



## World Environment Day – 5 June

[From the last issue:] World Environment Day is observed every year on 5 June. In 1999 the international theme is *Our Earth – Our Future – Just Save It*. Groups and individuals may wish to organise a display or event to celebrate it.

We've received details of one of the events planned (or if this arrives too late, hope you enjoyed it!):

### **Celebrate World Environment Day, Sat 5 June 11am-3pm, QEII Square and the old Chief Post Office, (end of Queen St)**

Auckland City welcomes you to a community fun day with:

- music and dance • children's theatre • wheelie bin racing • competitions and prizes • sculpture in the making • Jiggles the clown • Electric car • Cartoon Caption Competition • and more!! •

See displays and stalls all week from Monday 31 May to 5 June in the old Chief Post Office, 10am-5pm daily. ☺

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## Strong Headwinds Are Blowing For Cyclists In Spain – Your Support Is Needed (Again)

Today, May 27, the Spanish Lower House has approved a law which seems to be tailored to deterring people from cycling rather than “adapting the traffic law to cycling” as its title says.

The whole package includes:

- 1) Bicycles and mopeds are allowed to ride 2 abreast under conditions to be defined by the Ministry of the Interior (MI). [proposed only for cycle ways and certain hard shoulders]
- 2) Bicycles are **banned from freeways**. If there is no alternative way [as often occurs], permission could be given to cyclists.
- 3) Cyclists **lose right of way** except on bicycle ways, bicycle crossings and some situations when a car turns left or right.
- 4) Under poor light conditions, bicycles must have lights and reflectors (to be specified by MI) and cyclists **must wear reflective clothing** outside town.
- 5) **helmets are mandatory** outside town, under conditions to be specified by MI.

- 6) Drivers of “**vehicles and bicycles**” must not drive when under influence of alcohol or other drugs and must submit to alcohol controls. [Bicycles are still defined as vehicles in the traffic law, so they are already included without special mention. It is even suggested by some MP’s to forbid cyclists to ride for several months when stopped drunk].
- 7) New definition of mopeds [but no mention of bicycles with auxiliary electric motor, so they are “mopeds”].
- 8) The Government (MI) is called to regulate and adapt the details within 3 months, including regulations for foreign cyclists. Further regulations such as child transport and speed limit for cyclists are also up to MI.

In summary, this means that bicycles are losing their status of vehicles, cyclists are set off through special clothing, and the possibilities of fining are multiplied for ordinary cyclist behaviour which puts no danger on other road users. Foreign cyclists could be obliged to purchase a helmet within some 15 km from the border.

Now it goes through Upper House again for amendments before it is published and put in place. Detailed regulations are left to the Ministry of the Interior. From the unusual speed with which this subject is treated, it can be assumed that there is strong pressure to do “something” for cyclists before summer and elections time.

There is broad consensus in both Chambers about the new regulations, and the session transcript of the Commission in charge of preparing the report for votation (not yet available on Internet, but it will be there in a few days) also reveals:

- a) They do not believe that the proposed law will increase road safety for cyclists
- b) Data from Australia are quoted to underline that mandatory helmets have not really reduced cycling but strongly reduced head injury.
- c) In their view, the lack of a “bicycle culture” in Spain justifies mandatory helmets and other limiting measures.
- d) Everybody is happy to stress that drunken cyclists also can be fined, now that the blood alcohol levels are lowered to 0.5 and most car drivers feel unhappy.

The Spanish cycle users groups keep fighting for their rights, but it is difficult to imagine that the Upper House will now change a draft bill which is originally their proposal and has remained nearly unaltered while passing through Lower House. So, the logical next step is addressing again the Minister of the Interior and the General Director of Traffic, who are in charge of setting the details of when and how and where things are to be done.

**Spain is going to be the first country in Europe with mandatory helmet law for everybody. Right now.**

We urgently invite you to send a letter to the Minister very soon, expressing your concern about the new law and its consequences, and get your colleagues do the same. Find below the Minister's address (mind that the E-mail is general, not specifically his own, so best state his name on top).

