



Cycle Aware Wellington (CAW)

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Windy Wheels newsletter

May 2004

CAW AGM celebrates a year of cycling achievements

by Jane Dawson

At the CAW AGM in May, our Chair David Laing spoke about our achievements this year:

- Bike to Work Day: very successful in Wellington, supported by budget from WCC, excellent job of organising done by Marilyn, thanks also to Helen Ray of WCC.
- several notable presentations at CAW monthly meetings: LTSA's Safety Framework, Transit NZ's cycling projects, Regional Council's cycling strategy, area-based safety approach from WCC
- Marilyn gave a talk for the Christmas meeting on her bike trip through Newfoundland
- a third Police training workshop was held
- Bike News page has continued in *Contact*, thanks to Marilyn (again!)
- the national cycling conference in Auckland had good representation from CAW (Patrick, David, Jane)
- CAW has been represented in the Safe Routes to Schools programme (WCC) which is moving along, with a budget in the annual plan
- CAW made submissions on local authority annual plans
- bike maintenance workshops were held, run by Simon Kennett and Marilyn
- cycling skills courses were held for adults, run by Marilyn (yep, same one) over 2 weekends, 9 participants, including theory sessions, on-road practice (unfortunately washed out) and maintenance
- represented on WCC's Road Safety Reference Group. CAW is the only voluntary organisation there
- Dr Bike sessions: more in the last year including for events at Wairarapa, Civic Square, Hutt River trail; could do more with more Bike Doctors
- submissions on waterfront access
- lobbied WCC to be a Cycle Friendly Employer

CAW elections

The following were nominated or arm-twisted, and elected unopposed:

Chair - David Laing

Secretary - Geoff Thomas

Treasurer - David Laing

Membership Secretary - Teresa Maguire

Road Safety Ref. Group rep - Lou Gallagher

Regional Cycle Forum rep - Stephen Knight (Jane Dawson as backup)

Windy Wheels Editor - Patrick Morgan

CAN contact - Alastair Smith

Bikenews co-ordinator - Robert Ibell

Dr Bike Co-ordinator - Robert Ibell

It was acknowledged that Brent Efford has been representing cyclists (and pedestrians and public transport users) on the Regional Land Transport Committee - thanks, Brent.

AGM presentation by Brent Efford

Bikes'n'trains: some observations from the United States

Brent received a Churchill Fellowship to do a study tour of North America in 2003, looking at public transport. His presentation was oriented towards bikes-and-trains, and bikes-and-buses.

In Wellington we have a lot in common with American light rail systems: similar passenger numbers, similar speed, frequency, size, length of run (50-60 km) and spacing of stations.

But there are differences. Wellington doesn't have train access through the CBD, good passenger information systems, efficient ticketing, level (easy access) boarding, or good cycle-public transport integration.

Station design: standard items are cycle lockers, ticketing machines, shelters and cycle stands. Some quirky stand designs, and some are covered. Also some lockable stands (put in \$, clamp bike in - then you don't have to carry a lock!)

Putting bikes on trains: various different ways to accommodate bikes. A 'bike car', with a lock-up open area, downstairs (in 2-storey train), with seats nearby, attach bikes with bungies. On light rail, platform and train are at same level, so easy access for bikes (and wheelchairs, rollerblades, shopping trolleys etc). Inside are hanging bike racks (hook from rail above) in a designated area, which can be used by

standing passengers if no bikes. Cycle racks can be in the articulated area (for 'bendy-trains').

It has been found that there is no delay to the train from groups of cyclists getting on!

On TranzMetro, there is an area which could be adapted, beside the driver's area, though the trains are not 'easy access'. This would make cyclists feel as though there are not just there under sufferance.

Buses: foldable bike racks on the front of buses were pretty universal in the places Brent visited. The racks were often painted yellow, so easy to see. Easy to use, and driver can see them. They take two bikes each. Most of the racks were of one brand, and most buses had them on. Apparently whole bus fleets were retrofitted with them, except on downtown shuttle services.

Paying for service: seems to depend on the service operator. Light rail, paid a bit extra for taking a bike. Brent wasn't sure about buses. On BART trains (San Francisco) there are restrictions on taking bikes at peak hours, otherwise you just stand with the bike and hold it.

Brent's summary was that New Zealand is 30 years behind the US in recognising and dealing with the problems of urban sprawl, congestion and transport problems.

