

Cycle Action eNews



May 2011

Don't miss the May meeting of Cycle Action!

Guest Speakers OPUS to present on the AMETI Scheme



We would love to see all our members, colleagues and friends this Thursday 26 May. Come celebrate recent good news, and listen to a presentation on one of the largest transport projects of the coming years in Auckland.

We are very excited to welcome the team at **OPUS** this Thursday at 7pm. The evening will be dedicated to discussions on the AMETI scheme in eastern Auckland (Panmure area). This is your opportunity to hear first hand about

this multi-billion Council flagship project, and discuss your comments directly with the people designing the project's new roads, bus- and cycleways.



What - Guest Speakers OPUS present the AMETI Scheme

When - Thursday 26 May, 7.00pm
(6:30 for nibbles and drinks)

Where? - Pioneer Woman's Hall, Upstairs
off Freyberg Square, High St - hall entrance
beside Courthouse Lane.

Please feel free to bring a friend or colleague and come early to enjoy refreshments and nibbles.



The Cycle Action Road Show

Cycle Action is constantly working to promote everyday cycling, and cycling for transport to help realise the vision of Auckland as the world's most liveable city. Our latest project has been to produce a PowerPoint presentation with the help of our marvellous colleague, Greg Wood.

The presentation is aimed to introduce people to the benefits and fun of cycling via three themes:

- Integrating cycling and public transport infrastructure,
- Strategic planning to ensure that all future cycle funding is spent on continuous and connected regional routes, rather than on piece-meal improvements to isolated danger spots across the region.
- Promoting a cycle culture, where everyone - from young to old (and in between); from everyday to commuter and recreational cyclists, from Warkworth to Pukekohe - is able to make cycling a safe, easy and enjoyable part of their daily life.

Our presentation has become a road show as we respond to invitations from professional and community bodies across the region interested knowing more. Our audiences have ranged from colleagues at Auckland Transport; elected representatives on the City's new Transport Committee and Local Boards; Rotary Clubs, developers, and delegates at a medical conference. Next in line are presentations to a number of Auckland's engineering, transport and planning consultants.

If you are an organization interested in learning more about how cycling benefits your community, contact Cycle Action's Spokesperson, [Barbara Cuthbert](#).

Auckland's Future? It's up to you!

Last year's elections laid the basis for how our SuperCity will start to develop. Just as important will be this year's Annual Plan, the roadmap for Auckland's development. But we don't want any old road map, we want a map for a liveable city! And that means more cycleways.

Therefore, we'd like to ask our friends and members to submit on two major documents now up for consultation. It's easy to make your voice heard - go online and fill out the submission forms for the Auckland Plan, and the City Centre Master Plan (details below).

Auckland Plan

Our main goals for the Auckland Plan are:

- **A city that offers real transport choices.** A liveable Auckland is about balancing the car's current dominance - in favour of cycling (and walking and public transport)! Where people have a real choice every morning whether to drive - or take the bicycle. Where families have several bikes and one car, rather than several cars and one big petrol bill.
- **A city that can grow, without growing out of control.** Auckland will grow by over half a million people in the next decades. To avoid massive environmental and infrastructure costs (sprawl), we need quality urban growth & focus on community and integration.

To do that, we need your support in submissions on the [Auckland Plan](#) (discussion document). We would like you to ask for some or all of the following:

- Council to promote cycle culture in all aspects of the city's life, and commit resources to cycling as a serious transport mode
- Provide both safer local streets and more regional off-road routes for cycling - make the Regional Cycle Network a key infrastructure focus of our city!
- Lower traffic speeds, especially in residential areas and town centres, to support local amenity, character and business growth.
- Integrate all transport modes so that using several modes in one day is easy and quick
- Promote initiatives by schools and parents for safe walking / cycling for kids

Cycling is key to achieving many visions of the Auckland Plan, and now is the time to speak up. [Have your say by 31 May!](#)

City Centre Master Plan

The public are invited to comment on the [City Centre Master Plan](#) (online form at bottom of the page) which outlines Council's thinking on the direction the City Centre should take to be the heart of a truly international city.

