



Cycle Aware Wellington (CAW)

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Windy Wheels newsletter

September 2005

Cycle Safety – the Right Light

Riding on- or off-road at night brings some extra challenges and risks. Applying a small amount of money and brain power can help you overcome them.

At the rear, nothing beats a powerful red LED flashing tail light. These lights are cheap (from \$20), easily seen from a long way off, and batteries last a long time. Put the light high up on your seatpost. Don't clip it on your body or backpack, unless it's an extra rear light – when you lean forward, the light is less effective.

Up front there are lots of options, depending on where you're riding and your budget. If you're off-road, and want to see as well as be seen, a halogen light with a Ni-MH battery will set you back \$200–400. A lead acid battery will keep costs down, but add weight. The new High Intensity Discharge lights with lithium ion batteries are coming down in price, but will cost \$500–600.

For round town, a 5-10 watt halogen light with rechargeable Ni-Cad or Ni-MH battery will cost \$100–200. Also really effective (but less bright) are white LED lights – they're cheap, have a flashing mode, and the batteries last ages. One of these will cost you around \$45.

Helmet-mounted lights are great for off-road riding, letting you shine them in the direction you're looking. They're not suitable for riding in traffic, however, as you can easily blind other road users. Cycling around town at night, use a front light mounted on the handlebars – that's the height motorists will be expecting.

Hutt advocacy group formed

A meeting was held on the 8th September to discuss bike issues in the Hutt Valley and look at setting up a cycle advocate group to focus on these.

Some of these issues highlighted were:

1. Hutt City Council is about to release its cycling strategy. This requires discussion and support if it is to be implemented.
2. Tenders are soon to be called for work to SH2 between Petone and Melling. This section of road has a heavy usage by cyclist particularly but not only road cycling groups.
3. A safe cycling route into Wellington.
4. Miscellaneous items such as changes to roundabouts that make them faster for traffic but more dangerous for cyclists.

There was then a discussion about setting up a group and how it might work. It was agreed to have another meeting a couple of weeks after the NZ Cycling Conference (14/15 October). Contact: Murray Robertson, murrayrobertson@slingshot.co.nz, tel 972 2552

NZ Cycling Conference and CAN Do

14–15 October, Little Theatre, Lower Hutt. More at <http://www.bikenz.org.nz>

14 CAW members have registered for the conference already.

If you can house a billet, especially if you live in the Hutt, contact Robert Ibell (dawbell@actrix.co.nz)

Regional Travel Demand Strategy

Greater Wellington Regional Council is asking for submissions. John and Sridhar will collaborate on CAW's submission – due on 7 October.

WCC and cycling

Stephen met with WCC staff. We are told that the WCC favours public transport, and cycling fits around the edges. They don't see cycling as a viable means of transport, but are happy to accommodate it where possible.

WCC staff said engagement with cyclists should happen after the cycling plan has been worked out, though another staff member seemed to have the opposite view. WCC's attitude is "trust us, we know what we're doing".

We will follow up on:

- the draft cycling strategy that MWH were commissioned to produce;
- where does the buck stop with dangerous road markings? Who has liability?
- CAW to invite Julie Alexander from WCC to next CAW meeting. We need to go back to contacting councillors, and should plan in advance to get councillors on board before the cycling plan/strategy goes forward to Council.

Paul Barker (WCC) says he will organise the repainting of the existing cycle loop detectors, but also investigate other more durable options for markings.

Question raised about whether cyclists can go through the Dixon/Cuba intersection when the 'B' signal is on? Jane will check the regulations.

[Bike News \(cycling page in *The Wellingtonian*\)](#)

Robert reported that he has been told unofficially that CAW's application to Road Safety Trust for another year's funding has been successful, though with some conditions. Congratulations to Robert for his work on this.

[Round Taupo Too Much For You?](#)

If haring around Lake Taupo on 26 November seems like hard work, how about a visit to the Wairarapa on Sunday 27 November instead? That's the date for the fourth annual Spring Green Bike Rally, organised by local Green Party members and growing in popularity.

It's a 27 km ride starting and finishing at Memorial Square, Carterton, and taking in quiet, gently undulating country roads along the Tararua foothills. Registrations \$25 adults, \$5 school-age children, before 20 Nov. (Late registrations \$30/\$10). Forms available 1st week October from Eric Turner 06 379-6510 or email spring-green-bike-rally@wise.net.nz

[News briefs](#)

Cycling Events Check "Events" on the [CAW website](#)

Discussion forums Go to www.mountainbike.co.nz/forum/ for online discussion on advocacy, events, touring and more.

[Next CAW Meeting](#)

When: Tuesday, 4 October, at 6pm

Where: Wellington City Council Committee Room, Wakefield St

What: Want better and safer cycling? Come along and get stuck in.

[CAW](#)

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CAN Cycle Advocates' Network: www.can.org.nz

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