



ChainLinks



The newsletter of the Cycling Advocates Network (NZ) November 1999

PROMOTING CYCLING IN PALMERSTON NORTH: to bridge or not to bridge?

by Christine Cheyne, Cycle Aware Palmerston North

By the time this newsletter reaches you, Palmerston North City Council will have voted on whether or not to proceed to the next stage of the investigation into the construction of a cycle-pedestrian bridge across the Manawatu River. The headline for this article was initially going to be: Council Cycle Officer Recommends No Cycle-Pedestrian Bridge... true! The Council officer with responsibility to promote cycling in the city joined the Roding Manager in opposing the construction of a bridge in their a report to the October 5 City Development Committee meeting.

Some background to this issue is probably necessary for most readers of ChainLinks. In the mid 1990s the City Council convened a Cross River Transportation Working Party. They were to explore options for the large numbers of workers and students who travel from Palmerston North City on the northern side of the Manawatu River to the Massey University Campus ... continued ->



Subscription offer on page 13



Choppers are back! See page 3.

and Fitzherbert Science Centre on the southern side. In addition there is increasing residential development on the southern side of the river (lifestyle blocks, Linton and suburbs bordering Summerhill Drive and surrounding the International Pacific College).

The suggestion of a cycle-pedestrian bridge to encourage more commuters to cycle was first raised in the course of the Cross River Transportation Working Party's deliberations and support for such a bridge gathered momentum and was reflected in several hundred form submissions on PNCC's 98/99 Draft Annual Plan. As a result the Council included funding for a feasibility study in relation to the development of a cycle-pedestrian bridge in its Annual Plan. Cycle Aware Palmerston North (CAPN) lent its support to the concept of a cycle-pedestrian bridge in our submission on the 98/99 plan and on the subsequent Draft Annual Plan (1999/2000).

On April 6 1999 the City Development Committee of Council received the report on the feasibility of the bridge from Opus Consultants whom PNCC had hired to do the study. CAPN was somewhat dismayed to see the patchy information on which the feasibility study was based. Key stakeholders including CAPN and Massey University Students' Association (MUSA) had not been consulted. Reliable data on numbers of cyclists was not included. And in an accompanying report the Roding Manager had recommended that, in view of the consultants' findings, the bridge not be constructed.

The Committee appreciated the inadequacies in the data collection in the feasibility study and asked the Roding Manager to review the feasibility study, consult with MUSA and CAPN, and collect further data on numbers of cyclists and potential cyclists. Councillors also wanted further information about other such bridges in New Zealand.

Soon after this, PNCC appointed a part-time Cycle Officer - a position that CAPN, in our submission on the 98/99 Draft Annual Plan, had encouraged the Council to create. The new Cycle Officer was asked to become involved in the review of the feasibility study. Work began on the design of a questionnaire to be administered to potential cyclists and CAPN members assisted in the development of the questionnaire. New counts of cyclists were also carried out.

By September 1999 when neither CAPN nor MUSA had been consulted (as had been required as part of the review of the feasibility study) the two groups approached the Cycle Officer. They indicated that for consultation to take place before the review of the feasibility study had to be reported back to the City Development Committee meeting at the beginning of October, it would be important that the Cycle Officer met with the two groups as soon as possible. CAPN and MUSA suggested a time and venue for a joint meeting.

CAPN was most surprised to be told that the Council officers would not meet with the two groups jointly. When CAPN responded that both MUSA and CAPN were happy to meet jointly and that it would be a more efficient use of the officers' time, the Cycle Officer replied that combining the groups "would compromise the concerns of each group." The Officer also stated that a joint

meeting would compromise the consultation because "the views of a certain group can over ride the responses of other groups" and that because CAPN was a city-wide group and not presenting a Massey perspective, the meeting could not be at CAPN's preferred venue (the Massey campus where many members - Massey and Landcare staff - worked).

We considered this to be most bizarre: both MUSA and CAPN had freely chosen to work closely on the issue, to share information and to support each other's efforts. We had made joint presentations to Council on the issue. This was hardly a case of two groups compromising each other's concerns! In relation to the suggestion that CAPN must come to the Council building for consultation not to be compromised, rather than to meet at a venue that suited most of our members we were again rather dismayed.

Fortunately, the Council officers relaxed their requirement that CAPN come to the Council (which would have been very inconvenient to us) and finally CAPN was consulted.

This took place within days of the Officers' review of the feasibility study having to be distributed to the City Development Committee members. CAPN was allowed to see a draft of the Officers' report. Having seen the new data in that report and the Officers' recommendation that the cycle-pedestrian bridge not be proceeded with, CAPN and MUSA requested permission to make a joint presentation to the Oct 5 City Development Committee meeting at which the review of the feasibility study was discussed.

When it came to voting on the Council Officers' recommendations not to proceed with the bridge, the Committee (narrowly) voted not to accept that recommendation. This opened the way for further work to be done on the proposed cycle-pedestrian bridge but until the full Council adopts the recommendations of the City Development Committee no further progress can be made. CAPN is currently seeking to impress upon Councillors who will determine the fate of the proposed cycle-pedestrian bridge at their meeting on 26 October the value and need of such a bridge if the Councillors are to give concrete expression to their vision of making Palmerston North an exciting and healthy place to live, work and play. CAPN sees the development of a cycle-pedestrian bridge as vital to boosting numbers of cycling commuters between the city and the Massey campus/research centres south of the river. In addition such a facility would be beneficial to various recreational users (especially pedestrians and roller bladers) who seem to be enjoying the existing limited cycle path in increasing numbers.

CHOPPER(HOLIC)S ARE BACK

Remember the Raleigh Chopper? It was the swinging sixties bike which everyone who is now nearing 40 wanted in their Christmas stocking. The bike was previewed in Britain on the children's programme Blue Peter and was the talking point in the country's playgrounds for days afterwards. The first schoolmate to get a Chopper was revered, envied ... and the first question was al

ways: "Can I have a go?" Now the Chopper is 30 - and Martin Hellyer of the International Raleigh Chopper Owners Club looks back on its success.

Following a new trend of High Rise bicycles in America, Raleigh's chief designer Alan Oakley was sent to America in 1968 and given several weeks to tour the country talking to dealers and customers to research this craze.

But it was not until his plane journey home that Alan sketched the very first Chopper design on an airmail envelope. From this rough sketch was born a new style of bike that would take the Britain and many other countries by storm.

The first Raleigh Chopper bikes were sold in America in 1969 and due to its popularity wherever it was sold the term Chopper stayed as a generic name for any similar bikes brought on to the market by competitors.

Following a successful launch in America the Chopper was launched in England in 1970 through a succession of dealer tours. It was featured on Blue Peter and numerous other television and radio shows.

The Mark I Chopper was built until 1972 when safety fears prompted slight modifications. The Mark II bike featured several changes: The handlebars were narrower and were welded to the stem to prevent any movement, the rear dropouts were modified causing the seat to be shorter, forcing the rider's centre of gravity forward, a back rack was added, and the round gear knob was changed to the T-Bar Sports Shifter. Mark II's remained in production until 1980 and the last bikes were sold in 1982.

