



Cycle Aware Wellington (CAW)

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Windy Wheels newsletter

July 2003

Regional Council Cycling Strategy

Wellington Regional Council (now known as 'Greater Wellington', or GW) is developing a Cycling Strategy, and has got together a working group to help. All local authorities in the region, plus Transit NZ, LTSA and Regional Public Health are there, plus CAW (Jane Dawson is our rep).

Because GW doesn't actually manage any roads (local authorities and Transit do), a lot of thinking has had to be done about what role GW can have in the promotion of cycling. The Strategy is now moving towards a promotional role (improving awareness of all forms of cycling), and a co-ordination role (facilitating the work of local authorities and Transit).

Educational campaigns (aimed at drivers), promoting cycling skills courses, advocating for cycling (to local authorities and central government), improving links with public transport, identifying a network of regionally significant cycling routes, supporting a cycling web-page, and fun-rides (like CAW's 'Bike the Bays') are all ideas that have been discussed.

The need for a Regional Cycling Co-ordinator is becoming more obvious as the possible programmes grow! CAW should support this idea very strongly when it is taken to the GW Regional Land Transport Committee (probably in August). Please send any feedback on this project to Jane (385 2557; dawbell@actrix.gen.nz).

WCC Issues

July's regular meeting between WCC and CAW included discussion of the following issues:

Annual Plan

CAW expressed its disappointment at the small sum allocated to cycling projects in the 03/04 Annual Plan (\$37,000). WCC said it would probably be spent on improving signage at the ferry terminal and airport. The Kilbirnie cycle facility is nearly finished.

Other projects for 03/04

CAW suggested a range of cycling projects that could potentially be funded from other budgets, including:

- drain grating replacement (CAW to provide suggestions)
- on-road cycle lanes when road markings are re-done
- green surfacing applied to cycle lanes when road resurfacing is done
- improvements to existing cycle lanes and cycle paths
- cycle parking
- a trial 'advance waiting box'
- promotion of cycling to work within WCC and to large organisations in the city

Bike To Work Day

WCC confirmed that \$10,000 had been allocated to run next year's event. An initial planning meeting will be scheduled soon.

Internal audit procedure

CAW reps asked that WCC ensure that all roading projects adequately consider the needs of cyclists, preferably by having someone look over all plans. WCC agreed to consider this once their current restructuring is complete.

Cycling Strategy

CAW noted that Transfund's 03/04 National Land Transport Programme showed an indicative bid from WCC for \$50,000 for cycling strategy development. WCC to provide more information on process and timetable.

Manners/Victoria Sts

CAW noted that alterations to the layout of this intersection appeared to be making things worse for cyclists and that their submission on the proposals had pointed this out. WCC will go over plans with CAW.

Cycling conference

CAW asked that WCC send staff (including a senior manager in the roading division, and a policy person) to the 2003 conference in North Shore City on 10/11 October. WCC indicated strong interest in hosting the 2005 cycling conference.

Area-based approach

WCC explained that over the next seven years different parts of the city would be focused on with the aim of using engineering works and education to reduce crashes. The funding will not just be applied to existing crash sites, but also to areas with high perceived risk. Planning will start now for Tawa, Ngaio (Khandallah to Wadestown), the CBD (Ghuznee St to Thorndon), and SH1 (airport to tunnel).

CAW expressed concern about this approach in the absence of a cycling strategy and coherent cycle route network. WCC indicated that continuous cycle routes could still be separately funded if only sections were being dealt with under the area-based approach. There will be extensive consultation, including with CAW. WCC's Paul Barker will come and discuss the plans at a future CAW meeting.

Draft Transport Strategy for Wellington - your feedback needed

WCC has developed a draft Transport Strategy designed to be sustainable and take transport in the city into the future. The strategy formulated for Wellington must take account of the vision for the city as a "creative city" and associated economic outlook, its topography and the "culture" of transport within the city that is unique in New Zealand.

Editor's note: This is an important chance to put our spoke in. Personally I believe the council could do a lot more to create a safer and more attractive environment for cycling in Wellington. Unfortunately, when it comes to the crunch, cyclists are a small lobby group, and often our voice is ignored (for example, WCC reluctance to create cycle lanes on Thorndon Quay because retailers objected to losing a few car parks). We need to present a well-organised argument for better conditions or we literally risk getting pushed off the roads.

Below is an extract from the 57 page document. Contact Jane Dawson if you want the full strategy.

6.8 CYCLING

Issues

Cycle Use in Wellington

High daily and seasonal variability in cycle counts, arising primarily due to weather conditions, together with low volumes (relative to other road traffic) means that the potential for cycling in Wellington is limited.

According to Census data between 1996 and 2001, the number of people travelling to work in Wellington by cycle increased from 1,632 to 1,926, comprising 2.1 percent and 2.3 percent of the total journey to work trips respectively. While these figures may be indicative of a trend towards the increased use of cycles within Wellington, the figures are sensitive to the weather conditions experienced on each Census day.

