

Cycle Action eNews



June 2010

Come on in, the water is warm!

From the Chair

Or should that be: The wind is from the back? Cycling in Auckland, never as unpleasant as some make it out to be, is getting better, bigger, brighter! This newest issue of our newsletter contains a lot of good news - from the great results of the last cycle counts over significant progress on various infrastructure projects to avant-garde happenings like Auckland's own Cycle Style event coming up in July.

So whether you are just grabbing the odd sunny winter day for a casual cycle, or ride on through despite the occasional shower, you will know that you were a part of what turned this city around and made cycling normal again.

And now, without further ado:

Cycling Numbers Up Strongly!

We have all been noticing it, but now it's official - cycling is on the rise again!. The [ARTA cycle counts](#) in March 2010 showed a whopping 27% increase in cycling over the whole region, with Auckland City coming from behind to reach the highest gains at plus 40%! Rodney and Manukau also showed great increases at plus 39% and plus 36%.



Cycle Action sees a "perfect storm" of positive changes at work: more cycle infrastructure is being built, and cyclists are being considered during road upgrades - while at the same time that the public is becoming more aware of cycling as a healthy, cheap way to avoid congested roads and costly car running. The 11% increase in surveyed people who feel cycling is a safe way of travelling in Auckland also make us conclude that we are slowly breaking an undeserved fear of cycling.

Tamaki Drive lead the field again with over 900 cyclists on counting day - though the Northwestern Cycleway, with over 600 movements, also showed both great numbers and significant gains over preceding years (up 70% since the start of the counts in 2007). These numbers do not yet include any gains from the new Kingsland section. In the future, a permanent cycle counter installed on the Northwestern will also allow much more fine-grained statistics for this path, such as allowing planners to study seasonal and weather variations in cycle commuting.

Build it and they will come. Make it cool and they will ride. Make it safe and they will stay.

Sydney Study - Cycling no Luxury Investment

Sydney is a city with a motorway system bursting at the seams, a natural harbour constraining north-south traffic and a somewhat rickety train system (which is also struggling to cope with the demand). In 2006, they had barely 1% cycling mode share, and a very disjointed cycle network. Oh, and they have a driving population generally considered at least a bit hostile to cycling. Sound familiar?

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A new [study](#) by transport consultancy AECOM assessed the option of Sydney investing \$179 million more into cycling. The project would create a network of mostly traffic-separated routes spanning 164 suburbs (and cover 1.2 million inhabitants - not so different in size from Auckland). It concluded that this investment, above and beyond those projects already in the pipeline, would lead to a further 66% increase of cycling numbers by 2016 (Sydney has seen serious cycling growth already in recent years).

But here's the real payback for the accountants - the scheme would create \$97.8 million in congestion savings and \$147.3 million in health benefits alone. Over 30 years (a typical period against which transport investment is calculated), the total return has been estimated at \$506 million - or almost four times the investment!

"We can say with confidence that investment in cycling as a mode of transport will deliver a solid economic return" - Lord Mayor Clover Moore, City of Sydney

We will ensure that this message reaches the new Auckland Council and the Auckland Transport CCO - cycling money, by all the metrics used to assess it, is money well-spent. It belongs into the "essentials", not the "luxury" basket.

Auckland Council

Cycle Action meets John Banks

With the Auckland Council elections nearing, it was appropriate that we would meet with the other mayoral candidate for the Super City, John Banks, after having earlier met with Len Brown. This would 'give us a feel' for the attitudes and opinions that the potential future leaders of Auckland have towards cycling.

We used our opportunity of meeting John Banks to discuss Cycle Action's wishlist for the future Auckland Transport CCO. Overcoming obstacles to cycling and better integration with public transport was also discussed, as well as more bike parking at train stations, bikes on buses and delivering the regional cycle routes as a fully connected network. We also debated the differences between *recreational cycling*, which John Banks supports, and *cycling for everyday transport*, which remains a difficult proposition for him.

We have enjoyed these mayoral candidate chat sessions as another opportunity to raise the profile of cycling for transport. We aren't the 'City of Cycles' yet, but it is good to see cycling is on the public agenda in a way that was not the case in the last local elections.

