

Reporting Issues

Reporting a roading problem:

Wellington City Council Ph: (04) 499 4444 Email: cycling@wellington.govt.nz

New Zealand Transport Agency Ph: 0800 444 449

Reporting dangerous driving:

Contact Police Ph: *555 from your cell phone www.police.govt.nz/service/road/roadwatch.html

Phone 111 for emergencies

Getting ready to go

Check tyres and brakes

Helmet

Bright clothing and lights

Pump and spare tube

Lock

Cell phone

Identification

Bus lanes & Advance stop boxes

You may use a **'Bus Lane'**, as long as there isn't a **'Bus Only'** sign. Be extra considerate of buses – the size of a bus means bus drivers often can't see cyclists.

Vehicles turning left may need to cross bus or cycle lanes. The law states that they must give way to all vehicles using the lanes. But you still need to be careful if a vehicle is turning left just ahead of you as the **driver may not see you**, or may wrongly guess your speed.





Bus lane that can also be used by cycles, motorcycles and taxis

Bus lane that can only be used by buses



Advanced stop boxes can be used to position yourself in the full view of traffic at intersections. When the lights turn green you'll get a head start on any turning vechicles.

Safety Tips

Most cycling accidents are easily avoided – check that your bike is well set up and from the moment you set off, **stay alert** for other road users, pedestrians and hazards.

'If you look like asphalt, you risk getting treated like asphalt'. Bright clothes, reflective material and bike lights make it much easier for drivers to see you.



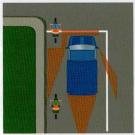
'No Surprises' policy: riding a steady line past parked cars, pot holes or broken glass also makes it easy for cars to give you a wide berth.

A **safety margin** of 1 metre when passing parked cars is needed to avoid being 'doored'.

Sharp corners catch out many riders, especially if there's loose grit about. **Brake hard on the straight** before each corner and **release your brakes** if you hit slippery patches of road.

Intersections

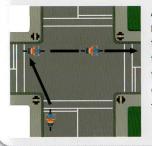
Almost half of all cycling **accidents** happen **at intersections** and other junctions, usually when riders are not seen by a turning vehicle.



The more time spent in a **driver's blind spots**, the greater the chance they'll turn across your path.

Look for vehicles and signal your intention to turn. If you are unsure you've been seen, wait until the intersection is clear.

If you get to an intersection with no vehicles there to **trigger the traffic lights**, you can activate them by lining your bike up over the groove cut into the road. That's where the traffic light's sensors are.

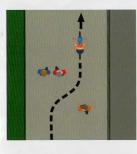


A **hook turn** is a handy way to turn right at a busy intersection. It avoids the need to cross the path of moving traffic. Keep left and go to the head of the traffic queue coming from your left. Cross the intersection when the lights turn green.

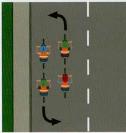
Safety Tips



When turning right or going straight through a roundabout, **ride in the middle of your lane** so that you are clearly seen. Indicate periodically, but above all else, maintain control while cornering. Steer clear of large trucks and buses.



Courtesy goes a long way on shared paths. Pedestrians prefer cyclists to slow down and give them a wide berth, just the same as cyclists like to be treated by motorists.



Sudden braking or swerving are common causes of crashes in bunches. Group rides work best when riders **communicate hazards** and rotate smoothly. Riding two-abreast is legal (unless you are passing other vehicles or holding up traffic). Riding three-abreast is never legal.

Parents - when cycling with small children, be aware they are less visable. Ride behind them and slightly to their right.

New Give-Way Rules from 25th March 2012



New rules for uncontrolled intersections take effect on the **25th March 2012**:

- When turning right, give way to oncoming vehicles that are turning left.
- When turning right from a road terminating at a T-intersection, give way to other vehicles turning right.

