

ChainLinks

The newsletter of the Cycling Advocates Network (NZ)

Feb - Mar '04



Napier Mayor Barbara Arnott opens the new 1.5km Westshore - Bayview Cycleway last November – but wait, there's more! See page 13...

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Week – page 3**

**Cycling and the Law:
Give Way Rules – page 8**

**Cyclists and Tour
Buses – page 22**



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

EDITORIAL

Well, not really... as you can see from this bumper issue, there are too many things happening at the moment! Make sure you get involved in your local Bike Wise Week activities and celebrate the benefits of cycling. And check out some of the exciting new cycle routes being developed around the country (see stories in this newsletter). Finally, take a moment to see how you can help CAN with its plans for this year (see item on page 5) – we need your assistance to make things happen!

P.S: At last we've uncovered a willing soul to take on a more permanent role as *ChainLinks*' new editor – **Matthew Ledbury**. Readers of the recent *NZ Environment* magazine may recognise the name, as he was previously the editor of that esteemed publication. Now he's based in London, but an overseas posting hasn't stopped our previous editors! We look forward to his expert hand on future *ChainLinks* editions – welcome aboard!

Wishing you all a happy ride. 🚲

Glen Koorey (Acting Editor)



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NATIONAL BIKE WISE WEEK 14 – 22 FEBRUARY 2004

Bike Wise Week is a unique event in New Zealand - the only nationally co-ordinated week with the aim of promoting biking as a fun, healthy means of transport and recreation.

Bike Wise Week offers a great opportunity to make the most of a high profile national event to draw attention to biking (the issues and opportunities) in your community.

More information about Bike Wise Week can be found at:

http://www.bikewise.co.nz/events/bike_wise_week/Default.asp

Below are some details about Bike Week activities around the country – find out what’s happening in your area!



BikeWise Business Battle

Grab your bike and prepare for battle! Bike Wise is holding another Business Battle during Bike Week 2004 (Sat Feb 14 - Sun Feb 22). To participate in the Battle, get people from your workplace to form a bike ‘team’- total cycling distances and times (whether it’s down to the shops, out with the family, in to work or on an expedition) for all members of the team are added up at the end of the week.

There are prizes to be won (including sumptuous shouts, Ground Effect and Kathmandu gear) at both local and national levels and for various entry categories. Entry is free- just go to the Bike Wise web site at:

<http://www.bikewisebattle.co.nz>

For more info either go to the web site, email Bike Wise at **bikewisebattle@healthsponsorship.co.nz** or fax (04) 472 5799.



Freewheel with a Friend on Bike to Work Day in Wellington

A frenzy of freewheelers will feast on free food! Bike to work on **Wednesday 18 February** and help yourself to a free breakfast.

Cycle Aware Wellington and Wellington City Council invite all cyclists to pedal on down to Civic Square between 7.00 – 9.00am for a free feed, entertainment and prizes. Once a year we gather to celebrate all the good things about biking. It’s quick, cheap, healthy, zero-polluting and loads of fun.

This time we want you to bring a friend along so we can double our numbers. In 2003 we fed 450 bikers on a windy day, so for 2004 we plan to double the fun. A show of numbers helps us lobby for better and safer cycling in Wellington.

Hutt City are also planning free breakfasts for cyclists on the 18th, in front of Council offices, outside Hutt Hospital and at Waterloo Interchange. Come along between 7.00 – 9.00am.

And on Friday 20th February in Porirua, breakfast vouchers will be distributed to first 100 cyclists who turn up on their bike between 7.00 – 8.30am. Come to underneath the Norfolk Island Pine by the Canopies, Cobham Court, by the Information Centre to get your voucher, and spot prizes for the lucky ones.

There are loads of other activities happening around Wellington during Bike Week, including family rides, bike-to-school days, and mountain biking. For more information, visit Cycle Aware Wellington's website at www.caw.org.nz.



Go By Bike All Month in Christchurch

This year's Christchurch Go By Bike celebrations will last a whole month.

Traditionally held over three days of February's National Bike Week, Christchurch City Council's event has become an annual favourite for cyclists across the city.

Council's promotions adviser Jacqui Giddings says the event has been so popular they have decided to extend the celebrations to every Monday in February.

"Christchurch has remained one of the country's top cities for cycling and Go By Bike is a great way to thank those that choose to commute on two wheels, and the perfect opportunity to try getting to work or school by pedal power."

Those "going by bike" will be eligible for breakfast, spot prizes and a draw to win a mountain bike, Jacqui says.

"In keeping with previous years, celebration stations will be located on some of the favourite spots along the Garden City's main cycle routes, meaning that most cyclists won't have a problem finding a celebration station near their usual route."

Celebration Stations will be open for breakfast from 7.30am to 9am at the following locations:

Monday, February 2 & 9:

- North Hagley Park, Armagh St Bridge
- South Hagley Park, Near the Riccarton/Hagley Ave
- Plynlimon Park, near Railway Cycleway and Strowan Rd



Monday, February 16 & 23:

- North Hagley Park, Armagh St Bridge
- South Hagley Park, Near the Riccarton/Hagley Ave
- Amelia Rogers Reserve, New Brighton Rd – east of Avondale Rd



Bike Week on the Kapiti Coast 2004

Here are some of the great things happening on the Kapiti Coast:

- A local competition involving schools and businesses. Categories of Parent & Child, Grandparent & Child, Teacher teams vs College teams, Business single entrant and Business team. Prizes in all categories plus spot prizes.
- A local “Share the Road” Campaign organized by the Road Safety Coordinator Sue Johnson on radio and in local papers.
- Free Bike Maintenance Course on Tuesday 17 February 7.00pm at On Yer Bike, Rimu Road, Paraparaumu.
- Breakfast at the Civic Centre, Rimu Road on Thursday 19 February and a stall with muffins, apples and freebies at the Corner of Te Roto Drive and Kapiti Road.
- Library Displays at Waikanae and Paraparaumu libraries.
- Cycle ride with the Policy Planner and Road Safety Coordinator from Kapiti Coast District Council.
- A prize giving function featuring a speaker and the presentation of a local cycle safety video will be held at the Paraparaumu Library on 4th March 7.00pm.

We want to take this opportunity to thank all sponsors: BikeWise, LTSA, Kapiti Coast District Council, On Yer Bike cycle retailer - and Pak & Save Paraparaumu for their kind donation of apples and drinks for the breakfast.

Kapiti Cycling 🚲

CAN PLAN FOR 2004

As mentioned last time, CAN held a “CAN Do” strategising session following the NZ Cycling Conference last October. An important outcome was the annual “CAN Plan”, setting out the priorities for CAN in the coming year or so. Ten votes were assigned by each of those present – you may have other priorities! The table below summarises the key strategy categories that CAN will focus on (this is not to say we won’t do many other things too!):

Strategy Categories	Votes	Notable Specific Action Points (votes)
Education/Training, safety topics	45	<ul style="list-style-type: none"> • Get LTSA to promote “Safety in numbers” and lower speed limits (21) • Promote “Buddy system” for novice riders & local group rides (16) • Safe Routes, “Share the Road”, AA driver education (8)
Lobbying Agencies	38	<ul style="list-style-type: none"> • Increased minimum driver age (19) • Transfund: funding mechanisms, research, demo projects (4) • Implementing national W/C strategy
Promotion of Cycling	16	<ul style="list-style-type: none"> • Toolkit on TLA processes & LTCCP • More lobbying of TLAs, public
CAN External Activities	13	<ul style="list-style-type: none"> • Continue website development • Partnership with other lobby groups
Professional Links	13	<ul style="list-style-type: none"> • Cycling “best practice” resources • Liaise with planners, engineers
External Funding for Cycling	11	<ul style="list-style-type: none"> • Lobbying Transfund re funding (6) • Model/innovative project funding (5)
Conferences / Awards	11	<ul style="list-style-type: none"> • CAN/Bike NZ to plan next conference and theme (7) • Internal CAN get-together
Inter-modal Issues	9	<ul style="list-style-type: none"> • Trial bikes on buses • Better support for bikes on planes, trains, ferries, coaches, etc
Submissions	8	<ul style="list-style-type: none"> • Upskill local groups making submissions (templates) (4) • Continue submitting on key issues
Support Advocacy Network	8	<ul style="list-style-type: none"> • Exec “buddy” for each local group • More regular communications
CAN Internal Activities	8	<ul style="list-style-type: none"> • Policy stance on various issues • Special/popular ChainLinks features
Cycle Helmets	5	<ul style="list-style-type: none"> • Positive spin on issue?
Legal Resources for Cyclists	4	<ul style="list-style-type: none"> • Webpages, CAN legal expertise? • “Crash kit” for members

Remember: CAN is a voluntary organisation – things only get done with the goodwill and enthusiasm of our members! If you'd like to help with any of the above items, or you'd like more details of the CAN Plan outcomes, let Adrian Croucher know at [**secretary@can.org.nz**](mailto:secretary@can.org.nz). 🚲

WORLD HEALTH DAY 2004 DEVOTED TO ROAD SAFETY

The World Health Organisation (WHO) is, for the first time in its history, devoting World Health Day specifically to road safety. This is in response to a growing concern about road traffic injuries.

World Health Day will be held on 7 April 2004, with the slogan 'Road Safety is No Accident' – an emphatic message that road safety is a result of deliberate efforts on the part of many sectors. In the absence of strong political will, road safety will not become a reality.

For more information go to:

[**http://www.who.int/world-health-day/2004**](http://www.who.int/world-health-day/2004) 🚲

CAN WEBSITE UPDATED

CAN's website [**www.can.org.nz**](http://www.can.org.nz) has had a few changes of late, not all of them obvious. Firstly we've moved to a new host site, still courtesy of our wonderful sponsor Julian Waters of [**www.words.co.nz**](http://www.words.co.nz), but with a few more bells and whistles for managing it. One advantage of the new setup is that we can more easily refer to sub-pages on our website, e.g. "[**www.can.org.nz/chainlinks**](http://www.can.org.nz/chainlinks)", which is where the old issues of this esteemed newsletter reside.

Please check any of your old "Favourites" links however in case they refer to one of our old hosting pages (e.g. "elena.aut.ac.nz/..." or "words.co.nz/...") – they won't work anymore and you'll need to type in the new address at "www.can.org.nz/..." instead.