Ludo Campbell-Reid in prominent role

Cycle Action is very pleased that Ludo Campbell-Reid, currently Urban Design Champion with Auckland City Council, has been appointed to the newly created post of Manager, Environmental Strategy and Policy at the new Auckland Council.

This important planning position will play a highly influential role in defining how our city will look and function in the future. As Ludo Campbell-Reid is one of the leading people behind the "shared space" transformation - which will soon become reality in several Auckland CBD streets - we are confident that he is a good fit for the future Auckland!

NextBike: Hot & Cold

If you have been following the news recently, you may have already heard - NextBike, our very own home-grown public bike rental scheme, has come into some dispute with Council, despite rising success with users.

Auckland City Council has questioned whether NextBikes are predominantly used for advertising, rather than as a public bike transport scheme - and have expressed concerns that their 170 bikes are sometimes using fences and extra public bike stands.



Should that be a major concern in Central Auckland when there are more than 10,000 public car parking spaces in the same area?

NextBike currently reports about 2,000 regular riders (around 80% from Auckland), has received approval to extend their operations to the North Shore for a six month trial (in Takapuna and at the Northern Busway) and had the New Zealand Transport Agency agree that the bikes are indeed public transport (and a mighty useful one, we think!).

NextBike now wants to expand their fleet to around 250 bikes - in preparation for the many NZ and overseas visitors expected during the Rugby World Cup weeks next year. In fact, many of our foreign visitors will know public rental bike schemes from home and will be delighted at finding them here.

So it is positive to hear that NextBikes was recently able to present an updated business case to Auckland City Council's Transport Committee, which could allow for an expansion of the service, and hopefully resolve Council concerns. We were pleased the Committee indicated they understood the public value of NextBikes. A staff report is currently being prepared, and we will hopefully see them widely available for the Rugby World Cup.

Cycling To The Rugby?

The *Sunday Star Times* recently ran a table comparing sporting injuries (data courtesy of the Accident Compensation Corporation). Based on the amount of \$\$\$s paid out in ACC claims vs. the number of amateur participants participating in either sport, playing Rugby Union is more than 10 times as dangerous as cycling.

Of course we aren't advocating rugby players be forced to wear helmets. What cyclists really want is for the scaremongering about our sport (and mode of transport) to stop. Cycling is (*literally*) as dangerous as outdoor cricket. Enjoy your sports!

Waiheke Think Tank Event

On Waiheke, on a glorious weekend at the end of last March, Cycle Action brought together a range of creative thinkers, politicians and journalists to join us 'professional' cycling advocates in thinking about 'blue skies' and 'what if' scenarios.

We took on board the advice of Phillip Darnton, Cycling England, that we have to "think and talk differently to get different results", and that of Gil Penalosa during his last visit to Auckland - "if you're not getting what you ask for, you are not talking the right language".

With that concept, we brainstormed how to 'mainstream' cycling faster and smarter. The 25 people strong group shared all the creative ideas that we could come up with - looking also at what has been tried already, what already works and what could be done differently - to make cycling a normal, and even preferred, mode of transport again.

Some outcomes of the Think Tank were:

- Cycling needs to maximise social networking to popularise - and 'glamorise' - cycling
- A campaign that shows the strength of the sustainable transport vote to those standing for Auckland Council - it will also aim to show to the Auckland Transport CCO that if the Super City achieves nothing else it must solve its transport issues - with new thinking, rather than the same recipes that have been used for decades
- We need to support the opportunities for cycling created by third-party projects like Paul McArdle's [BikeOn](#) project that provides bikes and school-ground bike tracks - as has been done at St Mary's school in Hastings, and is now being replicated at Grey Lynn primary in Auckland - supported by many people, including our Prime Minister, this innovative project aims is to teach all NZ kids learn to ride a bike - a basic life skill!

In summary, the event was an very positive experience, especially as it allowed us to go beyond the usual two-sided "Advocacy / Government" approach in favour of a wider view. Cycle Action intends to promote further such workshops in the future.

Corporate Entertaining - Cycle Style

Richard Barter, TEAR Fund

How does a cycle-friendly company show off Auckland to an American visitor? The classic 'Scenic Drive - By' seems so 80's. Someone suggested a group cycle ride from our Mt Roskill offices into town, a ferry across the harbour, ending with a Kiwi BBQ in Glenfield.

