

# Cycle Action eNews



**March 2010**

## Cycling is on a roll!

### From the Chair

Whether you are currently enjoying the pleasures of cycling or still thinking about getting your bike out, 2010 is looking very promising for you.

Take time to enjoy this new **bumper edition** of Cycle Action Auckland's eNews (we were aiming for six editions a year - but at the moment, we seem to be going for three double-sized ones instead).

So read about all the cycling events that have been taking place in Auckland over the summer as well as the exciting cycling projects that are in the pipeline. And finally, help us "*get more people on bikes more often*" by passing this eNews on to all your friends and family. After all, cycling is common sense!

## Cycling champions of BikeWise Month

February's BikeWise month was a biggie for cycling and Cycle Action Auckland. In addition to joining all the regular events, Cycle Action organised four rides all across the region, and we were stunned by the large number of first time riders who joined us (a challenge for novice event organisers - but also a sign that cycling is now making a comeback amongst those who were only thinking about it before!).

Two champions deserve public accolades as star BikeWise performers:

**Debbie Lang** - North Shore's Sustainable Transport Co-ordinator took BikeWise into the stratosphere with a spectacular and original programme of events. She has so many new riders meeting to cycle and have fun that she is struggling to keep up with their enthusiasm.

She also turned on a brilliant event at the Lake House in Takapuna called *Frocks on Bikes: Try My Bike* which drew over 80 novice women cyclists of all ages to try various types of stylish step-through bikes.

Three cheers for Debbie - and for North Shore Council for funding her work.

**Bronwyn Jones** - delivered a coup de grace to end the pointless discussions about whether the Lake Road cycle lanes should be removed, by presenting a 4,100-strong petition to Council in support of the lanes. The dignity, intelligence and integrity of her address to councillors were outstanding and compelling - and most of all: successful (see the **Shore** section).

Virtual bouquets for Debbie and Bron's massive work and inspiration.

## February Social Rides

BikeWise month brought out thousands of cyclists, and several dozen of them joined us on each of our four social rides over February.

The rides proved so popular we will be organising more in the future. They are a great way of attracting new members and friends of cycling, while having heaps of fun. They also remind us regular cyclists what it is to be a novice, and what novices need from us as cycling advocates.



## Amble to Ambury Ride

Age is no barrier to cycling in Auckland for 10 year old Melissa, seen here (above) in Cornwall Park during February's "*Amble to Ambury*" ride. Cycling is a normal part of Melissa's daily routine, thanks to her supportive parents. Way to go!!!

The ride from Mt Eden to Ambury Farm and back via Onehunga was also an opportunity to see the finishing touches on this critical [cycleway link past Mt Roskill](#). This is the result of at least three years of persistence and determination by some dedicated people, including our own John Gregory and Mt Roskill Community Board Chairman, Richard Barter. Congratulations!



## Twin Streams Ride

Our ride to show off Waitakere's marvelous "Twin Streams" cycleways was a great success despite a lot of obstacles. It started with "Rail works: no trains this Sunday!" (we were hoping to showcase combined train-bike trips) and continued with "Tsunami warning - make for the hills!" (we were going to ride across the harbour on the causeway section of the Northwestern Cycleway).

After some quick rearranging of the initial route, we were also surprised by a lot more participants than we had imagined, some who almost got lost in the new terrain (note to ourselves: hand out some cycle maps next time as a backup!).

But we eventually managed to lead everyone to the deserved pit stop at the "Plane Interesting" curio shop and cafe in Oratia - before eventually making our way back on the other path (it isn't called "Twin Streams" for no reason, after all!).



### **Devonport Ride**

The Devonport ride, showcasing both the "Green route", and Devonport's Lake Road cycle lanes, was particularly remarkable for the large numbers of (often novice) cyclists - many of them organised by North Shore Council's Debbie Lang.

### **Tamaki Drive Ride**

Our Tamaki Drive ride also attracted a good number of participants, not at all discouraged by the newspaper articles of recent times. This also gave us the chance to discuss the changes planned for Auckland's most popular cycling route - about which you will hear in the next section.

## **Tamaki Drive Working Party**

Cycle Action spokesperson Barbara Cuthbert spent a lot of her volunteer time in recent months working to improve safety on Tamaki Drive after a number of high-profile accidents. While some physical improvements were achieved (see below), the greatest outcome was the collaborative approach - with Council, motorists, local residents and cyclists all around one table.



