

Auckland Cycling Programme

Recommendations

That the Board:

- i. Note the organisations investment in cycling through the proposed accelerated programme.
- ii. Note the total investment proposed for cycling projects in Auckland by the organisation and its key partners in the next three years.

Executive summary

A significant investment is proposed for cycling projects in Auckland by the organisation and its partners from FY 2015-18. The proposed investment will be approximately \$207m and consist of dedicated cycle programmes as well other projects that will deliver cycling facilities.

Auckland Transport and the Transport Agency have submitted a joint Auckland bid to the Urban Cycle Fund (UCF) for \$82m.

Following the announcement of the UCF, the organisation has proposed an accelerated dedicated cycling programme of \$111m for the coming three years to leverage the funding available through the UCF. This will deliver over 53 km of new cycle routes resulting in annual cycle journeys increasing from 900,000 to 2.5 million per year.

Strategic context

This strategic context for the proposed cycling programme is set out below:

- transform and elevate customer experiencing by providing modal choice
- prioritise rapid, high frequency public transport by integrating active travel
- build network resilience and optimisation through the one network approach and by integrating active transport.

The proposed programme references and reflects the objectives for cycling in the Auckland Plan, Regional Public Transport Plan, Integrated Transport Plan (ITP) and AT strategic themes. The Auckland Plan proposes to deliver 70 per cent of the Auckland Cycle Network (ACN) by 2020.

Background

Investing in cycling is an integral part of Auckland's transport strategy. It will help to make Auckland a more liveable city and one in which residents have good transport choice. Auckland's temperate climate, the geography and its tradition of outdoor activities provide an incredible opportunity for cycling. Despite the limited investment in cycling to date, the number of people travelling by bike in Auckland is gradually increasing. Since 2010 automatic counters in Auckland have reported a 23.8 per cent increase in people travelling by bike. Research indicates that there is a strong demand for cycling in Auckland, with almost one in four people owning a bike.

Research by AT shows that 60 per cent of Aucklanders would cycle if separated cycle facilities were installed. Internationally the correlation between high levels of cycling and cycle infrastructure separated from volume and speed motor traffic is strong. The organisations own research shows that single greatest barrier to cycling in Auckland is that its roads are perceived as unsafe to cycle.

In 2012 the organisation published the ACN, as part of the ITP, which was revised from the Regional Cycle Network of legacy Councils. It set out a framework for the investment in new cycle infrastructure. In 2014, with the support of the Cycle Advisory Group (CAG), over 1000km of cycleways were prioritised for investment.

The draft Auckland Council Long Term Plan (LTP) proposes a \$55m investment in cycling in the next ten years, which would deliver one new cycle route in the next three years.

In September 2014 the Ministry of Transport announced a new funding opportunity, the UCF, which was set up to accelerate the delivery of cycling projects in New Zealand's urban centres over the next three years. The focus of this fund is to deliver connected networks of cycle facilities within city centres. Taking into account the UCF, the organisation, together with the Transport Agency, have developed an accelerated programme for investment in cycling for the coming three years. The joint bid was submitted in March 2015, and is summarized in attachment one.

The Auckland Plan Network proposed a \$300m investment in cycling in the next ten years, which would deliver 25 new cycle routes in the next three years, with the acceleration of investment provided by the UCF.

Issues and options

The organisation and the Transport Agency reassessed the existing prioritisation of delivery of the ACN to align with the criteria of the UCF. This means that the majority of the proposed accelerated programme will deliver cycle routes within and leading to the City Centre. An additional \$30m from the organisations dedicated cycling programme will deliver projects that are already committed elsewhere in Auckland and projects that are strategically important to Auckland.

Focussing delivery of cycle infrastructure within the city centre will have the benefit of constructing facilities that serve the neighbourhoods that currently record the highest cycle modal share for journeys to work and connecting them to the largest work centre in Auckland.

Financial impact

Attachment two sets out the proposed investment in cycling in Auckland, by AT and its partners, within the next three years of:

- A total investment of \$179m on dedicated cycle projects
- Approximately \$20m of cycle facilities delivered through other projects
- Over \$8m on marketing, training and behaviour change programmes to facilitate growth in cycle journeys.