It has lots of really good ideas about taking central Auckland into the future as a liveable city, and Cycle Action loves the way in which walking and cycling is integrated into the plan. Here's two of the ideas suggested..

- *....The waterfront should connect seamlessly to the city centre with pedestrian- focused streets and cycleways.*
- *A continuous waterfront promenade and cycleway from Harbour Bridge to St Heliers Bay.... [and a walk- and cycleway over the Auckland Harbour Bridge! - the editors]*

It's important to contribute public support for these new ideas for Auckland - so please take 5 minutes to put in some comments supporting walking and cycling as a part of the vision for our future. This isn't just a wish-list - we want to make this happen in the next 2.5 years! But first you have to submit to make sure cycling is strong in the plan, **by June 17!**



Stand up and count the money!

Government documents can be rather boring, so why would you [want to read another one](#)? We understand, so here is a summary of how the GPS affects the safety and comfort of your ride.

Please respond to the Ministry of Transport's call for feedback on the latest "Government Policy Statement on Land Transport". This document makes THE decisions about how much money will go to motorways - and cycleways - in the coming 3 years.

And government is proposing that walking and cycling funding all over the nation is to stay **at a mere 0.7%**. That's right. Less than a dollar out of every 100, and including walking projects too.

If that state of affairs isn't what you want New Zealand to look like, **please write them a polite but clear email at GPS@transport.govt.nz, by Friday 27 May**. Tell them that you want more money spent on cycling in the GPS 2012. Add your name, your city - done.

If you want to get more technical, you can also consider including the following:

- Walking and cycling are not luxury items, but immensely efficient ways of transportation, which we need more of, especially with budget's being tight and petrol costs high
- Therefore, the walking and cycling activity class "funding band" should be at least doubled (from \$12-30 million to \$24-60 million)
- Failing that, the lower edge of the funding band should be raised (i.e. instead of proposing to spend \$12-30 million - which then tends to end up at \$12-15 million in reality - the funding band should be \$20-30 million)
- Funding for low-benefit state highway projects should be reduced, in favour of walking and cycling, and new public transport infrastructure activity classes
- The GPS should support future New Zealand Cycle Trail routes as one of the criteria to be considered during road works (one of the more sensible moves in the proposed GPS)

New Edition - the Auckland Central Cycle Map



The popular Auckland Central Cycle Map is being brought up to date and re-issued, and we're excited to help Auckland Transport to produce the new map.

Cycle Action played a big part in the production of the successful ARTA map series, which started with Auckland Central, (this map was launched in 2007 and has since been re-printed several times) and went on to cover Northern, Eastern, Western, and Southern Auckland districts. The maps were aimed at helping commuters identify suitable cycling routes but have also been a hit with visiting cycle tourists.

Auckland Transport will re-publish the Central map in time for the Rugby World Cup, and Cycle Action will do our best to make sure they reflect recent changes, and are even more useful.

Why it's useful to tell Council if there's a cycling problem

Have you used Auckland Transport's [problem reporting tool yet?](#) If not, please consider it. Your voice will be heard. Significant weight is given to comments from the public in what fixes and improvements are being programmed, so every time you tell them that some thing is not right for cycling, the likelihood rises that the matter will indeed be fixed. Reporting on-line is a great quick way to be heard but a polite phone call is given even more priority in the system.

Case in point, the cycle feeder lanes running west-east through the Sandringham Road / St Lukes Road intersection. One of our members noted that they looked really tired and old - and that, because they had been put in many years ago, they didn't even have the green cycle lane paint that is now standard design. A polite request, and several weeks later, the lanes now shine in strong solid green, making them much more likely to be respected by motorists. The squeaky wheel gets the oil - DO ask for a better cycling city!

