



## Cycle Aware Wellington (CAW)

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### Windy Wheels newsletter

March 2005

#### Bike to Work Day 2005



Feb 16 - Wellington's commuter cyclists received the red carpet treatment when they arrived at today's Bike To Work Day breakfast.

Around 720 cyclists rode up the carpet and into Civic Square, where they were offered food, drink, spot prizes, as well as free bike checks from Penny Farthing Cycles.

"Our annual Bike To Work Day just keeps on getting bigger and better each year," said Cycle Aware Wellington spokesperson Robert Ibell. "This year was our ninth event, and it was absolutely awesome."

Speakers, including Trevor Mallard (Minister of Sport and Recreation), Maurice Williamson (National Party transport spokesperson) and mountain biker Robyn Wong, spoke to the crowd about what a great activity cycling is.

Among the prize winners were a veteran commuter cyclist who has been riding to work for over 30 years, young cyclists Lana and Tara (aged 4 and 5) who rode in from Oriental Bay, and Andrew, who took 80 seconds to ride three metres in the slow bike ride.

More and more people are cycling to work in Wellington, as census statistics and WCC cycle counts show. Currently around 2.5 percent of Wellingtonians commute to work by bicycle.

Bike to Work Day was organised by Cycle Aware Wellington as part of national Bike Wise Week. The event was supported by WCC and sponsors ACC, Commonsense Organics and Bike Wise. Thanks to all our members who pitched in, especially magnificent Marilyn Northcote.

#### CAW supports new Wanganui cycling group

The new Wanganui cycling group was very grateful for the CAW donation. Their Bike to Work Day event went well, with about 100 cyclists turning up. They have called themselves the Wanganui BUG and have joined CAN.

#### New cyclist and pedestrian bridge opens on popular Ara Harakeke pathway

The new bridge just opened at the northern end of the Ara Harakeke pathway is a milestone in the pathway's development, says Mayor Jenny Brash.

The bridge, at a cost of \$220,000, was opened on 10 February by Recreation and Sport Minister Trevor Mallard and Mayor Jenny Brash.

The bridge is about 150 metres south of the Pukerua Bay shops and slightly to the west of the SH1 road bridge. The pathway now runs from Pukerua Bay south for six kilometres to the Plimmerton Domain. There are formal access points at Pukerua Bay, Airlie Road and Urlic Street.

There are plans to extend the pathway from the Domain to the Plimmerton railway car park in the south, and from Pukerua Bay shops to the lookout at the beginning of the Centennial Highway in the north.

#### CAW lobbies city councillors

CAW members have been meeting Wellington City councillors to lobby for cycling projects to be included in the Draft Annual Plan. We are also trying to get a better understanding of their views on cycling. Some are supportive in principle but without more public support for our proposals (e.g. more funding, removing car parking to make room for cycle lanes, traffic calming) are reluctant to prioritise them. Another lesson is that some councillors will oppose sensible ideas because the councillor proposing them didn't support their pet projects. Horse-trading is part of the council process so CAW needs to make sure there is broad support for what we want, rather than relying on a few cycle-friendly councillors.

## Regional Cycling Forum Report

Met on 27 January. Wellington City Council responded to some of CAW's requests:

### Cycle warning signs proposed for roads around Miramar Peninsula and Makara

"We do not believe that installing cycle signs along either of these routes will be of much benefit due to the minimal impact it will have. Further, the Council has received a lot of negative feedback about directional signage installed around the coastal area of Miramar Peninsula with locals dubbing them visual pollution."

### Smooth riding surface for roads around Miramar Peninsula and Makara

"The coastal roads around Miramar Peninsula and the rural roads around Makara are unlikely to be smooth-surfaced anytime soon. There are three main types of surface seal: asphalt paving, slurry paving and chip-seal paving. Selection of the type of seal is dependent on a few factors, chief among them including:

#### (a) Volume of traffic

The number of cars that traverse both these routes are low in comparison to others. A road that carries a high volume of traffic is more likely to be asphalt paved, whereas one that carries low volumes of traffic is more likely to be chip-seal paved. Further, a road that carries a high traffic volume is also more likely to produce an attractive benefit to cost ratio (see (c) below).

#### (b) Function

The primary function of a chip-seal surface is water-proofing i.e. prevent water from entering the sub-base layers thus preserving the structural soundness of the carriageway. This is particularly pertinent on coastal roads to combat sea spray. Asphalt surfaces on the other hand are permeable and rely on the asphalt layer to carry and discharge the water to the channel. This in turn requires that the asphalt layer be laid 25mm above the level of the channel which may not be conducive for cycling. A chip-seal surface also provides better skid resistance when compared to asphalt surfaces, especially in wet conditions.

#### (c) Funding criteria

As with all projects which qualify for Transfund subsidy, asphalt paving needs to meet a satisfactory benefit to cost (B/C) ratio. The current cut-off point is 4.0 and there is no scope for discretion here (unlike with safety projects). The Council receives a subsidy of almost half the cost involved in sealing these roads (48 percent to be exact) which is a substantial contribution to our local base rates. The coastal roads of Miramar Peninsula do not meet the B/C criteria for an asphalt pave. Further, asphalt paving is about three times more expensive than chip-seal paving.

In summary, a chip-sealed surface is technically the appropriate solution and maximises the use of the limited funds we have."

### Hutt Road Upgrade

"The existing carparking against the building line will be moved to the carriageway, in line with a more conventional carriageway cross-section.

A 3-metre bus lane (southbound) will be introduced. This will be a shared cycle and bus lane during morning peak but will revert to 2m of carparking (as per above) and 1m of cycle lane, outside these times.

The paved area between the building line and the existing kerb line will be reduced accordingly to accommodate the new cross-section. However the effective footpath width will remain the same and the shared pedestrian and cycle facility will continue to be maintained for the entire length of Hutt Road.

Cyclists thus have two choices - to cycle on the footpath, or to cycle in the shared cycle/bus lane. However, the Hutt Road Upgrade ends about 1km from Thorndon Quay, which means that cyclists who want to remain on a cycle facility will have to return to the footpath for about 1km. Cyclists can share the traffic lane with other vehicles if they are confident enough to do so."

## News briefs

**Cycle Parking** WCC plans to install more cycle parking in March.

**Critical Mass** Next ride is on Friday 25 March, 5:30 at Civic Square.

**Cycle Lights Campaign** WCC will run a campaign to promote cyclists using lights. It will commence on 20 March to coincide with daylight saving. CAW members will work with Police and talk to passing cyclists.

**Karapoti** The 20th annual Karapoti Classic mountain bike race, 5 March: [www.karapoti.co.nz](http://www.karapoti.co.nz)

**Women's World Cup** Wellington, 6 March: [www.cycletournz.com](http://www.cycletournz.com)

## Cycling Events

Check "[Events](#)" on the CAW website

Discussion forums Go to [www.mountainbike.co.nz/forum/](http://www.mountainbike.co.nz/forum/) for online discussion on advocacy, events, touring and more.

## CAW meeting

**When:** Tuesday, April 5, 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:** There's a bunch of stuff happening so come along and lend a hand.

## CAW Annual General Meeting

Will be on 3 May. Venue to be confirmed. Want better and safer cycling? Please consider standing for election – you get to learn about the nuts and bolts of how local politics works; it beats whinging; and best of all, work with some switched-on people.

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*Windy Wheels* is edited by [Patrick Morgan](#)

The deadline for the next issue is April 12.

**CAN** Cycle Advocates' Network: [www.can.org.nz](http://www.can.org.nz)

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