Throughout its life the Chopper was produced in a variety of forms:

- A High Back Rest version was produced in 1971.
- A five-speed version was produced between 1973 and 1976 (this model was only available in pink).
- A Chopper Sprint was produced between 1972 & 1973. This was a racing dropped handlebar version and did not prove very successful.
- To celebrate 750,000 sales, a Special Edition Chopper was produced between 1976 and 1977. This model featured mag wheels and slightly different graphics.

There was a much greater variety of models available on the American market including a ten-speed, and a girls=B9 version.

The Chopper is marking its 30th anniversary with a return to popularity. Choppers that have been restored or are in good condition can fetch =A31,000 or more.

The International Raleigh Chopper Club was formed in 1995 as a result in the growing interest in the marque. The club has regular events, rides, an official bike register and a magazine called The Hot One.

Whether original, restored or a downright mess, your Chopper bike and you will be

most welcome to join in the fun.

source: The Bicycle News Agency, July 31st, 1999

LOCAL BIKE NEWS

Cycle Facilities Research in Christchurch

by Alix Newman

Alix.Newman@ccc.govt.nz tel. 03-371 1472

Christchurch City Council, PO Box 237, Christchurch

Alix welcomes readers' feedback & ideas.

I thought I would punch this out as a bit of an information bulletin on a few of the goings on in Christchurch, to see if anyone has anything to add, would be interested in being involved or told the results, or knows of any other person or organisation who would like to be added to the information distribution. If you have any input to the process, or know of good references, please let me know.

Primarily we are doing research into facilities for cyclists with the aim of generating a set of cycle standards for facilities which we can at least prove are doing some good. The list of projects and where we are at follows.

STANDARD CYCLE LANE IMPACTS

We have two roads in the city that we are planning to mark up as cycle routes. They are 14m kerb to kerb. One has a 2m edge line marked on each side, one does not. We have marked the road with 10cm divisions and done tracking surveys and speed for the roads in these "raw" conditions. We have recorded cycle and vehicle positions when there are parked cars present, and when there are not. When we have marked the cycle lanes, with the standard broken line at 1.5m width from the edge line (which we will have to mark for one of the roads), we shall repeat the speed and alignment surveys. We should be able to see what happens to movement patterns on the roads.

SIGNALISED INTERSECTION SURVEYS

For a couple of years, the CCC has been marking cycle lanes fully up to signalised intersections (not terminating 20m or so from the limit lines)

In some cases we have inserted advanced stop boxes. We are now completing a study to assess behavioural, safety and perceptual impacts of these configurations. Although the configurations are pretty consistent with the new Austroads 14, we thought it wise (and with some (justifiable) insistence from the LTSA) to confirm that they work here.

Our process is:

- * a literature study - predominantly assessing effectiveness from overseas research
- * collision history study - has there been any change in collision pattern since the markings were introduced
- * video study - video of cycle and vehicle behaviour at intersections before and after markings introduced

* driver and cyclist study - do they understand the markings, do they like them, do cyclists feel safer etc.

To a certain extent, this investigation package will parallel some of the work being undertaken by Hamilton. It will be interesting to compare results.

CYCLE SPACE DELINEATION SURVEYS

A while ago, we trialled a 200m stretch of red road surface for cyclists. We considered it a success (drivers and cyclists liked it and felt more aware of each other on the road) although actual alignment and speed patterns did not change. We then set about trying to ascertain a policy about where red road colouring should be used on cycle routes. Everyone had different ideas, and also suggested changing line marking styles and use of audible lines (rumble strips etc). So, as they are all associated with delineation of cycle space, we have started a research programme to identify effective delineation treatments for different situations. The process is

- * identify available delineation techniques (such as lines, colour etc)
- * identify common use cycle spaces (such as lanes in various locations, stop boxes at intersections)
- * identify typical "transgressions" of these cycle spaces by vehicles (such as door openings, crossing cycle lanes to turn etc)
- * find what type of treatment would effectively bring the presence of the cycle space to the drivers attention.

At the moment this is only a research exercise. When we have some recommendations, we will seek to trial a few on-road situations. I suspect we will find that the current broken white line with intermittent cycle logos is very ineffective in warning drivers that cycle space has been allocated.

National

Thermoplastic Working Group Progress

by Jim Chipp

Opus Central Laboratories have finally come to the conclusion of their thermoplastic road marking programme and produced a report.

The first stage was a literature search to compare the New Zealand standards of application with places where it is use elsewhere, and this found our (Transit's) standards to be equivalent to those elsewhere in the world.

The second stage was to instrument a bike and measure the effect of thermoplastic lines of applied at different thicknesses and skid resistances when the bike crossed the lines at various approach angles. A second aim of this test was to verify the validity of the BPN (British pendulum movement) testing method used by most road authorities to grade skid resistance. I had questioned that it may not be valid for bike tyres and dynamics.

This stage was inconclusive but was successful in verifying the validity of the BPN test as a measure of friction coefficient for bikes to my satisfaction. The

test was inconsistent in its results for effect of the lines themselves on bikes. It should be noted that two of the cycling groups representatives, including me, had doubted the usefulness of these tests when they were proposed.)

Transit then continued the testing to a third, unplanned stage. (costing far more than originally budgeted.) This time actual bikes and riders were used and the previous tests repeated in real life, and the results were far more illuminating. Riders were filmed riding across lines of differing thicknesses and skid resistance at different approach angles. The riders were questioned each time about how they had felt as they crossed the line, and psychologist designed methods used to standardise responses.

Conclusions:

- * The British Pendulum scale and skid resistance test method has been generally validated for cycle tyres of all types.
- * The skid resistance specified for thermoplastic (30 to 45 BPN) is adequate for cyclists.
- * Thermoplastic lines are not a safety problem up to 2.6mm thick.
- * They become a limited problem between 2.6mm thick and 3.1mm thick at speeds over 25 km/h when approach angles are very small (less 2 degrees).
- * They are a serious problem at more than 3.1mm thick and at speeds greater than 25 km/h and small approach angles.

Testing stopped at 30 km/h because of the danger to the two test riders. What was observed on the videos were sometimes violent rear wheel skids as the bike mounted the edge of the paint.

Transit immediately took the following actions. They did so because they are the things they can do without going into in depth studies of cost and other effects. They may be able to go further with proper consideration.

* The minimum skid resistance of thermoplastic line markings is to be increased to 50 BPN from 40. This compares with the specification for paint markings of 30 BPN. i.e. This is a lot less slippery than paint used to be. These tests are always carried out on wet markings.

* The line thickness specification is to be tightened to:-

* A range of 2.0mm to 2.5mm for new markings on asphaltic concrete (previously 2.0 mm to 3.0 mm)

* A range of 2.0mm to 3.0mm for chip seal. (no change)

* Over-coating existing lines to be a maximum total thickness of 4.0mm (previously 6.0mm)

In addition the Transit board has requested more testing to further investigate the risk to cyclists with line heights in the range of 2mm to 3mm.

Thanks to those people who were able to comment on Transit's proposals at such short notice. I'll be in touch with them directly to answer some of their queries.

Jim Chipp, Wellington tel. 04-938 9369, email: chip.rush@xtra.co.nz

Cycle Action Tauranga

The Walking Bus with Tauranga South Primary was a great success! Lots of children, parents and teachers joined in. Iris dressed as the Pied Piper and made a great leader. We stood out, made some noise and got good press coverage. We will be promoting the walking bus concept to the other schools in the area soon. We are hoping it will be picked up with enthusiasm.