NZTA Approves Cycle Event over the Auckland Harbour Bridge

NZTA has approved the use of the Auckland Harbour Bridge for a cycle event. To top it all off, the Bridge will be teamed with another elusive stretch of road, the Northern Busway. CAA is delighted to be partnering with the event organizers. The event aims to provide a fabulous day of riding, in addition to promoting Auckland's cycle culture and the role cycling can play in making Auckland the world's most liveable city!

The event, originally set for November, will now take place Sunday 11 December 2011 and has rides planned for a variety of skill levels and distances. Elites and Weekend Warriors alike will enjoy the challenge of a route that takes them over the bridge, up the busway, and wraps through the countryside to finish in Trust Stadium.

Those everyday cyclists who want a scenic ride before brunch or a spin around the Takapuna Market can enjoy the shorter bridge and busway combo finishing at Smales Farm. Smales Farm will also play host to a Bike the Busway event, shorter rides geared towards families, kids, and community bike fun!

Full details will be made public when registration opens mid-June but keep up-to-date with the event's Facebook page: [The ClipOn Challenge](#). The bridge is limited to only 9,000 riders. We recommend people register early in order to avoid disappointment.



Stephen Witherden, Licensed CC-BY-2.0

Auckland Harbour Bridge Pathway

The AHB Pathway proposal is gathering momentum.

Auckland Council wants an answer on the structural design feasibility of the current private proposal for a walking and cycling link across the bridge and has given a Technical Steering Group the task of reporting on a solution within three months.

Mayor Len Brown has given his support to investigation of the Pathway scheme, and has listed a link across the AHB as one of the key cycling initiatives for Auckland.

Pathway Project Director Bevan Woodward welcomed NZTA's collaboration on finding a solution and said he believed that a can-do attitude could see the Pathway built by next year.

The AHB Pathway group is proposing a PPP as a private funding solution to construct and operate an attractively designed Pathway under the Harbour Bridge's southbound clip-on, at a cost of approximately \$17 million. A toll for walkers and cyclists is one option being examined as part of the scheme.

CANBIKE Projects

The Cycle Advocates Network and BikeNZ team are enjoying their new partnership efforts and are well on the way with their 18 month collaborative projects funded by NZTA, to improve cycling safety in three priority areas - cycle skills training, road user workshops for bus and truck drivers, and a 'coexist' campaign. All three projects aim to help motorists and cyclists be more aware of how to safely behave around cyclists.

If you are interested in these projects, would like to be a 'buddy cyclist' for the bus and truck driver workshop or have contacts in the trucking industry who might be interested in running a workshop, please contact [Jena Niquidet](#).

"Why you need public bikes"



Auckland Transport is currently considering options of reintroducing public hire bikes for Rugby World Cup. Cycle Action feels that for a real cycling city, such a system is pretty much a must. Why?...

Have you noticed how high your petrol bill is and told yourself you'll take the

bus too town at least twice a week for the next month. After dissecting the timetables on the www.maxx.co.nz website, you have figured out which bus will get you closest to work, with 5 minutes to walk up Queen Street to your office. Way to go, everything goes to plan. Feeling a little smug you check your phone and see a text from a Wellington friend who is up for the day, working in Victoria Park. They are suggesting you do lunch. It's only about 1.5 km from where you work but might as well be on the North Shore if you need to calculate which bus, walk to it, wait for it and then take one to get back all in less than an hour lunch break. Do you pass? Or take an expensive taxi? This is when you need a bike!

Luckily Auckland Council has made a network of public bikes available across town, the rack of 10 bikes outside your office is full and you pick one up, 5 minutes later you pull up right outside the café, put the kickstand down and lock the bike. At the end of lunch it's just 5 minutes back.

Public bikes offer a flexibility that other public transport options can't offer, giving you instant transport, right when you want it. That's why we hope that Auckland Transport can introduce an interim public hire system for the Rugby World Cup, and a more permanent solution for later.

