



Cycle Aware Wellington (CAW)

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Windy Wheels newsletter

June 2003

CAW updates website – www.caw.org.nz

Did you know CAW has been online since 1995? Way back in the dark ages when a 386 was a pretty cool computer, and when Mosaic browsers ruled, pioneer web-dude Paul Kennett slapped our newsletter online. We blew the cobwebs off and bring it to you again at our new site www.caw.org.nz. You can also find recent issues of [Windy Wheels](#), a [membership form](#), and a bunch of useful stuff.

Draft Annual Plans

CAW has made submissions to Porirua, Hutt, Upper Hutt and Wellington City Councils.

WCC's draft plan doesn't say much on cycling, which highlights the need for a cycling strategy.

Porirua's plans include extending Te Ara Harakeke path beside Highway 1 (between Plimmerton and Pukerua Bay), building a bridge over the railway near Pukerua Bay, and also re-sealing the 'footpath' between Pukerua Bay and Paekakariki.

Upper Hutt's only mention of cycling was to increase the helmet wearing rate. They also need a cycling strategy.

Regional Cycling Strategy

Progress is being made on the Wellington Regional Council Cycling Strategy. The first meeting was on 6 May and discussed the vision and goals, and started to define the purpose of the strategy. The process is moving quickly, with a draft scheduled to go to the Regional Land Transport Committee in August.

Jane Dawson commented "Having a strong regional strategy should mean that local authorities have a harder time ignoring cycling."

One problem with pedestrian and cycling strategies is that they are being put into practice through the corridor studies, rather than across the board. CAW will push for the cycling strategy to become an integral part of the Regional Land Transport Strategy, which is up for renewal soon. The cycling strategy also needs to be built into other Regional Council activities.

Progress on the Petone-Ngauranga cycle path?

Brent Efford is our rep on the Regional Land Transport Committee. He reports that the Petone-Ngauranga cycle path has been given high priority in the report of the Hutt Corridor study. It is at the top of the list for cycling projects, and should be integrated with the regional cycling strategy.

Safe Routes to Schools for Island Bay

Island Bay and St Francis de Sales Schools have been chosen for the project. Alan Whiting and Patrick Morgan are working on it.

Cycle parking

Alan and Patrick are also working with WCC on this on-going issue.

Feedback on Bikenews wanted

WCC, WRC, BikeWise and CAW are keen to get some idea of the readership of Bikenews, the monthly cycling feature in *Contact* newspaper. As a result, we are running a survey in Windy Wheels. The results will be tabulated and published in July. As an incentive to filling in the survey there is the opportunity to win a \$160 gift voucher from [Ground Effect](#). So, tell us what you like, don't like, would like to see, don't want to see and be in to win goodies from Ground Effect.

1. Is the information in Bikenews relevant? **yes / no**

If not, what would you like to see more of in Bikenews?

17. Do you read Bikenews every month? **yes / no**

If not, how often do you read Bikenews? Please circle

Every couple of months

About 4 times year

2-3 times a year

This is my first time

18. Do you use Bikenews to find out about cycle events and activities? **yes / no**

If not, how do you find out about cycle events and activities?

19. What part of the regular Bikenews do you like the most?

20. Do you have any other suggestions on how we can make the Bikenews page better?

21. What type of cyclist would you class yourself as? (please circle as many as appropriate)

Commuter

Mountain bike

Recreational

Other _____

Your details

Name: _____

Address: _____

Age: _____ Telephone number: _____

Print this questionnaire, fill it in and send it to:

Cristina Van Dam,

PO Box 2199,

Wellington, Fax: 04-801 3009

Or copy and paste it, fill it in and email it to Cristina.Van.Dam@wcc.govt.nz

All questionnaires must be received by midday **Thursday 10 July 2003** to go into the draw. The winner will be announced in the July edition of Bikenews.

Cycling Conference – "Cycling Strategies...and How to Implement Them"

Another national cycling conference is being held this year, on October 10-11, in North Shore, Auckland. CAW will assist members to attend, by helping with the registration fee. A total of \$500 has been allocated, to be divided among however many people apply. Apply to CAW's secretary, Geoff Thomas, geoff.thomas@vuw.ac.nz, tel 463 6247.

The keynote speaker will be Steven Norris, UK Government's Chair of the National Cycling Strategy Board, and former UK Minister for Local Transport and Road Safety.