On to the more visible changes: currently we're revamping the layout so that it's (hopefully) a bit easier to navigate your way up and down our sub-directories. There are also various updated webpages, including:

- Technical information on cycle planning, design and research
- All of CAN's lobbying activities including submissions, meetings, etc
- A comprehensive list of cycling events past, present and future

Please tell us what you think of the new webpages (and more importantly what else you'd like to see!). Feedback please to our webmaster Rob at [**webmaster@can.org.nz**](mailto:webmaster@can.org.nz). 🚲

TRANSIT CONSULTS ON 04/05 STATE HIGHWAY PROGRAMME

Transit New Zealand has sent out its Draft State Highway Land Transport Programme 2004/05 for consultation on priorities. The closing date for feedback is Wednesday 31st March. Information about the draft programme can be found on Transit's website at:

http://www.transit.govt.nz/news/LandTransportProg/sh_plan.html

or by contacting your nearest Transit regional office.

The Draft Programme has gone out to local authorities, regional councils, regional land transport committees and iwi. National organisations representing road users (including cyclists), as well as the Ministry of Health, Accident Compensation Commission, and the New Zealand Historic Places Trust, have also been consulted on key priorities.

Amongst the various categories of projects listed, it is notable this year that Transit has provided a separate programme of walking/cycling projects. According to that, potentially up to \$3.21 million of projects could start construction during 2004/05 (which would suggest that Transfund had better crank up the size of the walking/cycling funding available...).

Transit wants to know from stakeholders what they consider the priorities are in their areas as well as for any SH projects Transit may not have listed. Those being consulted are asked to take into account how projects meet the requirements of the New Zealand Transport Strategy, including how each project is assessed against other land transport options.

CAN will be making a national submission, and encourages local cyclists and groups to do likewise on the projects in their region. Some of the project descriptions listed are not very clear, so take the opportunity to contact your local Transit cycling champion for more details. You might also want to bend the ear of your local Regional Land Transport Committee about what you'd like them to support; their submissions tend to get a fair bit of weight.

Remember - submissions due by March 31st!

Glen Koorey 

LAW AND ORDER: WHO'S GOT THE RIGHT OF WAY?

(This is the first in a new series on legal issue related to cycling – we hope you find it useful! The usual legal disclaimers however apply...)

In our recent communications survey, legal articles received the strongest vote of all the topics that are currently not regularly published in *ChainLinks*. So let's start it off with a review of all the issues surrounding right of way. But before we go into the nitty-gritty, let's have an overview of transport legislation in NZ.

Most of the existing requirements that road users must adhere to are contained in the *Traffic Regulations 1976*. The Land Transport Safety Authority (LTSA) is tasked with converting the regulations that cover safety and licensing issues into Land Transport Rules. This process has been going on for a few years now, with some Rules already being enacted (e.g. the Glazing, Windscreen and Mirrors Rule 1999, which brought us the heavily tinted side windows), and other Rules in various stages of the process of being created (which includes consultation). There are a variety of reasons why Government decided to completely revise transport legislation, not least to translate the bureaucratic speak into more commonly understood English.

A very important and far-reaching Rule under development is the *Road User Rule*. It will cover requirements that road users must adhere to when using the road network, broadly encompassed by the term 'traffic law'. CAN sees one of its main roles as having an influence on the development of legislation, and we regularly talk to officials, as well as making formal submissions on draft documents (find all our past submissions on our website at www.can.org.nz/submissions). Hence, we submitted on the *Road User Rule Consultation Paper*, published in June 2001, and the *Yellow Draft* of the Rule, published in December 2002. It is expected that the *Road User Rule* will be adopted in the next few months and come into force later in 2004.

Proposed Changes to the Right Of Way

One of the more important issues in the Rule is proposed changes to the right of way. You may be aware that our current give way rules are unique to NZ and are not applied anywhere else in the world (at least not any longer). I am referring to left turners having to give way to opposing right turners (see Figure 1).



Figure 1: Currently, the right turner has right of way over the left turner, which is proposed to be changed this year

It is now proposed that NZ changes two of its give way rules to require traffic turning right to give way to traffic turning left into the same road;

and to require traffic from a terminating road to give way to traffic on a continuing road (the T-junction rule). CAN is supporting these proposed changes – have a look at our submission if you want to know more.

Multi-lane Roundabouts

The *Traffic Control Devices (TCD) Rule* has been developed in parallel with the *Road User Rule*, and deals with lane markings, traffic signal hardware, signs and so on. It is proposed that for multi-lane roundabouts, so-called “Alberta-style” markings are to be made mandatory (see Figure 2), where the lane markings lead traffic to the exits. The alternative to Alberta-style markings are concentric lane markings. The significance of this lies in the give way rules, which stipulate that a driver following the lane lines is deemed to be not turning, and has therefore the right of way. With Alberta-style markings, exiting traffic has right of way over circulating traffic. The intention is that right turners at a roundabout with Alberta-style markings must be in the right approach lane (as specified in the *Road User Rule*). This is unworkable for cyclists at fast-flowing roundabouts as this puts cyclists in the most hostile position imaginable.

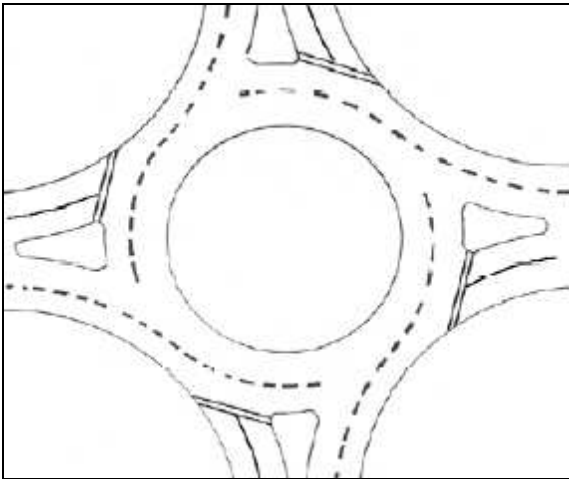


Figure 2: ‘Alberta’ marked roundabout

CAN does not support the *TCD Rule* proposal of making Alberta-style markings mandatory for Road Controlling Authorities. We also oppose the *Road User Rule* proposal of mandatory lane use for right turning cyclists, as it violates the three following characteristics of ‘successful’ traffic law:

- Related to a safe outcome
- A reasonable balance between the various road user interests
- Can be readily applied

In Queensland, cyclists are exempt from the requirement of turning right from the right hand lane. But when turning right from the left hand lane, cyclists must give way when riding past an exit (*Transport Operations Regulation 1999, s111 and s119*).

Right Of Way for Pathways

An interesting issue arises with respect to right of way for cycle paths. Right of way is currently defined for the “carriageway” (roadway) only and does not incorporate the whole (legal) road corridor. At intersections, the right of way is defined for the area achieved by the “prolongation of the kerb lines”.

As cycle paths are by definition behind the kerb line, cyclists always have to give way to turning motorists at every side street. This is an important difference to European countries and North America, where right of way is defined for the road corridor. In those countries, turning motorists have to give way to cyclists, unless a site is signposted otherwise. It should be noted that pedestrians walking across a side street have the right of way over turning motorists in those countries too.

As a consequence of the legal situation in New Zealand, a cycle path would often not be acceptable to commuter cyclists, due to them having to give way at every side street. This in turn prevents RCAs providing cycle paths in the first place, as these paths would potentially not offer an acceptable level of service for one of the main user groups (i.e. commuter cyclists).

Alternatively, an RCA may decide to transition a pathway back onto the carriageway prior to side streets to overcome the right of way issue, as has been done in Tennyson Street, Christchurch (see Figure 3). But why provide a pathway in the first place, when it becomes a cycle lane at exactly the place where cyclists feel most vulnerable?



Figure 3: Pathway becoming a cycle lane prior to side street

(Note: this pathway is now also coloured for extra visibility)

The Next Steps

As outlined above, the proposed *Road User Rule* and proposed *TCD Rule* are available in draft form only at the moment, but are expected to be

enacted in late 2004. CAN expects that many of the issues we have raised will not make it into the final rules. It is most interesting to note that the LTSA proposes in their *Pedestrian and Cyclist Safety Framework* (October 2003 consultation draft) to initiate a review of the issues raised by pedestrian and cyclist advocacy groups not included in those Rules. Whilst we appreciate such a review, the process would appear to be back to front.

Axel Wilke, CAN Technical Advisor ☸

CYCLING ADVISORY GROUP (CAG) MEETING REPORT

The last CAG meeting of 2003 was held on 11 December, hosted by Transfund, and attended by Axel Wilke and Jane Dawson from CAN. It was a joint meeting with the Pedestrian Advisory Group (PAG).

The following are some interesting snippets from the various organisations represented there:

- Transit NZ's cycling and walking policy has been held up a bit, with the Transit Board asking for further work to be done on it, but it is due to go to the Board meeting in March (CAN has not seen it at this stage).
- The *Cycling Design Guide* (a NZ-friendly addition to Austroads 14) is also due to go to the Transit Board for approval, this one to the February Board meeting.
- Transit also reported on their pilot cycle-counting project being run in Christchurch (with the local and regional councils). It is concentrating on strategic junctions, with video camera backup to check the counts.
- Ian Potter from the Health Sponsorship Council reported on BikeWise Bike Week activities being planned, and also on the financial problems facing the Bike Wise programme - it has been funded by the Ministry of Health, but they are reviewing their support of it.
- The World Health Organisation is focusing its World Health Day (7 April 2004) on road safety for the first time ever.
- A draft of Transfund's new Funding Allocation Process (i.e. the way they will decide what gets funded in the annual National Land Transport Programme) was presented by Simon Whiteley. This is in response to the requirements of the new Land Transport Management Act. Significant points (for us!) are that Transfund will place more emphasis on working with local authorities while they are developing their programmes, that small-scale projects can be 'packaged' together to form multi-faceted and complementary approaches to transport solutions, and that projects submitted for funding will have to show that they have taken all opportunities to meet all NZ Transport Strategy objectives (rather than just trying to solve one problem).
- The *Cycle Network & Route Planning Guide* got lots of public feedback, and is being reviewed with the aim of having it out by March 2004.