### **Outcomes: Hazard Sign**

Auckland City has since installed a new solar-powered hazard sign costing about \$60,000 at the dangerous intersection of Tamaki Drive and Ngapipi Rd.

More detail to be found at [this New Zealand Herald article](#).

## Outcomes: Increased Funding

Tamaki Drive will not become a boulevard with wide cycle lanes and footpaths overnight, but real progress has been made since the Tamaki Drive Forum set up by Auckland City Council had its final meeting in January.

Council voted to spend \$455,000 on a number of improvements, some of them planned for a while, others now added for the benefit of cycling safety. The changes included peak hour clearways, cycle lanes at major pinch points and controls to prevent boat trailers from being parked on the road in a way that blocks cyclists.

## Outcomes: Change Monitoring

Cycle Action (and hopefully you, our readers) will assist Council in assessing the positive impact of these changes in the coming months. Some cyclists have already expressed concern about the [Tamaki Drive T2 trial](#), noting that the transit lane has caused some dangerous overtaking. The trial is for one year only and the decision about whether it remains permanently will be affected by the response to a survey.

Please participate in the [survey to help Council assess the transit lanes](#).

## Redlight Zone - Road Rules & Road Safety

Motorists running red lights are a scary thing. After all, drivers doing it are usually travelling at speed, and with a **ton of metal** around them.

This is why Cycle Action Auckland supports initiatives like that of Council and the Police, which has seen 10 red light camera sites set up in recent years, mostly in the Auckland CBD, with 4 cameras being rotated between them. We strongly support this ongoing trial, as it reduced infringements by 43%. We ask for it to be extended throughout other urban areas of Auckland, including using more mobile cameras.

But what about [cyclists](#)? Is running red lights on a bicycle any different than in a car? Two perspectives on cyclists not "respecting the red":

### Cyclist red-light running: A Council Perspective

We met with Auckland City Councillor John Lister (the Transport Committee Road Safety Champion). He has helped deliver safety improvements on Tamaki Drive - such as the new road markings at Cliff Rd, requested recently by cyclists.



Red light running at pedestrian crossings is a big issue, especially for elderly residents and children. Cyclists are often seen ignoring lights or signs, which is why Council is running a targeted campaign to encourage better behaviour.

Accident statistics show that elderly people are more unstable and fall easily if a vehicle (car or bicycle) passes close to them at speed. Many don't recover their normal life after a broken hip - and it is safe to say that they will not really care whether their misfortune was due to a careless driver or a careless cyclist.

Drivers and cyclists are both at fault in ignoring stop signs and lights, so we are focusing on both modes. Our work includes checking out ways to allow bicycles to better trigger green lights when there are no cars around to do this.

## **Cyclist red-light running: An Advocate's Perspective**

**By Max Robitzsch, Cycle Action Committee**

*After a recent verbal scuffle with a fellow cyclist on a city road, I asked myself "Why do I get so angry when I wait with my bicycle at a red light, and somebody barrels past me on his bike at 30km/h?"*

It is because whenever I, as a cycling advocate, discuss cycling with politicians, or community groups (or just non-cyclists in the break room), one of the things that I am almost invariably told is that "the cyclists" do not obey the road rules. So instead of advocating for cycling, I am forced straight into damage control mode.

Do I always obey the road rules? No. Do cyclists as a group obey the road rules less than car drivers? I don't know - maybe? But we need to make a serious effort to follow them. Because - like it or not, fair or not - public perception is key to getting cycling back into the mainstream. If we, as a group, are seen as barely better than boy racers without engines, then we will never be accepted on the road.

So stop at that light, even if it breaks your flow. Consider it a sacrifice for cycling - don't let your fellow riders down.

(Interestingly, Bike Victoria, the advocacy group in cycling-mad Victoria, Australia, has come to exactly the same conclusion - right down to the effect on public perception: <http://www.bv.com.au/bikes-&-riding/90572/>).

## **Postscript: Cliff Rd Cycle Crash Conviction**

The young woman who pleaded guilty to causing the horrific injuries to the Pickled Pedallers cyclists got a disappointing 'wet bus ticket' penalty at court last month. While we do not want to be seen as vengeful, we are concerned that this sends the wrong message to motorists.