Benefits

- Increase in cycling: The proposed investment in the Auckland Plan will, by FY2025, produce 8,400,000 additional trips per year from the FY2013/14 baseline of 915,000 trips per year.

- **Increase in cycle infrastructure:** The Auckland Plan will result in a further 28 per cent of the ACN completed by 2025, in addition to the existing 27 per cent of the network already existing. At this rate the ACN would be completed by 2042, twelve years behind the Auckland Plan target.
- **Improved Safety:** In FY2014, Auckland cyclist deaths and serious injuries (DSI) were 42 (2 deaths plus 40 serious injuries) equating to a total social cost of \$36,540,000. While Auckland cyclists make up 9 per cent of Auckland DSI, cycling accounts for only 1 per cent of all of Auckland's travel hours. This suggests cycling is the second riskiest form of transport in Auckland after motorcycle use, and is further supported by research that suggests Auckland has a cycle on-road injury rate between 1.5 to 2.5 times greater than the rest of New Zealand. International research indicates that the most effective means of reducing cycle injuries is investing in high quality cycle infrastructure.
- **Health:** Investment in cycling has potential benefits for the health of Aucklanders. Physical activity has beneficial impacts on the potential for coronary heart disease, stroke, diabetes and some kinds of cancer. Health and fitness are consistently rated as the key reasons for cycling in the organisations surveys, and an increase in cycle modal share would deliver considerable health benefits.
- **Environment:** It is not just those cycling that will receive health benefits as a result of increased cycling in Auckland. Every trip switched from a mechanised mode to a bike will see a reduction in emissions, both local pollutants and greenhouse gases.

Stakeholder engagement

The organisation worked with the CAG, a steering committee set up by the Mayor to improve cycling in Auckland, to prioritise the delivery of the ACN. The CAG includes cycle advocacy groups, the AA, Local Boards, Auckland Council, and Bike NZ amongst others. The routes that have been proposed by the organisation and the Transport Agency for the UCF align with this prioritisation of projects.

The organisation and its partners propose to run consultation on the proposed programme through a series of engagement activities, as well as statutory consultation on the specific routes. The aim of this approach is to increase awareness of the proposed investment in cycling, to ensure the most appropriate routes are being investigated and to facilitate more efficient consultation on the specific routes.

Risks and mitigations

- **Financial:** The Basic Transport network included in the draft LTP does not include sufficient local share to fully leverage the UCF. A separate report to the Board discusses the priorities if any additional capital funding becomes available, and suggests that walking and cycling is a key priority for any additional funding.
- **Deliverability:** Should the UCF requests be successful, this will be the largest three year cycling programme ever delivered in Auckland. Investment will accelerate over the three year period of the programme so that the increase from the current financial year to next financial year is just under \$5m. This will allow the organisation and its partner's opportunity to change processes and adapt to the increase in investment. The size of the programme provides economies of scale across the key areas of consultation, design and construction. The organisation and its partners will seek opportunities to streamline delivery and to realise efficiencies wherever possible.

- Other proposed programmes: Several of the proposed projects conflict with a number of construction projects that are already planned, including the City Rail Link enabling works, the proposed Light Rail Transit network, several proposed building projects, placemaking projects and proposed changes to the bus network. The organisation will be working closely with the teams responsible for these projects to ensure alignment of projects and will seek to deliver cycle facilities through other programmes wherever possible.
- Parking: Any proposals to remove on-street parking represent a risk to the programme. However, the board has endorsed a parking strategy which gives greater priority to public transport and cycling networks on arterial routes.

Customer impact

Delivery of a connected network of cycle facilities in and around the city centre will provide the organisations customers with better travel choice.

The organisation will balance the delivery of cycle facilities with the need to provide sufficient capacity for general motor traffic, to provide appropriate levels of parking near people's homes and businesses, to facilitate improved pedestrian links, and to provide efficient public transport infrastructure.

An integral part of the proposed investment in cycling will be a coordinated programme of marketing and behaviour change. The organisation is currently undertaking research to establish the demographic with the highest propensity to cycle. We will utilise this research to develop a targeted programme of cost effective interventions to ensure the highest possible use of the proposed cycle facilities.





