

## NETHERLANDS



### Dutch Ban Segways from Public Roads

Dutch police banned Segways from all public roads, bike paths and walkways as of New Year's Day 2007.

Segway Netherlands director Piet Kruijt estimated that "a number of hundreds" of Segways have been sold in the Netherlands. For the time being, they are only legal on private property. "This is definitely not the end of the Segway in the Netherlands," said Hans de Jong, a distributor. He pointed out that the Segway would help the Dutch government meet environmental goals and some government arms are using them in pilot projects: notably military police at Schiphol Airport, which is private property.

Police said that with no approval of the vehicles in sight by the country's Royal Traffic Agency, they could not be allowed to continue using public streets.

The Segway "is a motorized vehicle, and according to Dutch law, a mo-ped," a police statement said. And with Segways reported to reach speeds of up to 25 mph they are safer for street use than sidewalks or

greenways. But because the Dutch Traffic Agency hasn't approved the vehicle, it can't be issued license plates.

*Associated Press*



## CHINA

### China Back on the Bicycle Wagon

There are signs that China, faced with energy shortages as well as worsening congestion and air pollution, is turning its attention back to encouraging cycling in its cities. A senior Minister in June criticized the Beijing city administration for making it harder for cyclists to get around, saying that the country should retain its title as the kingdom of bicycles "at all costs." Vice Minister of Construction, Qiu Baoxing, noted that the number of motor vehicles on China's roads went through a twenty-fold increase between 1978 and 2004 and that their numbers could increase five-fold again by 2020. Qiu said some Chinese cities are squeezing bicycle lanes in order to make more room for cars, but that the Ministry of Construction is firmly opposed to the elimination of bicycle lanes and has ordered cities to restore them.

*itdp.org*

## DENMARK



### 30,000 Cyclists get the Green Light

The City of Copenhagen has adjusted traffic signals on a 2.5 kilometer (1.6 mile) stretch of Nørrebrogade, one of the busiest corridors through the city, to the speed of cyclists.

Thirty thousand cyclists a day use the bike lanes on Nørrebrogade. Cyclists riding at a speed of 12.4 mph will encounter a green traffic light progression on this street, providing them with an opportunity for a smooth ride through the city without having to stop at red lights. "It is a rational and sensible speed to pedal, as both children and elderly can keep the pace," says Klaus Bondam. The green wave also means that it does not pay off to travel faster as the cyclist eventually will encounter a red light.

"My ambition is to turn Copenhagen into the best bicycle capital in the world. An obvious step is to regulate traffic to the benefit of the Copenhagen cyclists," says Technical and Environmental Mayor of Copenhagen, Klaus Bondam. "At the moment we are looking for new stretches, where green waves are possible solutions to improve conditions on Copenhagen's many cyclists," says Klaus Bondam.

*ciclista.org, copcap.com*

## ENGLAND

### Front Facing Speed Cameras Keep London Drivers Honest



In the coming weeks, the city of London will install new forward facing cameras at two speed camera sites in central London to support the existing rear facing speed cameras.

The trial cameras will take a digital image of the front of speeding cars at the same time as a traditional speed camera takes an image from the rear. This will enable the police to positively identify speeding motorists and penalize those who have been caught speeding but claim that they were not driving the vehicle when photographed.

Chris Lines, Head of the London Road Safety Unit, Transport for London, said: "Speed is a contributory factor in a third of fatalities in London and we hope testing these cameras will enable us to stop motorists who endanger lives by speeding."

According to the London Safety Camera Partnership (LSCP), speed camera sites have experienced an average 50% reduction in the number of people killed or seriously injured. If the trial is successful LSCP will install more front-facing cameras at sites where a problem has been identified.

*tfl.gov.uk*

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[Gideon@oliverandoliverlaw.com](mailto:Gideon@oliverandoliverlaw.com)



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