Jaime Mayor Oreja  
Ministro del Interior Paseo de la Castellana, 5  
E-28071 Madrid, SPAIN  
Tel:+34 91 537 13 81 Fax: +34 91 319 73 77  
E-mail: estafeta@mir.es

**Cycling to work  
is good for the  
INDIVIDUAL CYCLIST,  
for EMPLOYERS,  
for PUBLIC HEALTH  
and for SOCIETY  
IN GENERAL**

Improving Bicycle Safety EDF 1998

Please send a copy to:

Amics de la Bici  
M. D. de Port, 397, 17è 1a  
E-08038 Barcelona  
SPAIN  
Tel/fax: +34 93 431 53 79  
E-mail: deritja@pangea.org

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

Best thanks in advance for your help.

*Hildegard Resinger, Amics de la Bici*

*[The above is printed as it was received in personal email to myself. CAN does not, at this time, have any official stance on the situation in Spain. Some CAN members may not disagree with the introduction of mandatory helmet legislation – despite the abject failure of such legislation to improve the welfare of cyclists wherever it has been implemented (the data quoted above regarding Australia is incorrect), I've certainly no objection to drunk cyclists being penalised, and hopefully all will agree that cyclists losing their right of way is unacceptable! I personally would encourage everybody to send their support, it's hard to get politicians to listen, but most Government's do care what the rest of the world thinks of them. Ed.]*

## **Spokes And The City Traffic Engineers – An Ongoing Saga**

Spokes continues to operate around a small core group of dedicated professionals with a slowly growing email tree of interested cyclists. Our monthly networking meetings are usually attended by between 6 and 10 cyclists and new faces continue to appear. We are slowly growing.

The main body of work at the moment continues to be focused on simply keeping up with rampant traffic planners ideas about what is supposedly good for cyclists on our roads! We have recently put in several submissions on crazy road alteration proposals. As CAN members may be aware this sort of work is particularly time consuming. What is bugging Spokespeople is that the City Council has both a Cycle Strategy (under review but a reasonably progressive document) and a developing Cycle Network Plan. This is all very well but the degree to which it translates to well designed on the ground facilities is largely dependant on the very dedicated work of 2 or 3 planning and design staff in the council – and the fact that Spokes is very sharp on picking up the worst of the designs.

Anyway to cut a long story short... Spokes is currently working on gaining representation on the committee which provides direction for traffic planning policy in an effort to greatly reduce the number of wayward designs appearing off the CAD machines. If all goes according to plan it should be a very positive move for Christchurch Cyclists.

P.S. Any Canterbury Cyclists interested in contacting Spokes... Networking meeting; 1<sup>st</sup> Tuesday of every month at Christchurch Environment Centre (above Body shop Cashel Mall), or email Richard Hayman at sherylrich@hotmail.com. ☺

*Spokes*

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## Snippets From Wellington

Some of Wellington's bikers are getting a submission to Wellington city Council's Draft Annual Plan organised to ask the Council to extend funding for the Makara Peak park. If you'd like to get involved contact the Wellington Mountain Bike and Touring Club, or take a look on the web at:

[http://www.dvl-software.com/makara\\_peak\\_funding.htm](http://www.dvl-software.com/makara_peak_funding.htm)

The Wellington City Council is consulting on a possible cycle way linking Oriental Parade and Thorndon Quay, through Wellington's waterfront. Wellington clubs have been asked to give feedback on the proposal. Funding is uncertain at this stage.

And the Kennett Bros are revising "*Classic New Zealand Mountain Bike Rides*". The 4<sup>th</sup> edition will be published by Christmas. Ideas, feedback, corrections, etc. to paul@kennett.co.nz. ☺

*Patrick Morgan, Wellington Mountain Bike and Touring Club*

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## Road Paint

*Following the death of Sam Raphael in the Hutt Valley as reported in the last issue of ChainLinks, Jim Chipp attended a meeting called by Transit NZ with reps from various cycling groups to discuss road markings. The following is his report.*

The meeting this evening was very positive. I think Transit are recognising the problem as a real one and genuinely attempting to remedy it. They are maintaining their moratorium on laying thermoplastic paint in the meantime.

They presented their reasons for switching to the paint and admitted that while they had consulted other interested parties they hadn't bothered with cyclists believing we would not be affected. The basis for that assumption wasn't completely unreasonable, it seems. They had asked LTSA how many cycle accidents there had been in the region and were told one. LTSA only know about reported accidents. Surprised by the

furor after Sam's death, they thought again and this time asked ACC the same question and were told 292, which is still probably only the iceberg's tip.