Cycle Accidents

LTSA data show that, in the period 1996 - 1999, the number of pedal-cycle casualties in Wellington per year dropped steadily from 59 to 26. However, figures for 2000 and 2001 show increases to 35 and 47 per year respectively. While crash statistics always include a 'random' element, this trend for significant growth in the number of pedal-cycle casualties is a cause for concern. Cyclist casualties were over-represented in transport safety statistics for Wellington, peaking in the 20-24 year age group but remaining above average for those up to 34 years old. The report states that cyclists are involved in 11% of all reported crashes on urban roads in Wellington City, and identifies cyclists as a key road safety issue.

Existing Cycleway Facilities in Wellington

The topography in Wellington limits the potential for the creation of cycle-only corridors. Existing segregated facilities exist at Oriental Parade, Miramar, The Bays, Hutt Road; and Ngauranga Gorge.

The waterfront also provides a traffic-free area used by cyclists, though no dedicated cycleway is currently provided.

The NZTS advocates increased expenditure on walking and cycling projects which complements the allocation of \$3 million to these areas in the Moving forward strategy in 2002. A National Cycling Strategy is also due for completion in 2003, as is a regional cycling strategy by the WRC.

Provision of cycleways versus integrating with traffic

While cycleways may offer cyclists a segregated and safe route, cyclists will still be required to make part of their journey on the street network and hence some of the perceived safety benefits may be negated. In Wellington's case, the potential for new cycling infrastructure is not always practical due to topographical and roading/parking constraints. In some areas, the introduction of traffic calming

measures to improve the safety of cyclists on city streets and integrate them into traffic may be more appropriate and cost-effective than seeking to build segregated routes. Such measures may include the allocation of specific road space to cyclists, improved signage, and advanced waiting areas at traffic signals.

Trip purposes and provision of infrastructure

The needs faced by recreational cyclists versus those of commuter cyclists are different and then again different from the needs of schoolchildren. The challenge in Wellington will be to assist recreational cycling along key attractions such as Oriental Parade and the Waterfront, while assisting commuter cyclists in moving between the suburbs and the CBD which could entail integration with the general traffic flow. The needs of student/schoolchildren cyclists around suburbs and places of education are also important in reducing the demand for car trips in the city.

6.8.2 Objectives

Provision of adequate and safe cycling opportunities in the city.

6.8.3 Possible actions

- Petone-Ngauranga - Improvement of cycle lane along SH2 between Petone-Ngauranga - in line with its submission on the Hutt Corridor Plan, Council will support the envisaged State Highway infrastructure developments between Petone-Ngauranga as long as the cycle lane is maintained and enhanced;
- Wellington Inner City Bypass - the proposed project includes provision for a two-way cycle-lane between the Basin Reserve and Willis Street, connecting to the local road network. Transit NZ is currently finalising the detailed design for the project.
- Evans Bay: improvements are scheduled for 2003/4, with improved linkages at the city end, increased signage and footpath widening at selected points to improve safety.
- Petone - Miramar: this cycle route is now 80% complete. Completion is reliant on the resolution of problems at Petone.
- Middleton road/Glenside/Tawa: completion of cycle link between Porirua and Wellington cities.
- Investigate the following possible cycleway projects:
 - Oriental Parade to Island Bay;
 - Owhiro Bay/Lyall Bay/Evans Bay;
 - Bunny street to Karori.
- Compile a cycling strategy for the city ;
- Complete cycleway linkups with other TLAs in the region so that a regional cycling network can be achieved, e.g. Porirua and Lower Hutt; and

6.8.4 Preliminary performance targets

- Increase in recreational and commuter trips by cycling; and
- Increase in percentage of journey to work trips by cycle in Census 2006.

6.8.5 Preliminary performance indicators

- Number of AM peak period commuter cycle counts; and
- Percentage of journey to work trips by cycle in Census 2006.

Cliff Naude from WCC is coming to our August meeting (details below) talk about this draft, and to get feedback on it. Please come along and let him know what you think.

Cycle parking

Alan and Patrick are working with WCC on this on-going issue. They met WCC staff and sent the council a list of priority sites. We are awaiting their response. Here's our list:

Lambton Quay
 Panama St
 Brandon St
 Lambton Quay, Old Bank
 Lambton Quay, outside DoC visitor centre
 Featherston St
 Willis St - BNZ Building
 Willis St - Perretts Cnr or outside Pack'n'Pedal
 Willis St, east side, between Dixon and Ghuznee
 Manners St, between Willis and Victoria
 Molesworth St, High Court
 Molesworth St, outside SSC Building
 Mulgrave St, National Archives
 Cuba St, by Trekkers, and by Real Groovy
 Wakefield St, YHA
 Tory St, Wildlife House backpackers

Courtenay Place, Paramount Theatre
Courtenay Place, Bats Theatre
Courtenay Place, Downstage Theatre
Courtenay Place, Reading Cinema
Cable St, Rialto Cinema
Cable St, Circa Theatre
Botanic Gardens - Soundshell, Rose Gardens, top of Cable Car

Please send any suggestions to Patrick (www.morgan.net.nz/contact.php) or tel 383 6006.

LTSA Safety Framework

Matt Grant, Jane Mitchell and Margaret Evison from Land Transport Safety Authority addressed our July meeting. This was a follow-up from their consultation in April. Their project has moved into its next phase and they are starting to put some detailed actions into the framework.