Next steps

Following the approval of the LTP, the organisation and its partners will continue with the delivery of the projects making up the Auckland Cycling Programme.

Attachments

Number	Description
1	Urban Cycle Fund and proposed cycleway maps
2	Proposed Walking and Cycling accelerated Programme 2015-2018
3	Proposed accelerated investment in cycling for Auckland 2015-2018

Document ownership

Submitted by	Kathryn King Walking and Cycling Manager	
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Recommended by	Richard Morris Chief Financial Officer	
	David Warburton Chief Executive	
Approved for submission		

Glossary

Acronym	Description	Business Unit
UCF	Urban Cycle Fund	Walking and Cycling
ITP	Integrated Transport Plan	Auckland Transport
ACN	Auckland Cycle Network	Walking and Cycling
CAG	Cycle Advisory Group	Walking and Cycling
LTP	Long Term Plan	Auckland Council
DSI	Deaths and serious injuries	Walking and Cycling

Attachment 1: Urban Cycle Fund (UCF)

The UCF presents AT and the Transport Agency with an opportunity to accelerate the delivery of a connected cycle network. For every \$1 provided by local share the Government will match with \$2 through the NLTP and the UCF. The panel assessing UCF proposals has set out clear parameters for the funding. Submissions must deliver:

- Connected networks
- Cycle facilities on primary corridors
- An increase in utility cycling journeys: to workplaces, schools and shops
- Innovative, high quality infrastructure

The UCF will invest in the projects that are most likely to deliver the highest levels of modal shift and therefore justify further investment in cycling. In response, AT and the Transport Agency have proposed a programme focussed on the City Centre. The neighbourhoods within 5-7km of the City Centre currently record the highest modal share for cycling in Auckland, with approximately 4 per cent of people cycling to work. In addition they have the highest numbers of people that AT research identifies are most likely to cycle.

The bid proposes four packages to develop a network of cycle routes within and leading to the City Centre:

- **City Centre Package:** This package includes segregated cycle routes across the City Centre as well as minor interventions that will make the whole City Centre more permeable for people on bicycles.
- **Eastern Connections:** This package focuses on delivering a high quality off-road route along the rail line from Glen Innes to Tamaki Drive, and connections to this route.
- **Western Connections:** This package delivers new routes through the Western Bays as well as connections to the North-Western Cycleway.
- **Connections to Public Transport Hubs:** This package will focus on the busiest public transport stations in Auckland and will deliver 'end of trip' facilities as well as on-road improvements to support cycle trips.

The majority of these packages are already under development by AT and the Transport Agency, the UCF offers the opportunity to bring these forward.

A map outlining the Auckland submission is attached.