Top Ten Resources

1. General Cycling Information:

www.gw.govt.nz/cycling

2. Wellington City Cycling Plan:

www.wellington.govt.nz/plans/policies/cycling/index. html

3. Official New Zealand Code for Cyclists:

www.nzta.govt.nz/resources/roadcode/cyclist-code/ index.html

4. Bike Lights and Reflective Gear Review:

www.gw.govt.nz/be-safe-be-seen

5. Bikewise Events and Info:

www.bikewise.co.nz

6. Cycling Advocates' Network:

www.can.org.nz

7. Cycling in Wellington - Advice & News:

cyclingwellington.co.nz

8. Weather Forecast:

www.metservice.com/towns-cities/wellington

9. Regional Parks and Forests:

www.gw.govt.nz/parks

10. Cycling and Walking Journey Planner:

www.journeyplanner.org.nz

cycling &walking journey planner

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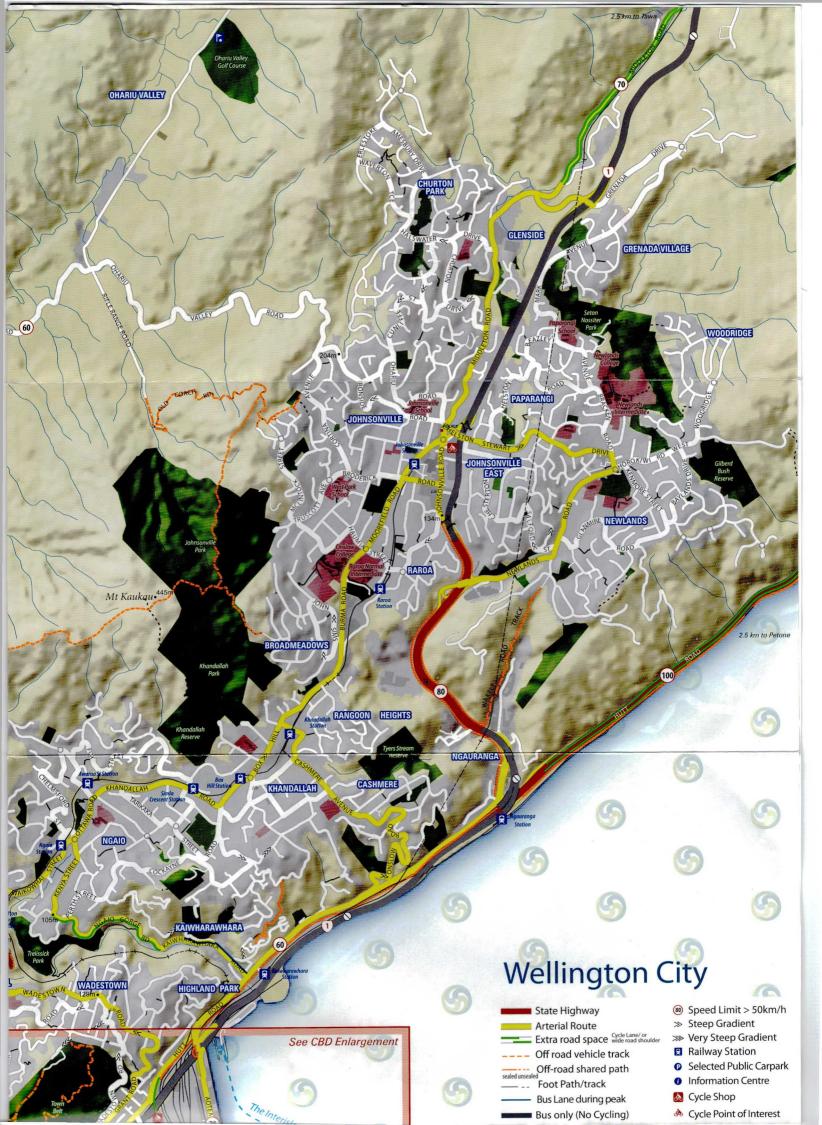


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Bikes on trains & buses

Key points:



Folding cycles

Compact, fully folding cycles will be carried at all times and on all trains.*

Cycles other than folding cycles

Cycles will be carried free, and without reservations, on a first come, first served basis.

However, space is limited and cycles will be excluded from some peak period Matangi trains.

Buses, ferries and cable cars

Normal bikes can also be

carried on the Wellington Cable Car and East by West Ferry, freeof-charge, when space allows. Only folding bikes can be carried on commuter buses.

Guidelines for cycles on trains

- Try and travel in the off-peak period.
- Be considerate of fellow commuters. Let others board first.
- Walk alongside your cycle at stations and on platforms.
- Cycles must be clean.

*See the 'Policy for the carriage of cycles on trains' brochure for all conditions of carriage available at www.gw.govt.nz/cycling

Public Transport Timetables can be found at: www.metlink.org.nz or 0800 801 700



OWHIRO BAY

Owhiro

Bay

(70)

KOWHAI PARK KELBURN

BROOKLYN

KINGSTON