Matt Grant went through the principles, goals and objectives, then discussed the areas that are now being developed: engineering standards and guidelines, education, enforcement, speed management, vehicle safety, rules, research issues and safe routes.

The Framework is intended to be co-ordinated through local authorities, but also at a national level. Issues of reduction in risk are integral to the Road Safety Strategy to 2010 (which is finally due out maybe in August, certainly before the year 2010). A monitoring and review process is important for the Framework, and the need to measure the situation before any interventions (in order to see whether outcomes are met) was highlighted.

Apparently it is fundamental to RSS2010 that the transport system is for all road users, not just drivers.

A question was asked about whether the Heavy Vehicle Strategy would address the issue of emission control. Answer unknown.

The timing for the Framework is for it to come out in September. Send any feedback to Patrick.

Matt Grant said that this Framework should do nothing to hinder the National Cycling & Walking Strategy, which is currently being developed.

The focus of the Framework has moved from crashes to creating a safe roading environment. It sets out a basic work programme, but will undergo a continual process of refinement.

Here's Matt's notes:

Pedestrian and Cyclist Safety Framework

Matt Grant, Land Transport Safety Authority

General Principles of Framework

- legitimate transport modes and should be safe
- set within the context of the NZTS, NZ Walking and Cycling Strategy and Road Safety to 2010 Strategy
- safety interventions will support the promotion of walking and cycling
- common safety issues but there are significant differences
- special needs of children, older people and people with disabilities will be taken into account

Goal

A safe road environment for pedestrians and cyclists

Objective

Improve safety and safety perceptions for pedestrians and cyclists

Safety for pedestrians and cyclists

Safety: being safe and free from dangers or risks. Two parts:

1. Actual level of safety measured by an accurate assessment of risk
2. Perceptions of safety felt by former, current and or potential pedestrians and cyclists

Framework approach - improve actual level of safety and mitigate negative safety perceptions by reducing risk

Three main risks

- Traffic - motor vehicles and other road users
- Obstacles and road surface - slippery paint, poor quality surfaces on footpaths, cycle ways and

- the main carriage way
- Crime - criminal activity against the person or theft of equipment

Desired Outcomes

- reduction of risk of crashes between motor vehicles and pedestrians/cyclists
- reduction of risk of death and injury to pedestrians and cyclists
- reduction of perception that walking and cycling are unsafe

Safety outcomes support an increase of people choosing to walk and cycle

Framework development and implementation

- process of continual development
- will involve government agencies, regional and local government and advocacy groups
- role of the LTSA: coordination of information and support through expertise and funding

Education and initial research

- international literature search
- New Zealand initiatives
- identify potential programmes
- identify gaps - further research

Further research and integration

- integrate with NRSC review of roles and responsibilities for road safety education
- coordinate information from RCAs
- integrate with promotion
- trialling and evaluation of possible programmes

Research issues

- building a better picture of pedestrian and cyclist safety
- traffic management
- burden of proof in accidents between motor vehicles and pedestrians and cyclists
- recommended age for independent walking and cycling for children
- urban and rural safety issues
- desired outcomes/targets

Jane Mitchell then discussed the Safe Routes programme. 4 or 5 trial projects will run, in 'at risk' areas (to be determined by crash record at this stage, later maybe also by perceived risk). Interventions can be engineering, enforcement or education. Funding may come from different sources, depending on the intervention used.

Projects may have independent facilitators. Jane Mitchell's role is to develop the programme, facilitate the projects with local authorities, and co-ordinate the development with other government agencies.

How does CAW want to be involved?

We agreed to lobby local authorities to make sure a pilot project happens in our area.

Canberra goes green

Canberra has painted some of its bike lanes green to remind motorists to give way to cyclists. We would welcome this approach in Wellington.

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.

To register for the conference, contact Paul Doherty: pd@cyclingsupport.org.nz, Tel: 09 436 2640
More info at <http://www.bfa.asn.au/canflyer.pdf>

SPAIN: 250 naked cyclists take to the streets

For the third year in a row, Spanish cyclists took to the street naked. I love how Google's language

tools translate the Spanish article on the event: "250 people circulated with their body to the naked one to denounce the violence of the private automobile and to vindicate one more a more human city, in which pedestrians and cyclists can move with freedom and without fear." More at <http://portland.indymedia.org/en/2003/06/266455.shtml>

What would Jesus drive?

The organizers of this campaign believe that Jesus wants people to drive the most fuel efficient, least polluting vehicle that truly meets their needs. Some think even this is kind of weak, and that Jesus really wants people to walk and ride bicycles more. After all, remembering Jesus' credentials as the Ultimate Pedestrian, not just walking, but walking on water. If Jesus can walk on water, most of us can walk to the shop. More at WhatWouldJesusDrive.org

Next CAW meeting

When: Tuesday, August 5, 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: Cliff Naude from WCC is coming to talk about the draft WCC transport strategy, and to get feedback on it.

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, (www.morgan.net.nz/contact.php) tel 383 6006

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

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

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