



Cycle Aware Wellington (CAW)

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Windy Wheels newsletter

August 2003

CAW puts its spoke in to WCC

CAW member Jane Dawson made a presentation to the City Infrastructure Committee at WCC on 6 August on behalf of Cycle Aware Wellington. Several items on the committee's agenda had implications for cyclists, and the following comments were given to councillors in written form to back up the oral submission:

1. **Area-based road safety planning**

CAW generally supports this approach, but is concerned that in the absence of a cycling strategy which identifies strategic cycling routes, it could result in disconnected improvements. We support area-wide traffic calming (and other associated measures), but if it directs traffic onto arterial routes, we would like to ensure that cyclists are given space on those arterials too - cyclists need direct and convenient routes between destinations as much as any other road user.

2. **Bus priority lanes**

CAW strongly supports the continuation of the bus lanes. Feedback from our members indicates that they work well for cyclists, and that people would like them to be extended. However, they should be signed for use by cyclists, like the Auckland ones (and overseas ones) are, so that all road users are clear about who is allowed to use them. The proposal to distinguish between those that allow cycling and those that don't by the use of 'bus lane' and 'buses only' is far too subtle.

CAW does not understand why this issue appears to cause WCC so much difficulty. If the quantity of paint required to add cycle symbols is the sticking point, CAW would be happy to raise funds to pay for it.

In the 'Supporting information', under the section marked 'consultation', the statement is made that "cycle groups are aware of the Council's current position on bus lanes". CAW would like to make it clear that any contact over this issue has been at our instigation, and that being told what was going to happen cannot by any stretch of the imagination be called consultation.

3. **Manners/Dixon/Victoria/Willis Streets improvements**

CAW is disturbed by the lack of transparency in the consultation over this project. All options that were put out for consultation made the assumption that Victoria Street would have an extra lane added at the Manners Street intersection, though that was not highlighted as a change in the consultation material.

Adding an extra lane is a backwards step: two narrow lanes will give no room for cyclists to share with motor vehicles. Southbound on Victoria St at Manners St is currently an uncomfortable place for cyclists, and the opportunity should have been taken to relieve that.

Victoria St is one of the few places in Wellington city where there is actually room for a cycle lane, yet that space has been used to create more space for motorists.

The analysis of CAW's submission is misleading (Section 4.4). It says "they [CAW] want to reduce Victoria Street past the end of Manners Street to one traffic lane plus a dedicated cycle lane". Victoria Street is currently only one lane at that point, so could not be 'reduced' to one lane.

What we actually said was: "We have no objection to two lanes southbound on Victoria St at the Manners St intersection, but only if one of those lanes is a cycle lane."

4. **Reporting back to CAW on issues raised at committee**

Several issues relating to agenda items were raised in public participation by CAW at the last City Infrastructure Committee. Despite requests for feedback on the outcome of discussions on our submission, we have heard nothing.

5. **Cycling Conference 2005**

CAW would like to request that WCC considers hosting the next national Cycling Conference, in 2005. The current one is being hosted by North Shore City.

There's a list of what we want at www.mountainbike.co.nz/politics/caw/about.html, along with some good things the Council is doing.

Get into some mountain bike dancing

Want to be part of something a little different? To kick off "Dance Your Socks Off" this year I'm organising a mountain bike dance for 12.30 (lunchtime) Tuesday 2 September in Civic Square.

The idea is for small groups of mountain bikers (15-20) to ride around Civic Square choreographed to some funky music, kind of like the people in the Olympics. I have a professional choreographer lined up. I'm looking for people who live in Wellington so that we can have a couple of practices. Tricks would be a bonus. Please call Nicole Medcalf on 801 3626 or Andy Nelson on 801 3604 at Recreation Wellington.

Khandallah Bridle Path needs a sweep

CAW member Bill Bristow writes: "I need a few people to contact WCC about getting old leaf debris swept off the path. There are small piles of it on the path, and when wet gets quite slippery. I have come off in the past getting around a pedestrian at low speed. I rang WCC about this, and asked a few other bridle path users to do the same, but we don't seem to have had much action." If you use this path and are concerned, give the Council a call on 499 4444.

WCC consults on Transport Strategy

At CAW's August meeting, Cliff Naude (from the policy section of WCC) and Paul Desborough (from the strategy section) outlined the process and content of the draft Transport Strategy, and asked for CAW's feedback.

The draft has been to WCC's Built & Natural Environment Committee (which deals with policy aspects of transport) and to stakeholders. The strategy will shortly out for public consultation.

The aim of the strategy is to identify a direction for Wellington city within the regional and national context. There is some mention of particular projects, but it is not intended to be a formal implementation plan, which will be developed later.