What do you think of bus lanes?

CAW has been asked for feedback about the bus lanes in Wellington city by another city (an enlightened one, which actually seeks out cyclists' points of view!) which is looking at putting them in. Do you use them? Do you avoid them? Why? Please tell us! Send your comments to Jane (dawbell@actrix.gen.nz, or phone 385 2557) and she'll put all the responses together and pass them on.

In case anyone hasn't spotted them, they are the green-surfaced lanes on Lambton Quay (both directions), Karori Road, Kaiwharawhara Rd (bottom of Ngaio gorge), Willis St, and most recently Dixon St, plus the north-bound left lane on Adelaide Rd (coming up to the Basin Reserve).

As you will have seen, none of them actually SAY that cyclists can use them, but Wellington City Council have assured us that we can use all except the south-bound ones on Lambton Quay and Willis St (i.e. the ones that have been around the longest).

Report from the Greater Wellington – Wellington Regional Council Cycling Forum

by Alan Whiting

Bike News

I put a diplomatic plea to the forum that local authorities put some effort into contributing toward this with articles and/or dosh.

Policy And Practice For Access In Regional Parks

GW is taking submissions on their "Policy and Practice" for Mountain Biking and other vehicular access in the Regional Parks. There will be a series of consultations and/or workshops. They are currently looking at Belmont Regional Park and will follow up with Kaitoke Regional Park, Queen Elizabeth II Park and then the Akatarawas.

Contact Amanda Cox (amanda.cox@gw.govt.nz, tel: 384 5708)

Terralink to Develop Regional Cycling Maps

Greater Wellington has engaged Terralink to develop a series of cycling maps covering the whole of the Wellington Region. There will be 6 maps in all covering:

1. The region as a whole.
2. Wellington City
3. Wellington City Centre
4. Hutt City
5. Upper Hutt/Wairarapa
6. Porirua/Kapiti

Individuals/groups wishing to contribute to the development of these maps should contact Lesley McConnell at Greater Wellington (lesley.mcconnell@gw.govt.nz, tel: 384 5708)

Policing Cyclists In Wellington Bus Lanes

A CAW member was recently pulled up by the police and given a warning for cycling in the Lambton Quay / Customhouse Quay / Willis St. bus lane.

He writes: "I didn't go so far as pleading innocence but I did ask the officer which bus lanes I was allowed to cycle in since I knew Chaytor St was legitimate for cycling but that it wasn't sign posted. The first officer (let's call him 'good cop') became befuddled and radioed for help! The second cop (let's call him 'not quite as good a cop') firstly explained to me "no bus lanes can be used for cycling", then he explained that the bus lanes which cyclists can use have little signs on the posts beside them (if only). Finally he insisted that the central city bus lanes were a no-go but the suburban ones were okay and that if I wanted a \$150 fine I should carry on debating the point. I should have taken and fought the fine

but I was in a rush, hence my lapse.”

“To conclude, the police have no more of a clue than Joe Public about which bus lanes are legitimate for cycling and which are not and it is unreasonable to expect them to police the lanes and outrageous to charge cyclists whilst the signage is so chaotic.”

Editor's Note: Some bus lanes are signed “Bus Lane” and some “Buses Only”. Some are painted green and some are not. To date the Wellington City Council has refused to signpost the cycling-legal lanes. They even painted over the bike symbols which someone painted on the Adelaide Rd, Lambton Quay and Chaytor St lanes (see below). To set the record straight: you can cycle on all bus lanes except the ones signed “Buses Only”, running south on Lambton Quay by the ANZ Bank, along Customhouse Quay and Willis St.



How to build a bike trailer

The folks at Re-Cycle.org have published a guide to how to build your own bike trailer. The color PDF is well illustrated and easy to understand.

www.re-cycle.org/trailer/

Paul Dorn's Bike Commuting Tips

Includes info on Why Bike Commute? Getting Started, Carrying Capacity, Parking, Locks & Security, Bicycling Safety, What About Weather? Intermodal Access, Equipment/Accessories, and Repairs/Maintenance

www.runmuki.com/commute/

CAW meeting

When: Tuesday, June 1, 2004, 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.

What: get involved in helping CAW make the world a better place for biking.

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

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Windy Wheels is edited by Patrick Morgan, (www.morgan.net.nz/contact.php) tel 389 9393

The deadline for the next issue is Tuesday 8 June 2004.

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

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