Our next event is the Bike to Work Day on the 10th of November. We will be having a free "Bikefast" in the Central Business District. We aim to get the local bike shops on board and have some competitions to attract more people.

It should be a fun filled event. Iris will be challenging the Mayor to ride a tandem with her. We'll keep you posted.

Contact: Anna Casey. tel: 07-571 8975 email rudimurch@pacifichealth.co.nz

National

CITIES ON THEIR FEET

September sees the return of the Heart Foundation's "City on its Feet" initiative to Rotorua, before being replicated in five other cities around the country in early 2000. "City on its Feet" is a novel approach to promoting walking or cycling to work. The event began in Rotorua during Heart Week in 1998, and was followed by "Southland on its Feet" in Invercargill earlier this year to coincide with Heart Day.

Participants buy a City on its Feet badge with a lucky number which may win them one of many prizes. As participants walk or cycle on the designated City on its Feet day, they will record their lucky number at one of the check points around the city. A function is held in the town centre to award the prizes and to draw attention to physical activity with a variety of displays and fun events.

Alan Lloyd, The Heart Foundation's National Physical Activities Manager, says "City on its Feet will promote the benefits of moderate physical activity by encouraging it to be incorporated into everyday routines". It will also encourage more sustainable, energy efficient transport modes.

Together with the Hillary Commission under the Push Play physical activity campaign, the Heart Foundation will be running City on its Feet in Whangarei, Rotorua, Hamilton, Palmerston North, Dunedin and Invercargill in the 1999/2000 financial year.

For more information contact Alan Lloyd, Heart Foundation. tel: 03-366 2112.

email: AlanL@chch.nhf.org.nz

source: EECA (Energy Efficiency and Conservation Authority), *Sustainable Transport Network Newsletter* - Issue 6, August 1999.

More at www.eeca.govt.nz/sus.html

Helmet Hypocrisy

by Nigel Perry

Did you know that wearing a cycle style helmet in car makes makes as much sense, or more, than on a bike? Or that cycle helmet laws wherever they've been enacted have not produced the results expected, and in some cases have even increased injury rates? Or that New Zealand is the only country in the world with a universal cycle helmet law, and while our government has been proclaiming its success other governments have rejected legislation based partly on our failure?

Probably not. The issue is one of safety, both ours and our children's. The story is one of being economic with the truth, votes before lives, and downright hypocrisy. These issues should grab our attention at any time, but in an election year we have a direct tool to do something about it.

Most New Zealanders probably assume the cycle helmet law has been a great success. The law has been in place years, and before that the billboards proclaiming "bare head, knuckle head" made it clear that to ride a bicycle without a helmet was irresponsible. Today helmets are worn by most cyclists, claims have been made that the law has been a resounding success and that injuries are down. Who would question the cycle helmet law?

Given our resounding success it might be expected that the rest of the world would be rushing to follow New Zealand's lead. By now surely every major democracy would have enacted this life-saving measure to curb the irresponsible activities of those who cycle without a helmet and risk life, limb, and our tax dollars, in doing so.

However today New Zealand is the only country in the world with a universal helmet law applying to all cyclists, except those entitled to an exemption (and then only if they can get it). Laws have been proposed in other states, but few have been enacted. More worrying is that when New Zealand and Australia are mentioned it isn't by those proposing the laws, but by those opposing them!

Research from New Zealand and Australia which shows how our legislation has failed to produce the claimed results is used the world over to argue against new laws, yet this research is little known in New Zealand itself. In New Zealand the members of the Police and medical profession often stand up in support of our law, yet in Québec both groups opposed a law there, and Québec did not enact one. Earlier this year the British Medical Association reaffirmed its opposition to cycle helmet legislation; the European Cycling Federation with member organisations across Europe and Scandinavia has a policy to keep helmet laws out of Europe; the UK has a National Cycling Strategy to increase cycle use and cyclists safety, but it doesn't mention helmets; the list goes on.

This picture doesn't sit well with our Minister of Transport's claim that only a "small coterie" of people oppose the law.

New Zealand's situation is made worse by there being better and more effective alternatives to improving safety than helmet legislation. Most of the world doesn't have cycle helmet legislation, but that doesn't mean they have higher cycle injury rates, quite the contrary. Countries which have rejected helmets and have instead implemented other road safety polices are safer to cycle in than those where helmets are required. The key difference between the non-helmet and helmet based approaches is how they treat accidents. The former aim to reduce accidents, while the latter accept the accident and try to reduce its consequence using a device not designed for the job.

Researchers have shown that unhelmeted Dutch and Danish cyclists are far safer than helmeted Australian and New Zealand ones. Shouldn't we seek to emulate this success rather than continue to pursue a less successful approach?

Unfortunately our Government and Minister of Transport don't like this idea simply

dismissing it as an "artificial and destructive competition between helmet and non-helmet based cycle safety programmes [which] has no substance". This response is scary.

Consider: if given the choice of, for example, saving 5 lives by one method or 10 by another, which would you choose? With the Government firmly sticking to the former are they saving, or losing, 5 lives? Why does the Government reject the better option? We cannot say definitively, maybe they are caught up in the religious fervour of the helmetists or simply can't admit to making the wrong choice, but unfortunately this apparent lacsidasical attitude is not uncommon on safety issues. The Land Transport Safety Authority is still dithering over the introduction of 30 km/h speed zones despite years of experience overseas which show accident reductions as high as 67% can be obtained. Are our streets that different from those of Utrecht or London that such success couldn't be repeated here?

Would you prefer to be in an accident and survive, or not have an accident at all? Would you prefer your child to be safer without a helmet than they are now with one? The Government apparently thinks not, blinded by their own hypocrisy maybe?

To put the whole issue into perspective we need to ask whether the risk of head injury while cycling is large enough to warrant legislation at all, or has the whole issue been blown out of proportion? After all, we never used to think of cycling as dangerous. It is clear from all the evidence that the benefits of cycling outweigh the risks, but are those risks high enough to warrant a law requiring protective measures similar to the seat belt legislation for car occupants?

Consider this: Would you listen to a doctor who argues about the dangers of smoking, but is a chain smoker? Or a safety expert who argued for seat belts but didn't wear one? How about an unhelmeted helmet promoter?

It has been known for a long time that wearing a cycle style helmet makes similar sense for a seat belted car occupant as it does for a cyclist. Some

research indicates that if helmets were worn by car occupants some 17 times more lives would be saved than if they were worn by cyclists. Helmets for motorists also have some advantages over the alternatives. For example, air bags cannot be fitted to all cars, only provide protection in one direction, and are expensive. A car can be "fitted" with four helmets for less than \$100, a minor incremental cost compared to the cost of most cars.

Put simply, if a bare headed cyclist is a knuckle head, then so is a bare headed motorist. So the obvious question is, do cycle helmet promoters wear helmets when driving their cars? Do they practice what they preach?

The answer is a few do, but most don't. The Head of an Australian accident research centre is counted among the former, and his picture has been in the press showing his helmet on while driving. The majority of the world might disagree with him, but he commands a certain respect.

Not so the helmetists of the US, Sweden, or New Zealand. Does our Minister of Transport, who has clearly stated his unwavering support for the cycle helmet legislation wear a helmet in his car? No. Did he dismiss helmets for car occupants when the Australia Federal Office of Road Safety issued a report stating the benefits last year? Yes. Does he really therefore believe that the risk of head injury is high enough to warrant a helmet? Presumably not. Or maybe he just believes in his right to take risks he denies to others?