- The LTSA has decided on locations for pilot Safe Routes programmes (Manukau City, South Dunedin and Nelson city centre) and may have a fourth programme around demand management.
- The National Walking & Cycling Strategy submissions had not yet closed, but feedback from the consultation meetings included the fact that implementation of the strategy needed 'teeth' and funding. The strategy is due to go back to the Minister in early March, with the aim of finalising it in early August.
- Ian Melsom introduced Transfund's procedures for evaluating projects. Simplified Procedures have been developed for walking projects, and the procedures for cycling projects have been updated (so shared path projects can now be evaluated, too). Simplified Procedures can be used for projects costing under \$400,000. The health benefits have been set at 40c/km per person for pedestrians and 16c/km for cyclists. Environmental and safety benefits have been set at 50c/km for new pedestrians (not existing ones) and reduced to 30c/km for both new and existing cyclists. (CAN is not happy with this and will be arguing the case for the latter benefits to be returned to 50c/km - we are examining the research on which the decision was based.)
- Transfund's Research Strategy is being reviewed in mid-2004, and they are open to suggestions about how to widen the range of topics it allocates funding to. (CAN will be submitting a proposal for cyclists to be represented on the Research Strategy Group.)

Phew, and that is just a summary. Must have been lots of fast talking!

*Any feedback or queries on the CAG to Jane Dawson
(dawbell@actrix.gen.nz, 04-385 2557), please. ☺*

CYCLEWAY NEWS AROUND THE COUNTRY

Hawkes Bay Cycle way on the Roll

When 1.5 km of off road cycle/walkway was opened on November 6th last year, it marked the culmination of six years work. 1.5km does not seem to be very much of an achievement for all that time and effort but the statistics are encouraging.

This cycle way joins Bayview, a small coastal community beyond the airport from Napier directly to the city. That 1.5km takes cyclists off 3km of open highway and, by linking them into quieter suburban streets with marked cycle lanes, off 5km of busy road.

So far so good, but this has proved to be the catalyst that has started the overall cycle way strategy on a roll.

A further 0.8 km has been completed along the Marine Parade foreshore from the port to the Soundshell. It was without the fanfare that proclaimed

the first stretch, as this is only a portion of the new route under construction to take the pathway to the southern end of the town.



*Cyclist on
the new
Marine
Parade
Pathway*

But it doesn't stop there, as Transit NZ has approved their contribution of continuing the cycle way off road in conjunction with the realignment of State Highway 2 south to Awatoto.

But it doesn't stop there either. Hawke's Bay Regional Council has approved the use of its stop banks to continue the cycle way a further 9km back up the Tutaekuri river as far as the south corner of Napier where the Eastern Institute of Technology and the major sports Arena are situated. The pathway Trust will be meeting next week to consider the possibility of having this section in mown grass track initially to facilitate its early use.

But it doesn't stop there. This is a cycle/walkway on a roll.

An American couple who split their time between home in the States and home here in Napier were so impressed with the number of people on the Bayview Pathway as their plane flew over on its approach to the airport (I think they flew in during the opening attended by a couple hundred keen cyclists walkers, pushchair pushers, wheel chair actives, skateboarders, scooters, etc) that they contacted the Pathway Trust and said, "This is a project we like! Here is our money. \$375,000 over 3 years – but tell the community at large they must match it." And that is a challenge that Napier is keen to accept.

But the story doesn't even stop there. Hastings District Council at its last Annual Plan round voted to defer any spending on implementing dedicated cycle routes on its strategy. But here things are now taking off. Enthused by the example of the partnership of Rotary Clubs and Local Bodies in Napier, Hastings have formed their own Rotary Pathways Trust and are

planning their first stretch along the banks of the Ngaruroro River from State Highway 2 at Clive to Pakowhai Country Park near Hastings - a 6km stretch. This is starting to look like an off road route between the two Heretaunga Plains cities, Napier and Hastings. A bit of a circuitous route but hopefully not the only one.

And yes I know there are all sorts of questions about combined cycle/walkways (Mayor Barbara Arnott has offered to buy cyclists bells!) and about ideal widths and practicalities of fitting these in, and seeing that users comply with signage, and yes... that awful problem of vandalism – so many newly planted trees were stolen immediately from the Bayview Pathway – but the overwhelming news is good news.

I hate the current use of that buzzword “synergy”. But somehow it seems an appropriate word here. It is only because so many interests have come together, Rotary, Local Government, and the community, that this has finally got not off the ground but on it. But, having got that first stretch down, the leverage that is giving to extend the Pathways is nothing short of exciting. This is a pathway system on the roll.

Christine Scott, Councillor, Hawke’s Bay Regional Council ☸

Hutt River Trail Develops

Hutt Valley Rotary Clubs and Greater Wellington Regional Council Flood Protection have developed the Trail over the last 10 years with considerable support from Hutt City Council and Upper Hutt City Council. Over the past two years key achievements on the Trail include: Hulls Creek footbridge; Stokes Valley footbridge; Estuary Bridge East underpass; Melling Bridge west underpass; 36 indicator signs and mapboards, total value \$140,000.

Rotary provided the largest portion of the funding and facilitated the joint sharing of the costs for all three footbridges. Currently they are focusing their energies on helping to link the Hutt River Trail with the Rimutaka Rail Trail. When completed it will be possible to walk or cycle from Cross Creek in the Wairarapa all the way to Petone Beach completely off-road - a distance of approximately 50km. The key Rotarian driving the project is Robin Maud who has done an outstanding job pulling it all together.

[Greater Wellington Parks & Forests Community Newsletter, Dec 03] ☸

Safer Cycling On The Last Leg Into Wellington

Ara Harakeke - the winning off-road cycle and walkway between Pukerua Bay and Plimmerton - can now be accessed just south of Pukerua Bay. Look out for the Blue round cycle disc sign on the right side of SH 1, just

after passing the shops in Pukerua Bay. This path is asphalted and wide and winds through swamp and bush area - a total delight.

If you want to bypass the noisy dangerous environment on SH 1 before then, turn into Peka Peka Road about 3 km south of Te Horo (sketch map available from the Kapiti Coast Information Centre, Otaki). At the end of Peka Peka Road, turn left into Paetawa Road and follow the coast all the way to Paekakariki where you have to re-enter SH1. The roading authority has now sealed the off-road footpath/cycle path from Paekakariki's Ames Street all the way to Pukerua Bay, the width is not ideal, but the path is a far better choice than being on the carriageway.

Kapiti Cycling Inc. ☸

IMPRESSIONS FROM EUROPE: CYCLE PATHS OR CYCLE LANES?

This is my second article about impressions from Europe, gained during my recent trip and at the Velo-City Cycling Conference in Paris in September 2003. The other person from New Zealand attending the conference was Tim Hughes (LTSA, Pedestrian and Cyclist Guidelines Co-ordinator) and in our professional capacities, we were both very interested in the question of providing cycle paths (i.e. segregated alongside a parallel roadway) or cycle lanes (i.e. on the roadway). We had heard that there is a trend in Europe towards on-street solutions, which may sound surprising, as Europe is known for its pathway solutions. So we wanted to know more.

It has to be stated quite clearly that pathways and cycle lanes both have their applications. There is no question that in a rural environment, 100 km/h speed limit and heavy traffic flows, a good-quality pathway parallel to the road is preferred by cyclists over cycle lanes or sealed shoulders. At the other end of the scale, lower traffic speeds in an urban environment may well make cycle lanes preferable over pathways, not least because of conflicts between cyclists and motorists at driveways and intersections. But this brings me to a little known point, and that is that the actual safety of pathways is often lower when compared to cycle lanes. There is no doubt that pathways are often perceived to be the safer facility, but there is an impressive amount of literature available illustrating that the opposite is generally the case in urban settings. A comprehensive collection of literature demonstrating this point can be found at **<http://www.lesberries.co.uk/cycling/infra/research.html>**.

On pathways without properly sized facilities for both pedestrians and cyclists, problems between these two groups can range from annoyance to serious conflicts. Inter-visibility at driveways and intersections between cyclists and motorists is paramount, but often not achievable with pathways. Poorly delineated pathways often result in massive problems at

intersections with turning motor vehicles. In Europe, cyclists on pathways have the right of way over turning motor vehicles¹, but evidence shows that it is still important to design the crossing so that the priority is obvious to motorists. Figure 1 shows a case where the delineation is good across a side street, but parking vehicles may obstruct the view of cyclists that motorist have to give way to, which can be a serious safety concern.

Tim and I talked to many of our European colleagues² about their experiences with providing paths and cycle lanes. A trend to on-carriageway or roadway solutions is quite evident, and there were many reasons cited for this:

- They initially tried cycle lanes on short lengths because they ran out of budget to provide their usual expensive paths.
- Conflicts between pedestrians and cyclists are mostly avoided with cycle lane solutions.
- As discussed above, cycle lanes often have the better safety record than pathways in urban environments.
- Intersection solutions are often less complex with on-street treatments, resulting in a higher level of service for cyclists.



Figure 1: Poor intervisibility but clearly delineated pathway at side street

(Wuppertal, Germany)

- As footpaths are generally quite generous in many European cities, in the past pathways were marked by taking some footpath width from pedestrians. These days, traffic lanes are being reduced in width or

¹ In NZ, the situation is reversed, with motorists having the right of way over pathway users at intersections, significantly reducing the level of service that pathways can offer to cyclists. See the article on Give Way Rules in this edition of *ChainLinks*.

² Mainly from Great Britain, Germany, Holland, Switzerland, and Denmark.

number, i.e. the required space is more frequently taken from motorised transport.

- Pathways are of course still being built, but standards and guidelines are more stringently adhered to. Paths need to meet a minimum width and must have a buffer strip to an adjacent parking or traffic lane. If the requirements can't be met, pathway solutions are rejected, whereas in the past, the dimensions might just have been compromised.
- Generally, cycle lanes are significantly cheaper to establish than paths. This also increases the speed at which projects can be implemented.

Many European colleagues expressed their surprise that cyclists quite readily accepted on-street solutions. Their expectation had been that after decades of building segregated facilities, there would be a lot of resentment in the cycling fraternity to having to share road space with motorists. One possible explanation for this is that most streets don't have any cycling infrastructure, where cyclists share the road with motorists by necessity, which makes them used to this situation.

It has to be said that Sweden is not following this trend. In a presentation at Velo-City, an official from the Swedish National Road Administration stated that they want to retrofit all streets with a speed limit of 50 km/h or above with pathways³. He confirmed that they are aware that pathways are not necessarily safer than cycle lanes. When I asked about budgets and timelines, he said that they want to have their road network adjusted by 2010, but they don't know how they can finance it. Time will tell.