National Cycle Trail investigates Auckland and Waiheke

Cycling guru Jonathan Kennett recently spent 3 days with Cycle Action's John Gregory and Barb Cuthbert checking out cycling routes between the airport and CBD, and around Waiheke Island, in the hope that suitable routes could be found for the new expansion network due to be announced soon for the National Cycle Trail.

Along with being a well known cycling author and expert, Jonathan is working with the Ministry of Development's National Cycle Trail team on a new network of on-road cycle trails to link with the 18 off-road 'Great Rides' already under construction.

The expansion routes would take advantage of the many existing quiet on-road routes we have around New Zealand, giving the National Cycle Trail more utility for all of us who enjoy cycle touring. (Think : relaxed country cycling, café stops, panoramic views, overnight stays to meet the locals). It will also allow the increasing number of overseas cycling tourists to ride and enjoy the hidden delights of secondary routes around our marvelous country, leaving more jobs and economic development in their wake.

Riding with Jonathan brought home to us how Auckland cycling has been transformed in the past 3 years, as a result of the NZTA's fabulous new cycling bridges and off-road routes around the new Manukau Harbour Bridge, along SH 20 through Mt Roskill and SH16, (the North Western route) into Upper Queen St.

Jonathan was blown away by these improvements, and by the wonderful views and peaceful conditions of The Esplanade and the Stony Batter circuit at Waiheke.

Barb Cuthbert is now working with our colleagues at Auckland Transport, the Waiheke Local Board, NZTA and the Airport to see if we can fast-track improvements to a few key sections of road so we will qualify to be into the National Trail. Keep your fingers crossed!

If you would like to read more about the project the [Nga Haerenga, New Zealand Cycle Trail website](#) launched today! [Check it out!](#)



Cycle to the Airport – it's easy!

More of us are choosing to fly with cabin luggage only, which gives us the option of cycling to the airport. Recent improvements to the route between the CBD and the airport make this a more attractive, economical and fun choice.

It's a surprisingly short and easy ride – we'll post a range of options onto our website soon showing how you can take the faster route through Newmarket, Cornwall Park and Onehunga Mall, or the longer route around SH 16 and 20. Another option is to take the train to the lovely new Onehunga Station or the Puhinui stop. And of course, the airport bus has been known to take bikes at quieter times, as well.

Cycle Action is working with the Sustainability Manager at Auckland Airport to improve cycling safety around the airport precinct and to expand the cycle facilities at both Terminals. Ultimately we would like to see undercover and secure bike storage facilities and bike hire. This is just one more step towards putting Auckland into the 'internationally competitive league' our politicians like to talk about.

Changing behaviour to make the world great for biking

In early February I (Rowan Easton) had the pleasure of participation in Fostering Sustainable Behaviour, a two day workshop, run by Canadian Environmental Psychologist Douglas McKenzie-Mohr. The workshop involved an intensive course on McKenzie-Mohr's model of Community-Based Social Marketing. This model emphasises the importance of using pilot studies to find the real and imagined barriers and benefits of your target audience to take up the desired behaviours.

For example the great number of people who put off cycling due to fear for safety (men and women), which is an uncommon barrier among cycling enthusiasts. [John Daly](#) who presented at the Bike Futures event last month, also empathised the importance of social marketing and focusing on cultural change to normalise cycling, and how different social marketing tools are relevant for different target audiences. Douglas McKenzie-Mohr recommends connecting people who work with the community with academics/researchers who work in similar areas, in order to increase the transmission of successful social marketing and social change in fostering sustainable behaviour. Check out Douglas McKenzie Mohr's Fostering Sustainable Behaviour and Community Based Social Marketing website, where his book is [is available free online](#).

Festival for the Planet



Dr James Hansen, NASA climate change scientist ended his [NZ tour](#) at the [Festival for the Planet](#) Saturday- a unique event bringing together entertainment, celebration and fun with the serious task of inspiring grass-roots action.