The implication of this equivalence of risk goes further than hypocritical politicians. Any Police Officer reading this article is now in a quandary. Do they continue to drive around bare headed in their cars stopping bare headed cyclists and ticketing them for being as "irresponsible" as they themselves are being? Or do they don helmets in their cars? Or stop issuing tickets to cyclists? Is "I'm just enforcing the law" a defence for hypocrisy?

Why does the Government insist on promoting a law which hasn't worked very well, blames the potential victim, discourages healthy cycling, and has our Police Officers being hypocrites? Why did they bring in the law when all this was already known? Why do they ignore the better results obtained by other methods?

So what should we do? Demanding an end to the hypocrisy would be a good start. This could be done by introducing compulsory wearing of helmets in motor vehicles, or removing compulsory wearing of helmets for cyclists.

Given the current helmet legislation has failed, non-helmet based measures have produced better results overseas, and overseas Governments have rejected legislation based partly on our failure, abolishing the cycle helmet legislation is surely the only reasonable thing to do.

We should also start to implement the policies of those governments which had resulted in better safety for their cyclists. We owe that at least to our children.

As summer comes and more cyclists discard their plastic hats do we really want to waste Police time, time that could valuably used addressing real safety

issues, by requiring them to be hypocritical and issue tickets to their bare headed fellows?

This year there will be an election, why not ask your candidates where they stand? Why not do so publically? Let's make it an election issue - why are we being denied the measures cyclists in other countries benefit from? Why is cyclists wearing a helmet more important to the Minister than reducing injuries?

Dr Nigel Perry email: N.Perry@massey.ac.nz

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Massey University fax: 06-350 2259

Palmerston North FTP/WWW: smis-asterix.massey.ac.nz

It makes as much sense to wear a "cycle" style helmet in a car as on a bike...

Choosing to wear one on a bike but not in a car is mere inconsistency.

Refusing to wear one in a car while insisting others do so on a bike is pure hypocrisy.

Guess which the Minister of Transport does.- Politics and hypocrisy before safety - the NZ Helmet Law, NZ's Shame

New Advanced

*Stop Lines in
Hamilton*

Hamilton City Council is installing modified cycle stop lines on two busy city intersections, in a project designed to improve safety for cyclists.



The new advanced stop lines were installed on 11 September at the Clyde/Peachgrove and Te Aroha/Peachgrove intersections.

Advanced stop lines allow cyclists to wait at an intersection ahead of motor vehicle traffic.

A coloured cycle lane to the left of the carriageway gives cyclists safe access to the waiting area (see photo). Advantages of the new system include a greater awareness of cyclists by motorists, and improved visibility.

The trial was initiated by Council staff, who have been undertaking research into ways of improving safety for cyclists in the city.

Roads and Traffic Manager Peter Bielby said the new lines provide a safer environment at intersections which are high-risk for cyclists. "The system is based on a British model which has been used for a number of years and is successfully reducing accidents involving cyclists," he said.

Council has consulted over the measures with cyclists' groups, who are supporting the plan because of the improved safety for cyclists. The Land Transport Safety Authority is also involved in the trial of the advanced stop lines.

Council has been carrying out video monitoring of the intersections over recent weeks, and will compare this with footage to be taken after the installation, to monitor changes resulting from the new markings.

Contact: Peter Bielby, Roads and Traffic Manager, Hamilton City Council, tel: 07-838 6774
National

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Phoenix Magazines Ltd, publisher of NZ Bike, has joined CAN as a supporting organisation. They've offered to print advocacy articles for us, possibly on a regular basis with a "CAN News" column. If you are able to contribute material for a column in NZ Bike or co-ordinate the column, contact CAN now. The deadline for the February 2000 issue is pre-Christmas.

CAN is pleased to be able to work with NZ Bike and is grateful for their support.

Nelson

Bicycle Nelson Bays Formed

Great to hear that a new local group has been formed by CAN members in Nelson and Golden Bay. A feature on Bicycle Nelson Bays will appear in a future issue of ChainLinks.

In the meantime, contact Iain Dephoff tel: 03-543 3639, email: depwell@ts.co.nz for more information about the group.

LETTERS

Dear Friends,

I have had a request from Denmark for a New Zealand wide cycle map. I have researched it and the only books I can find are: *Pedallers Paradise* (not very good), *Cycle Touring in New Zealand* and *Classic New Zealand Mountain Bike Rides*. These are of course all rather expensive books. What tourists want is a folding map. Does anyone know of such a one? If not, is this something CAN could undertake to do?

Greetings from Otaki Cycling Environment and Access Network (OCEAN).

Liz Mikkelsen

Hi CANners,

Thanks for the positive note with attachment on Roger Boulter's appointment on a National Cycle Strategy or whatever it might be called. At our local Cycle Action Waikato meeting today one of the topics was on reporting cycle accidents/ cycle-unfriendly behaviour on the road, and someone had copies of a reporting form from NZ Police with the heading "Safer Communities Together" and then "Community Roadwatch Report".

We felt that this or similar forms (this one is targeting car-users) could possibly be used by all CANners around the country, so we suggested CAN should find out whether this report is the best available for our cycle-unfriendly/offensive behaviour, and if so whether something could be mentioned in our national CAN newsletter to encourage reporting those things in light of our concerns about road safety for cyclists, both locally and nationally. The address to return the forms is to: NZ Police, Community Roadwatch, PO Box 27 304, Wellington (or your nearest Police Station).

On behalf of CAWaikato, kind regards and safe cycling,

Anton ten Houten at4@waikato.ac.nz tel/fax: 07-856 7233

Dear CAN,

Try searching the UK "Dept of the Environment Transport & Regions" database. <http://www.roads.detr.gov.uk/index.htm> There are 222 detailed responses to "cycling". The ones I looked at were good.

John Gregory

Cycle Action Auckland, gregory@buckley.pl.net

Christchurch

Cycle Promotion Programme

Christchurch dwellers may have noticed the "Annabel" cartoon series that runs in the Press on a Monday, and Star on a Wednesday, and on TV intermittently. Annabel won an Excellence award for Limited Space Ad, an Excellence award for Campaign across a range of media, was Highly commended for a limited space ad, and was Highly commended for a budget under \$10,000 at the South Island Advertising Awards recently.

Park to Pier Ride

On 31 October is the mass Park to Pier bike ride. Christchurch City Council are hoping to get up to 3000 cyclists travelling from Hagley Park to the Pier, with a family fun gala day at New Brighton when everyone is there. Keep your eyes on the papers or your ears to More FM. Apparently Brian of Bryndwyr is interested in riding!!

Wellington

Cyclists to Meet with National Road Safety Advisory Group

Cyclist representatives (co-ordinated by CAN's Robert Ibell for Cycling Support NZ) will meet with the National Road Safety Advisory Group in Wellington on 23 November. The NRSAG consists mainly of representatives from key Government institutions. Amongst the high-level issues considered by the NRSAG is the National Road Safety Plan.

The function of the meeting is to try and gain an understanding of each others' perspectives on the cycling as a land transport safety issue (involving a short presentation from the cyclist reps and from the NRSAG) and a discussion of strategies for improving cyclist safety in the short term (1-2 years), medium term (3-6 years) and longer term.