Tim Hughes spent two days in Denmark. They are aware of the pitfalls in the path approach and try to achieve the best of both worlds with what they call cycle tracks. These are expensive so have generally been provided on the arterial road network only. Cycle tracks are similar to NZ cycle lanes but are behind the main kerb, with a smaller lip up to the footpath. The Danes only permit one-way travel as two-way cycle tracks and paths have a poor safety record. The tracks revert to road level prior to intersections. They do this to get the safety benefits of cycle lanes at junctions and of paths between them. Usually there is no on-street parking permitted outside cycle tracks, though they are experimenting with allowing this in some circumstances.

They still have a significant problem at bus stops where bus passengers load and unload onto the cycle track (see Figure 2). Tim rode around them for several hours and found that it was generally more difficult to maintain the modest speeds he usually travels on cycle lanes (20-25 km/h), and when turning the equivalent of right in NZ (i.e. left in Denmark) he was

³ Under that scheme, residential streets will have a walking speed or 30-km/h speed limit.

unable to merge across to the centreline but was required to turn right from the cycle track on the (NZ) left. This means checking for a simultaneous gap in both directions. There were also longer delays to all users including cyclists and more complex phasing at some traffic signals. Because cyclists were used to a cycle track to the (NZ) left of left turning traffic, they were also poor at interacting with traffic in left-turn lanes. The competent would travel between the turning and through traffic but many still travelled to the left. Fortunately the car drivers are very aware of cyclists when turning left.



Figure 2: *Cycle track at bus stop (Copenhagen)*

Because their national funds for cycling facilities are drying up, they have been trying cycle lanes where there is no parking and finding this successful. In Copenhagen they drew up some plans for cycle lanes outside parked cars, but have been too apprehensive to implement them, as they have concerns that this is too inconsistent with the approach that has been taken elsewhere in Copenhagen and drivers may not be able to safely adapt.

As a pedestrian Tim also found it quite hard to get used to looking for cyclists behind the main kerb line.

While the cycle track approach in Denmark appeared to be better than the parallel path approach elsewhere in Europe, compared with quality on roadway solutions it still sacrifices some cyclist convenience and is quite expensive. The main benefit is enhanced perceptions of safety and hence lower stress for cyclists for most of the safer portions of each journey. This however may be contributing to the popularity of cycling in Denmark.

Generally the European approach works as well as it does because they usually give lower priority to providing on-street parking on their busier roads. The struggle in New Zealand to find road space for quality cycle

provision frequently comes down to whether we can remove parking. Copenhagen consciously reduced on-street parking by 2% per year over twenty years.

In conclusion, an interesting trend is evident in most of Europe. Known for its pathway solutions as a quasi-default urban cycling provision, on-street solutions are more and more used. There are a multitude of reasons for this, of which potentially improved road safety is arguably the most important one.

*Axel Wilke (CAN Technical Advisor)
and Tim Hughes (Land Transport Safety Authority) ☞*

RECENT CAN EXECUTIVE ACTIVITIES

In the past couple of months, the CAN Executive Committee has been busy on a number of things. If you want to know more details about anything, contact Adrian ([**secretary@can.org.nz**](mailto:secretary@can.org.nz)). Recent activities included:

- Made submissions on the National Walking/Cycling Strategy, LTSA Vehicle Lighting Rule, and DOC Recreation Opportunities Review.
- Discussed future CAN liaison with the Automobile Association
- Liaised with architects re cycle parking in commercial developments
- Considered ideas for increasing CAN membership numbers
- Discussed CAN promotion ideas for BikeWise week
- Assisted BikeNZ with their job description for an Advocacy Manager
- Attended the Cycling Advisory Group meeting in Wellington
- Prioritised actions from CAN Do for the coming year
- Provided detailed feedback to LTSA on the forthcoming *Cycle Network & Route Planning Guide*
- Discussed the implications of Transfund's revised simplified walking/cycling procedures
- Provided feedback on SPARC's "Issues for Event Organisers" paper
- Collated and sent out e.CAN issues
- Discussed feedback on LTSA's level crossing review
- Started drafting various forthcoming submissions
- Discussed role for BikeWise/Cycle Steering Committee to play under new national cycle strategy
- Started tentative plans for a 2004 CAN Workshop
- Significantly updated CAN's website hosting and webpages
- Prepared this issue of *ChainLinks*
- Had a summer holiday!

Collated by Glen Koorey ☞

CYCLING AND LOCAL GOVERNMENT PLANS

You might be thinking that it's almost time to lobby your Council on this year's Annual Plan. But things have changed a little. The new Local Government Act 2002 (LGA 2002) has some important provisions for cycling advocates, in particular:

1. The new Community Outcomes Process (LGA Section 91)
2. The new Long Term Council Community Plan, or LTCCP (Section 93)
3. The provisions for consultation on the LTCCP and other documents/proposals (Section 82-83)

The whole Act is underpinned by an emphasis on citizen involvement in local authority decision-making. The Act can be accessed on the web along with other information about it on the Department of Internal Affairs website (www.dia.govt.nz).

The aim of the Community Outcomes process is for people to determine what they consider is important for their current and future social, economic, environmental and cultural well-being. Local authorities are required to facilitate the process. Community Outcomes must be identified at least once every six years and monitored at least once every three years.

The LTCCP is Council's 10-year plan to show what it will do to help achieve the Community Outcomes. Essentially the LTCCP is like a mandatory strategic plan. For organisations that have regularly made submissions to the draft Annual Plan process, it will (hopefully) take the focus away from the Annual Plan.

Local authorities (both regional and city/district councils) are required to adopt an interim LTCCP by 1 July 2004. Most are doing this in 2004, with nine having done it last year. For the interim LTCCP, councils may utilise existing information about citizens' desired outcomes (e.g. existing strategic planning data, Annual Plan submissions). For the full LTCCP, which has to be adopted by July 2006, councils have to identify Community Outcomes, using a formal consultation process.

As an aside, I have some real concerns about how adequate the formal consultation is for the outcomes process. Some councils will do a very good job of both their interim and full LTCCPs; others will seek to manage as carefully as they can the public involvement, so as to produce the kind of document that officers and/or politicians want but isn't necessarily the result of an open and effective process of public engagement.

A lot of information is generated in public consultation but is often not used well, and so the results may not be a very good reflection of what stakeholders think. The quality of consultation – in particular, getting beyond the traditional reliance on basic submissions – is important. Some

councils will seek to do only the minimum to comply with the legislation, which would be unfortunate.

For the full LTCCP and Community Outcomes, cycling advocacy groups should be active in promoting sustainable and integrated transportation. Efforts should be made to ensure LTCCPs are consistent with other strategy documents such as the New Zealand Transport Strategy, Road Safety 2010, the National Energy Efficiency and Conservation Strategy, the emerging Walking and Cycling Strategy, etc.

Important issues to think about are the auditing and monitoring of LTCCPs. At present there is no close scrutiny of whether councils' Annual Plans deliver on what they say they are going to do (e.g. implementation of a cycle strategy) or whether the contents of what they do is consistent with what citizens mandate. Therefore, it is not certain that the LTCCP will be audited in terms of what it delivers in relation to sustainable development.

Monitoring is something that should already be happening by local authorities (e.g. for "State of the Environment" reporting). However, there is a lot of room for improvement both in the data collection and in the indicators used (what is measured). One local authority I know in its State of the Environment report said that its cycle strategy target of "5km of cycle track per year" had been met for 1998 because there was an increase of over 7km. However, that was achieved through a cycle track opened up in early 1998 that was listed in the cycling strategy as an **existing** cycle track (i.e. not an **additional** 5km each year over the baseline).

The Community Outcomes and LTCCP is about exercising stewardship for the quality of life in our communities now and in the future. It is not about some race to the bottom in terms of unsustainable economic growth, unsustainable vehicle traffic growth, and a frenzy of road building. Make sure you get your plans right!

Christine Cheyne, Palmerston North (c.m.cheyne@massey.ac.nz) 🚲

CYCLISTS AND TOUR BUSES

In the Aug-Sep '03 edition of ChainLinks, we reported on a meeting between cycling interests and bus operators. Two of the issues raised there have been investigated further and are detailed below:

Rural Coach-Driver Behaviour

Bus and cycle tour operators alike have expressed some serious concerns about the behaviour of each party on many rural roads. It was agreed that some common "protocols" for bus/bike interaction should be developed. This would enable both tour operators to provide a consistent message to their cyclists/drivers. A draft protocol has been developed (see below) and

endorsed by the Tourism Committee of the Bus & Coach Association; it will also be incorporated into the relevant bus driving training standards.

Road Safety Protocol between Cycle Tour Operators & the Bus & Coach Association's member Coach Drivers

A Cyclists & Cycle Tour Companies

- Cyclists will be well briefed on NZ's road laws and expectations of traffic behaviour and density.
- Cyclists will be encouraged to wear bright high-visibility clothing.
- Where possible, a flag should be displayed on the bike.
- In general, cyclists should keep as far left as possible. Groups should cycle in single file on corners, on hills, and in areas where there is less than 200 metres' clear visibility. At other times, two abreast is satisfactory, consistent with road safety.
- Cycle tour operators should use hazard warning lights on their support vehicle when cyclists are on the road.
- Support vehicles for the cycle group should have a rear-mounted warning sign to warn other users that a cycle group is ahead.
- Where possible, the support vehicle should remain at the rear of the group.
- Where long winding roads make it impossible to see clearly to pass safely, cyclists, as a courtesy, should dismount to allow built-up traffic to pass or to prevent any traffic build up.
- Where unsatisfactory driving behaviour is observed, cyclists & guides are encouraged to identify the transport company, time of incident and if possible the licence number which will be forwarded to the police or company in question.

B Coach Drivers

- Coach drivers should slow down to a safe speed passing cyclists.
- The passing movement should allow up to 1.5 to 2 metres between the coach and the cyclist.
- This cycle protocol will be included in driver training programmes and in the Association's "*circular*" magazine
- The Association is prepared to publish copies of the protocol for members to give to drivers.
- When details of unsatisfactory driving behaviour are received, the company's management will raise the issue with the driver concerned and attempt to take remedial action.