The MoT crash records show that she is just one of those motorists who cause 83% of all the cycle crashes on Tamaki Drive. These accidents typically occur because the drivers 'didn't look or see'. The Cliff Road crash was particularly devastating and involved cyclists who had done everything in their power to be highly visible.

Since the court conviction, we are questioning if cyclists receive the right support at court, including strong enough legal representation. Often the injured cyclist is off work, and so is reluctant to incur this cost. We have lawyers amongst our members who could help with this - so please get in touch with [Barb Cuthbert](#) if you are interested in helping a pro bono team.

### **Code for cyclists**

The official New Zealand code for cyclists, a user-friendly guide to New Zealand's traffic law and safe riding practices, is now available on-line in HTML format at the [Official Cyclist Code](#).



And in case you're wondering - yes, there is a section in the Road Code on how [motorists should share the road with cyclists](#).

### **Submission Fever**

Submissions are a major, if often hidden element of Cycle Action's work. We drill down into the policies, strategy documents, publicly notified resource consents - and the dry funding papers - to make sure cyclist voices are heard when the decisions are made. Cycle Action submits on approximately 20-30 documents every year.

Cycle Action recently made a submission and presentation to the ARC on the draft [Regional Public Transport Plan](#) which will inform the new Auckland Council. The draft plan did not refer to cycling at all. Cycle Action made the points that:

- A really integrated transport system needs the active modes of walking & cycling
- Cycling can vastly increase the catchment area for public transport and is integral to increasing public transport patronage
- Integrating bikes and public transport will assist the goal of getting people out of cars, reducing congestion and allowing faster business and freight traffic.

Similar arguments were made to the Parliamentary Sub-Committee on Auckland Governance, while submitting on the future [Auckland Council](#), and especially, the [Auckland Transport CCO](#) entity.

Cycle Action was cautiously positive about the move of policy, funding and implementation of transport projects to a regional, Auckland-wide entity. However, like most submitters, we voiced concern that decisions would be made by an unelected CCO board, behind closed doors – preventing us and our members from being part of open consultation and stakeholder processes.

## NZ Cycle Trail Update

### John Key wins CAN Award

Cycling Advocates Network (CAN) said that it honoured Mr Key because his national Cycle Trail was such "an awesome idea". The group had hoped to get Mr Key on a bike on Parliament's forecourt to receive the award. But the Prime Minister's office cited time pressure before his departure for Copenhagen as the reason for a briefer ceremony in his office. More on this story [here](#).



John Key receives recognition for his services to cycling from Jane Dawson of CAN.

### Cycle trail route updates

Auckland NZ Cycle Trail submissions (urban Auckland, Waiheke, Great Barrier) sadly missed out on the Phase 2 funding round. It is hoped that as the trail system becomes established, these routes will soon join it anyway.



But this outcome is not a reason for real sadness. The reality is that the winning trails will be superb and enjoyed by huge numbers of New Zealand and tourist cyclists. Local communities will get a bonanza of benefits. Cycling was the real winner on the day the next 13 tracks were announced.

We are also hugely thankful to Nikki Kaye, National MP for Auckland Central, for her superb support of our bids, and to Fullers, our terrific partner for the Waiheke project. Thanks also go to Auckland City Council for being on board.

The publicity from our trail bids was a bonus - interest in cycling is booming and Fullers are just one of the first companies to realise the mutual benefits.

As our next step, we are working on new cycling maps for the company, funded by Fullers - firstly for Waiheke, then Devonport, Northcote / Birkenhead and Half Moon Bay. They will plot themed routes with cafes, dairies, bike shops, vineyards - as well as bus stops, as Fullers is keen to be the first to deliver [bike racks on their buses](#).

If you live in the above areas and would love you to help out, contact [Barb Cuthbert](#).

## GetAcross



### Project Update

Prominent Auckland architects Copeland Associates have been commissioned to create an iconic design for the Pathway proposed for the Auckland Harbour Bridge - and Aucklanders are being invited to join in (<http://www.getacross.org.nz/>).

GetAcross spokesperson Bevan Woodward says:

*“Following NZTA’s agreement on the feasibility of a Pathway on the city-side of the Auckland Harbour Bridge, the concept design work can commence.*

*We’re after an iconic design with ‘Wow!’ factor. We want to create a Top 10 tourist attraction for the Auckland Region and an asset all Aucklanders will be proud of.”*

The Pathway on the Auckland Harbour Bridge is currently being costed, and initial calculations came in at about \$12 million. Copeland Associates' design will soon be released. The proposed toll is expected to be \$2 each way, possibly with a strong discount for regular riders / walkers.

