



Cycle Aware Wellington (CAW)

[Home](#)

[About us](#)

[Join](#)

[Events](#)

[Resources](#)

[Windy Wheels
newsletter](#)

[Links](#)

[Contact us](#)

Windy Wheels newsletter

April 2003

Cycle Aware Wellington AGM and fabulous slide show

We've had a productive year. Here's your chance to hear the details and to help plan the year ahead. We need keen bikers to increase our momentum. So come along, meet your fellow CAW-ers, enjoy a nibble and drink, and best of all, hear our riveting guest speaker, Patrick Morgan, who will entertain and amaze you with eloquence and an exclusive illustrated talk on recent cycling in Belgium, the Netherlands, the Himalayas and other parts.

When: Tuesday, May 6, 2003, at 6pm

Where: Senior Citizens Room at the City Library. Take the steps up to Clarks and then turn left to go past the lift doors.

Who: you and your biking mates.

Interested in a Bike Maintenance Workshop?

Contact: Marilyn Northcote - marilynnorthcotte@hotmail.com

At this stage it is for us to get an idea of interest only. We would be offering a day-long course on the weekend (date, time and place to be decided), from 10:00-3:00-ish under the able tutelage of Simon Kennett. We'd offer some women-only classes and some unisex. We can take up to 10 participants at a cost of \$30.00.

Wellington bus lanes get more confusing

WCC recently painted over the cycle symbols on the bus and bike lanes on Adelaide Rd, Lambton Quay and Chaytor St. For some reason no one can understand, they don't want to sign these lanes for bikes. But legally you can ride them, so pedal on!

Membership Renewals

Thanks to everyone who has sent in their renewal form. You have **until the end of April** to get your renewal in to me. After that date your membership will expire and you will no longer receive Windy Wheels, Chainlinks and all the other benefits of belonging to CAW. Call me (tel 386 1500) if you want a membership form, or come and sign up at the AGM.

We look forward to your continuing membership. We need you!
Teresa Maguire, Membership Secretary,
Cycle Aware Wellington, Box 11-964, Wellington

New Sustainable Transport Group forms in Hutt Valley

There is life in the Hutt! CAW member Neil Newman called a public meeting to get some action, and about 40 people showed up, at Petone's Screaming Turtle cafe. They decided to form a Sustainable Transport Group to promote better transport in the valley.

Celia Wade-Brown spoke to the meeting as a pedestrian advocate, representing Living Streets Aotearoa. Jane Dawson spoke for Cycle Aware Wellington. Trevor Mallard told the meeting about his commute from Wainuiomata to Parliament. Brent Efford spoke for Transport 2000+; and John Poppleton for the Green Bike Trust.

Hutt Corridor Plan

Jane Dawson presented CAW's submission on the Hutt Corridor Plan to the Wellington Regional

Council. The submission asks the Council to take cyclists' needs into account when developing transport plans for the Hutt Valley.

Here's the gist of it:

- keep the trains: it is easier to get bikes on trains than on buses
- railway stations provide a natural collecting point for cyclists, so need bike storage
- journeys by private car should be discouraged at the same time as promoting cycling because of the health and environmental impacts of motor-vehicles as well as the negative economic impact caused by unnecessary motor-vehicle use
- there should be an emphasis on promoting cycling to replace shorter car trips within the Hutt Valley
- the Petone-Ngauranga cycleway should be restored to a good standard, and completed at the Petone end, and there should be good links provided into Petone and the Hutt. We suggest either having a level crossing of the railway at the current Petone end of the track, or continuing the track to the Petone station on surplus railway land
- railway-cycleways should be build on surplus railway corridor land throughout the Hutt Valley to make transport corridors and give access to railway stations (see Christchurch example)
- there should be provision for cyclists at all railway stations including 'coin-in-the-slot' lockers for casual use
- compatible businesses should be encouraged around main stations (e.g. bike shops)
- there needs to be an indication of how the Regional Cycling Strategy currently being developed is to be implemented
- bikes should be easy to carry on trains
- railway use should be increased rather than building bus/HOV lanes (which have consequences for traffic further along the system). If a bus lane is put in on SH2, it should be one of the existing lanes dedicated to that purpose, rather than a new one.

LTSA seek your input on cycling initiatives

Matt Grant, Project Manager, Pedestrian and Cyclist Safety Framework; and Tim Hughes, Pedestrian and Cyclist Guidelines Co-ordinator presented two LTSA cycling initiatives at the April CAW meeting.