AUCKLAND'S PROPOSED CYCLEWAYS

Urban Cycleway Programme Bid Proposal

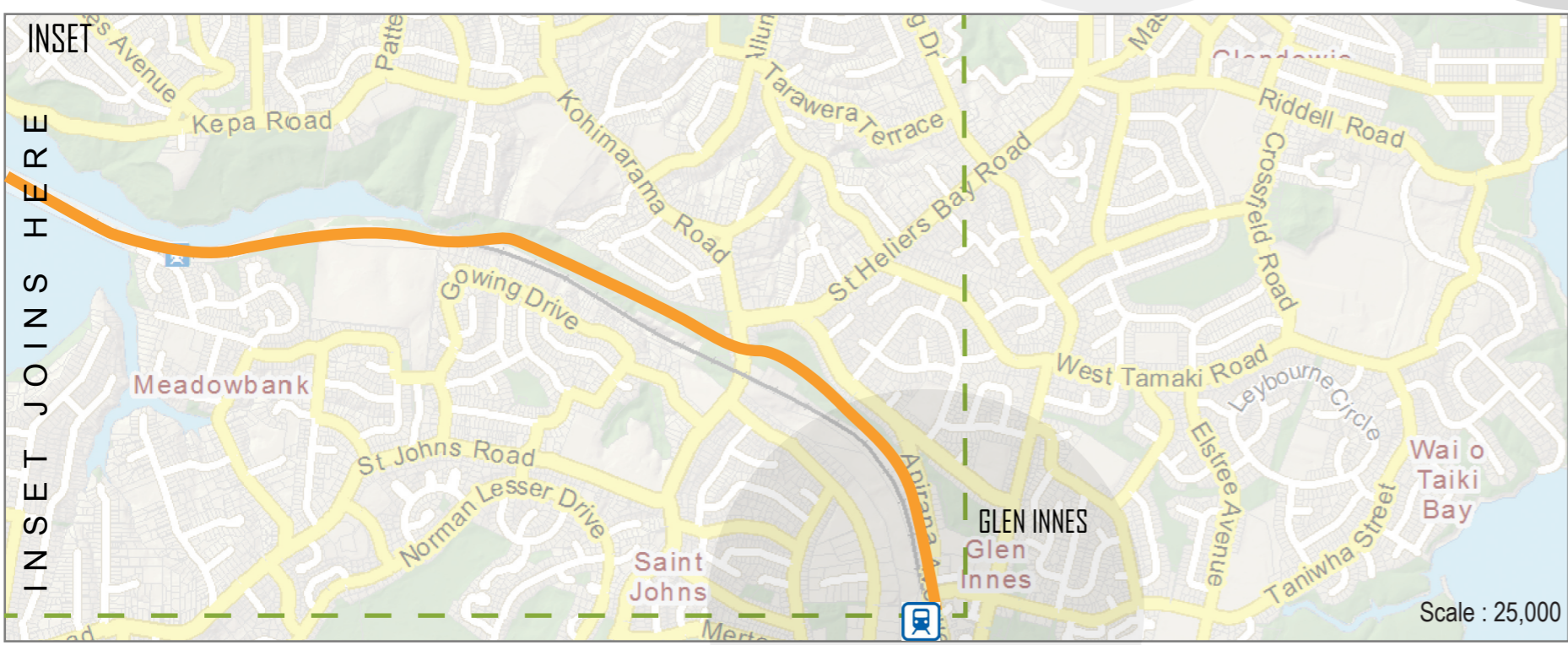


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SKYPATH
AUCKLAND HARBOUR BRIDGE PATHWAY TRUST

AUCKLAND'S PROPOSED CYCLEWAYS



- Legend:**
- CITY CENTRE NETWORK
 - Ian Mckinnon Drive Connection
 - East-West Route (Victoria Park to Nelson Street - Phase 1)
 - East-West Route (Nelson Street to Grafton Road - Phase 2)
 - Karangahape Road / Upper Queen Street
 - Quay Street
 - Western Waterfront Commuter Route (Westhaven to City)
 - Nelson Street Downtown Cycleway (funded by UCP 2014-15)
 - EASTERN CONNECTIONS
 - Eastern Rail Cycleway (Glen Innes to Tamaki Drive)
 - Eastern Waterfront City Connection (Eastern Rail Cycleway to Taparoa Street)
 - Newmarket to The Strand
 - WESTERN CONNECTIONS
 - Western Waterfront City Connections (St Mary's Bay links)
 - Waitemata Safe Routes
 - Great North Road
-
- Existing Cycleways
 - Proposed Local Connection
 - Train Stations
 - Bus Stations
 - Ferry Terminals
 - Metropolitan Centre
 - Town Centre / Employment Areas



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Scale : 25,000

0 0.5km 1 km

Scale : 25,000

Scale : 25,000

SEE INSET

WESTERN CONNECTIONS

CITY CENTRE NETWORK

EASTERN CONNECTIONS

INSET JOINS HERE

Attachment 2

Auckland Transport - Proposed Walking and Cycling Accelerated Programme (2015/16 to 2017/18)