The next step will be looking for investors to back the loan for the proposed 15 year tolling project - if you've got skills in this area, please contact [Bevan Woodward](#).

## Auckland Council

### Len Brown adds his support to 'GetAcross'

Auckland super city mayoral candidate [Len Brown](#) would like to 'getacross', and is also supportive of everyday cycling - including more funding and for cycling projects and promoting cycling culture. This was the message he conveyed to the Cycle Action committee at a meeting we had with him in January 2010.



The current Mayor of Manukau City also encouraged us to have input into the transport elements of his election campaign.

Cycle Action is looking forward to have John Banks, current Mayor of Auckland City - and the other contender in the race for the Auckland Council mayoralty - share his views. Where does he see cycling in the future transport plans of Auckland City?



## Cyc-Links

### Auckland Transport Blog & AKT Blog

In the last eNews, we pointed you to Unity Finesmith's [Auckland Cycle Chic](#) blog. This time, we range a little wider in our suggestions.

[Auckland Transport Blog](#) is the work of Jarbury, an Auckland heritage planner. However, his real passion is transport and Auckland's future. His website posts range from think pieces on what is wrong with Auckland's public transport (and how we could fix it), to how much "free" parking in cities really costs us (in our pocket, and in our lives). Several of his scoops have led to articles in major newspapers like the *Herald*. He often blogs about cycling - but most of all, he's a source of well-reasoned thought that looks further ahead than just fixing the next traffic jam.

[AKT](#) (formerly Auckland Trains) is Jon C's blog. As the former blog name said, he started out covering Auckland's rail rebirth - but has now branched out into everything transport in Auckland. A prolific blogger rewarded by now having one of NZ's most read blog websites, you will often hear about the latest transport news earlier (and more) here than the major news sources will provide it to you.

Cycle Action also welcomes another new cycling blog adding to our urban cycling culture. It's from a graphic designer who has a great take on North Shore cycling. Check it out at [Bike Friendly North Shore](#).

### The Good, the Bad and the Ugly

Our crash / hazard reporting page has now been updated. Got a problem? Does it fit one of these categories?

- I want to provide feedback on good, bad (or ugly) experiences about cycling, including incidents and near misses
- I want to report a hazard to my local Council/NZTA
- I want to report bad driving to the Police (but not to the point of prosecution)
- I want to report bad driving to the point where the driver should be prosecuted
- I've had a crash with a motor vehicle - what should I do?

Then [click here](#) to find out more and have your say!

## Google Maps Project

Cycle Action Committee Member Steve Southall is working with ARTA to develop a series of Google resource maps for cyclists. Launch is imminent – watch out for ARTA’s campaign kicking off shortly.

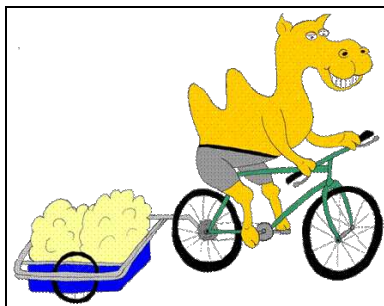
Meanwhile, the [Cyclist Input Map](#), from which the ARTA maps will draw some of their future information, will remain live on the Cycle Action website. Check it out [here](#), and add any cycle-friendly (or cycle-hostile) facilities or locations you know about.



On the subject of Google Maps, due to popular demand Google is now providing cycle route planning (use "Get Directions" as you display a Google Map). Unfortunately it’s only for US cities for now, but like most things Google, expect it to go international soon. The public transport function is already here. More [here](#).

## Cycle Trailers

Cycle Action committee member Steve Southall was impressed by [Steven Muir’s locally built “Cheating Camel” trailers](#) when he was last down in Christchurch, so he’s bought one to use for shopping in Auckland, and has now turned into an evangelist for them.



If you’ve been thinking about how to lug those heavy supermarket bags home on your bike, think no more! (this editor once brought a large oil radiator back home on his bike - *sans* trailer! - but admittedly, he pushed his bike, and would have really preferred a trailer).

If you’d like to see one of these trailers in action, or even take one for a test drive before committing, get in touch with [Steve](#) and pop round to his place in Birkenhead. The trailers are quite economical – even more so if you supply your own wheels (24” are best). Some of the local bike shops have other trailer variations, so drop in to see what’s best for your needs.