Held at the Auckland Town Hall, Cycle Action was really pleased to be invited to take part with other exhibitors in the Education for Sustainability zone. It was a great opportunity to share CAA's work turning Auckland into a low carbon city one bike at a time.

Regional Roundup - Central

Meeting with Auckland Waterfront

Recently CAA had the pleasure of sitting down with Auckland Waterfront to hear about their plans cycling in the [Wynyard Quarter](#). What impressed us most was their commitment to prioritizing people, in the development of the area. Plans for greenways and public art around the Red Sheds, Tank Farm, Gateway Plaza, and Jellicoe Street are intent on fostering local community ties as well as welcoming visitors.

Ambitiously, Waterfront Auckland's transport plan for the area is comprised of a 70% mix of walking, cycling, and public transport. We had the opportunity to discuss provisions for bike parking, separated cycle lanes, and events to foster bike culture in the area.

It promises to provide the city with glorious waterfront promenade, a haven for people wanting to enjoy their community on foot or bike. The area will be new dawn in Auckland's CBD and opens August 2011.

Quay Street / Red Fence Works



Earlier this year, Cycle Action Auckland caught a nice “rebound” as a new Auckland Council - with a new emphasis on sustainable transport - saw resurrected a report CAA had done for the old Auckland City Council on improving CBD-area cycling ! Cyclists are now looking at the first actual results out on the street - namely at Quay Street, between Tinley and Plummer Street.

Until some weeks ago, the pleasant off-road path along the red fence in that area was interrupted by these two side-streets, and a section of footpath, that didn't really invite cyclists. A classic “network gap” that left people wondering if they were really invited to be here on a bike.

Auckland Transport have since relocated a signalised pedestrian crossing so that cyclists can use it without having to divert halfway into Tinley Street on a narrow footpath, have provided cycleway markings on the section between the two side streets and have rearranged the traffic islands at Plummer Street making the crossing of this truck access street much easier and safer. Take your bike out for a ride along the waterfront, and enjoy these fine, improved facilities.

We will report back once a variety of other facilities coming out of the CBD report are installed around town, such as on a few big intersections.

Tamaki Drive

Work on addressing some of the cycling safety issues on Tamaki Drive continues. Cycle Action assisted Auckland Transport with a variety of investigations in recent weeks, including several walk-overs of the length of this waterfront treasure to identify risks to cyclists, and discuss ways in which these could be fixed, or programmed for inclusion in future maintenance or upgrades.

Cycle Action looks forward to the outcomes of these investigations looking at safety on Auckland's busiest cycling route. We hope the investigation work under way at the moment leads to prompt action on the safety and road-sharing issues that currently still affect cyclists, such as the Ngapipi Rd intersection, and we are also hopeful to see Council's direction on long-term area and road management for all users.

Greenways Project about to go live

Watch out for the official launch on 1st June of the Greenways Project [via a new website](#) (to go live 1 June 2011).

Greenways is a fresh look at a network of off-road paths and cycle routes through Auckland's parks and green spaces, and around harbour edges, and throws up some new ideas for creating an effective green-route network around and through the Super City.

The project is the brainchild of architect Stephen Smythe, who aims to get public support for new thinking on green routes for walking and cycling into the Auckland Plan. We've had a peek preview of the Greenways website and it does a great job of showcasing Stephen's vision of opening up cycle or walking connections through Auckland's streets, parks and school grounds. We think this project deserves your support!

Glen Innes Train Station - Bike Parking Changes

Auckland Transport would like cyclists in the Glen Innes area know that the operating system of the bike lockers at Glen Innes will be changing to a leasing system. This is based on the experience that a leasing system, trialled at Papatoetoe and Manurewa Rail stations, improves issues with damage and misuse, though it will not be usable for casual users.

The operating system used on the lockers on the Northern Busway will remain unchanged, and Auckland Transport is also looking at opportunities for installing 'Parkiteer' type of bike cages that have been success in Melbourne at key stations and interchanges.