As the idea gained momentum I saw an opportunity to purchase a TEAR fund staff bike that the visitor could use. A very generous discount from Avanti Plus Waipuna (thank you Dell!) convinced our CFO. The Metro 700 with basket arrived on site just before seven of us set off into the Friday night rush hour traffic.

Keeping the American on the correct side of the road and our receptionist on her bike (she had not ridden since childhood) was a mission at times, but ended up well worth it. The sunset harbour crossing, followed by the gentle climb through Birkenhead was a memorable experience. Our visitor will not forget his time in the city of sails... and cycles.

Regional Roundup - West

Triangle Road & Central Park Drive

Waitakere cyclists may have already heard the good news: The cycle facilities along Central Park Drive and Triangle Road will start construction in the winter months! Cycle lanes (and in some section, off-road paths) will soon extend from the Lincoln end of the Northwestern Cycleway all the way to Massey.

Currently, both Central Park Drive and Triangle Road roads are as central to local cyclists as they can be hostile. Because of that, Cycle Action is very pleased that this embattled project is finally becoming reality. We have supported Waitakere City Council in making this scheme a reality, despite some vocal opponents of the scheme who lamented the impact on public street parking (the scheme now includes many recessed parking bays).

We have since been consulted about the final plans and are pleased that there hasn't been any watering-down of the scheme along Triangle Road. There is one gap at the south-eastern end of Central Park Drive that this scheme will not close as originally intended - but we won't let that spoil our celebration!

Especially interesting for those who already use the route will be that two of the more unpleasant spots get treatment: At the Lincoln Road / Central Park Drive intersection, cycle lanes will be extended all through this busy intersection. Traffic signal detector loops specifically for cyclists will also be provided.

To the west of the intersection, at [Huruhuru Creek \(map link\)](#), a new walking / cycling bridge will be constructed on the northern side of the road, while the existing footpath on the southern side will be turned into a shared path (with ramps to allow cyclists to get on and off without too much hassle). This will allow cyclists to get off the road at this narrow spot which sees speeding motorists all too often. Congratulations, Waitakere!



Huruhuru Bridge soon to be safe for cyclists!

North: Short Items Round-Up

Lake Road Update

After months of planning and preparatory works, an upgrade of the dangerous section of Lake Road between Hauraki Corner and Esmonde Road is starting to move into top gear, with drainage upgrades and kerb relocations underway. Once this "missing link" is complete, we will have near-continuous cycle lanes from Esmonde Rd in Takapuna to Albert Rd in Devonport - which will provide a huge boost to cycling between these two popular Shore locations.

Although Council is asking motorists to use public transport, walk, or cycle during construction, you can expect this section of road to be difficult for everyone until the works are to be finished in May 2011. Terry Baucher of the Devonport Expressos cycling group has offered to be Cycle Action's liaison with Council - so contact us if issues develop for cyclists during the construction phase, or if you have any suggestions.

Belmont Intermediate - Leading the Field

Way out in front as a leader, Belmont Intermediate School was recently announced as having the highest percentage of students cycling to school in the Auckland Region. The principal is a great cycling champion, and deserves accolades for achieving a whopping 33% of his school roll arriving by bicycle from the surrounding areas of Devonport to Takapuna. Imagine the difference to congestion if other schools followed his example!

East Coast Road cycling map

With the completion of a number of off-road 'share with care' paths along East Coast Rd, Council has released a cycling map showing the schools, bus stations, and both on- and off-road cycleways. Download a PDF map showing the paths and some other nearby facilities from Council's website [here](#).

Akoranga Drive T2 Lane

Council transport engineer Bill Drager is about to report on the Takapuna Community Board's request to change the Akoranga T2 lane to a clearway. Cycle Action has advised that we support retaining the T2 lane, as reduced traffic makes for safer cycling. The wider transport system also benefits from the T2 lane, as it delivers faster travel times by car-pooling, and increased bus and cycle use - rewarding those who make the right choice.