In case you were wondering, “Cheating Camel” is an anagram of “climate change”!

## Regional Roundup - North

### North: Lake Road Cycle Lanes

Something to cheer about! Two years of wasting public money and Council time has come to an end.

North Shore City's debate over the Lake Road cycle lanes is a sad saga about lack of political leadership, and a more heartening story of those who would not give up supporting the lanes. After two years, North Shore City has now finally decided this month to retain the lanes, including at the pinch point at Bardia / Winscombe Street (read the [New Zealand Herald article here](#)).



Council has agreed with the inevitable logic: Advice from the Transport Agency that they risked having to repay the subsidy given to install the lanes (\$400,000) helped, as well as many Council reports concluding that the lanes are achieving their purpose. More people are cycling Lake Rd for everyday and commuter travel, and one of the local schools now has over 30% of all children riding to school (reputed to be the highest percentage in the country).

Those opponents who gathered 2,700 signatures asking the cycle lanes to be removed have also consistently failed to produce any evidence that they cause congestion or air pollution. Bus operators connecting Takapuna to the ferries in Devonport report that their travel times are not affected either.

We pay tribute to Devonport residents, [Clint Cantrell](#) and [Bronwyn Jones](#), who presented a petition from 4,100 (mostly Shore) cycle lane supporters to this month's transport committee meeting, eclipsing the negative petition. We also acknowledge the professional integrity (displayed under public pressure) of the North Shore transport engineers, and the efforts of a small group of enlightened Councillors, led by [Chris Darby](#).



Cycle Action also endorses [National MP Wayne Mapp's](#) support for the Lake Rd cycle lanes, and for a cycle path strategy Auckland-wide. He says he has noticed over the last year that the cycle lane is getting more use and that car drivers are adapting to it:

*"It is clear that the requirements of cyclists have to be better anticipated as the city grows. A cycle path strategy will need to be adopted for Auckland. This needs to provide enjoyable, direct and well-planned cycle routes - ideally, separate from motor vehicles."*

## North: Frocks on Bikes: Try My Bike

In the first of its kind, Frocks on Bikes and North Shore City Council hosted a "Try my Bike" wine and cheese evening that attracted over 80 women keen to check out stylish and frock- friendly bicycles.

Hedgehog Bikes, Rode from Pt Chevalier, Urban Bicycle Company, Pier Bike Hire and Cyco made available an impressive range of bikes and were on hand to offer expert advice. We hope to repeat the evening again later this year as it proved to be a winning formula - especially for the many beginner riders who came along.



## North: Free Coffee for Cyclists

You heard it right! Debbie Lang, North Shore City's tirelessly wonderful Sustainable Transport Coordinator, has lined up free coffee for cyclists at a number of participating Shore Cafes this autumn. When and where? Check out the NSCC website [here](#) and get on your bike!



## North: East Coast Road I - Share With Care Path Almost Finished

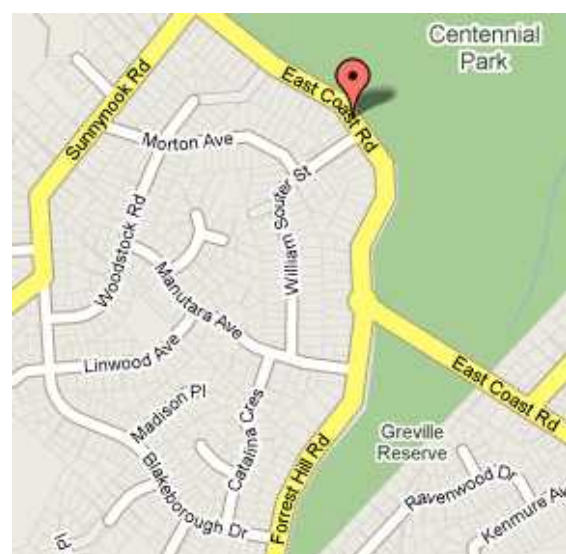
The new shared cycling and pedestrian path along East Coast Road is now 90 percent complete. The section between Forrest Hill Road and Sunnynook Road is now ready to ride and walk and final works have shifted to the section of road running between Sunnynook Road and Sunset Road. [More](#)

## North: East Coast Rd II - Forrest Hill to Sunnynook

In the last eNews we expressed our concerns (shared by many cyclists) about East Coast Rd north of the Forrest Hill roundabout, especially regarding the widths of the new transit lane.