1. Pedestrian and Cyclist Framework
2. Pedestrian and Cyclist Best Practice Standards

Check out the latest ChainLinks (page 10) for more info.

Matt sent us this list of issues raised. What do you agree with? What is missing? Send your feedback to Matt.Grant@ltsa.govt.nz

Comments on Scope and Safety Interventions

The following issues on the scope of the Framework have been raised by local and regional government officials and cycling advocacy groups in meetings that have been held up to 31 March. The comments have been divided into two sections – those issues that are outside the scope of the Framework and need to be considered as part of the development of the New Zealand Walking and Cycling Strategy and those issues that could be part of the Framework.

New Zealand Walking and Cycling Strategy

- Walking and cycling should be promoted as modes
- Safety should include broader health benefits and these benefits of walking and cycling should be promoted
- Definitions of pedestrians and cyclists
- Potential importance of cycle tourism
- Integration of promotion of modes and safety
- Mobility targets and system for monitoring and review

Pedestrian and Cyclist Safety Framework

- Balance between promotion of walking and cycling, and safety
- Safety benefits of more pedestrians and cyclists
- Roles of other agencies need to be clarified and integrated into the framework
- Impact of pedestrians and cyclists on other users needs to be included in the definition of safety

- Need to take into account urban and rural situations
- Special needs need to be considered:
 - Children
 - Elderly
 - Disabled
 - Education of tourists and foreign students
 - Drunk pedestrians/cyclists
 - Lower socio-economic communities
- What is the legislative/legal impact of safety interventions?

Possible Safety Interventions

The following comments and issues have been raised in the same meetings outlined above. Participants were asked to identify those specific measures under each type of intervention that they thought should be part of the Safety Framework

Education

Category of Intervention	Suggested specific measures
Cycle Education	<ul style="list-style-type: none"> • Cycle education for school-age kids – experience on road
	<ul style="list-style-type: none"> • Integration of school based cycling education – Police programmes, Kiwi cycling.
	<ul style="list-style-type: none"> • Adult cycle education – work based?
General Safety Education	<ul style="list-style-type: none"> • Targeting parents: When is a safe age for children to independently walk and cycle?
	<ul style="list-style-type: none"> • Decision makers: government at the local, regional and national level
	<ul style="list-style-type: none"> • Driver licensing: awareness of needs of pedestrians and cyclists
	<ul style="list-style-type: none"> • Road Code: Exposure of pedestrians and cyclists
Safety Advocacy	<ul style="list-style-type: none"> • Educating other road users about needs of pedestrians and cyclists – ‘Share the Road’
Education of prof. groups	<ul style="list-style-type: none"> • Traffic engineers
	<ul style="list-style-type: none"> • Police
	<ul style="list-style-type: none"> • Road Transport professionals
	<ul style="list-style-type: none"> • Road Safety Co-ordinators
	<ul style="list-style-type: none"> • Truck and bus drivers
	<ul style="list-style-type: none"> • Cycle tourists
	<ul style="list-style-type: none"> • Retailers who sell bikes and equipment to also promote cyclist safety

Interventions: Vehicle Design, Rules and Enforcement

Intervention	Suggested specific interventions
Vehicle Design	<ul style="list-style-type: none"> • Under-run barriers for trucks
	<ul style="list-style-type: none"> • Vehicle loads – unstable loads cause problems for cyclists and pedestrians
	<ul style="list-style-type: none"> • Wing mirrors – clip cyclists – above head height?
	<ul style="list-style-type: none"> • Make bull bars illegal
	<ul style="list-style-type: none"> • Motor vehicle design standards – safer for pedestrian and cyclists
	<ul style="list-style-type: none"> • Cycle design standards
	<ul style="list-style-type: none"> • Tinted windows
	<ul style="list-style-type: none"> • 'Unsafe vehicles' e.g. SUVs – effect on vulnerable road users not included in safety rating
	<ul style="list-style-type: none"> • Bikes on buses (also trains and planes – promotion issue?)
	<ul style="list-style-type: none"> • Truck exhaust blowing into pedestrians and cyclists
	<ul style="list-style-type: none"> • Noise
	<ul style="list-style-type: none"> • Emission standards tested as part of WoF
Rules (Input into current rules process)	<ul style="list-style-type: none"> • Driving age?
	<ul style="list-style-type: none"> • Off-road behaviour of pedestrians and cyclists – potential for conflict
	<ul style="list-style-type: none"> • All modes should obey rules but awareness that roads designed for motor vehicles
Enforcement	<ul style="list-style-type: none"> • Speed management: traffic calming – correlation between speed and the environment
	<ul style="list-style-type: none"> • Cyclists not taken seriously by police/Justice system?
	<ul style="list-style-type: none"> • Penalties for careless driving
	<ul style="list-style-type: none"> • Burden of proof in accidents

Letters to the Editor

Reflections on Bike Week from the Kapiti Coast

What was achieved? Why were we not content with the National Bike Week Business House Competitions?