- They have compared NZ standards with overseas and found them comparable, which is unsurprising considering they had been copied from elsewhere in the first place. They detailed the standards in a number of other countries.
- They tabled a report they commissioned from Central Laboratories into whether there is a problem with the paint standards. I haven't read it yet, but they are sending me a copy. I'll let you know when I've seen it.
- As a result of the report they are beginning, through Central Laboratories, some experimental research to establish the real world suitability of the thermoplastic paint standards and to come up with some solutions.
- The research is to be overseen by a group comprising three cyclists group representatives, Transit representatives, a painting contractor and an LTSA representative.
- Alternative suggestions are being solicited to the paint, method of laying, where and how it's laid etc. Members may want to think about what CAN might put forward.
- There was a lot of comment from the other cyclist representatives, but the recurring points were that the paint is being applied too thickly and that, in being used as longitudinal shoulder marking it is a hazard because cyclists ride very close to it and therefore are repeatedly crossing it with very oblique approach angles.

Transit will supply CAN with a copy of their skid resistance testing standard which explains the strange units of skid resistance.

A comment was made that Transit routinely consult with affected groups when they are contemplating changes, and that cyclists could be consulted every time if we wished. The problem seemed to be that they usually need submissions made within one month of notification, and none of the other groups could deal with that, being basically amateur. Is this a possible role for CAN? 🚲

*Jim Chipp*

*Jim will represent CAN on the group mentioned above. If you have any "alternative suggestions" on paint please send them to Jim c/o CAN. The last issue certainly is a role for CAN, if you can help CAN respond to requests from Transit, please contact Robert Ibell.*

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## Traffic Jam Crisis Solved At One Blow

Getting to work could soon be a breeze for commuters, thanks to a plan to blow them along a wind tunnel on bicycles.

Planners hope to slash journey times by building an 8km glass tunnel on stilts next to a road clogged with heavy traffic.

Every day 10,000 commuters sit in jams as they drive into Eindhoven, Holland. Now they will be able to swap their cars for bicycles and zip along at 40km/h, covering the distance in 12 minutes.

The Trans-Glide 2000 tunnel, designed by American lawyer Milnor Senior, carries blasts of air from overhead turbines. "The wind in people's backs means there is no air resistance to overcome," said Mr Senior. "This cuts the effort required by 90 per cent."

Inside the tunnel there will be two tracks, one for cyclists heading towards Eindhoven and one for those going the other way.

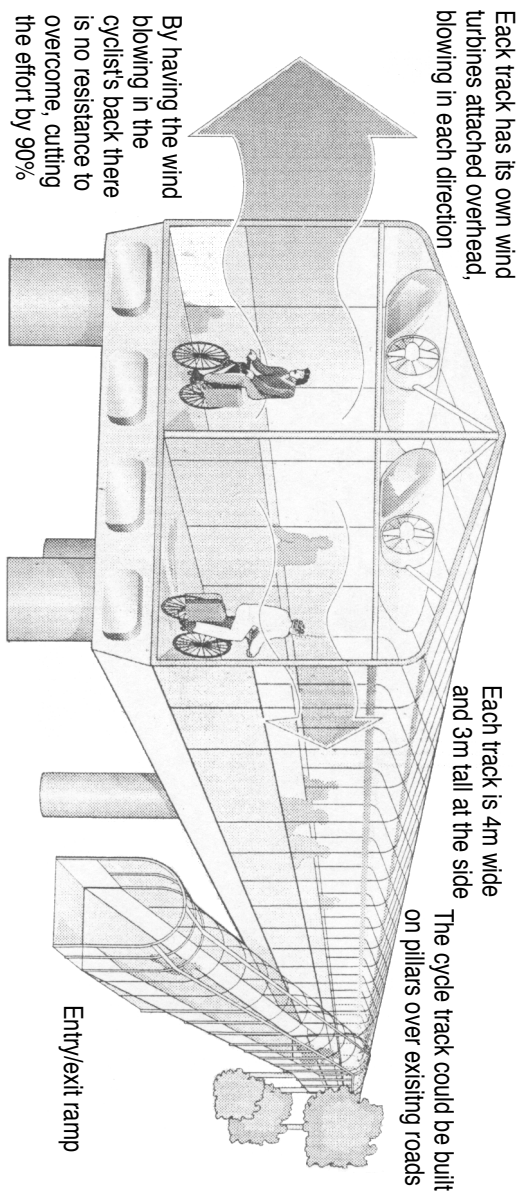
A wall of Plexiglass acts as a central reservation and keeps the two tracks and wind turbines separate.