We have since reviewed the Road Safety Audit (RSA), and weren't the least surprised to find the auditors recommend on-road cycle lanes in each direction.

It is noteworthy that NSCC was obliged to install a southbound transit lane as part of the Northern Busway project funding rules.



Had Council also installed on-road cycle lanes, the cost (due to road widening) would have been so high as to reduce the benefit/cost ratio to a point where it wouldn't attract Government funding, and therefore wouldn't have proceeded at all. The real benefits of cycle lanes are simply not included well in such calculations.

As a result, traffic lanes have been configured at an "absolute minimum" safe width.

Cycle Action thinks on-road cyclists should get a better deal on this strategic cycle route. While we applaud off-road "share with care" paths being provided by Council, it seems on-road cycle routes are continually compromised as they compete for roadway space with cars and buses. We can only hope the new Super City "Auckland Transport" CCO recognises the importance of strategic cycle routes along our arterials, and provides funding for on-road cycle lanes accordingly.

### **North: East Coast Road III - Works soon to begin**

Road widening works are soon to begin on East Coast Road between Rosedale Road and Hastings Road. These works are needed to upgrade the road due to safety concerns for pedestrians, cyclists, motor vehicles and residents, and to improve the general congestion issues in the area. [More](#)

This time "*a dedicated cycle lane in each direction will keep cyclists and cars moving independently*". Great, now all they have to do push it further south...

### **North: Pathway for new Albany Senior High School**

The North Shore City Council has recently completed a \$2m "share with care" path for pedestrians and cyclists in time for the first day of school for students attending the new Albany Senior High School. [More](#)

### **North: Danger - 60km/h speed limit on Esmonde Road**

As of 1 March most of Esmonde Road is now a 60km/h zone. Confident road cyclists still use the road, but with the added risks of faster traffic - in a crash with a braking car at (as an example), 40 km/h impact speed, the extra 10 km/h (instead of a crash at 30 km/h) more than doubles the chance of a fatality.

Sensing this, less confident cyclists use the often glass-strewn off-road "share with care" path on the northern side of the road - even though it twists and turns with uneven gradients - and has no priority over the side roads. Motorists meanwhile whip round the left turn "filter" signal turns at high speeds, putting both cyclists and pedestrians at much greater risk than before.

The correct decision for a deficient design in an urban area is not raising the speed limit! Especially when simply widening the kerbside lane eastbound and extending the Akoranga Drive T2 transit lane to Barrys Point Rd (while marginally narrowing the remaining lanes) would have optimised the safe movement of all road users.

## Regional Roundup - West

### West: Scooters on Northwestern Cycleway

Some of the moped / scooter users on the Northwestern Cycleway are probably unaware that they are not supposed to be there - and Police Superintendent John Kelly says the police are willing to help remind them.

He wants cyclists to provide details of these incidents, so the police can better target their enforcement (i.e. when and where). Waitakere City Council is also considering starting an education programme. Things cyclists can do in the interim...

- Contact [Kitch Cuthbert](#) at Waitakere (Road Safety) to report incidents
- Refer to the Cycle Action Auckland [website](#) for information on how to report an incident.

Now the best step would be police on bicycles: It has been done in the past (as shown) - and is being done in cities world-wide right now, including our own Nelson down south!



### West: Progress on Waitakere Cycle Routes

Funding issues are still slowing the speed at which Waitakere can roll out new cycle infrastructure projects. However, Council could at least confirm that work on the Triangle Road and Central Park Drive cycle facilities will proceed as planned - and is now going into detailed (near final) design.

Until NZTA extends the Northwestern Cycleway this far along the motorway, these will provide valuable links for the north-western part of Auckland, whether for travel to Lincoln and Henderson, or all the way into the Auckland CBD.

## Regional Roundup - Central

### Central - Council cycling budget reduced again

Consultation on the Auckland City Annual Plan is currently ongoing, and to our concern, the already marginal budget for dedicated cycling infrastructure has been cut again in the Annual Plan. Council informs us that this is due to reduced co-funding from the national level. This makes us ask two questions:

1. Why do the cuts always seem to home in on cycling first?
2. Why does Council not increase their own funding to close the gap?

