



## CYCLE ACTION AUCKLAND NEWSLETTER, ISSUE 14, OCT-NOV 2003

Cycling advocacy news, events, and activities in the Auckland region

PO Box 91-301, Auckland. Email: [secretary@caa.org.nz](mailto:secretary@caa.org.nz)

### ***New contact details for CAA***

Grab your address books- CAA now has a simplified set of its own email addresses that you can use to contact people. They are:

- *Chairperson:* <[chair@caa.org.nz](mailto:chair@caa.org.nz)> (Paul Doyle)
- *Secretary:* <[secretary@caa.org.nz](mailto:secretary@caa.org.nz)> (Dale Johnson)
- *Membership:* <[membership@caa.org.nz](mailto:membership@caa.org.nz)> (Phil Browne)
- *Events:* <[events@caa.org.nz](mailto:events@caa.org.nz)> (Lenny Bloksberg)

If you have an enquiry or idea, but you're not sure who to send it to, send it to Dale (as secretary), who can forward it to the best person to deal with it.

As mentioned in the last newsletter, CAA also now has its own post office box (**PO Box 91-301, Auckland**)- so you can now send any mail for CAA to this box (rather than the CAN box).

We are also planning to set up a CAA website at <http://www.caa.org.nz>. We have registered this domain name, but are still looking for a keen volunteer with some web page skills to set up a simple page. If you are interested, or know of someone else who might be, please contact us at <[secretary@caa.org.nz](mailto:secretary@caa.org.nz)>.

### ***North Shore Cycling Strategy***

After many years of complacency, North Shore City Council (NSCC) finally has a Cycling Strategy ready to roll. And the good news for cyclists is that a comprehensive cycling network could be created within the next ten years. Major routes are to gain cycleways or lanes, a major green route through the Shore's parks is on the cards and these improvements will be backed up by education and promotion.

One of the more innovative parts of the plan is 'Bike-aid', which provides matching grants for organisations, which invest in cycling facilities (e.g. showers at workplaces). There is, as always, room for improvement, which CAA outlined in its submission on the strategy.

Funding needs to be increased, cycleways alongside the motorway need to be provided, along with safer school zone routes. There's still a long way to go, but this strategy represents a big leap in the right direction.

### ***Transport futures on the North Shore***

In addition to this, North Shore is currently calling for members of the public to tell them what sort of overall transport future they would like to see on the Shore. They have three proposed scenarios:

- car city
- public transport city
- people city

The 'people city' option emphasizes walking and cycling. In practice, the outcome is likely to be a mixture of the three options- but what sort of mixture will be determined partly by your input.

You can read more about these proposals and have your say by contacting Esther Sassenburg at North Shore City Council (tel 486-8400 ext 8997) for a free brochure, or by visiting the North Shore City Council website (<http://www.northshorecity.govt.nz>)- go to 'Have your say' and then to 'Better transport questionnaire'.

### ***Shore CAN Do...***

By now you should all know that this year's NZ Cycling Conference is also being held on the North Shore (Oct 10-11, Bruce Mason Centre). Get in quick if you haven't registered yet! Check the CAN website (<http://www.can.org.nz>) for details.

In conjunction with the conference, the annual 'CAN Do' is being held on **Sunday Oct 12**, 9:30- 1 pm at the Takapuna Athletic Harrier Club rooms, Onewa Domain, Akoranga Drive, Northcote. This is CAN's planning session to determine priority projects for CAN nationally over the next year. So if you have ideas to share or are just interested to observe, please come along- all members welcome.

### ***Bike The Bridge postponed***

Sadly, valiant efforts to get permission for the first-ever public bike ride across the Harbour Bridge (to be held around the time of the Cycling Conference) were brought to a standstill by a sea of Transit red tape. This was in spite of strong support from various local and regional authorities, as well as Fullers ferries who were prepared to assist with ferry services for the return journey.

However, all is not lost, and it is hoped that the event will take place either during Bike Week (Feb 14-22) or October 2004.

### ***Infrastructure Auckland Funding Bonanza***

Auckland regional cycling projects are set to get millions. You don't believe it do you? Well read on. Infrastructure Auckland (IA) have \$75 million ready to grant to Transport Demand Management projects. It has been indicated that around half of this (\$35 to \$40 million) is available for cycling and walking projects. Auckland, North Shore, Waitakere and Manukau City councils have network plans that would cost (in total) around this amount. Other councils (Rodney, Papakura and Franklin) are still a bit behind the eight-ball in terms of network plans. The race is now on to get the cash. Auckland City has already been granted around \$2 million for the SH20 cycleway. CAA will be mailing other councils to encourage them to get proposals in to IA before it all gets taken by one council, or, heaven forbid, gets diverted to less sustainable forms of transport.

### ***Auckland City Council cycling targets***

Auckland City's 2003/04 Annual Plan again included the bizarre-looking target of *'0% increase of cyclists on selected routes.'*

This is the second year they've had this in their plan. Last time we complained, the reply came back that they wanted to improve cycle facilities first, before encouraging more people to cycle. We explained why we thought this was a bad idea (e.g. because increasing numbers of cyclists is itself an effective way to improve safety, as drivers get used to sharing the road) and they appeared convinced, and agreed to set some positive targets in the 2003/04 plan.

However, this didn't happen, so we repeated the arguments. In reply, this year's excuse for the 0% target was completely different: Council *'believes that 0% is realistic given*

*that there have been no significant changes to the cycling environment.'*

The idea of a target is usually that you decide what you want to happen (e.g. increasing numbers of cyclists), then work out what to do to achieve that result. Auckland City appears to be going about it the other way: deciding not to do anything 'significant', then setting the 'target' to be zero, to make sure they hit it.

Admittedly, with cycling still in decline in Auckland, achieving a 0% target (i.e. stabilizing numbers) would in fact be progress. Even Christchurch has only just (maybe) managed to do that. The real problem here is that cycling still gets such a minuscule fraction of the transport budget that no council has a hope of achieving any kind of positive target at the moment. We've got a long way to go...

### ***Recent Cunning Rides***

**August:** Mark Bracey led a re-run of the 'Eastern Passage' ride to Panmure- with some variations on the way back. After a ride around and picnic by the lake, we took some interesting back-routes through Mt Wellington, a cleverly-concealed tunnel under the motorway and ducked home via Oranga and One Tree Hill.

**September:** Record numbers on this one, partly because of the presence of Auckland Cycle Touring Assoc (ACTA) members. Mark had devised a brand-new route taking in six of Auckland's volcanic cones- heading through the Domain and Remuera to Mt Hobson, across to Mt St John and then a climb up to the One Tree Hill summit.

This provided a good view of the approaching storm clouds, so we scarpered to the nearest café, where riders could eat and drink happily to the tune of torrential rain falling on the roof. As a result it was decided to leave the remaining three volcanoes for a finer day.

### ***Interested in longer rides?***

CAA's new events coordinator Lenny Bloksberg has suggested the possibility of running some longer monthly rides (as well as the current Cunning Rides) for those who like to get more miles under their belts than muffins. Lenny's idea is to run some longer rides that do not entail driving long distances out of town to get to the start point. These might use some of the existing Cunning routes to cycle out of town instead. If this sounds like you, contact Lenny <events@caa.org.nz>.