CAN has prepared a draft list of topics for discussion which includes:

- * need for a National Cycling Strategy
- * methods of minimising bias in the LTSA crash database
- * further amendments to the Road Code
- * need for national cycle facilities standards (including review of all standards relating to cycle safety, including cycle lane and track widths, lane markings, junction design, parking alongside cycle facilities, safe traffic speeds)
- * 30 km/h zones
- * new targets for the National Road Safety Plan that focus on the cycling

environment as well as cyclists' behaviour (including target for reducing the cycling fatality/crash rate)

* development of mandatory procedures for safety audit of existing roads that will apply to all road controlling authorities & take into account the needs of cyclists

* ways to improve data gathering on cycle use and cycle crashes

* child cycle safety/skills training packages - identifying areas of poor coverage & filling the gaps

The list needs to be rationalised and supporting information for the chosen topics collected. Please give us your suggestions: priorities? new topics? Contact CAN (details below).

Transfund Key Performance Indicators

Transfund NZ are engaged in a process of industry consultation to determine Key Performance Indicators (KPIs) for the roading network to support a set of outcomes that have already been determined. Transfund have indicated that CAN's comments on the draft KPIs are welcome.

The outcomes are:

- * road user satisfaction
- * optimal investment in road services
- * efficient delivery of roading services
- * safer road environment
- * reduced adverse environmental impacts
- * accessibility.

The draft KPIs currently appear to be focused solely on motor vehicles - input from cyclists is therefore important. Contact CAN (details below) if you want to be involved in this issue.

New Accident Analysis Procedures

As part of its revision of the Project Evaluation Manual, Transfund NZ has introduced new accident analysis procedures. The intention of these is to move away from safety improvements driven solely by historic accident records towards anticipating accidents.

The changes use a combination of statistical testing (to determine whether site

accident rates and severity are typical) and new information on typical accident rates. Initially (2000/2001) the new procedures will be used for calculating the benefits of widening narrow bridges and narrow seal widths.

For further information, contact Ian Appleton at Transfund NZ, tel: 04-495 3271, email: ian.appleton@transfund.govt.nz

Railtrails Australia

Railtrails Australia is a national organisation which promotes the preservation of old, abandoned rail corridors in Australia for alternative public uses such as cycling, horse riding and bush walking.

Operating along similar lines to CAN, their objectives include publicising the concept of railtrails throughout Australia, supporting local Rails to Trails groups financially, with lobbying and design assistance, and publishing information.

Railtrails Australia publishes a quarterly newsletter (US\$25/year) and has recently produced its first railtrail guide *Guide to Victorian Railtrails*. They also offer advice on all aspects of establishment, development and management of railtrails.

They can be contacted at PO Box 223, East Melbourne, Victoria 3002, Australia, email: admin@railtrails.org.au, Website: www.railtrails.org.au

Could NZ have more railtrails? If you're interested in being a link between Railtrails Australia and CAN please contact us.

The Role of Cycle Training - UK Conference

A one-day conference will be held in York, UK on 2 December 1999 entitled "Gearing up for Cycling: The Role of Training in the Future of Cycling". Programme topics include:

- Why cyclist training?
- Best practice & what it delivers
- Professional training, best practice in action
- Controlling risk
- National standards, instructor training & accreditation
- Where we go from here, funding & new perspectives.

It's a long way to go for just one day, but if you want to contact the organisers to get hold of more details or a copy of the proceedings the contact details are: Nicola Simpson, Directorate of Environment & Development Services, City of York Council, 9 St Leonards Place, York YO1 7ET, UK. tel: 01904 551331, email ken.spence@york.gov.uk

***IPENZ Transportation Group Study Award - National Cycling Strategy
`Foundation Document'***

I have some good news, which I hope you will feel is good news too.

I have been granted a Study Award by the IPENZ Transportation Group to prepare a `Foundation Document' for a possible National Cycling Strategy.

THIS DOCUMENT WOULD NOT BE A NATIONAL CYCLING STRATEGY. Government would need to be involved in that, and clearly is not in a position to do so so close to an election.

My perception was that - whilst a number of agencies have expressed interest in New Zealand having a National Cycling Strategy (especially following the launch earlier this year of `Australia Cycling') - no one body would be able ON ITS OWN to undertake this.

My role as one of two NZ representatives on the Australian Bicycle Council has placed me in contact with what I feel would be the full range of stakeholders who would need to be involved in preparing and implementing such a strategy. For the sake of the Project I HAVE IDENTIFIED YOUR ORGANISATION AS A `PRIMARY STAKEHOLDER'.

I hope you will be able to help me by inputting into the process of my project (which must be completed over the coming year).

My aim is to prepare a document which all the relevant bodies can `buy into' and `own' (so far as is possible), and then it will be entirely up to Government and the other agencies whether or to what extent it is taken further.

As you will gather, I am keen to stress that the Project is NOT a National Cycling Strategy itself - just something that could lead to one.

Wish me luck, best wishes to you, and I'll be in touch.

Roger Boulter

24 September 1999

REPORT BACK TO NEW ZEALAND

***AUSTRALIAN BICYCLE COUNCIL MEETINGS, SYDNEY 27TH/28TH MAY
1999, AND CAIRNS, 20TH AUGUST 1999***

by Roger Boulter

I represent New Zealand on the Australian Bicycle Council (ABC). This is a `reference group' of Austroads, charged with overseeing the implementation of `Australia Cycling _ The National Strategy 1999 _ 2004'.

New Zealand (through Transit New Zealand) is a full member of the ABC, but New Zealand has not officially endorsed 'Australia Cycling'. My function on the Council at present is therefore keeping a watching brief on the Council's business, and facilitating information exchange on cycling policy practice.

A significant function I perform is the preparation (as does each Australian state or territory) of a 'State of the Nation' report (refer to page 19) _ basically a summary of what has been happening in the cycling policy area. This has already had an effect within New Zealand of giving the diversity of agencies involved some awareness of each other's activities and roles. Australia Cycling, whilst not endorsed in New Zealand, is begging the question in the minds of many as to whether New Zealand should formulate and progress something similar, and if so what, and how. My 'State of the Nation' reports also show that there is already a fair amount of activity _ whether New Zealand has any formal over-arching national strategy or not.

This year I have attended the February (Adelaide) ABC meeting, a few days before the federal ministerial launch of 'Australia Cycling', and the May (Sydney) meeting. Following the launch, the business of the ABC has sharply changed focus from the constitution of the Strategy and the Council, to detailed implementation matters.

New Zealand, through its political independence, is in a unique position. We do not have to take any notice of 'Australia Cycling', yet plainly it is 'good practice' we can learn from. I feel we should use this freedom to assert that New Zealand is fully a member with a contribution to make _ we should quietly fail to concur with any suggestion that all we are there for is to 'copy the Aussies'. In this respect, there may be scope to report to the Council any developments resulting from strengthened joint working *within* New Zealand _ the 'Aussies' can learn from us as well as us from them!