Compared to all the other expenditure, the ~\$0.5million cut is small. For cycling however, it represents over 30% of the budget.

Cycle Action asks all its members and friends to **contact Auckland City Council** to ask online for a bigger cycling budget ([please click here - submissions close soon!](#))

### **Central: Bike Central - Bike Vending Machine**

The first 24/7 operating "BikeAid" machine is open for business outside [BikeCentral](#) in Britomart. It is a vending machine stocked with essential items for your bike, where you can purchase inner tubes, lights, pumps, CO<sub>2</sub> canisters, energy bars, and replacement brake pads.



CBD dwellers will never have to be caught out with a puncture after hours. The recommended website, [www.firstaidforyourbike.com](http://www.firstaidforyourbike.com), also has a "how to" page, with video instructions of basic repairs. More locations are hoped to follow in the next few months.

### **Central: Nextbike Rides Up - For Aucklanders**

If you have been anywhere around the central areas of Auckland recently, you may have noticed that the [Nextbike](#) rental bikes keep popping up at various locations - often to be gone again within days or even hours...

The good news is that Nextbike reports that that's because they are so popular - they are having a hard time keeping up with moving them back to the popular locations.

Julian Hulls reports that regular ridership has risen to 1,700, double what it was four months ago. Even more exciting is the fact that users are increasingly not just tourists, but everyday Aucklanders who use the free 30 minutes ride a day for subscribers to do quick A-to-B trips, dropping off the bike at the other end. Around 50% of all rentals are now in this category, showing that bikes as a "public transport" method are indeed viable in Auckland.

### **Central: Kingsland Surprises**

Auckland's newest cycle path improvement has been delayed, but do not fear - because while the folks at Fulton Hogan building the "missing link" of the Northwestern Cycleway have struck some surprises (literally), the project itself is going well - and is now to be completed in two weeks.

As described in earlier eNews, the "missing link" is a section of the Northwestern Cycleway in Kingsland where cyclists currently have to leave their dedicated off-road path and mix it with motorists in narrow residential streets - while getting a bit of a roller-coaster feeling due to the steep gradients.

Funded by the New Zealand Transport Agency, the new path section will provide a much more pleasant off-road route, which will also be almost level - and in time will bloom with lots of Pōhutukawas while you are cycling along it to work or play.

As to the surprises mentioned, the construction crews knew that a lot of underground services would have to be moved for the piling of the new retaining and noise walls. What they didn't expect was to find great lengths of really massive water pipes that had been totally lost to records. Thankfully, the pipes were not in use anymore.

As of this eNews, the path has been mostly formed and sealed and a new cycle bridge over Mountain View Road built. Meanwhile we are also told that the locals, initially sceptical at losing the vegetation hiding the motorway, are now quite pleased with the project. It cleaned out what had in some areas become a rubbish tip, and will now provide them with noise walls and better landscaping.



The ribbon-cutting ceremony will be at Nixon Road, 10:30AM, Thursday 15 April !!!

### **Central: Water(views)**

Before this “went to press”, we had the opportunity to visit NZTA’s project expo for the Waterview / Northwestern Motorway projects. While we won't try to comment on the merits of the motorway projects themselves, our initial feel about the cycle provisions is approval, as there are a number of good things proposed:

- On the Waterview route, NZTA propose extending the SH20 cycleway along the new motorway and Oakley Creek up to New North Road. West of the road, a new cycle path will be created, crossing the railway line on a new bridge, going through the reserves and eventually joining Great North Road somewhere between Blockhouse Bay and Waterview Downs Road. A new off-road path along Great North Road will hopefully follow.
- There are also several pretty stunning pedestrian / cyclist bridges planned over the motorway before it disappears into the tunnel (see below). Why does it take new motorways before active modes in Auckland get real artworks like these?





- The Northwestern Cycleway in turn will receive two new, wider-than-before cycle bridges over the estuaries - offset from the motorway by several meters, so we won't have to cycle directly next to the cars on narrow clip-ons anymore.
- At Rosebank, the overbridge over the motorway ramps is to be replaced by one that does away with the difficult 90-degree turns.

