

Introducing a cycle network

A cycle network ought to be established in Wellington city centre accommodating the needs of today's cyclists who are left very much at their own risk.

An important issue is the physical facilities provided for cyclists. Cycle lanes should be between the footpath and the row of parked cars and preferably on a slightly elevated plane in order to make a clear distinction between the street and the cycle lane. This is to avoid unnecessary accidents where cyclists are hit by cars moving between the street and the parking. The system is working very successfully in a number of European cities and has proved to be by far the most attractive solution.

In Copenhagen the cycle network has been developed during the last 30 years and is still being developed. Further kilometres of cycle lanes are added every year providing cyclists with a very good system which is highly compatible with both buses and cars in a highly congested city.

Today 33 % of all commuting traffic to the inner city centre in Copenhagen is done by bike as it is perceived to be both a safe and quick way to move around in the city centre.

Recommendations

- a) Create a cycle policy, setting out goals to be achieved.
- b) Create a strategy for a gradual development of cycle facilities.
- c) Create a coherent cycle network of good, connected routes.
- d) Create safe, raised cycle lanes, separated from traffic lanes by kerbs.
- e) Run campaigns to encourage cycling and to create greater awareness about cyclists in traffic.
- f) Provide clear markings at intersections.
- g) Provide cycle signals at intersections.
- h) Establish good and convenient bicycle parking facilities.
- j) Offer up-hill cycle transport by public transport.
- k) Make use of wide roads to create dedicated cycle lanes.
- l) Link city cycle routes with existing suburban cycle tracks.



Left: Cycling is a transport mode enjoyed by various age groups under the right safe circumstances. In Copenhagen aggressive riders are a minority out-numbered by so-called slow everyday-riders.



Right: Cycle paths, whether painted or with proper kerbstones, are placed between footpaths and parking.



Left: Many traffic lights in Copenhagen have special lights for bicyclists. Green for bicyclists is app. 5 sec. before green for other transport modes.



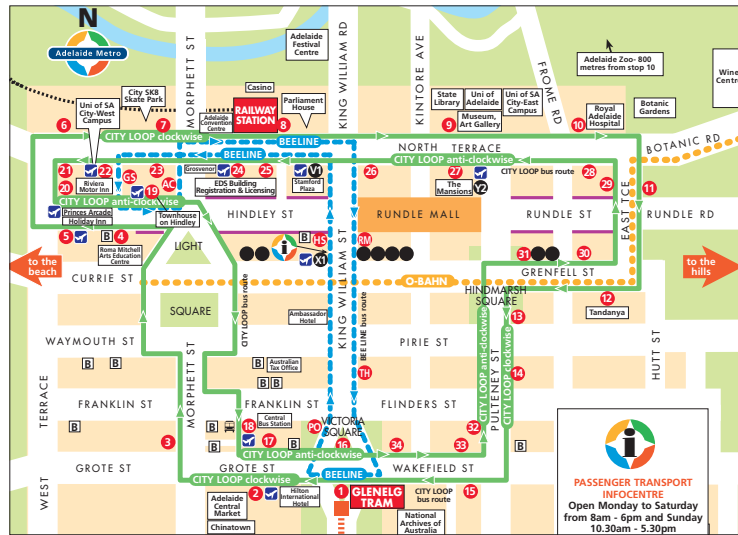
Right: Cycle paths are marked blue at major intersections.



Bicycle lift in Trondheim, Norway
The Norwegians are keen cyclists although the hilly terrain offer challenges. In Trondheim a bicycle lift takes cyclists up-hill by offering a sliding foot rest.



Adelaide - free central city buses



The Beeline and the City Loop

Adelaide, Australia, introduced free bus services in the city centre to avoid vehicular traffic moving from one central destination to another. This has been very successful. Mostly tourists, but also the elderly, students and families with children are enjoying improved access to city locations.

Further suburban buses are kept outside the central city ring, leaving more room for the dedicated, central free bus service to run more frequently.

Central focus points for the free bus service have been:

- easy access for everyone: buses can lower to kerb height and extend access ramps, while the flat bus floor allows people to move around more easily once inside.
- environmentally friendly buses powered by gas.
- display of local events, by letting bus design display e.g. cultural events.
- good information: all stops are announced by drivers, who are trained in customer service and who can tell passengers which connecting transport mode to catch.
- connecting with major transport hubs, such as the train and tram systems.
- connecting with pedestrian desire links, such as museums, the central shopping areas, cultural institutions etc.

Many other cities as Perth, Seattle, Portland and Auckland have introduced similar free public transportation in the city centre.

Copenhagen - buses as tram lines



The A-bus network

A-buses have recently been introduced in Copenhagen to improve linkages to the new metro and existing train lines. The new bus system uses the A-buses as a spine for public transport to and from the city. In addition other, less frequent buses, take care of suburban bus routes.

The A-buses are scheduled to run every 5 minutes during daytime and 10 minutes at night and consist of six lines connecting the most important public transport hubs in the city, encouraging more efficient use of the public transport system.

To make the A-buses clearly distinguishable they are supplied with red corners (buses in Copenhagen are yellow), with the most important stops written on the side. Electronic devices are being installed at every bus stop or bus terminal to show when the next bus will arrive. This technology will also help control the buses in the streets, so they can run as “pearls on a string”.

The A-buses are supplied by two ring lines, which with equally frequent running times will make it easy to get across the city without having to go to the centre.