We should also not overlook the networking role of the Council and its meetings. The August ABC meeting, which I have been unable to attend, has been imaginatively used by its host state, Queensland. Deliberately choosing a regional venue instead of the state capital, it has been co-incided with the 'Cairns Regional Cycling Forum', putting ABC members in touch with local activity which is significant, but which otherwise could easily be eclipsed by Brisbane. The ABC has not yet met in New Zealand, and I do not feel the time is right to suggest this, but at an appropriate time we too could use this to 'fly our flag', taking the opportunity to put visitors from across Australia in touch with what is happening here. A good reason to stay involved with what is, in spite of its name, a Trans-Tasman body.

Australian Bicycle Council, Cairns, 20 August 1999

`State of the Nation' Report, New Zealand

General Matters

The `Australia Cycling' National Strategy has provoked interest on the eastern side of the Tasman. Whilst New Zealand will not be endorsing `Australia Cycling' as its own official strategy, it has provided a strong base for New Zealand work.

Any progress on cycling would depend to a large extent on two `umbrella' type bodies and their constituent members:

The Road Controlling Authorities' (RCAs') Forum is convened by Transit New Zealand, the state highway roading authority, to facilitate information exchange with and between local road management authorities. Representatives of state funding agency Transfund New Zealand and (by invitation) state safety body the Land Transport Safety Authority also attend. Since Transit New Zealand is a full member of the Austroads Council, the Forum also provides a link with trans-Tasman and other international developments. Following a presentation I gave the Forum on 30th July on cycling strategy matters, a number of roading authorities have expressed a desire to work together more closely on cycling strategy matters.

The Cycle Steering Committee is convened by the Health Sponsorship Council (managers of the `Street Skills' brand), and has representatives from the Police, the LTSA, Bicycle Industries Association, Cycling New Zealand, and Cycling Support New Zealand/ Cycling Advocates' Network. I provide a link with the RCAs' Forum.

Most policy areas on which cycling strategy work would depend are covered either by the RCAs' Forum (e.g. transport, road management, safety) or the CSC (e.g. safety, education, health, sport).

Specific Developments

Cyclists and Thermoplastic Road Markings

Following fatal accidents, concerns have been raised as to the safety of thermoplastic road markings for cyclists. Transit New Zealand and their consultants have undertaken trials in consultation with cycling organisations and others. If there is any problem, it appears more likely to concern the profile rather than the friction of the markings, affecting high-speed open-road cyclists rather than local urban cycle movement.

Auckland City Council

Auckland City has allocated NZ\$750,000 in its 1999/2000 Annual Plan for cycleways, in pursuit of its approved Cycling and Walking Strategy. A major project is the first stage in an extension of the North-Western Motorway Cycleway, to bring it into the CBD. The first stage would involve construction of a new pedestrian/ cycle path connecting existing footpaths (widened for shared use) and residential streets.

Cycle lanes (Carrington Road) were installed in February and are being monitored, including consultation with cyclists and residents. As a result, red surfacing as the cycle lanes approach and cross junctions may be installed this year.

Projects for the coming year include a trial of bike racks on buses on Waiheke Island, and cycle network extension investigations. More cycle lanes will be installed, giving priority to areas of highest demand, such as routes from suburbs into the CBD, and areas which will be the focus of 'Liveable Communities Strategies'. Peak hour bus/ cycle lanes will be provided on most radial arterial roads - and a 'code of practice' has been developed for both bus drivers and cyclists.

Auckland City Council also supports the 'Auckland City Bike to Work Day Bikers' Breakfast' as an annual event.

Hamilton City Council

Investigation of the application of the draft 'Cycle Network Strategy', as reported in the last 'State of the Nation' report (May 1999), continues. Priority is being given to the area between the CBD and the University of Waikato's main campus, an area with higher-than-average cycling levels. As part of the City Council's ongoing Cycling Facilities Programme, 'advanced stop lines' have been installed on a trial basis at two signalled intersections within the CBD - University area. Comprising a colour-surfaced lane and four-metre deep cyclists' 'reservoir' on each junction approach, this is the first facility of its type in the country, and will therefore be closely monitored in conjunction with the LTSA. Further information: Roger Boulter (contact details below)

New Plymouth District Council

Four years ago, New Plymouth District Council provided 36 km of on-road cycle lanes as a network through its major urban areas, linking schools and commercial areas with residential areas. A 1997 conference paper covering this was included in the February 1999 'State of the Nation' report, which at the time reported significant crash savings following the network's introduction. Since 1997, the cycle crash rate has significantly increased. The District Council is to investigate possible reasons for this.

Nelson City Council

Working towards a cycle route network plan produced in 1995, Nelson City Council has provided a total of 7.1 km off-road and 5.8 km on-road cycle routes. A further 0.6 km off-road and 1.8 km on-road routes are expected to be provided by the end of 1999. Further information: Peter Kortegast, Roading/Waste Asset Management Division. P O Box 645, Nelson, NZ, tel 03-546 0257, fax 03-546 0239.

Tauranga District Council

As part of Tauranga District Council's 'Pathways to Leisure' programme, a plan is being developed for cycle paths and routes, for both leisure and general transport/ commuting. Tauranga has an irregular coastline, and routes

are likely to follow estuary margins and drainage reserves, as well as roads and footpaths. Further information: Matthew Grainger or Cliff Griffiths, tel 07-577 7000.

Rotorua District Council

A Cycle Strategy Policy report is in its final stages of preparation, looking at both on-road and off-road cycle routes.

Wellington City Council

Wellington City Council is consulting on a possible cycleway through Wellington's waterfront. Funding is uncertain at this stage.

Christchurch City Council

Christchurch City Council will shortly open the first two 1.1 km long stages in the 'Railway Cycleway', a cycle path alongside the main north rail line. The full project, when completed in two years' time, will be 2.9 km long. Special light fittings provided as part of the project reduce light spill into adjoining properties., and all arterial road crossings will be traffic signal controlled. Further information: Alix Newman, Christchurch City Council, tel 03-371-1472 email alix.newman@ccc.govt.nz

Cycle Steering Committee

A range of events are to be funded in the coming year, including competitive events, the 'Kiwi Cycling' scheme, and a road safety exhibition. Money is to be set aside for participatory events such as 'Bike the Bays' rides. The CSC is also seeking to ensure that 'Kidsafe Week' (co-ordinated by 'Safekids' in Auckland) has a major cycle safety focus. 'Street Skills' (a brand managed by CSC member the Health Sponsorship Council) are planning to use the 'Out and About' road safety board game as the reward for children whose bikes pass a bike shops check as part of this year's Christmas promotion.

Cycling Advocates' Network (CAN)

New CAN-affiliated local cycling advocacy groups have started in the Bay of Plenty port/resort city of Tauranga ('Cycle Action Tauranga') and the coastal area north from Wellington ('Otaki Cycling Environment and Access Network/'OCEAN'), within the past few months. CAN itself has affiliated to ECO (Environment and Conservation Organisations of NZ).

'Safe Routes to School' (SRTS)

'Safe Routes to School' (SRTS) is a community-based road safety programme aimed at making children's journeys to and from schools safer, involving pupils, parents, teachers, the local authority, the Police, and local interest groups. Actions include engineering measures, education and school policy, and enforcement. 'Safekids' have held SRTS workshops in Auckland, Christchurch, Dunedin, Hamilton, Tauranga, Whangerei, Nelson, Wellington and Palmerston North. These aim to gather information to guide future development and the spread of the SRTS programme.