Paul Kloet, chief traffic planner said: "These tunnels could solve our traffic problems at a stroke. They will save commuters many hours of waiting each month and they would do something for their health, too."

The council says costs will be about NZ\$100M and it has asked the Dutch government for funds. It claims that by charging NZ\$1.50 a trip it will soon pay back the money.

A similar tunnel has also been mooted to provide a 56Km link between Amsterdam and Utrecht. "We would like to build a test track of about one kilometre in length to see how the public reacts," said Mr Kloet. 🚲

*International Express, April 27, via Peter Bugler, Picton*



## Reviews

If you've read a good book recently (related to cycling in some way!), then why not review it for *ChainLinks*? If you're willing to review for CAN/*ChainLinks* then email [can@actrix.gen.nz](mailto:can@actrix.gen.nz).

### **What goes wrong in Highway Design – and how to put it right.**

This British document produced by the *AA Foundation for Road Safety Research* and *TMS Consultancy* looks at the role of road safety audits.

It attempts to highlight potential road safety problems at the design stage. The audit process looks at all the road user groups: Pedestrians, People with Disabilities, Cyclists, Motorcyclists and Vehicle Users.

A number of experienced road safety auditors were bought together to list typical problems relating to road safety. This produced a list of 52 common problems. Further discussion with a wider group of auditors identified a "top 20" list from the original. This top 20 list was given a score, based on the number of auditors who placed that particular problem in their top 20.

Within the top 20 cyclists came in for a mention 6 times and Pedestrians 3 times. In fact in the top 10 the figures were 4 and 2 respectively. This included the highest scoring problem identified, that of vehicle users and cyclists at roundabouts. Other cycling problems included;

- lack of continuity
- missed opportunity for cycle lanes
- poorly sited street furniture
- lack of direction / warning / regulatory signs
- missed opportunity for Tucan crossings

The document goes on to list accidents statistics for 1997 then proceeds to give examples of safety issues and their possible solutions.

One confusing problem I had with it was the reference to Puffin, Pelican and Tucan crossings. To date I have been unable to find any reference as to their various functions. Perhaps someone can enlighten me.

However given that the AA is a pro car organisation, it's encouraging to see cycle safety concerns identified in a report such as this and I sometimes wonder if there couldn't be a closer relationship between cycle advocates and the AA.

*What goes wrong in Highway Design – and how to put it right.* Free to AA members (Britain) and Highway Engineers. £10 UK to all others. A wee bit steep for just 21 pages. 🚲

Iain Dephoff, Nelson

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## Christchurch's Railway Cycleway



In Christchurch, we are shortly going to open the first two stages of the Railway Cycleway. This is a project to develop a pathway alongside the main north rail line, in the northern suburbs of the city. The first two stages are approximately 1.1km long. The full project, when completed in two years, will be 2.9km long.

The pathway was initially proposed in 1978, however the idea laid dormant for the best part of 16 or 17 years. In 1995 the project was re-started, to howls of protest from the residents whose properties would border on to the pathway. We then started a very intensive consultation process with a city-wide survey of over 800 people. Over 80% wanted to see the path happen.



Further discussions with the adjoining residents showed us that over 50% of them wanted it at the northern end, but less than 30% wanted it at the southern end. So we have started building from the north, mainly because it connects to pathways already in existence, but also to show the doubters, how good it actually looks.

We have designed special light fittings to reduce light spill into adjoining properties, and all arterial road crossings will be traffic signal controlled.

Total project cost – close to \$1M. The photos show various parts of the path not-quite finished.

*Alix Newman, Christchurch City Council*

## Why not give it a go?

Back to basics! This is usually a cry from parents to their children's teachers. I am using it in quite another connection. "Back to basics" for me is getting back to experiencing the landscape and the weather as I pedal to the train, get off the train and pedal again. I see the morning sun rise over the Tararuas, I hear the cows munching the grass, wet from the morning dew. The steam rising from the meadows on both sides of the road and the frosty morning is biting my nose. At night my light discovers



hedgehogs before I run over them, I can pick out the Southern Cross in the starry sky and the quarter or half moon casts its magic on the sea. I am “back to basics”, in touch with the earth that nourishes and sustains me.