November 2003

CAN welcomes this protocol and endorses the intent of it to all touring cyclists. However we also welcome feedback from cyclists who have any thoughts on how to improve it. Contact Axel Wilke (ph. 03-3669493, Axel.Wilke@can.org.nz) with any suggestions or comments.



Bike Transport on Long-Distance Buses

by Lynn Conant, CAN member, Christchurch

Background

It is especially interesting to me that cycling is part of our new tourism international marketing image, because I came to NZ 12 years ago for the purpose of doing a bicycle trip. I had heard from fellow Americans that NZ is a good place to cycle. In our lovely six weeks of touring around the South Island, my husband and I were blessed with only 1½ days of rain and no memorable headwinds. So we never even considered using a bus on that bike trip. But now that we are settled into Christchurch and are 12 years older, when we want to get out of the city, we often book ourselves and our bicycles on a bus. Over the years, our experiences with bus companies have been varied. Many times, everything from the booking phone call to the unloading of the bikes at our destination and then again back home in Christchurch went very smoothly. But enough times, service was less than ideal.

The main problem was a communication one. The bus company telephone booking staff frequently neglected to inform us of their requirements for travelling on the bus with a bicycle. For example, sometimes drivers expected us to have removed pedals and front wheels and to have wrapped the chain before boarding. But when we had not been told this on the phone when booking, we didn't have the tools and materials to do all of this. Drivers would get angry with us – not a pleasant way to start a holiday.

Also one company had sometimes, but not always, informed me that there was no guarantee of getting my bicycle onto the bus. Luckily, I've never been stranded with my bike at the bus stop, but I imagine with horror an overseas tourist being told ten minutes before the bus is to leave that there was no space for the bike. Not a good look for the tourism image!

The Plan

At a meeting in Christchurch between CAN and John Collyns from the Bus & Coach Assn, I offered to do an informal "blind customer" telephone survey of South Island bus companies. We all agreed it would be useful for the bus companies to get some feedback on this aspect of their service.

So, at the end of July '03, I phoned seven bus companies, made a booking and noted unsolicited information regarding bicycle requirements. With

this, I wanted to find out whether staff would give out special bicycle requirements without prompting.

When I called back to cancel my booking, I then asked about any requirements / policies regarding bicycles: *“Is there anything I need to do with my bike before boarding?”* In this way, I checked whether I had been told everything I needed to know at the time of my booking.

Results

The following table summarises the results of the survey. Note that Intercity has been surveyed twice, due to past experience with that company giving inconsistent information:

Coach Company	Unprompted instructions	Answer to question: <i>“Is there anything I need to do...?”</i>
Intercity	Pay \$10 to the driver	<i>“Not that I know of but, only subject to availability of space.”</i>
Intercity	Need to cover chain and remove pedals	(I didn't cancel this booking)
Atomic Shuttles	(None)	<i>“No, most buses are set up with bike racks on the back, so it's usually no problem.”</i>
South Island Connections	Extra \$10	<i>“No, we have bike racks on the front of the trailer or on the back of the bus, or one bus has a big boot.”</i>
Southern Link	\$10	<i>“No, we just hang it on the back.”</i>
Lazerline	One bus can take bikes, another can't	<i>“No, two buses have bike racks, for other buses you need to take wheels off.”</i>
Akaroa Shuttle	\$6	<i>“No, as long as we know, we can organise a suitable bus. Most of the bikes get put in the luggage compartments on hooks.”</i>
East Coast Express	\$15 for a bike	<i>“Yes, can you easily take it apart?”</i> (Well, yes, what would be best to take off?) <i>“Oh, just bring it and the driver can put it on the rack.”</i> (Do all buses have racks?) <i>“We can sort it out.”</i>

Discussion

I was pleasantly surprised at the lack of requirements for bicycles amongst most of the bus companies. Several offer a good service for bicycle tourists with a bike rack at the back of a bus. This is much preferred to the hassle of fitting bikes into the bus luggage compartment.

Only one bus company gave significantly inconsistent information. Three different Intercity staff gave three different pieces of information: “pay \$10”, “remove the pedals and cover the chain”, and “there’s no guaranteed transport”. Customers, however, need to know all the information upon booking.

All bus companies’ staff were friendly and happy to answer my questions.

Recommendations to Bus Companies

To those companies that are bicycle touring-friendly with bike racks, I suggest you publicise that much more overtly. Include it in your brochure. Train phone staff to mention it to cyclists when they book.

To Intercity: Please review your training programme for phone staff to ensure all relevant information is relayed to bicycling customers when they book. This includes both requirements such as removal of front wheels and covering the chain as well as your policy of no guarantee of taking the bike. However, unless Intercity is the cyclist’s only option, this policy will naturally send cyclists to other bus companies. Personally, I would be happier to pay a higher fee if that would guarantee my bicycle is easily transported, so that it’s not a hassle for either myself the cyclist or the bus driver.

Further Action from CAN

We will be following up on this issue with the Bus & Coach Association to see whether their members can develop a more consistent and cycle-friendly policy. We will send the survey results to the companies that have been surveyed so far.

We would like to hear from North Island members who would like to survey their local bus companies.

The ‘Lonely Planet Cycling New Zealand’ guide has quite a detailed section on coach transport, which somewhat contradicts the above survey results. We will contact them with our results and since they publish updates to their guides on their website, we are sure that they will welcome our contribution.

We see this as an ongoing issue, will undertake further surveys, and will update the published information (either via ChainLinks or Lonely Planet) as companies change their policies. 🚲

Axel Wilke, CAN Technical Advisor

Designing For Cyclists

SHARE AND SHARE ALIKE

In the Oct-Nov '03 edition of *ChainLinks*, we looked into some of the research regarding cyclists in “pedestrian” (traffic-free) areas, such as street malls and squares, and showed that there were few problems in practice. So, assuming you're ready to allow it, what are some of the design issues for cyclists in pedestrian areas?



The first question is whether you need to segregate cyclists from pedestrians in the area in question - this is not always necessary or desirable. At lower flows, both users mingle fairly readily without incident. Where there are appreciable flows of pedestrians or cyclists however, then some delineation should be considered. The Scottish Executive's guidelines (1999) recommend that where combined flows of pedestrians and cyclists are **in excess of 180/hour per metre width** of paved area, a segregated cycle path should be provided.

A clear cycle path can help encourage cyclists to follow a defined route and make pedestrians aware of where cyclists (hopefully!) will be. Usually along streets with surrounding buildings it would be centrally located with walking areas either side. Where possible, ensure that the width for any cycle route is adequate to safely cater for the demand - refer to typical cycle path width guidelines elsewhere. It may be that, if you already have routes for service vehicles or public transport within your pedestrian area, then cyclists could also use these.

It is important to clearly denote the cycle route from “pedestrian-only” areas. Be particularly mindful of how blind or partially sighted pedestrians will distinguish between the various areas; tactile surface indicators may be useful here. Some useful design features include:

- Contrasting path surface colouring
- Cycle logos and signage along the route
- Edge-lines or tactile edges (low kerbing even?)

- The use of objects bordering the cycle route (watch inter-visibility), such as plantings, bollards, rails/chains, rubbish bins, lighting and seating

With clever planning, object placement can help to minimise the locations where pedestrians will cross the cycle route, minimising the potential for conflicts. However this has to be balanced against the desire for pedestrians to move around unimpeded.

It is not unreasonable to encourage slower and more considerate cycling in high-use pedestrian areas, especially where there isn't a dedicated cycle path. Research has shown that cyclists tend to adapt their behaviour to suit pedestrian densities anyway, but clear signage at key entry points may help to set some guidelines for pedestrians and cyclists alike. A well-designed traffic-free area will also send a signal to cyclists that it should be treated differently to a normal cycle path. Slower cyclist speeds may also be achieved by using cobbled/tiled surfacing or by creating a winding cycle path alignment (without making it too indirect!).

In shopping/entertainment areas, don't forget some bike parking facilities along the way too - cyclists are customers too! These can also be used to provide another pedestrian barrier for the cycle route. Make sure any parking is clear of the cycle route however.

If you're still concerned about unrestricted access for cyclists in busy pedestrian areas, then maybe you can compromise by only permitting them at particular times of the day. After all, that's generally what happens for service vehicles in pedestrian areas. The most crucial need for cycling through an area may be for commuting trips at the start and end of each day; therefore cycling could be simply allowed during the pedestrian "off-peak" (say, before 9am and after 4pm).

There are no hard and fast rules about what works and what doesn't; every place will have different characteristics. If need be, experiment with temporary layouts first and see how it operates in practice before committing to a final plan.

The last thing to remember is that a little bit of user education wouldn't go amiss as well. Make both cyclists and pedestrians aware of the "rules of engagement" for your pedestrian areas, and encourage basic courtesy rules.



Useful References

- Austroads 1999, “*Guide to Traffic Engineering Practice, Part 14: Bicycles*” – Section 6.3 gives details on path widths and geometry.
- CROW (Centre for Research and Contract Standardisation in Civil Engineering) 1993, “*Sign up for the bike, design manual for a cycle-friendly infrastructure*”. Netherlands – Section 4.5 discusses mixed traffic environments.
- Scottish Executive 1999, “*Cycling by Design*” – Chapter 8 covers footpaths and areas free from motorised traffic. Web: <http://www.scotland.gov.uk/library2/cbd/cbd-21.asp>
- Sustrans (UK) 1999, “*Shared Use Routes*”, Information Sheet FF04 – has some information on pedestrianised areas as well. Web: http://www.sustrans.org.uk/downloads/989A79_ff04.pdf (153kb)
- (UK) Dept for Transport 1993, “*Cycling in Pedestrian Areas*” (Traffic Advisory Leaflet 09/93) – presents some research findings and design guidance on allowing cyclists in pedestrian areas. Web: http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_504728.hcsp

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

CYCLING NEWS FROM AROUND NEW ZEALAND

November:

- Auckland’s Hobson Community Board investigate the viability of a cycle and walkway from the central city to Parnell.
- Hutt City Council invite local residents to join working groups to develop new walking and cycling strategies for the district.
- Christchurch City’s draft Metropolitan Transport Statement for the next 20 years proposes increasing cycling funding to \$2.6 million per year, as well as additional funding on travel demand management measures.
- The initial 23km of the Marlborough Cycle Network is officially opened, allowing cyclists to travel around the various wineries in the region.