Further information from: Rebecca Williams, SRTS National Projects Manager,
P O Box 19-544, Avondale, Auckland, tel 09-820 1195, fax 09-820 1191.

by Roger Boulter, Transportation Policy Planner, Hamilton City Council

New Zealand Co-Representative, Australian Bicycle Council

tel: 07-838 6896, fax: 07-838 6440, email: roger.boulter@hcc.govt.nz

Bicycle Network 2001 Calendar

Bicycle Nelson Bays member, Brian Brett, is generously underwriting the cost of CAN being a co-publisher of a poster/calendar published by The Bicycle Network in the US. Copies of the 2000 calendar will be available for you to buy soon.

John Dowlin of The Bicycle Network is looking for a photo from NZ with a bike theme for the 2001 calendar. If you have something you think might be suitable, contact CAN.

Street Skills News

Street Skills is the cycle safety 'brand' owned by the Cycle Steering Committee, a group convened by the Health Sponsorship Council and consisting of reps from key Government bodies and other institutions like the Bicycle Industry Association and Cycling Support NZ. The main issues being dealt with by the Cycle Steering Committee are:

Christmas Promotion

Children who get their bikes checked out get a coupon stamped by the bike shop and send it in to Street Skills. They receive a copy of the Street Skills/NZ Police "Beat the Street" board game. The coupons will be published in daily newspapers in late November/early December.

National Bike Week 2000

This year's event was really successful, with five times the number of events than in 1998. Next year's National Bike Week is to be held from 12-20 February. Put these dates in your diary now and start thinking about activities and events you can run during the week. It may be as simple as shifting the date of an existing event (a ride, a meeting...) to fall within the NBW dates. Street Skills will be able to help with publicity, freebies etc.

Wednesday 16 February is national Bike to Work Day. Contact your local council to encourage them to do a special promotion, arrange a bikers' breakfast etc.

To get on the Street Skills mailing list for National Bike Week updates, contact Felicity Close, Health Sponsorship Council, PO Box 2142, Wellington, tel: 04-472 5777, fax: 04-472 5799, email: felicity@healthsponsorship.co.nz

Strategic Directions

The Cycle Steering Committee has been reviewing its strategic plan. Until now its primary focus has been on cycling skills and safety knowledge of 8-12

year-olds. At its next meeting on 12 November it will look at whether the focus of the Committee should be more on those who affect the safety of that age group - parents and motorists.

If you have information that would help in this debate, please contact Robert Ibell at CAN (details below).

Auckland Cycle Safety Forum

This forum was held on Thursday 21 October in Auckland. It was run by RoadSafe Auckland (convened by Auckland Regional Council) and considered strategies to improve safety for cyclists that are aimed at motorists, cyclists and road controlling authorities. For further information on the outcomes of this forum, contact Michelle Harris, Transport Department, Auckland Regional Council, Private Bag 92 012, Auckland, tel: 09-366 2000 ext. 8061, fax: 09-366 2148, email: mdawe@arc.govt.nz

Mandatory Use of Cycle Lanes

Early this year, Mike Houlihan, a Cycle Aware Wellington member, was involved in a crash while riding into Wellington City along Oriental Parade. A

car turned into Mike's path, throwing him off his bicycle. The Police declined to pursue a prosecution of the motorist because there was a cycle facility on the footpath on the other side of Oriental Parade and the Police felt they may not have been able to prove in Court that the cycle track was not adequate. The Police suggested to Mike that if the facility was designated a cycle lane, it must, by definition, be adequate.

The cycle facility in the case cited above was installed by Wellington City Council for child and casual recreational cyclists. It is on a footpath with high pedestrian use and is unsuitable for the faster speeds of commuter and sports cyclists. It is our understanding that WCC have never intended this facility to be compulsory.

This case is of great concern to CAN. New Zealand has very few mandatory standards for cycle facilities and, by international standards, many cycle lanes and cycle tracks in New Zealand are inadequate in terms of width, intersection treatment, surface, signage etc. We do not wish to see cyclists being forced to use inadequate and/or unsafe facilities.

We are also concerned that Police may have used an incorrect interpretation of Traffic Regulation 41.1 as the basis for not proceeding with a prosecution. This regulation states that when an adequate cycle track is available, the cyclist shall keep to the track as far as practicable.

CAN wrote to the Police Commissioner in March asking for clarification of the Police position. Following reminders and a letter to the Minister of Police, a response was eventually received from Superintendent Neil Gyde, NZ Police National Road Safety Manager. In this response (dated 4/9/99), Mr Gyde states:

"Regulation 41.1 of the Traffic Regulations, which requires that cyclists keep to an available cycle lane, is qualified by the issue of "practicality". In the case of the cycle track at Oriental Bay the question of practicality is a

real issue. The cycle lane is a shared facility that seems to have been created to "legalise" the use of cycles on what would otherwise be a footpath. As you will appreciate, the footpath area is used by a number of people, each with different usage patterns... The use of that area by a cyclist who was intent on a serious training excursion, a cycle courier, or simply a cyclist in a hurry to get somewhere would not be practical given the differing patterns of usage in the area. In those circumstances I would normally expect the "serious cyclist" to use the roadway on the basis that the cycle lane was not a practicable alternative. Having said that, I must say the question of time of day and concentration of people on the "cycle lane" also has to be considered.

I do not have any specific knowledge of the collision to which you have referred and am therefore unable to comment on the question of whether or not a prosecution should have been taken against anyone involved. I am also unaware of any precedent that has been set by the Courts that may help with a determination of when a cycle lane is, or is not, adequate.

The Cycling Advocates Network is an organisation that is gaining a profile among road safety practitioners. There are more references to the needs of cyclists at road safety conferences today than was the case two or three years ago and I must say I am pleased with those developments. I would enjoy the opportunity to meet with you and some stage."

CAN Membership FREE!

Well, kind of... people joining CAN between now and the end of the year will get membership until the end of 2000. So pass the enclosed forms to friends, workmates or relatives and stay with them while they fill them in and post them off. We're considering raising subscription fees next year, so this is their last chance to join at bargain rates.

CAN needs members for credibility, for members' support, expertise, interest and local knowledge, and for their money! CAN is only as effective as its members make it - the more members we have, the more effective we can be. Please make the effort to help strengthen a national voice for cyclists.

Bicycle Industry Association Helps Out

BIANZ (the Bicycle Industry Association of NZ) has offered CAN space in their monthly newsletter to members (bicycle manufacturers, wholesalers and retailers) for short messages or articles aimed at getting advocacy messages across to the industry. CAN needs someone to co-ordinate this - contact us now if you can help with this, or if you can contribute articles.

We can also use BIANZ to gauge bicycle industry interest in being involved in advocacy - joining CAN, helping local groups in practical ways etc. BIANZ will mail out CAN forms to their member bike shops in a given area if requested to by the local advocates. Contact CAN if you want BIANZ help in this way.