Sadly, there were also a few things that rang our alarm bells:

- On the Northwestern Cycleway, the motorway squeezes the existing cycleway hard against industrial buildings. It looks like the path may actually become significantly narrower (~2m wide) for several hundred meters. That is not a good result, severely limiting long-term growth on the path. And it will force us back to slowing down or even getting off when we meet someone coming the other way.
- On much of the new SH20 cycle path, we will be forced to cross traffic at on-ramp or road overbridges, possibly in up to three steps each time! This is not a good way to encourage cycling - especially when the long-existing cycling overbridge at Great North Road, or the cycle path under the new May Road bridge, show that with a little ingenuity or further effort, you can provide grade-separated, free-flowing paths. We ask NZTA to step up here and do better.

More project information is available [on their website](#) and we ask our readers to mail NZTA at [waterviewconnection@nzta.govt.nz](mailto:waterviewconnection@nzta.govt.nz). Now is the time to get involved and ask for more cycling provision - because the more detailed the planning gets, the less likely it is that things can still be modified.

### **Central - Build it and they will ride**

**Richard Barter, Chairman Mt Roskill Community Board**

In March 2009, the *TEAR Fund*, an anti-poverty charity group, moved to a refurbished warehouse 500m down the road from the four small units the organization had occupied for the past 15 years in Mt Roskill. The old units had no facilities for cyclists, and consequently only one or two staff pedalled to work.

The new space was designed to include showers, bike racks, lockers and a place to hang wet towels etc. As a result, five staff now cycle regularly with three more seriously considering pedal power. The regulars are recording their commutes on [www.worldcommute.com](http://www.worldcommute.com) to see what petrol and carbon is being saved and offset.

One factor that has also made a big difference is the opening of the cycleway along SH20 - though it has been a long wait for the path! Cruising along it in the sun in the morning beside the flourishing native planting and scattering the pukekos and ducks is truly a joyful experience. Thank you, NZTA!

## Regional Roundup - South

### South & Central: Manukau Harbour Crossing

Cycle Action is impressed by the new shared paths and the new cycle and walking bridges being built as a part of this bridge and motorway duplication project.

These new facilities will transform the area - even before the new Onehunga foreshore restores the "beach feel" that this area enjoyed long ago. The new cycling link will allow us all, both locals and others, to visit local cafes, parks and the harbour with ease on bikes.



More on the cycling works in the areas [on the project website](#) of NZTA.

## Regional Roundup - Gulf Islands

### Waiheke Island: A bag of goodies

Good cycling news from Waiheke (thanks to Cycle Action Waiheke's untiring efforts):

- Auckland City Council's urban designer, Ludo Campbell, has employed David Engwright to lead a workshop to redesign public spaces on Onetangi Beach. David is known for his philosophy that people, not infrastructure, define a place - and therefore, places can be improved quickly by more human activity, with only small amounts of encouragement or extra infrastructure needed.
- Fullers have asked Cycle Waiheke to help design Waiheke's own 'Give Bikes 1.5' signs for the backs of their buses.
- Fullers has also agreed to fund a cycling and walking map for Waiheke - as ARTA doesn't seem to have it on their radar. Cycle Action wants to move fast and have a map available for the coming summer!

### Cycle Champion Passes On

It is with regret that we hear of the death of Kurt Brehmer. For those who had the pleasure to have known him, and to all of us cyclists, this is a great loss. Kurt was a true pioneer and veteran of the cycling revolution here in Auckland, and his tenacity was instrumental in getting facilities like the Northwestern Cycleway built - he would be very pleased to hear it is now getting upgraded and extended. He will also be remembered as one of the founders of Cycle Action Auckland.

Kurt's passion for cycling remained strong into his old age, and he kept riding bicycles right into his 80s, a model for us all.

## Next Cycle Action Monthly Meeting

We had a great public meeting at our new venue in the Ellen Melville Building in February. Lots more people were able to attend due to its central downtown location close to Britomart, and we had the honour of hosting a number of cycling champions like Nikki Kaye and Christine Rose.

The next meeting with a guest speaker will be in April. We will keep you posted.

## Final Safety Note

It's getting dark these mornings - so make sure you're visible. There's nothing worse than regret. Make sure you have good lights front and rear, and consider buying a cheap hi-viz vest from a \$2 shop if you don't already have one. Or wear something a lot more stylish but still light and bright - as recommended by a local cycle chic expert (see our blogs & link section) who prefers to go without lycra and neon!

## From the Bottom Drawer

And they say cycling in Europe is sooo much safer...



Cycling in Denmark

Tomasz Sienicki, CC-BY 2.5 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](http://www.caa.org.nz)

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