Now before you get totally sick of all this poetry, I want to tell you how it is possible to survive without a car and still go to work in Wellington from Otaki (70 km north of Wellington). I moved to Otaki in December 1998. The information centre first told me about the Capital Connection between Palmerston North and Wellington.

I approached Tranz Rail and asked if they were willing to take a bicycle, I thought I had a fight on my hands, but surprisingly they said: “What ticket are you going to buy?” I said: “A monthly.” “Well that’s alright then. Go to the ticket window and tell them you want to take a bicycle, it will cost you \$5 extra per month.” At a monthly ticket of \$264 plus \$5, this is my total transport cost (aside from inner tubes and maintenance on the bike of course); \$3,228 per year. What does it cost to run a car?

I was a bit nervous the first day, it’s very well for the manager in Wellington to promise things, but what would really happen when I fronted up with the bike an early morning at Otaki Station? The friendly conductors saw no problem with this... as long as I stored it myself ☺

The train is ancient, but very, very comfortable with high seats covered with snug sheepskin. Just right for snuggling in for a snooze on the way to Wellington. Or you can read or work. Some people play patience on their computer. I have to be well organized, let’s face it the climate in Otaki is a bit different to Wellington. In Wellington it’s on the bike again and along the bays to Kilbirnie. Although I spend four hours a day travelling (13 km cycling each way), I do not diary this a “travel”, the cycling is my daily exercise, getting in touch with nature, the one-hour train travel is sheer leisure and relaxation before getting home or to work.

So how about the weekend mobility? I bought a second bike, a mountain bike and a BOB trailer. Now I run around the Otaki Village on a Saturday morning and fill the trailer with fresh fruit and vege, groceries, dry cleaning, books to read etc. If I go off-road, the trailer comes off. My only difficulty is visiting the other towns at Kapiti, without getting on the dangerous state highway. But wait on! I intend doing something about this! Watch this space!

And the money I save? (petrol, taxes, licence, WOF, doctor’s bills, gym). It goes on buying more bicycles, trees for the garden, travel and unpaid leave for relaxation at the beach (my home) ☺

*Liz Mikkelsen, Otaki*



## Letters To The Editor

*Please write to the Editor, ChainLinks, email ChainLinks@altavista.net, or post items c/o CAPN, PO Box 961, Palmerston North.*

Dear Sir,

I live in Island Bay in Wellington. I've push biked to work in downtown Wellington for a decade or two (understatement!), and it's a good route to bike: straight, roads reasonably roomy and straight, a couple of nice hills for a bit of exercise. And it's the last that is my reason for this missive.

A month ago, the road on the hill from Island Bay into Berhampore suffered "traffic calming" modifications. The road up the hill is (oops, was!) effectively 3 to 4 lanes wide, with a continuous white line 2 metres out from the kerb on both sides, with red studs in the line. Good for cycling in, when there are no motor vehicles parked in it (last 6 words underlined, caps, bold!!). The "traffic calming" modifications were a 2 metre bulge of the kerb/footpath into the uphill lane, followed going up the hill by a 2 metre wide traffic island in the middle of the road. There is a similar bulge in the downhill lane as well. The white lines and red studs have been moved to keep them 2 metres from the new kerb.

All of this puts a one lane wide waist and a kink in the road which is supposed to slow traffic as it enters the next stretch of (narrower) roadway. But I've cruised up there in my car at 60 kph no trouble (shame on me), and no doubt it could be done much faster. In the meantime, I consider the bulges a hazard to push cyclists, forcing them into the path of potentially impatient drivers steering a "straight line" course through this new bottleneck (there are tyre scuff marks on the uphill side of the traffic island already).

The fact that there are frequently vehicles parked in the "push bike lane" (although it's never been marked as such) means I avoid using it, especially at night. And yet when I emailed the WCC about this, they inferred that the white line marked off a cycle lane ("road markings will provide cyclists a buffer between cars and the kerb").

Any comments from anyone on this one??

*Brian Howard, Wellington*

*The following isn't a "letter to the editor", but a copy of a letter that was sent to the Nelson Police:*

Supt. Barry Davies. Nelson Police.

Dear Sir,

I recently witnessed the following event.

A cyclist approached the Tahunanui roundabout from Rocks road. Wishing to make a right-hand turn into Beach road she put out her hand and signalled her intentions.