Our thanks go to BIANZ for offering their help. To take up their offer, though, requires YOUR input. CAN office holders already volunteer a lot of their time to make this organisation function. More projects require more people! b

INTERNATIONAL BIKE NEWS

PEDALLING HEALTH

An Australian report "Pedalling Health - Health Benefits of a Modal Transport Shift" includes an analysis of how the health benefits of cycling far outweigh the accident risks, and so has a section on the "health costs" of cycling with injury rates, cyclist involvement in accidents, hospitalisation, exposure measurements etc. The report also has a section on policies for improvement, with everything from public health interventions to engineering for safety. It also has a very comprehensive bibliography. b

The 90-page report is fully downloadable from the Internet at:

<http://sciweb.science.adelaide.edu.au/sundries/ph.nsf>

source: The Bicycle News Agency, May 10th, 1999

EUROPE'S LARGEST BIKE PROJECT GETS WEB LIFT

The UK charity, Sustrans, which funds and builds Europe's largest bicycle network, has - for years - had a confusing web site which took hours to navigate. However, a few Pound Sterling have apparently been invested in a upgrading the web site.

Highlights of the site include up-to-date information on the network, plus a shop where would-be tourists can purchase maps and guides to plan a trip.

Links from the Sustrans site include one to Ride the Net, a major cycling event planned for summer 2000 to mark the opening of the first 5,000 miles of the National Cycle Network (NCN).

The network should be extended to 9,000 miles by 2005 helping not only long-distance cyclists but people dodging Britain's busy roads to ride to the shops, work and school.

Recent Articles at LTSA

The following articles recently arrived at the Land Transport Safety Association's head office library:

The effect of weather and climate on bicycle commuting / Nankervis, Max

Transportation Research B v.33 (1999) p. 417-431

This study presents data on the effect of both (short-term) weather conditions and (long-term) seasonal variation patterns on bicycle commuting patterns among several groups of tertiary students in the temperate climate of Melbourne, Australia.

Research on monitoring cycle use / Emmerson, P. ; Pedler, A.; Davies, D.G.

Crowthorne, Berkshire : Transport Research Laboratory, 1999.

This study investigates two areas of monitoring: quantitative data collection, through automatic and manual cycle counts, on the levels of cycle traffic; and data collection, through interviewing and questionnaires, on the characteristics of cyclists and their journeys. The aim of this study was to provide guidance to local authorities, and others, on methods of monitoring cycle use as part of assessing progress towards the national targets for cycle traffic growth.

Toronto bicycle commuter safety rates / Aultman-Hall, Lisa ; Kaltenecker, M.

Georgina; Accident Analysis and Prevention v. 31 no. 6 (1999) p. 675-686

This analysis uses data from a survey of Toronto commuter cyclists that collected information regarding accident history as well as regular commute route to work or school. The absolute event rates per bicycle kilometre were found to be between 26 and 68 times higher than similar rates for automobile travel.

Two decades of the Redway cycle paths in Milton Keynes / Franklin, John

Traffic Engineering and Control v. 40 no. 7-8 (July-Aug 1999) p. 393-396

This article looks at Milton Keynes' separate network of shared-use paths for pedestrians and cyclists, and the safety and usage figures for this network. The Redways are now more than 200 km in extent making it one of the largest urban cycle-path networks of its kind.

Bicycle crashes in New Zealand / Wood, Kerry

Wellington : Kerry Wood, 1999.

The objective of this study (a Master's thesis) is to consider safety aspects of the New Zealand cycling environment. Recommendations are made on cycle lane design and where cycles have to share space with other modes of transport. As most cycle crashes happen at road junctions where there is little provision for cycles, recommendations are developed for guiding bicycles through junctions in safety.

Bicycling renaissance in North America? Recent trends and alternative policies to promote bicycling / Pucher, John ; Komanoff, Charles ; Schimek, Paul

Transportation Research A v. 33 (1999) p. 625-654

Over the past two decades, the number of bicycle trips in the US has doubled. Since 48% of trips made by all modes in American cities are shorter than three miles, the potential for further growth in bicycling seems enormous. While cycle is expected to continue growing, it is not expected it will reach the same levels as northern Europe as car use remains cheap and American transportation policy remains dominated by motoring.

Estimation of expected utility gained from the helmet law in Taiwan by quality-adjusted survival time / Tsauo, Jau-Yih ; Hwang, Jing-Shiang ; Chiu, Wen-Ta

Accident Analysis and Prevention v. 31 no. 3 (1999) p. 253-263

The objective of this study was to empirically estimate the expected utility gained from the implementation of the 1997 helmet law in Taiwan by using quality-adjusted survival time (QAST).

Cycle helmet effectiveness in New Zealand / Povey, L. J. ; Frith, W. J. ;
Graham, P. G.

Accident Analysis and Prevention v. 31 no. 6 (1999) p. 763-770

This paper considers the effect of cycle helmet wearing on hospitalised head injuries between 1990 and 1996, using cyclist limb injuries as a measure of exposure to the risk of cycling trauma.

Fit of bicycle helmets and risk of head injuries in children / Rivara, Frederick P. ; Astley, Susan J. ; Clarren, Sterling K.

Injury Prevention v. 5 (1999) p. 194-197

Although bicycle helmets are effective in preventing head and brain injury, some helmeted individuals nevertheless sustain head injury. One of the possible reasons may be poor fit of the helmet on the head. This study was undertaken to examine the relationship between helmet fit and risk of injury.

These articles can be borrowed from your local library via Interloan. You could also try getting it directly from the LTSA, tel.04-494 8600.

Please submit news items, articles on events in your part of the country, "Letters to the Editor", "comment" etc. You can email *ChainLinks* at ChainLinks@altavista.net, or post items c/o CAPN, PO Box 961, Palmerston North - electronic submission is strongly encouraged.

Cycling Advocates' Network

PO Box 11-964, Wellington, New Zealand



tel/fax: 04-385 2557

www.kennett.co.nz/can

e-mail: can@actrix.gen.nz

Affiliated Organisations

Cycle Action Auckland 09-373 7599 x6456 sj.knight@auckland.ac.nz

Cycle Action Waikato 07-838 9344 Paul.Ryan@opus.co.nz

Cycle Aware Palmerston North 06-350 4007 capn@altavista.net

Otaki Cycling Environment & Access Network (OCEAN) 06-364 8187
ourworld@actrix.gen.nz

Cycle Aware Wellington 04-385 2557 caw_wgtn@hotmail.com

Dunedin Cycle Action Group 03-455 5308 sally.stevens@eudoramail.com

Supporting Organisations

Auckland Cycle Touring Association (Inc.) 09-534 7908 cammac@xtra.co.nz

Spokes/Canterbury Cyclists Association 03-379 9174

steve@groundeffect.co.nz

Christchurch City Council 03-371 1472 alix.newman@ccc.govt.nz

Ground Effect 03-379 9174 steve@groundeffect.co.nz18/5/1998

Phoenix Magazines Ltd (NZ Bike) 07-347 1733 phillipa@nzbike.co.nz

Organisations not yet affiliated

Bicycle Nelson Bays 03-543 3639 depwell@ts.co.nz

Cycle Action Tauranga 07-577 3305 lake-family@xtra.co.nz

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

From the editor

Hi. I'm the guest editor for this issue. When not hunched over a desk, I can be found hunched over the pedals of a Crocodile. A what? To mark the launch of the 4th edition of *Classic New Zealand Mountain Bike Rides* on November 27, I and fellow lunatics, the Kennett Bros, will ride around Lake Taupo by single bike, tandem, triple and a 4-rider, 4-wheel Crocodile bike. See you out there. November 27 is also election day - vote for a bike-friendly planet.

Patrick Morgan patman@paradise.net.nz

"Cycletracks will abound in Utopia"

- H. G Wells, *A Modern Utopia*