Lockers will be not be available for use from **Monday, 23 May to Sunday, 29th May** and the leasing system will begin operating on **Monday, 30th May**. To lease a locker phone 355 3553.

- Brian Horspool | Regional Walking and Cycling Coordinator

Regional Roundup - West

New cycle lanes coming to Don Buck Road...

As already discussed in a recent message to our friends and members, Auckland Transport is planning to install cycle lanes on Don Buck Road between Hobsonville Road and Triangle Road in Massey, a suburb of the former Waitakere City.

Consultation has just closed, and we hope that the project can proceed quickly. Cycle Action sees Don Buck Road as an example where, with very limited works, cyclists can be provided for much better.

Various other cycling projects in the area have already occurred or are in the works, such as cycle lanes on Hobsonville Road, or a new walking and cycling overbridge to come at SH 16 in Massey / Westgate (possible construction start late this year).



... and other cycle lanes needing some work.

Unfortunately we still need to work on education around cycle lane use. Cyclists using the new Triangle Road cycle lane near Lincoln Road regularly report drivers, wanting to get onto the motorway, block the eastbound cycle lane.

Several cyclists, as well as Cycle Action, have been in communication with the Police (asking for more enforcement) and with Council (asking for a more permanent solution).

Council has also acknowledged to us that they are looking into more permanent improvements, which might - specifics not decided yet - include physical separators between cycle lane and traffic lane, or even taking the cycle facility off road. However, the cycling and safety folks at Council also noted that any more substantial changes would take some time to be programmed and would need to get funding and thus are asking cyclists for patience.

Regional Roundup - North

Lake Road cycle lanes

Cyclists may have seen the new cycle lanes finally being finished between Hauraki Road and Esmond Road on Lake Road. For those who know the history over the long (and eventually successful) fight to retain the cycle lanes on Lake Road further south, the new lanes are a victory to help in keeping cars and bicycles on friendlier, safer terms.

Cycle Action is currently involved in discussions with Auckland Transport on further steps for the last short remaining gap, (south of Hauraki Rd corner), which wasn't included in the current upgrade works. Thank you to everyone in the area for your patience, and all those involved in the project for delivering the upgrades efficiently and on-time!

Regional Roundup – South & East

Auckland Transport is hosting Ardmore Cycle Day “Be Safe, Be Seen” to increase awareness on cyclist visibility on rural roads. The event is being held at Ardmore Hall Sunday 3 July 2011 from 7-11:30am. For more information Contact [Mele](#) at Community Road Safety Coordinator, SOUTH, Auckland Transport.

We don't have much other news from south and east for this issue - but that's not to say there isn't any. If you would like to help us do more for cycling in those parts of Auckland, please [contact us](#) with stories, projects or information.

From the Bottom Drawer



[Ktrak](#) offers bike modification kits for those people who really can't decide between a skiing and a cycling holiday.

They may arrest you at airports under suspicion of having stolen this gizmo from the secret agent labs of [Q](#), but that's the price you pay for not being able to make up your mind...

A cyclist was stopped by customs. "What's in the bags?", asked the customs officer, pointing to his panniers. "Sand," said the cyclist. "Let me take a look", said the officer. The Cyclist did as he was told, emptied the bags - and proving they contained nothing but sand, refilled the bags, and continued across the border.

A week later, the same thing happened, and continued several times every week for over a year - with customs getting more and more frustrated. They even made the cyclist take apart his bike, and also subjected the sand to all sorts of chemical and other scientific testing. Nothing.

Then, one day, the cyclist with the sand bags failed to appear. A few months later, the cop saw the cyclist living it up downtown. "You sure had us foxed", said the cop. "We knew you were smuggling something across the border. I won't say a word - but what was it you were smuggling? "Oh", says the cyclist casually "- just some bicycles!"

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Want to help cycling in Auckland? Why not join us? To find out more and about Cycle Action go to www.caa.org.nz

If you have received this newsletter as a forwarded document, and would like to join our mailing list, please mail subject line "Friends" to membership@caa.org.nz