Behind her was a car, followed by a Police car, followed by myself. From three vehicles back I could clearly see the cyclist's intentions. As she approached the Give Way line the way was clear. The car following the cyclist proceeded to deviate around her, then cut in front of her and carry on down Tahunanui Drive. The cyclist was then able to complete her turn.

The Police car and myself also went down Tahunanui Drive.

That this car had clearly breached a traffic regulation by overtaking a vehicle signalling a right turn was bad enough, but the Police, who must have surely seen the incident, did nothing.

Why?

If cycling is ever to be made a safer and more desirable transport option, we need the support of the Police to help cut down traffic offences against cyclists.

Yours faithfully

*Iain Dephoff, Cyclist.*

*Since we received the above Nelson Police have replied, Iain writes:*

I received a reply from the Police Superintendent in Nelson in which he agreed with my comments "That the officer should have taken action if he had seen the incident."

He goes on to say, "Accordingly I will refer your letter to the Inspector of Police at Nelson for his information and attention. He will draw to the attention of all Police staff the need to ensure enforcement action is taken in such circumstances and that the rights of cyclists must be considered at all times."

*So if you see bad motorist behaviour towards cyclists not being dealt with by the Police, why not write to your local force?*

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## Recent Articles at LTSA

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

***Guide to traffic engineering practice. Part 14. Bicycles. Haymarket, N.S.W. : Austroads, 1999.***

Guidelines are provided on the choice of bicycle facility, the design of road/path intersections, traffic control devices, bicycle parking requirements, pavement design, provision for bicycles at structures and "end of journey facilities". The guide also discusses the characteristics required of a road and path network and the desirability of encouraging dual mode travel.

***Bicycle and Pedestrian Research 1998. Washington D.C. : National Academy Press, 1998.***

The research focus for the articles in this book is bicycles and pedestrians.

## **Completing the chain: can bike win more public transport riders?**

Millar, Alan in *Local Transport today*. Is 259 (March 1999) p. 10-11

How much scope is there to encourage more cycling – and more public transport use – by improving the facilities for bike users at stations and on trains and buses. This article looks at the UK and US experiences.

## **Changing road user behavior: What works, what doesn't.**

Lonero, Lawrence P. ; Clinton, Kathryn M. Ontario : PDE Publications, 1998.

A concise review of a wide range of literature on the effectiveness of legislation, enforcement, reinforcement and education as tools for influencing road user behaviour. General models of behaviour change and those directed specifically to health-related behaviours are addressed.


## **Planning for cycling and walking – improving professional**

**development.** McClintock, Hugh. *Highways and Transportation*. v. 46 no. 3 (March 1999) p. 13-14

Among the many important features of last July's DETR Integrated Transport White Paper is an increased commitment to encouraging walking and cycling as everyday means of transport. This paper looks at what training will be required to implement this new initiative.

**Land Transport rule tyres and wheels: Rule 32013.** Land Transport Safety Authority, Wellington : Land Transport Safety Authority, 1999.

This is the draft for public comment of Land Transport Rule: Tyres and wheels (rule 32013). This draft legislation is intended to ensure that the tyres and wheels on vehicles meet an acceptable level of safety when fitted, and throughout their on-road life.

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

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Cycling Advocates' Network (CAN)  
PO Box 11-964, Wellington, New Zealand

Tel/Fax: 04-385-2557  
Email: [can@actrix.gen.nz](mailto:can@actrix.gen.nz),  
[chainlinks@altavista.net](mailto:chainlinks@altavista.net) (newsletter)  
WWW: [www.kennett.co.nz/can/](http://www.kennett.co.nz/can/)



Auckland Cycle Touring Association ([gregory@buckley.pl.net](mailto:gregory@buckley.pl.net)) • Cycle Action Waikato ([paul.ryan@opus.co.nz](mailto:paul.ryan@opus.co.nz)) • Cycle Aware Palmerston North ([capn@altavista.net](mailto:capn@altavista.net)) • Cycle Action Auckland ([sj.knight@auckland.ac.nz](mailto:sj.knight@auckland.ac.nz)) • Cycle Aware Wellington ([caw\\_wgtn@hotmail.com](mailto:caw_wgtn@hotmail.com)) • Dunedin Cycle Action Group ([sally.stevens@eudoramail.com](mailto:sally.stevens@eudoramail.com)) • Spokes/Canterbury Cyclists ([steve@groundeffect.co.nz](mailto:steve@groundeffect.co.nz))

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