*“The cost of constructing a cycleway... would be in the order of \$25 million, which rules it out at a time when every available cent is being spent on addressing the region’s chronic traffic congestion problems.”*

Transit NZ’s Auckland Regional Manager Wayne McDonald responding to calls for an Auckland Harbour Bridge cycleway – um, wouldn’t it also reduce congestion far more cheaply than the other options? (NZ Herald 23/11/02)

*“Even though the fares are cheaper, we are probably back where we started.”*

Cycling Southland chief executive Bruce Ross bemoans Air New Zealand’s new \$50 charge for carrying bicycles. (Southland Times 25/11/02)

*“Being pragmatic and accepting the realities of life, the fact is people are driving these days. The provision of extensive cycleways in this city is really unnecessary.”*

Hamilton Mayor David Braithwaite questions the city’s spending on cycle facilities. (Waikato Times 29/11/02)

*“I would never forget how to drive [a truck] because it’s like riding a bike.”*

National Party leader Bill English offers an interesting comparison, after driving a truck as part of the Road Transport Forum’s truck safety awareness drive – we must take him for a ride one day... (Southland Times 9/12/02)



# Cycling Research

## I Want, I Want, I Want...

No, the above title is not a reference to the latest Christmas wishes; rather, something more close to home for CANners: what do cyclists want? After all, a lot of effort goes into the “four E’s” of engineering, education, encouragement and enforcement – is it pushing the right buttons? The question is particularly of interest for existing non-cyclists, who might be encouraged to take up cycling, given the right conditions.

The answer it seems depends a little bit on what questions you actually ask. Some people for example are specifically interested in the demand for different cycling facilities, whereas others want to know what other “social” measures could be implemented. Antonakos (1994) surveyed 550 bikers from four major recreational bike tours on their preferences for various features, using a 1 (“not at all”) to 5 (“very much”) rating scale. Personal and cycling characteristics were also recorded to identify sub-group trends. In terms of general cycling facilities, the following average preferences were recorded:

| <b>Facility</b>              | <b>For Recreation</b> | <b>For Commuting</b> |
|------------------------------|-----------------------|----------------------|
| Bike Lane (on-road)          | 3.9                   | 4.1                  |
| Wide Kerb Lane               | 3.6                   | 3.8                  |
| Bike Path (off-road, sealed) | 3.4                   | 3.1                  |
| Trail (off-road, unsealed)   | 2.4                   | 2.0                  |
| Dirt Road                    | 1.8                   | 1.9                  |
| Footpath                     | 1.5                   | 1.7                  |

It’s interesting to note that even a wide general traffic lane is preferred to an off-road solution like a bike path. However, looking at the data in more detail, less experienced cyclists and those with mountain bikes rated bike paths just as highly as on-road lanes. The consistency of preference regardless of trip purpose is also important to note. In contrast, people had quite different priorities for general characteristics of cycle facilities:

| <b>Characteristic</b>  | <b>For Recreation</b> | <b>For Commuting</b> |
|------------------------|-----------------------|----------------------|
| Safety                 | 4.4                   | 4.2                  |
| Quick                  | -                     | 3.9                  |
| Direct                 | -                     | 3.8                  |
| Low Traffic Volumes    | 4.1                   | 3.6                  |
| Smooth                 | 4.1                   | 3.8                  |
| Scenic                 | 3.9                   | 2.0                  |
| Slow Traffic           | 3.6                   | 3.3                  |
| Convenient for Errands | -                     | 3.2                  |

|           |     |     |
|-----------|-----|-----|
| Few Stops | 3.0 | -   |
| Few Hills | 2.7 | 2.2 |

Clearly safety is paramount to everyone. But other issues like scenery, while important to recreational cyclists, weren't rated by commuters. And no-one was too bothered by hills – so there's no excuse here!

Antonakos also asked cyclists what “community improvements” they felt were needed:

| <b>Improvement</b>                | <b>Preference</b> |
|-----------------------------------|-------------------|
| Bike Lanes                        | 4.5               |
| Motorist Awareness                | 4.4               |
| Child/Youth Bike Safety Education | 4.2               |
| Surface Quality                   | 4.2               |
| Adult Bike Safety Education       | 4.1               |
| Bike Paths                        | 3.8               |
| Road Markings                     | 3.4               |
| Road Signs                        | 3.3               |
| Slower Traffic                    | 3.2               |



Now we see the second “E” of education coming into play. The ratings show that clearly all improvements were favoured to some degree though.

Closer to home, a recent major travel survey of over 2000 Canterbury University staff and students (Wilde 2000) asked a number of questions about measures that might change people's travel choices. Factors that rated the highest for encouraging more cycling or taking up cycling include:

| <b>Factor</b>                   | <b>Staff</b> | <b>Students</b> |
|---------------------------------|--------------|-----------------|
| Better cycle routes             | 34%          | 26%             |
| Better cycle (parking) security | 30%          | 33%             |
| Less traffic on the road        | 35%          | 29%             |
| More courteous vehicles         | 33%          | 26%             |
| Financial incentives            | 17%          | 29%             |
| Better changing facilities      | 21%          | 19%             |
| Better located bike parking     | 11%          | 19%             |
| Nothing!                        | 24%          | 19%             |

In terms of the most important factor, things were fairly evenly split. Interesting to see the reaction (especially by poor students!) to the financial incentives suggestion – although obviously a lot of people haven't appreciated the financial savings that already come with riding a bike! And it's always important to remember that percentage of people for whom nothing will make them change their ways.