East: Panmure Bridge - Fixing A Scary Bit

It is a good sign that for once, cyclists are at the forefront of a major project, rather than being told to wait just that one more decade... Panmure Bridge is finally getting off-road cycle paths, as early as 2011!

For those who don't know the area, Panmure Bridge is the only bridge over the Tamaki River estuary between Auckland and Manukau that allows cyclists at all. But it

does so in a horrible environment for cycling - speed, narrow lanes and heavy traffic all combine to make this into a very unpleasant spot on what is already a rather poor route.



Auckland and Manukau City Council's AMETI (Auckland-Manukau Eastern Transport Initiative) project is proposing to build a new cycle link along the existing bridge (which will remain), and do it earlier than the 2012 date that was envisaged in the original scheme. Some pedestrian / cyclist works along the bridge approaches will also be included. Cycle Action, and many Panmure locals, got to see concept plans for the new link at an information day in late May.

One of the things not finalised is whether the bridge will provide cycle facilities on both sides, or only on a new bridge/clip-on on the southern side. We feel that it is crucial that provision is made on both sides. With the high traffic flows on Pakuranga Road, it will be dangerous at the worst, and a big hassle at best to have to cross to the southern side and then back if you are going eastwards over the bridge.

We encourage cyclists - especially people from the local area or those who use the bridge regularly - to contact [AMETI](#) to make your views known.

Central: It's All Going Down (Arch) Hill

Long awaited: A facility for central suburb kids and adults to test their track skills close to home - Auckland City finally has a new mountain bike facility, located in Arch Hill!

The Arch Hill Scenic Reserve is a little known park on a steep hillside, wedged between the Northwestern Motorway and Great North Road. The concept for mountain biking in the area had been around for several years - bush-clad, steep, underused and not suitable for many other activities requiring more space, the park was a natural fit for a track or two.

The two new paths run in loops roughly aligned west-east, with a beginner / family "Training Wheels" track in the lower, western part, and the advanced "Twist and Shout" track to the east of the reserve's open space.

Auckland Mountain Bike Club president Jennings-Temple described the latter track as "quite challenging [...] quite technical in parts" - so even more experienced riders should get a lot of enjoyment out of it, even if it can't quite compete with the larger tracks outside the city in terms of size.

Congratulations go to Council, represented by Greg Moyle (Council arts, culture and recreation committee chairman) and the Auckland Mountain Bike Club for finally seeing this project over the last challenges!

[Access to the reserve is next to the Grey Lynn Community Library, 474 Great North Road. Other access locations are from Ivanhoe Road and Copper Street - and depending on where you are from, you may even get to use the Northwestern Cycleway to get there!]

[Link to a map of the trails, Auckland Mountain Bike Club](#)

Central: Mystery Cycling Items

Every now and again, random bits of good news for cycling in Auckland pop up out of the blue, surprising even us so-called insiders:

Mystery 1: A new path has been built running from the northern end of the new Newmarket Train Station platforms towards the rail crossing at Sarawia Street. It's not particularly long, not open yet, and we aren't even sure that it is supposed to be for cyclists! Yet it looks so tantalising - like a perfect little example of the kind of off-road paths that we would love to have all over Auckland, with nice fresh tarmac - and it even has brand spanking new lightpoles.



It is too narrow for a service lane (especially since it has a dashed line marked along its centre - trucks are usually a bit wider than a metre and a half...) and would be such a great way of access for cyclists and walkers to the train station.

Mystery 2: Without any fanfare, a new compact cycle parking area has arrived on the Queen's Wharf (eastern) side of the Auckland CBD ferry terminal. It provides stacked and upright bike parks, is well lit and has weather shelter. It is already starting to become well used, as can be seen in the photo at the right.



We hear that similar parking facilities are planned for the Waiheke ferry terminal area. Thanks ARTA!

Cycle Style Auckland

Join Frocks on Bikes and Cycle Action Auckland for a fabulous cycle-centric evening of gorgeous bicycles, fabulous fashion and all the 'must have' cycle accessories. 'Cycling in style' is taking the world by storm; see what all the fuss is about, and be part of it!