December:

- Palmerston North cyclists are up in arms about tentative plans to remove cycle lanes from the city’s ring roads and increase their speed limits to 60 km/h.
- Greater Wellington Regional Council plan to develop three bike maps of the region, highlighting cycle-friendly routes, various amenities and gradients.
- A draft cycling strategy being considered by New Plymouth District Council aims to get 9% of people cycling to work by 2012.

- Timaru District Council also plans to establish a cycle and pedestrian strategy for the district.

January:

- Nelson cyclists start a blacklist of motorists observed behaving dangerously near them.
- Consultation workshops for Tasman District Council's draft cycling strategy attract huge numbers.
- Transit NZ's draft State Highway programme for 2004/05 proposes up to \$3.21 million of walking/cycling projects that could begin construction in the coming year.



Cycling Horde Descending On South Island

Christchurch - Around 800 Australasian cyclists will descend on the South Island next month for the Great New Zealand Bike Ride.

Organised by Bicycle Victoria, the 13-day, 881km ride from Lake Tekapo to Greymouth runs February 7 to 19. Participants will be camping in Hagley Park before and after the tour.

Bike Victoria spokesman John Myers says this is the third time his organisation has organised the South Island ride. The others were in 1992 and 1994.

"Apart from heaps of riding in Australia, some in Asia and from Lands End to John O'Groats in the UK, the South Island is one of the great bike rides in the world," John Myers says.

"It has some of the most scenic roads in the world, but it's not until you get onto a bike that you fully appreciate the view."

Open to anyone with a moderate degree of fitness, and mostly populated by Australians, the ride is first and foremost a social holiday, he says.

"We are offering holidays not races. The idea is to enthuse people about cycling so that they enjoy it as a form of transport, exercise, and see it as a way of having fun. People can go as slow or as fast as they like, which means that there are often great distances between the riders.

"Most come for the social scene. It is a party on wheels. When you are not on your bike, you've got the chance to fly over mountains, take a jet-boat ride, raft white-water, paraglide, skydive, bungee jump and go to a party every night.

"If you are into a healthy holiday, but don't want to carry your luggage or cook, then an organised holiday like this one is worth considering.

Those who like luxury shouldn't come, because it's a camping holiday, although there is accommodation available in most places."

John Myers says many people start their cycling adventures on organised bike rides and then become more adventurous.

“The Great New Zealand Bike Ride is as much for those who live in New Zealand as those from overseas. There is no doubt that the best way to see your own country is by bike.”

Those participating are paying about \$AUS1150 (\$NZ1300) for a package, which includes three meals a day, route marshalling, campsite entertainment and films, first aid and massage, and support. ☸

[Christchurch Press, 12 Jan 2004]



SPARC Calls For Calm After Andersen Conviction Fallout

Wellington - Sport And Recreation New Zealand (Sparc) has released a discussion document it hopes will lead to fast-tracking the restoration of confidence in the staging of sport and recreation events following the mid-year prosecution of Christchurch promoter Astrid Andersen.

The document is the result of a November workshop that involved promoters, sports executives, lawyers, police and government departments. It concentrated primarily on road-based events. Among the recommendations is the setting up of templates to be developed for risk management and best practice policies.

Andersen was convicted of criminal nuisance in August after the death of a cyclist in the 2001 Le Race bike race from Akaroa to Christchurch, which she organised. The court found she had deficient safety procedures, which contributed to the cyclist's death following a head-on collision with a car. Andersen is appealing the decision. She was prosecuted under the Crimes Act.

The successful prosecution clearly shifts the responsibility for accidents from participants to organisers and also impacts on volunteers. Since then, nearly two dozen events have been cancelled because promoters were not prepared to risk prosecution as a result of accidents.

Arthur Klap, one of the country's leading promoters who attended Sparc's November workshop, believes the Crimes Act - which covers carelessness to gross negligence - needs to be redefined.

“The law needs to be split in half almost,” Klap said. “You can make a mistake and be convicted and you can be grossly negligent and convicted. Astrid Andersen was at one end of the scale, not at the other end.

“She carries the burden almost of the gross negligence when in fact she was convicted of carelessness. Some tidy-up needs to happen.” The discussion paper was heading in the right direction to restore confidence to the sector but actions need to follow quickly, Klap said.

Sparc is initiating discussions with the Ministry of Justice about possible law changes. It's talking to Standards New Zealand on developing guidelines for risk management.

It's also standardising processes and regulations promoters have to adhere to with a variety of other government departments. For example there are 12 autonomous police districts where practices for events vary from district to district. The same largely applies to local councils. Transit New Zealand's focus is on traffic management and its code of practice needs to more easily accommodate road-based events.

A by-product of the current confusion is what some promoters describe as a "paper war". In organising the recent World Triathlon Championship in Queenstown, Klap had to bounce between nine different authorities to secure clearance for part of the course that was in use for a maximum of 20 minutes.

Jude Ellis is overseeing the project for Sparc. She has circulated the discussion document widely and is seeking feedback and suggestions by February 16. Then she hopes to form a steering group and have a plan of action underway by the end of March. One of her priorities is to educate and reassure. She described some of the comments made in the wake of Andersen's conviction as "ill-informed and scare-mongering".

"I want to get some education out there in terms of people having some real understanding of what the issues are. A lot of the fear is coming from ignorance and misunderstanding," Ellis said. To assist this Ellis is trying to establish standardised benchmarks so all involved in staging an event know what is required.

"That's also linked into some of the over-reaction from councils where really small events have to meet standards that are just too high. It is maybe a club event, but it has to meet standards required for something that involves 200 people."

The discussion document is available on Sparc's website, <www.sparc.org.nz>. Submissions can also be lodged there.

[Sunday Star-Times, 28 December 2003]



Want to know what CAN has been up to lately?

Find details of all CAN's past meetings, submissions, media releases, letters, presentations, etc on our website at:

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

Cyclists Start ‘Blacklist’ Of Dangerous Motorists

Nelson cyclists are carrying digital cameras and establishing a blacklist of motorists after falling victim to escalating bad behaviour on the region’s roads.

Star and Garter Wheelers cycle club spokesman Malcolm Saunders said a list of cars involved in “nasty incidents” would be published on the Internet and handed to police. Some cyclists had resorted to taking digital cameras with them in an effort to catch dangerous motorists, Mr Saunders said.

The roads were becoming more and more hazardous for cyclists because drivers were increasingly inconsiderate and rude, he said. It was common for drivers to shout abuse at cyclists, throw things at them, and be impatient when trying to pass.

“We’ve had enough. Each week we’ve got horror stories relayed to us about motorist behaviour,” he said.

Last Saturday, a female rider was grabbed on the arm by a “young lout” in a car in Richmond, and on the same day a family in a red Toyota caused havoc during a bike race, he said.

“Dad got road rage and tried to pass. Then he yelled abuse and shook his fist and carried on,” Mr Saunders said.

Nelson police Inspector Brian McGurk said this “loutish behaviour” was a concern, and drivers would be charged if they were caught endangering cyclists’ lives.

“If someone was killed under these circumstances we would charge them with manslaughter,” Mr McGurk said.

Nelson cyclist Brian Samuels was hospitalised for four days after being hit by a car in Waimea Rd last year. Both his wrists were broken and he had to have surgery to have plates put in. A Nelson driver is facing a charge of careless driving causing injury in relation to the incident.

Mr Samuels said Nelson was not a safe environment for cyclists. He said some motorists thought it was a game to try to get as close as they could to a cyclist.

“They almost clip you. Sometimes you think they’re doing it on purpose”.

He says the blacklist will be successful if it identifies a group of dangerous drivers.

“If you can register those with an attitude thing towards cyclists then that’s good,” Mr Samuels said.

Mr Saunders said motorists were welcome to e-mail complaints about cyclists as well.

“It’s not a one-sided thing,” he said.

The blacklist can be viewed at www.starandgarterwheelers.co.nz.

[The Nelson Mail, 16 January 2004]

CAN also received this letter from Malcolm Saunders of the Star & Garter Wheelers:

In what has been deemed a media dream for cyclists, reports and debate in national and local media have generated wide public interest in the rights of cyclists to be on roads in the Nelson area, and this week information was given to the Richmond Police identifying the vehicle and passenger involved with the ‘grabbing’ of a woman cyclist as she was riding back to Richmond after competing in a local club race. We await the outcome of the Police investigation.

A very good letter, amongst several, to the Nelson Mail, puts the facts clearly to the public -

Sir, Your correspondent Michael Stanley complains about cyclists not riding in single file, especially on narrow country roads. He claims to have seen “some close calls with motorists braking suddenly, with oncoming traffic, because of cyclists two or three abreast”. He should learn the Road Code.

Section 2.4 states you must, when “ on a road with no centre line or lanes (e.g. a narrow country road), drive at a speed so you can stop in half the length of clear road you can see in front of you. On a road with a centre line or lanes, drive so you can stop in the length of clear lane you can see in front of you”.

Section 2.11 states that cyclists are permitted to ride alongside another cyclist (or moped) except when passing another vehicle.

I agree that cyclists riding three abreast may be inconsiderate of motorists and are asking for trouble, but when driving, I have no problem slowing down and waiting to overtake. It’s a standard driving manoeuvre, which adds little travelling time. I strongly suggest that all road users be cool, even when the road is hot, and act more humbly. If you can’t handle the heat... take the bus. D.A.Steel, Nelson

After a number of “horror stories” related to our club, we will continue to make the motoring public aware that such incidents will not be tolerated, and prosecution of identifiable cases will be pursued.

If you have the number and type of vehicle involved in an incident, call into your local Police Station and pick up a ‘Traffic Incident Complaint Form’, fill it out, return to the Local Police and let them do their job.

Regards

Malcolm Saunders, Richmond, Nelson

Timaru To Fairlie Rail Trail Proposed

The railway line from Timaru to Fairlie might be no more but this has not stopped a Timaru man suggesting that the rail route could be South Canterbury's answer to the highly successful Otago Central Rail Trail.

Trevor Karton, the president of the South Canterbury Cycling Club, has decided to go public with his idea in the hope that it might spur on some discussion.

"This could be a tremendous trail. Every time I go up to Fairlie I look at the old rail route and wonder about the possibilities," Mr Karton said.

He has based his idea on the Otago Central Rail Trail, which was opened in 2000 and now attracts more than 15,000 cyclists, horse riders and walkers every year.