Cycling appears in a couple of sections. The Strategy looks at infrastructure and its use. It aims to prepare a broad strategic response to the needs of the transport system, and then look at the breakdown of specific issue areas. The Vision supports the long-term sustainability of the city, underpinned by a list of principles.

Cycling appears in the section on access (integration vs segregated facilities) and the section on cycling. Suggested areas that need to be addressed for cyclists are links via State Highway 2 and Porirua-Wellington.

CAW members gave extensive feedback on the draft! The main thrust of comments was that cycling should be built into the whole document, not just into the cycling sections, since most cycling happens on ordinary roads, not cycle paths. The Strategy also needs to acknowledge WCC's under-investment in cycling in the past.

Green Light campaign

A campaign to give New Zealanders the choice of a better transport system got a nationwide kickstart on Monday, July 21. The "Green Light for Better Transport" campaign aims to support the Land Transport Management Bill currently before Parliament.

The Green Light campaign is a coalition of groups, including CAN, who support the sustainable and integrated approach to transport contained in the Bill. The campaign is based around postcards and posters featuring the Green Light logo - a stylised version of the "Green Man" found on pedestrian crossings - calling on the Government and the Greens to support the Bill.

Green Light spokesperson Roland Sapsford said the campaign was launched because of concern over sustained extreme and unbalanced criticism from the roading lobby. "We want to give people a change to show their support for the really positive ideas contained in the new legislation," said Mr Sapsford. "Green Light believes the whole country will benefit from the more balanced and democratic approach to transport planning and funding contained in the Bill. Our health, our environment, and our economy all depend on doing things differently in transport - this campaign gives people the chance to tell politicians that they are on the right track."

The Green Light campaign plans Critical Mass rides late in August. Contact Green Light at:

greenlight_123@hotmail.com

Green Light postcards can be downloaded (24 KB PDF file) from:

www.greens.org.nz/campaigns/transport/greenlight-postcard.pdf.



What is the Safer Roads Project?

The Wellington City Council wants to work with local communities to improve road safety in their neighbourhoods.

The Land Transport Safety Authority has set a goal of reducing road crashes by a third by 2010. Wellington is the first city in New Zealand to implement a project that links with the LTSA's strategy. WCC is leading the project in association with five key partners - Police, LTSA, Transit, Transfund and Greater Wellington Regional Council.

Over the past two decades the overall number of crashes in Wellington has declined. This is due to improved safety technology in both road and vehicle engineering. More work needs to be done to achieve the 33% goal.

Aims of the project

The project aims to reduce road crashes by 33 percent by 2010. This would mean cutting injury-causing crashes from 2001's total of 253 to 170, and the 1066 non-injury crashes to 700.

Community involvement and support are crucial to the project's success. Solutions will be tailored to best meet the unique needs of residents and motorists in different areas of the city. As a result of this project Wellington roads will become easier to use and significantly safer.

How it will be done

Wellington will be divided into twenty zones (15 suburban areas and 5 main routes). The Council will consult with residents from these zones as we plan safety improvements.

Over the next seven years (funding permitting) traffic-engineering improvements will be co-ordinated with other Council developments, such as suburban centre upgrades, the road resurfacing programme etc.

The Council has looked at overseas examples of successful road safety initiatives. This project will look at how some of these ideas can be applied in Wellington. The emphasis will be on finding ways to manage speed, improve traffic flows and minimise risk. This will be done through engineering improvements, education campaigns and enforcement.

Likely outcomes might include more use of coloured street surfaces to clearly define transitions between main routes and residential streets, better lighting design, speed humps, clearways and reduced speed limits.

Prior to the project starting, a series of workshops will be held in the various zones. These will provide an opportunity to learn more about the project and for people to provide feedback on what is proposed.

We want people to get thinking about road safety issues in their areas and bring their ideas along to the workshops. It is estimated that only a half of all injury-causing accidents and a tiny fraction of all non-injury accidents are reported to the Police. But local people are aware of all crashes that happen in their area.

In many cases the problems are more to do with behaviour rather than road engineering issues. Drivers may not indicate or drive too quickly for the road conditions. In these situations locals may have ideas for developing successful education campaigns in their area. For more information contact Council's project team at saferroads@wcc.govt.nz

Critical Mass is back

Critical Mass will be meeting at 5.30pm Friday 29 August at Civic Square. Come along for a fun ride around town.

Next CAW meeting

When: Tuesday, September 2, 2003, at 6pm

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

Who: you and your biking mates.

WCC's Paul Barker will be making a presentation on the Council's Safer Roads area-based approach to road safety planning (see above).

Contacting CAW

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

Secretary: [Geoff Thomas](#), tel 463 6247

Windy Wheels is edited by [Patrick Morgan](#), tel 389 9393

The deadline for the next issue is Tuesday 9th September 2003.

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

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