- Test ride a wide range of stylish gents and ladies bicycles with **Try My Bike**
- Get the low down on biking beautifully with the **Cycle Style Fashion Show** (featuring local fashion designers, bicycle retailers and street style)
- Win stunning prizes:
 - arrive on your bike and go into the 'On Ya Bike' draw,
 - bring a non-cyclist and you can both be in to win prizes,
 - show off your unique cycle style to win prizes for 'best dressed'...

Entry is free. Drinks and nibbles provided, valet bike parking & free maintenance checks available.

This really is going to be the cycling event of the year so invite your non-cycling friends and RSVP by registering on the [Frocks on Bikes](#) (Auckland) page.

Venue: Shed 1, 101 Halsey Street, Viaduct Harbour.
When: 6pm, Thursday 1st July, 2010

Featuring: Adventure Cycles, Cycle Auckland, Cyco, Hedgehog Bikes, Mt Eden Cycles, NextBike, Rode, T.Whites, AvantiPlus Waitakere & the Urban Bicycle Company

Fashion: Dalston, Deryn, Chalky Digits and Rose McLeod from Upcycle, Waiheke Island

Supported by: Road Safety Team (Auckland City Council), Travel Smarter programme (North Shore City Council), New World Victoria Park, Fullers Ferries and the Eco Store.



Central / South: Cycling Bridges Popping Up Everywhere!

For a city where one of the main cyclist grievances is the lack of cycling on one particular bridge, we sure are building a lot of new walking / cycling bridges at the moment!

First up (and open as of last month!) is the [Beachcroft Avenue Bridge \(map link\)](#) crossing over SH20. It links the residential areas at the western edge of Onehunga with those of Hillsborough on the other side, and with Orpheus Drive along the foreshore (to be reclaimed as a beach in the coming years).

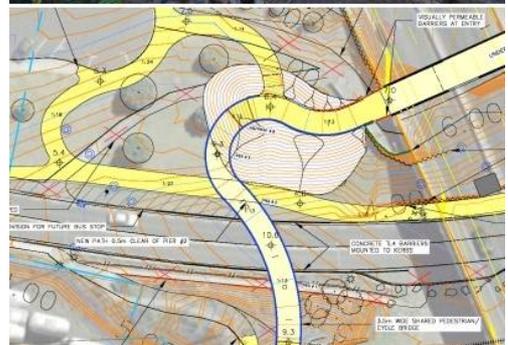


The bridge with its leaning pylon is a stunning piece of work - and if the opening ceremony for this piece of *walking & cycling* infrastructure was a bit too heavy on lauding the massive *motorway* running underneath it, we have nothing but praise for NZTA for the bridge itself. Wide, stylish, blue (you will understand what we mean, up close). Great work!

The second bridge is not yet as far along as of this time - but will be even more important in its own way. Also as part of their work on SH20, NZTA is building a [new walking / cycling bridge \(map link\)](#) over Onehunga Harbour Road, which curves underneath the motorway along the northern side of the Manukau Harbour. Currently, crossing this road is a real hassle for any cyclist trying to travel between the Onehunga and Mangere Bridge suburbs.



As you can see from the photo & the concept plan, while the foundations aren't much to look at yet, the gracefully curved final bridge looks like it will turn out to be a pretty fancy thing - as well as mightily useful (from approximately August 2010 onwards).



Continuing our look at our great cycling future, we come to [Te Wero Bridge \(map link\)](#) in the CBD.

Well, not quite. But some of you may remember the design contest for a link from Viaduct Harbour to the Tank Farm. This has since fallen victim to budget cutbacks and been deferred - but thanks to the Rugby World Cup, tendering is underway for a semi-permanent walking and cycling bridge to be built in time for middle 2011.

The future "Wynyard Crossing" will be a double bascule bridge (meaning it opens upwards, in two parts) and it should look approximately like the picture on the front of the tender brochure.



Central / South: Mangere Bridge Causeway

The cycling components of the Manukau Harbour Crossing project are nearing completion. These new works are being completed for NZTA as part of their SH20 motorway project. One of them will be a new walking and cycling path to be constructed along the [bridge causeway \(map link\)](#) linking to the old Manukau Harbour Bridge.

The existing causeway and old bridge (itself off-limits for motor vehicles) are already an integral link for walkers and cyclists connecting Onehunga and Mangere Bridge. As well as being a critical active transport link, they are also used for fishing and for launching boats at a ramp at the end of the causeway - the whole area is a valued local recreation spot.