Themes include:

- health and the linkages to transportation
- urban design and active transport
- economic benefits of promoting cycling
- funding for cycling
- mobility, safety and children

To register for the conference, contact Paul Doherty: pd@cycling-support.org.nz, Tel: 09 436 2640

More info at <http://www.bfa.asn.au/canflyer.pdf>

Car-free Day in Paris

by Brian Richards, via *Car Busters Bulletin*

Sunday, June 1 was Car-free Day on the Champs Elysees in Paris. The entire avenue was filled with pedestrians from end to end. The mayor made an announcement to the press stressing how much people were enjoying themselves on the avenue which the day before had been carrying six lanes of

automobile traffic. This summer he intends to repeat the closure of the motorway on the right bank of the Seine during August and convert it for the second year running into a beach with sand and palm trees – Paris Plage.

Traffic kills more people than wars

A whopping 1.26 million people died on the roads in 2000, dwarfing the 310,000 killed in wars, according to the World Health Organization.

In two reports on injuries, both accidental and deliberate, the United Nations agency said injuries killed more than five million people in 2000, one tenth of the global death toll. Nearly 90 percent of injury-related deaths took place in poorer countries.

Road deaths, totalling 1.26 million, claimed the highest number of victims, followed by suicide at 815,000 and interpersonal violence at 520,000. Wars and conflict ranked sixth - between poisoning and falls – with 310,000 deaths.

source: www.nlm.nih.gov/medlineplus/news/fullstory_12692.html

Next CAW meeting – your ideas wanted on LTSA safety framework

When: Tuesday, July 1, 2003, at 6pm

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

Who: you and your biking mates.

The next CAW meeting will feature Matt Grant of the Land Transport Safety Authority, who will discuss the detail of the national Pedestrian and Cyclist Safety Framework. This is a follow-up meeting to the one in April, when Matt and Tim presented their scoping documents.

The LTSA is currently developing a Pedestrian and Cyclist Safety Framework in collaboration with cyclist groups and other interested organisations, and they would like to know what you think.

Matt Grant writes: "LTSA staff met with members of CAW and other CAN affiliated groups in April to discuss the proposed Pedestrian and Cyclist Safety Framework and find out what the safety issues are for cyclists. In our meeting on 1st July we would like to begin discussing the detail of the framework with you. We would like to work through the structure of the framework that was agreed with stakeholder groups during our first round of meetings and is outlined in the document, "Record of Stakeholder comments", summarised below. We will present some ideas for the framework and would appreciate your thoughts on these proposals. Look forward to seeing you at the meeting."

Stakeholder feedback

Structure of the Framework

The headings stakeholders considered should form the structure of the Framework are as follows:

- Vision/Goal of Framework
- Definition of safety
- Objective of Framework
- The safety 'situation' for pedestrians and cyclists
- Safety targets
- Safety interventions
- Research issues
- Implementation: work programme
- Process for monitoring and review.

Principles of the Framework

The following principles have been developed through the process of consultation to date and will set the parameters for the development of the Framework. The principles are:

- Walking and cycling are legitimate transport modes and should be as safe as possible.
- The Framework is set within the wider context of the New Zealand Transport Strategy, the New Zealand Walking and Cycling and Road Safety to 2010 Strategy.
- The Framework will approach safety in a way that will support the increased use of walking and cycling.
- It is recognised that the Framework will require continued development and will therefore include an on-going work programme and a process for monitoring, evaluation and review.
- It is recognised that the successful development and delivery of the Framework will be based on an integrated collaborative approach between the LTSA and road safety partners, pedestrian

and cyclist advocacy groups and other government departments.

Safety interventions and safety issues

This section outlines the categories of safety interventions stakeholders considered necessary to improve the safety of pedestrians and cyclists and the issues associated with each. Seven main categories to improve the safety of pedestrians and cyclists were defined. These are:

1. Best practice standards and guidelines for pedestrian and cyclist facilities and network planning
2. Safety education and promotion initiatives
3. Vehicle design standards
4. Rules to govern road user behaviour
5. Legal and enforcement issues
6. Speed management
7. Traffic management.

Contacting CAW

Cycle Aware Wellington, www.caw.org.nz, PO Box 11-964, Wellington

Secretary: Geoff Thomas, geoff.thomas@vuw.ac.nz, tel 463 6247

Windy Wheels is edited by [Patrick Morgan](#), tel 383 6006.

The deadline for the next issue is Tuesday 8th July 2003.

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



An Invercargill rooftop - thanks to Ron for the photo

[top](#)