Mr Karton was aware that most if not all the land that carried the rail line to Fairlie is now in private hands, which could make establishing a trail a complicated exercise. But he believes it's worth some discussion.

"Mountainbiking is booming, a recent survey of cyclists identified that the thing they wanted most in our region was more trails, and there's the huge potential to bring in visitors from the rest of the country and overseas."

He envisaged a South Canterbury trail operating in a similar way to the Central Otago trail, which runs for 150km between Clyde and Middlemarch. The route used by the railway was resurfaced, and bridges and other structures repaired.

Since it was opened in 2000 the trail has not only exceeded the expectations of the trust that now operates it, but it has seen the growth in accommodation, transport and food outlets to cater to the influx of visitors.

Grant Hannam, who organises mountainbike rides and is also involved in cycling club activities, is another Timaru person who believes the idea has merit.

"I know of carloads of people just from our region who are going down to the Otago rail trail every week. And there is a huge demand for more places for people to ride, especially now that there seems to be so many more ownership and access issues in many places."

An example of the growth in the popularity of mountain-biking is the rise in participants in the Round Tekapo bike race. Two years ago the event attracted about 270 riders, last year this had risen to about 670.

One person who has had a close involvement in the Otago Central Rail Trail and who knows first-hand the economic benefit it has brought to the region, is Edna McAtamney.

Mrs McAtamney, who is a member of the Tourism Central Otago, and Southern Lakes Marketing boards, says the impact of the trail is considerable.

“It has been economically very significant, especially for some of the smaller towns along the route. It has revitalised towns that had been dying.”

When the Otago trail was proposed there was a section of the community who said it would never work, and concerns from some of the landowner along the route about security and vandalism. However, the success of the trail has put paid to the doubters and landowners have experienced very few problems.

Mr Karton believes that this would be the same scenario here, partly because of the kinds of people who would want to ride or walk the trail.

“These are responsible people and family groups who would abide by guidelines and land-owners’ wishes.”

He also believes the trail could prove a huge benefit to towns such as Pleasant Point, but especially Cave and Albury, in the same way the Central Otago townships of Chatto Creek, Omakau and Lauder have been invigorated.

[Timaru Herald, 23 January 2004] ☞

QUOTABLE QUOTES

“This has been a real community project but it was different... because there had been nothing like this before. I just thought it had huge potential.”

Environmental planning consultant Paul Millen is pleased with the Marlborough cycle network he helped design. (Marlborough Express 29/11/03)

“The strategy gets done and then put away somewhere to be pulled out again in 10 years, when we will find people are still not walking or riding.”

Wanganui mayor Chas Poynter is sceptical about the new national Walking and Cycling Strategy. (Wanganui Chronicle 3/12/03)

“We’re not talking about a ring road circling around back paddocks in the Waikato.”

Local Police Inspector Neil Wynne isn’t convinced about the merits of any future speed limit increase on Palmerston North’s ring roads. (Evening Standard 4/12/03)



“At many schools there are the kids who miss out because they do not have bikes, so this is one way we can make a difference.”

Fulton Hogan Marlborough regional manager Tony Gallagher explains his company’s gifting of a \$6500 custom trailer with 12 bikes for school cycle training. (Marlborough Express 6/12/03)

“Under the right conditions, with proper promotion and with the right facilities, many more trips can be made by bicycle, particularly short journeys.”

New Plymouth District projects manager Jeff Bondy enthuses about the potential of the district’s cycling strategy he is helping to develop. (North Taranaki Midweek 10/12/03)

“It was like being in the middle of a hurricane... It was an incredible experience to get through it.”

Christchurch Mayor Garry Moore describes biking through a dust storm while on a cycle holiday in Central Otago. (Otago Daily Times 5/01/04)

“What I love as much as music is cycling... There is a kind of Zen thing with cycling and it’s about as much sport as I’ll need for the rest of my life.”

Rock band U2’s front-man **Bono** (right) confesses to his new passion for cycling. (People, 11/01/04)



“Drivers seem to give you a really wide berth... I don’t know if it’s because they think you’re going to fall off or what. Sometimes they go almost completely on the other side of the road.”

Perhaps penny-farthing cycle tourist Shane Price has the solution to dodgy passing motorists - ride a much bigger bike? (Nelson Mail, 21/01/04)

“Many said they would not have been counted because they are too scared to ride anywhere.”

It’s called “latent demand” - Bike Lanes In Paradise spokeswoman Victoria Davis explains data that showed relatively low numbers of cyclists in Golden Bay. (Nelson Mail 22/01/04) ☸

CYCLE FRIENDLY EMPLOYER RESOURCES AVAILABLE

SPARC’s Cycle Friendly Employer guidelines are now available in hard copy, produced with assistance from EECA. These guidelines are also available online at:

<http://www.sparc.org.nz/publications/index.php#cycle>

If you would like a hard copy of this guide, CAN has some copies available – please contact Robert Ibell (**dawbell@actrix.co.nz**, ph. 04-385-2557).

Cycling Research

EVERY BREATH YOU TAKE...

Motor vehicles generate a lot of pollution, with far-reaching health effects. In New Zealand, vehicle emissions have been blamed for ~400 premature deaths every year (see Fisher *et al* 2002 for more details). Many would-be cyclists are put off by the prospect of being exposed to all those traffic fumes, while still others don face-masks when riding. So is it really that bad to cycle in such environments?



The simple answer is yes: if you have the choice between cycling along a remote park path and a busy urban arterial then the former will definitely be more pleasant and safer on your lungs. Bevan *et al* (1991) measured respirable particle concentrations in Southampton (UK) for bicycle commuters. They found that exposure to particles while cycling along a busy city centre street was about nine times higher than when cycling around common parkland. Kingham *et al* (1998) had similar findings in Huddersfield (UK), with exposure levels to benzene and particulates about double for cyclists on the road compared with a canal pathway.

However, when it comes to the choice between biking at all or (say) driving instead, then the decision is not so clear-cut. It is often assumed that

cyclists (and pedestrians) are exposed to higher air pollution levels than motor vehicle occupants because they are physically unprotected. However various studies (e.g. van Wijnen *et al* 1995) have found that, in slow moving traffic, typical of 'rush hour' traffic, car occupants can be exposed to higher pollutant levels.

ETA (1997) reviewed over sixty studies of pollution exposure by different transport modes, and found that cars offer little or no protection against the pollutants generated by traffic. Most of the studies indicated that motor vehicle occupants face pollution levels inside a car two to three times higher than those experienced by pedestrians and cyclists, with larger public transport vehicles somewhere in between. The table below summarises the relative exposure (compared with "background" levels) to various pollutants by transport mode.

Typical Ratios of average concentrations to background levels

Pollutant	Pedestrians/ Cyclists	Bus Users	Car Users
Volatile Organic Compounds (VOCs) e.g. benzene	2	3 - 4	4 - 6
Carbon Monoxide (CO)	2 - 2.5	3 - 4	4 - 5
Nitrogen Dioxide (NO ₂)	1.5 - 2	2	3
Particles	Some increase - figures uncertain		

More recent research has repeated the general trend. For example, Kingham *et al* (1998) compared different modes on the same commuter journey and showed that car drivers will be exposed to about four times as much benzene and 25% more particulates than cyclists on the same road. And Rank *et al* (2001) came to similar conclusions, using teams of two cyclists and two car drivers all equipped with personal air samplers while driving in the morning traffic of Copenhagen. The concentrations of particles and VOCs in the cabin of the cars were 2-4 times greater than in the cyclists' breathing zone, the greatest difference being for VOCs.

In many ways it's not hard to understand why motorists might be more affected by traffic pollution. Many dangerous emissions are heavier than air, so tend to stay near the ground. Therefore a driver in a low-profile vehicle (particularly when their air vents are even lower) is more exposed than a cyclist sitting upright on a bike. Car ventilation systems set to external intake also help more emissions get inside the vehicle (and "recirculate" mode may be simply keeping them in there). Also, interestingly, many newer cars also emit various toxic substances from the materials within the vehicle (e.g. vinyls) - so much for a safe haven!

OK, but what about the fact that the typical cyclist is breathing harder as they pedal? In theory, differing levels of respiration will impact on the actual amount of pollution an individual takes in. The study by van Wijnen *et al* (1995) showed a respiratory average of 2.3 times higher for cyclists compared with car drivers. Using the figures from the above table, this would put them no worse than on par with motorists. Increased travel time could also increase a cyclist's exposure but, as has been demonstrated regularly in commuter challenges, in peak-hour traffic cyclists generally don't take any longer to get to their destination.

In conclusion, cyclists (or would-be ones) can ride off with some comfort that they are not overly exposed to the various motor vehicle emissions, certainly compared with car occupants. By taking advantage of routes away from busy roads, and maybe even wearing a face-mask, their exposure levels will be even lower. And of course they will be helping to reduce the pollution in the first place!

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

WORLD CYCLING NEWS

UK Cycling Up, Accidents Down

U.K. - New Government statistics have revealed cycling casualty rates are at their lowest for 10 years, while cycling use is actually up.

According to the Department of Transport, the overall number of cycling casualties fell in 2002 by 11%. Fatalities were down by six per cent, while serious injuries fell by nine per cent. Their report also records a 5% rise in cycle use in the UK between 1993 and 2001.

However, Sustrans, the creator of the National Cycle Network (NCN), says its survey puts the increase in cycle use higher, at six per cent. And it suggests the credit for this should go to the 7,000-mile NCN.

Sustrans based its figures on a survey of the numbers of cyclists using the on-road sections of the NCN, which are not accounted for in the National Travel Survey conducted by the Government.

Some 35 million trips that might otherwise have been made by car were instead made cycling or walking, says Sustrans. Proof, it says, that more and more people are discovering the National Cycle Network.

According to a Sustrans survey, there was a growth in use of 18% on traffic-free sections of the NCN last year, when almost 100 million walking or cycling trips were made on the network.

Surveys show that 35% of these users could have used a car, but chose to walk or cycle instead.

Nearly half of all trips made on the network were by walkers (48%) and most of the cycle trips were made for utility purposes: to get to shops, or to work, for instance.

The survey also revealed a huge pent-up demand to walk as well as cycle, for health as well as leisure and utility reasons.

Some 77% of cyclists claim the network has helped them increase their level of physical activity.