Local community representatives noted that the number of cyclists and walkers visiting the area has increased markedly and as a result provided a real boost to the local community - a trend which should continue, especially with the many improvements in the area, and the new bridges being constructed on the Onehunga side, as described earlier in this newsletter.

This popularity is probably no surprise to people familiar with the area. Mangere Bridge is a 'gateway' to many wonderful natural resources in the area such as Ambury Farm Park and the Otutaua Stonefields. Many recreational and sports cyclists also use the link to get to longer-distance routes in the south.

The new causeway will have a separate 3.5 metre wide cycle/walking path on the eastern side, with a narrower footpath on the western side. Boaties and recreational fishers in turn will get an upgrade of the boat ramp and will be provided with an overflow car park to compensate for the removal of one lane of parking from the causeway.

NZTA and Kylie Eltham from the Alliance delivering the project as well Manukau City Council's Kit McLean all deserve our thanks for their work and for helping resolve the final form of the causeway's future walking and cycling links.

Central: Short Items Round-Up

Work starts on Tamaki Drive cycling upgrades

Auckland City Council is now starting work on the proposed upgrades for Tamaki Drive, Auckland's busiest cycling route. The works to be completed in July will add westbound cycle lanes to several sections between the city and St Heliers, create clearways in other sections to allow motorists to pass cyclists easier during peak morning and afternoon peak times, and add a number of other local changes like electronic speed indicator signs.

It is a very pleasing conclusion for local residents, cyclists, walkers, business people and others who worked so co-operatively on the Tamaki Drive Forum. Thanks also go to Auckland City Council for funding the work.

Uni-Parnell Shared Path Proposal

An interesting proposal was made public recently by Auckland City to build a shared walking / cycling path linking the university quarter of the Auckland CBD to Parnell, along a route crossing the lower Grafton Gully and skirting or passing through the northern edge of the Auckland Domain. In the future, this could also give access to a proposed new Parnell train station, somewhere near the site of old Carlaw Park Stadium.

We hope this is a prelude to providing a safe connection for cyclists and walkers through lower Grafton Gully, which is a mess of roads where even motorists can get confused.

Northwestern Cycleway into the CBD

As promised by NZTA when they opened the new section of the Northwestern Cycleway at Kingsland - a push is afoot to bring the cycleway all the way into the CBD. Starting as early as 2011, this ambitious project is to enable western and south-western cyclists to travel right into the heart of the university district without having to mix it with cars!

The route planning is a tricky exercise, with difficult topography, and access and heritage issues to name a few of the difficulties to be overcome. Cycle Action Auckland, together with representatives from the UoA and AUT universities, is representing cyclists on the stakeholder group of the project, and we will keep you posted as planning progresses.

Mount Roskill Cycleway Opening, 4th July

It took several years to finally build the SH20 cycleway section along the cone of Mt Roskill. Not because the path was particularly difficult to construct - but because of long discussions about how the impact of nearby motorway would be mitigated along the cone, with its great heritage and Maori significance. And the path, well, it happened to go through the same area, so it was also in doubt until those discussions were settled.

With great relief we can now announce the completion of the missing Mt Roskill link of the cycleway along State Highway 20. The official opening ceremony for the cycleway will take place on July 4th at 9:00am at Winstone Park (Dominion Road entrance). We invite lots of cyclists to join the celebration!

Special thanks go out to NZTA, Council, Richard Barter (Chairman Mt Roskill Community Board), architect Richard Reid and our own John Gregory, who has helped this project along since inception.

Bike Parking in Auckland City

With studies world-wide showing that less car-centric shopping areas usually *gain* rather than lose shoppers, it is clear that the provision of bike parking makes economic sense and encourages cycling for transport. In one study in a very busy shopping street, 12 cycle parks created 3.6 times (!) more retail turnover than the 2 car parking spaces they displaced. Unfortunately, many of our local shopping centres don't provide any cycle parking - and Ellerslie, Newmarket and Parnell are all examples of town centre upgrades that involved the *removal* of bike stands that have not been replaced.