Christchurch City Council undertakes annual market research on attitudes to cycling by both cyclists and non-cyclists (CCC 2000). Among the many interesting questions posed, participants are asked what improvements would encourage them to cycle or cycle more:

| <b>Factor</b>                           | <b>Overall</b> | <b>Cyclists only</b> | <b>School Students</b> |
|---|----------------|----------------------|------------------------|
| Having a secure place to park a bike    | 64%            | 70%                  | 83%                    |
| Making it safer to cycle                | 66%            | 79%                  | 87%                    |
| More cycle ways separate from the roads | 66%            | 75%                  | 79%                    |
| More cycle lanes on the roads           | 56%            | 68%                  | 79%                    |
| Having fun rides and a cycle festival   | 28%            | 32%                  | 52%                    |
| Improving the overall image             | 47%            | 53%                  | 56%                    |

The results highlight the fact that different things matter more to different groups of people, making targeting of initiatives important. Survey participants could also suggest other important issues that would affect their choice, and other ones that came up regularly included more aware/considerate motorists, better weather & less wind, not having to wear a helmet, and (funnily enough) owning a bike in the first place.

You may want even more specific information than this. Palmerston North City Council for example commissioned market research to identify cycling routes, dangerous/black spots and the need for additional cycling facilities in the city (PNCC 2002). Participants indicated the routes they used and noted any sections of road or intersections where they had concerns. Streets could be ranked for providing cycle lanes, intersection treatments or separate cycle paths in terms of the number of positive responses.

In the near future, CAN is planning to undertake some surveying of its members to try to make sure that we're advocating for the things that matter to you – watch this space! 🚲

### References

- Antonakos, C. 1994, *Environmental and Travel Preferences of Cyclists*. US Transportation Research Record 1438.
- Christchurch City Council, 2000. *Attitudes Towards Cycling in Christchurch in 2000*. Web: <<http://www.ccc.govt.nz/Recreation/Cycling/Reports>>.
- Palmerston North City Council, 2002. *Cycle Route & Provision Development Research*. Web: <<http://www.pncc.govt.nz/council/cycling.aspx>>.
- Wilde, H., 2000. *Year 2000 Travel Survey*. University of Canterbury, Dept of Civil Engineering, ENCI 495 project report.

Glen Koorey (<[koorey@paradise.net.nz](mailto:koorey@paradise.net.nz)>)



## Velocity – Christchurch Cycle Builder

Velocity is the small Christchurch company of Gavin Keats, an aeronautical engineer by training, who designs and builds “different” cycles. We visited Gavin in November to see and talk about some of his designs and ideas. Cycles are not Gavin’s only interest; veteran cars and motorcycles are also to be seen in his workshop; but we were there to talk about cycles!



A Velocity

Gavin argues that cycle design has been moribund for decades, and though there is nothing really wrong with the diamond frame, there is scope for new designs. With the standard frame the pressure point is on the saddle, my using a recumbent design the load can be spread across a larger area – the seat and the back – leading to a more comfortable ride.

Gavin has built and designed a number of cycles, including the DiscoVolante, the Velocity, and a wonderful 4-wheeled, side-by-side tandem that he and his wife ride.

The Velocity is the main cycle that has been produced. An unusual feature, apart from its recumbent design, is the use of an automatic Shimano hub gearing system. This system has four gears and is powered by a camera battery. Gear changing is automatic and the gear can also be locked from the control unit. Though it lacks a “granny” gear Gavin says the gear range is wide enough for normal use.

Recumbents tend to be much lower than standard cycles, allowing them to go faster, while the seat design usually means the rider cannot turn their head to see behind easily and mirrors are required. The Velocity has the same recumbent seating position but a higher seat giving a better view and more presence in traffic.

It takes at least a year to develop a new cycle and Gavin has plenty of ideas, including thoughts on a “mono wheel” saying “it’s just a question of getting the balance right.” In the meantime if you are interested in his designs there is a Velocity web site at:

<<http://www.southern.co.nz/~velocity>>

You may email Gavin as <[velocity@southern.co.nz](mailto:velocity@southern.co.nz)>. 🚲

*Nigel Perry*

---

## Photo Gallery



This intriguing bicycle was spotted many years ago in Interlaken, Australia. From the collection of Gavin Keats, photographer unknown.

no nonsense  
cycle wear

only available directly from...

[www.groundeffect.co.nz](http://www.groundeffect.co.nz)

# JOIN NOW!

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: Cycling Advocates Network,  
PO Box 6491, Auckland. You may use Freepost 147092.**

---

**Deadline for next issue is Mar 14<sup>th</sup> 2003**

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 <secretary@can.org.nz> or write to CAN. ☺