Dr Andy Cope, head of Sustrans' research and monitoring unit, said: "Detailed analysis of the data shows that the National Cycle Network is delivering tremendous benefits for walkers and cyclists across a broad demographic spectrum.

"It is already contributing to increased levels of cycling and walking throughout the UK, with the capacity to increase benefits significantly in the future, providing a valuable and significant health intervention."

Shirley Acreman, Sustrans' National Cycle Network marketing director, added: "Our survey shows that every year more and more people are discovering that, instead of sitting in a traffic jam, they can get valuable exercise in the stress-free, green environment that many of our routes provide - and in many cases get there quicker."

[Source: Cycling Weekly, 25 October 2003]

[Note: For more information on Sustrans, see <www.sustrans.org.uk>. The CAN library holds several excellent Sustrans publications, including the NCN Design Guide, Sustrans guidelines for access controls, and the Sustrans Safe Routes to Schools newsletters. These are available for borrowing. See the CAN website or contact 04-3852557 for further details.]



Clogged With Cars, Shanghai To Expand Ban On Bicycles

China - China's biggest city plans to ban bicycles from all major roads next year to ease congestion brought on by a wave of private car ownership, official media said on Tuesday.

Police will also raise fines tenfold for such cycling infractions as running red lights, Shanghai Daily reported. Such measures aim to "control the number of bicycles on city streets," it quoted police official Chen Yuangao as saying.

The proposed ban, which extends restrictions already in place, has already met with protests by some city officials and members of the city's cycling population, the paper said.

"Bicycles are an environmentally friendly means of transportation that should not be banned," the paper quoted Zhao Guotong, an official of the Shanghai Economic Commission, as saying.

Shanghai should instead "take firm control of the increasing numbers of private cars," Zhao was quoted as saying.

Shanghai, with an urban population of about 20 million, has nine million bikes, the paper said. Numbers of new cycles in the city grew by one million this year.

Bicycles were long kings of the road in China, hailed by communist leaders as the perfect proletarian transport: cheap, efficient and egalitarian.

Like other cities, Shanghai, which boasted some of China's earliest bicycle factories, set aside special bike lanes on main roads and built bicycle parking lots outside offices, schools and public buildings.

In recent years, though, Shanghai has developed into a centre of China's burgeoning auto industry and growing affluence has spurred private car buying.

Numbers of private vehicles in Shanghai nearly doubled to 142,801 at the end of last year, according to the National Bureau of Statistics. The figure is expected to top 200,000 by the end of this year.

That accounts for only a small percentage of vehicles on the road, though: Private automobiles are outnumbered six to one by buses, taxis, government cars, and commercial vehicles.

City officials have attempted to rein in numbers of new cars by raising registration fees and restricting access to the city centre.

Nevertheless, police officials cited the need to control two wheelers as the key to reducing gridlock, accusing them of ignoring traffic lights and occupying vehicle lanes.

"Bicycles put great pressure on the city's troubled traffic situation," Shanghai Daily quoted Chen, the police official, as saying.

[Shanghai Daily Times, 9 December 2003]



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

Plan to Publish UK Council ‘League Table’ Dropped

U.K. - The National Cycling Strategy (NCS) Board chaired by Steven Norris has dropped plans to publish the scores it has given each highway authority in England for their performance in promoting cycling. The climbdown reflects fears that a ‘league table’ would damage relationships with those councils currently failing to deliver effective policies and follows challenges to their scores by many councils.

This summer the NCS Board, appointed by the Dept for Transport (DfT), sent authorities assessments of their own individual performances prepared by the English Regions Cycling Development Team (ERCDDT). Together with a written report each council was given a ‘bicycle bell’ score marking their performance out of 50. The Board had planned to publish all the scores together with the written assessments after authorities had had time to digest and respond to their reports.

Many of the 149 authorities have challenged the assessments made by the ERCDDT. At last month’s meeting of the NCS Board in Liverpool, members heard that only six councils had accepted their assessments outright: a further 56 had accepted the assessment subject to small changes; 34 wanted significant changes made to their assessments; and four had rejected their assessments completely. Several councils want to see changes to their bicycle bell scores.

Norris said he had reservations about making the bell scores public. He feared that if they were collated into a ‘league table’ it could lead to authorities with low scores feeling embattled. He said this could undermine the board’s efforts to build up a constructive dialogue with as many authorities as possible. The board agreed not to include the scores with the assessments when they are made public.

ERCDDT project manager Marcus Jones said: “The overall reaction from councils to the assessments has been reasonably positive. We were pleased to see that a number of local authorities that came out badly said that it was useful to go through the discipline of the assessment and are now happy to work with the regional co-ordinators to take things forward.”

James Harrison, York City Council’s cycling officer, said he had found the ERCDDT’s assessment helpful. “It was the words rather than the bell scores that were particularly useful,” he said. “They told us what we were doing well and what not so well.” Harrison said he believed York had scored the highest mark of any authority in the country, with 39 bells out of a possible 50.

A spokesman for cycling campaign organisation the CTC said: “The acid test [of the assessments] is that robust action is taken against the poor performing councils.”

The ERCDT now plans to enter into a dialogue initially with the authorities that are willing to seek improvements to their performance. Norris said the NCS Board should itself engage with authorities that appeared resistant to change.

[Local Transport Today, 2 October 2003]



London Women Hit the Road

U.K. - A pilot project to get more women on bikes in London was launched recently in Lambeth by Jenny Jones, the deputy mayor of London.

Jones says the aim is to train women to be confident cyclists and to make the capital's roads more cycle-friendly.

The project is being run by the Women's Design Service (WDS), a charity working with women and statutory and voluntary agencies to improve the urban environment by making it accessible, affordable and safe.

WDS is supported by the National Lottery. The project will supply women's groups with bicycles and equipment and provide professional on-road cycle training.

They will report back their cycling experiences over several months to build up a picture of the barriers and incentives in women's cycling.

According to government figures, men make about two-and-a-half times as many bicycle trips as women, and cycle four times as far. This contrasts with Denmark and Holland, where equal numbers of men and women cycle.

"This innovative project by WDS seeks to find out why this is not so in London, and to try to make London's streets safer and more pleasant for women who cycle," said Jones. "This is bound to make cycling a more attractive option for everyone."

Chloe Hardy lives in Lambeth and is keen to take part in the project. "I've been meaning to take up cycling for some years now, but have always been put off investing in a bike in case I couldn't handle cycling in central London," she said. "But the cycling skills course in the WDS project sounds like the ideal way to start. I'm strongly inspired by my partner's love of cycling to make a serious attempt at becoming a regular cycle user."

Alix Stredwick, WDS cycling project officer, commented: "The Women's Design Service wants to find out how to make cycling an easier choice for women in London, and will be informing authorities how to help more women of all fitness levels, ages and abilities get in the saddle."

[Cycling Weekly]



Free Bicycle Offer Works Wonders

U.S. - Starting an exercise program needn't be a drag. Just ask dozens of people in Portland, Maine, who won an offer from *Bicycling* magazine and bike maker Trek to use a bicycle - free - for three months.

The 50 participants ranged in age from 13 to 73 and included a kidney transplant recipient, a formerly homeless person and a 32-year-old with a bum knee. The magazine reported that 86% of the participants (some of whom had never cycled before) rode their bikes at least twice weekly; 64% said they felt healthier; 34% credited cycling with raising their school or work productivity; 72% said biking improved their personal relationships; and 76% wished they had ridden more in the past.

Bicycling magazine reports that the group logged 11,742 miles (18,800km) and burned 751,841 calories, or about 64 calories per mile. Each rider averaged 20 miles (32km) per week (1,280 calories on average), the rough equivalent of two or three robust gym workouts.

[The Washington Post, US, 23 December 2003]



UK Sustainable Transport Towns Short-listed To Final Seven

U.K. - Seven English towns are in the running to receive funding through the Department for Transport's multi-million pound sustainable transport town initiative, transport minister Kim Howells has announced.

The Department for Transport has set aside £7.5 million (NZ\$20m) to help develop plans for sustainable transportation in two towns in England. These towns will incorporate all aspects of best practice to encourage walking, cycling and other public transport use and act as showcases for other towns wishing to promote greater travel choice.

The short-listed towns are Halifax, Darlington, Peterborough, Worcester, Hereford, Wolverhampton and Weston-Super-Mare. Each will now submit fully worked up plans to deliver a sustainable transport scheme through reducing car dependency, tackling traffic congestion and helping the provision of a wider diversity of modes of transport for the public. The towns on the shortlist were chosen from 50 outline schemes submitted at the end of September. The two winning towns will be announced next year.

Kim Howells said, "I am delighted to announce the seven finalists in this exciting competition to develop two showcase sustainable transport towns which will each deliver a package of alternative modes of travel aimed at combating congestion and reducing car journeys. "I'll be announcing the winners next year and for them it'll be a great opportunity to build on our existing knowledge and show what can be done through a combined package of measures which offer genuine travel choices for local people."

The project is part of a wider programme of work on improving travel choices, which followed the publication of the Transport White Paper and the 10 Year Transport Plan. These include:

- A £50m (NZ\$135m) initiative to encourage more sustainable healthy travel to school
- 14 pilot personalised travel planning projects
- 9 pilot Home Zones schemes in England and Wales; and a £30m (NZ\$81m) through the capital modernisation fund for 61 Home Zone Challenge Schemes in England.
- Free site specific consultancy advice to help employers develop travel plans
- Support for the English Regions Cycling Development Team.


[LGCnet, UK, 24 December 2003]



Edinburgh City Speed Bump Blitz

Scotland - Speed bumps are to be introduced on hundreds more residential streets in Edinburgh. More than £2 million (NZ\$5.4m) has been set aside for the first phase of a city-wide scheme which will see 20 mph (32km/h) zones in over 400 streets by April 2006. Transport bosses eventually aim to spend £14m (NZ\$38m) to introduce traffic calming in every residential street in the city. Main roads will be exempt from the programme announced by city chiefs today.

The aim of the council is to slash the number of injuries to pedestrians and cyclists. The council has prioritised city streets for the measures based on the number of accidents every year. Transport bosses hope the traffic-calming measures will cut the number of accidents in the 31 areas from an average of around 52 a year in the past five years to 25. The plan, which is expected to be rubber-stamped by councillors next Tuesday, follows a successful pilot scheme in south-east Edinburgh in 1999.

[Evening News, Scotland, 9 January 2004] 

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