At the moment bike parking is still usually provided on an ad hoc basis, though in Grey Lynn, Cycle Action was recently consulted on the location of stands that were installed with funding from the Western Bays Community Board, while the Eden-Albert Board helped provide some new stands for Mt Eden, Eden Valley and Kingsland.

Building owners are also increasingly providing for cyclists, either as part of resource consents or of their own initiative. The recently opened BNZ on Queen Street has bike parking out at the front - a good example, because giving cycle stands a "back door" area usually doesn't work. Cyclists want convenience - and visibility to protect their bikes.

Cycle Action Auckland is now working with Auckland City Council towards a "bike facility policy" - so hopefully a consistent approach to providing bike parking will see the number of stands (currently only approximately 300 total across Auckland) increase dramatically. As a first action, however, we call for those stands that were removed from the town centres to be replaced so that cyclists can securely park their bikes.

Gehl Architects Auckland Study

Auckland City's urban design team is to be congratulated for engaging Copenhagen's internationally famous Gehl Architects to prepare a "Public Life" report that will set out a blueprint for how we can improve our urban spaces, especially in the CBD. Jan Gehl is known for making pedestrians (and cyclists!) the centre of his recommendations, and he has already prepared similar reports for Sydney and Christchurch.

Many thanks go to the Cycle Action volunteers who helped with the Gehl Architects' survey of the existing pedestrian life of Auckland's city - we bet those who did the graveyard shifts will be entertaining their mates for weeks with stories about the nightlife.

Bus Lanes In Transit - To Nowhere?

Shortly before completing this eNews we hear that Auckland City Council have decided that they will not extend and upgrade the bus lanes on Dominion Road in coming years as planned - rather, the Council majority has decided to *downgrade* them into T2 transit lanes. This is a major backwards step which will impair the basic functions of one of the city's busiest public transport corridors, which has approximately one bus every minute.

Our newsletter does not normally address public transport directly, yet we all benefit from it as it reduces car volumes - and allowing cars into already constrained bus lanes will severely reduce the attractiveness of this bus route. We also know that in the future some cyclists will want to use bike racks on buses, to increase their flexibility.

Therefore, it is hard to look at this decision with anything but shock. Once consultation on this change opens, please record your opposition.

Gulf Islands: Waiheke

The past cycling summer on Waiheke was a great success! Fullers reported record numbers of cyclists and walkers arriving to explore the island. While the island's bid to join the National Cycle was not (yet) successful, the publicity added to the island's visitor profile. Many foreign tourists arrived to hire bikes and join Auckland cyclists to visit beaches, cafes and vineyards. Local cyclists also assisted a number of 'lost' cyclists, who had come straight from the airport, keen to blow the jet lag away.

A lot of things are happening at the moment, in preparation for better weather next spring:

- Cycle Action's spokesperson and part-time Waiheke resident Barbara Cuthbert is now working with Fullers on a walking / cycling map, to lure even more onto the island.
- Reg Cuthers, Waiheke's resident engineer, is the energy behind a new dedicated cycling route connecting the ferry terminal to Oneroa, which is being built right now - this will give some separation from those motorists who haven't quite realised that they are on the island now - making for a safer and easier climb to that first coffee and the information centre in Oneroa.
- A residents' postal ballot is out now on the proposal to close the Esplanade for vehicles - which would make it into a prime route for walkers, cyclists and horse riders. We hope everyone supporting this great proposal has returned their ballot.
- An adult cycle training course was held during a recent weekend to give interested people more confidence about their road riding skills - including safety at intersections, along parked cars etc. Thanks to Auckland City Council's Road Safety team and CAN's Patrick Morgan for making this happen!



Bus Lanes To The Future?

An editorial by Richard Barter, Chairman Mt Roskill Community Board

The queue of cars trying to get onto the motorway is getting longer each day since State Highway 20 was opened. As I pedal past the glum, tense faces wearing my "happy cyclist in a traffic jam smile", a driver calls out "Want to swap your bike for my car"?

Negotiating stationary lines of cars is one thing - but ARTA's recently released plan for the next 30 years calls for over \$20b to be spent on public transport, walking and cycling. "Excellent" you say - most is to be spent on a lot more bus and rail services. The new "b-line" service along Mt Eden and Dominion Roads will mean a bus every 5 minutes in peak times and at least every 15 minutes from 7am to 7pm. But with more people now biking to work, we must also face that they often pedal in the same space the buses claim.