The Kapiti Coast District is a difficult one to serve because it is four towns strung along the Coast. Until 2002, our membership was mostly from Otaki and all active members were certainly from there. During 2002 we had a Public Meeting, a ride with the Mayor and a successful workshop. All these activities were based in Paraparaumu - the most populated town in the area. This has meant that we now have more members in that area. Bike Week activities there was a natural extension on what we had been doing in the past year. We wanted to make ourselves known to businesses and the general public, bike week was a great opportunity to meet more cyclists and find out what they thought about cycling in the district. This feedback was helpful because we are right now on a Council Working Group to produce a cycling/walking and bridleway strategy for the district.

We visited businesses/organisations to invite them to participate and sent material to some. Our aim was to get people cycling to work, so recreational cycling was not included. Instead of km cycled, we counted the days cycled. Out of the 20 organisations visited, 11 participated finally. 18 teams and 54 employees cycled to work that week competing for a first prize of a bicycle, second prize mudguards, lights and other equipment and third prize a full service on any bike. Several people who cycled were first timers and the Council participated with three teams. We tried to get a Councillor team up and running but did not succeed in this quest. The feedback we had was that the participants want to see it happen again next year, hopefully with more people joining the quest. We discovered kindred spirits out there and we listened to obstacles to cycling from many people. Many people had never heard about us but were interested and supported whole-heartedly what we were trying to do. We were able to inform residents of some safer routes (often off-road) to cycle during discussions.

The National Competition is good, but it doesn't do much for local groups. Since the National Group does not advertise itself and its member groups much, few people have heard about CAN or any local Groups. The competition and breakfast gave us some exposure in the local papers.

We want to thank LTSA for funding, Pak & Save for Sponsorship for the Breakfast and On Yer Bike for sponsoring prizes. Thank you to the Road Safety Coordinator for KCDC, who stepped in to help, when we lacked the manpower.

Liz Mikkelson, Kapiti Cycling Inc.

Helmetts – an experienced head

I have the dubious distinction of having been concussed three times whilst riding my bike and as a result have spent some time at the Concussion clinic at Wellington Hospital.

Having spoken with the neurologists concerning the use of Helmetts I gather and accept that the helmet did nothing to prevent my concussion. However, I can also say the state of my helmet each time was such that had I not been wearing it I would probably have suffered fractured skulls, multiple lacerations and loads of blood would have been spilt. In other words the result would have been a lot worse than it was.

I suggest any one cycling without a helmet wants to try going over the handle bars, followed by a massive skid, with several tumbles thrown in, on a steep slope at speed (not difficult in Wellington) and see how their head feels and looks like afterwards.

I have ridden around Wellington for over 20 years and with out counting I can only say that the numbers of adult cyclists has increased considerably – particularly female. For all that females 'worry' about their hair (apparently some don't cycle because of their hair - those probably never would anyway) women seem to wear their helmetts far more than guys, in fact wearing helmetts doesn't seemed to have deterred women at all. Perhaps its just the guys that like the idea of danger behind not wearing a helmet, or perhaps they just like the wind in their hair!

If there has been a decrease in riding it isn't in Wellington. Maybe its kids who are riding less? Certainly with more cars on the roads, bike riding to school has become much more dangerous and more and more parents now drive kids to school, instead of them walking or biking. The other factor for girls, is the absolutely ridiculous uniforms many girls schools inflict on their pupils. In Wellington not a single girls school has trousers as part of the uniform (even though our leader wears them) and in some cases the shirts come down around the ankles - try cycling in that lot!

Sure in many countries such as Holland (which incidentally is dead flat) cycling with out a helmet is the norm, but then there are really fantastic bike lanes – real ones not just lines on the road and car drivers look out for cyclists. The lack of awesome hills also reduces likelihood of mountain biking accidents!

In short, those people who are advocating for no cycle helmetts, need to take a good look at the statistics, meet with people at A&E who have treated injured cyclists and talk with those of us who have

had accidents.

In the meantime, if any one is interesting in doing something about the real problem – too many cars and the attitude of bus and car drivers – get in touch!

Jill Ford, jill@forwardthinking.co.nz

[top](#)