A number of recent negative encounters with buses while pedalling were topped off last week by a bus driver blowing the horn at me and tailgating me up the road - simply because I was there. I lodged a complaint and will be meeting with NZBus next week for the first in a series of conversations that I hope will nail this problem.

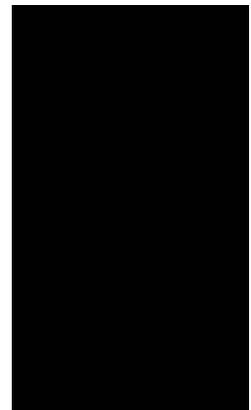
Therefore I am asking cycle commuters for a bunch of good positive ideas to take to the meetings with the bus companies to bring joy and calm to the contested road spaces we inhabit. Please send your deal breakers - and your solutions - for more goodwill between bus drivers and commuter cyclists to [Richard Barter](#).

Thoughts: Spot The Cyclist

The Auckland cycling community is not advertising for martyrs. We have absolutely no spare bicycles for use as [ghost bikes](#).

So why does a frightening minority of our winter & night-time cyclists try to play "spot the cyclist" with motorists? Is it so hard to take along a light, put on something bright? Black may be very stylish - but for cyclists at night, it also symbolises something else.

Please light up and wear reflective gear during these longer night time hours. Every cyclist counts on our roads, and we want you to be seen.



Cyc-Links

If cycle websites are a good indicator of whether cycling is "cool again", then we are certainly entering a biking renaissance. Probably the most important new website for our local cycling scene for a good while is [Cycling \(in\) Auckland](#).

Billing itself as a cycle-pedia and a collaborative grassroots website, it is a multi-blogger website and information hub. Unlike websites that specialise in advocacy, sports cycling or cycle chic, Cycling in Auckland aims to bring them all together.

Want to know what is going on in terms of cycling events - from the next BMX race to advocacy meetings to a bike workshop or a summer's group tour? They aim to give you the details. Always wondered how the other cycling subcultures tick? The various bloggers representing a number of different groups and cyclist types will tell you.

Cyclopedia: Bullet and stab-proof

Image: Fanny Schertzer, CC-BY-SA-3.0 License

One of the more annoying things about cycling can be glass and debris on the road. A puncture, especially on a road bike with narrow tyres, can happen quickly.



Shards from discarded bottles or pieces of grit "dispensed" by construction trucks can tend to accumulate in cycle lanes - please contact your Council where you see it to have the lane swept (Contact details, see Council / Cycle Action websites).

But what can you do yourself to prevent punctures yourself? After all, not everyone wants to ride on those wide mountain bike tyres which are much less likely to allow a puncture.

Next time you are in a bike shop, consider asking for aramid (kevlar)-lined tyres. Using the material popularly known for bullet-proof vests, these tyres massively reduce your likelihood of a puncture - by preventing anything that gets through the outer rubber of the tyre from reaching the soft inner tube. Peace of mind - whether you are a "road warrior", or a weekend cyclist, you may go for years (!) without a puncture.

Cyclist's Praise, Issues, Concerns

We have received a number of your experiences with cycling on the Good, Bad and Ugly website form included on our website.

Hot spots for concerns in recent months include the usual suspects like Tamaki Drive and the streets of the Auckland CBD. Brighams Creek Road in Waitakere (due to motorway works) and Albany in North Shore also warranted mention. How do you like the new cycle facilities, such as the Kingsland section of the Northwestern Cycleway? Please keep sending in your experiences to [The Good, the Bad and the Ugly](#).

Please note: This form is primarily for reporting things so we have a better idea what cyclists think, and which areas merit attention. While we may get back to you on specific issues reported, if you have a query for which you need a response, it is usually quicker to contact us directly via the options given on our contact page.

From the Bottom Drawer

Some people take this greenie cycling stuff *waaay* too seriously...



Plant Seller (China?)
Stougard, CC-BY-SA3.0 License

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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

Please consider the environment before printing this newsletter (or turning that ignition key)