AUCKLAND CYCLE NETWORK PRIORITISATION				PROJECT COSTS 2016 -18				PROJECT PHASE		
Prioritisation Ranking #	Project Name	Journey Corridors	Length (km)	Total Cost (excludes NZTA HNO)	AT (Local Share)	Urban Cycle Programme	NLTF (excludes NZTA HNO)	15/16 Status Target	16/17 Status Target	17/18 Status Target
4	Ian McKinnon Drive Connection	Waterfront & City	0.8	\$2,500,000	\$834,000	\$833,000	\$833,000	Design and construction	Construction	
7	East-West Route (Victoria Park to Nelson Street) - Phase 1	Waterfront & City	1.0	\$2,500,000	\$834,000	\$833,000	\$833,000	Investigation and Design	Construction	Construction
7	East-West Route (Nelson Street to Grafton Road) - Phase 2	Waterfront & City	0.9	\$5,000,000	\$1,666,000	\$1,667,000	\$1,667,000	Investigation and Design	Construction	Construction
9	Karangahape Road/Upper Queen Street	Waterfront & City	1.7	\$2,500,000	\$833,000	\$833,000	\$834,000	Investigation and Design	Construction	Construction
14	Quay Street	Waterfront & City	1.1	\$1,500,000	\$500,000	\$500,000	\$500,000	Design and construction	Construction	
	Western Waterfront Commuter Route (Westhaven to City)	Waterfront & City	1.2	\$2,000,000	\$666,000	\$667,000	\$667,000	Investigation and Design	Construction	Construction
	Safety Improvements in CBD (Including Federal St, Alex Evans, Symonds St, Quay Park)	Waterfront & City	NA	\$3,000,000	\$1,000,000	\$1,000,000	\$1,000,000	Investigation and construction	Investigation and construction	Investigation and construction
12	Eastern Rail Cycleway (Glen Innes to Tamaki Drive)	Central Eastern	6.0	\$24,602,000	\$7,560,000	\$10,007,000	\$7,560,000	Design and construction	Construction	Construction
	Eastern Waterfront City Connection (Eastern Rail Cycleway to Taparou Street)	Waterfront & City	2.1	\$4,500,000	\$1,500,000	\$1,500,000	\$1,500,000	Investigation and Design	Construction	Construction
5	Newmarket to The Strand	Waterfront & City	2.7	\$4,500,000	\$1,500,000	\$1,500,000	\$1,500,000	Investigation and Design	Construction	Construction
	Western Waterfront City Connections (St Mary's Bay links)	Waterfront & City	3.0	\$3,000,000	\$1,000,000	\$1,000,000	\$1,000,000	Investigation and Design	Construction	Construction
97	Watemata Safe Routes	Waterfront & City	5.9	\$2,700,000	\$900,000	\$900,000	\$900,000	Investigation and Design	Construction	Construction
	Great North Road	Waterfront & City	1.8	\$1,000,000	\$334,000	\$333,000	\$333,000	Design and construction		
	First and Last Leg of PT	NA	12.0	\$18,000,000	\$6,000,000	\$6,000,000	\$6,000,000	Investigation and construction	Investigation and construction	Investigation and construction
10	Nelson Street Downtown Cycleway	Waterfront & City	2.6	\$2,900,000	\$1,450,000		\$1,450,000	Construction		
25	Meola Road/Point Chevalier Road/West End Road	Waterfront & City	3.9	\$4,000,000	\$2,000,000		\$2,000,000	Investigation and Design	Construction	Construction
6	Northcote Safe Routes (Section 2)	Northern	1.9	\$3,388,000	\$1,694,000		\$1,694,000	Design and construction	Construction	Construction
	Mount Roskill Safe Routes	Western	1.4	\$4,100,000	\$2,050,000		\$2,050,000	Construction	Construction	Construction
	Mangere Safe Routes	Southern	NA	\$1,860,000	\$930,000		\$930,000	Construction		
	Waterview C/W Connection	Western	2.4	\$4,850,000	\$2,425,000		\$2,425,000	Design	Construction	Construction
	Advance Designs	NA	NA	\$4,000,000	\$2,000,000		\$2,000,000		Investigation and design	Investigation and design
	Local Board Projects connected to Greenways	NA	NA	\$3,000,000	\$1,500,000		\$1,500,000	Investigation and design	Investigation and design	Investigation and design
	New Footpaths	NA	NA	\$4,572,000	\$2,376,000		\$2,376,000	Investigation and construction	Investigation and construction	Investigation and construction
	Projects in progress from 14/15	NA	NA	\$1,228,000	\$614,000		\$614,000	Construction		
			52.4	\$111,200,000	\$42,166,000	\$27,573,000	\$42,166,000			

Where no ranking shown - due to being part of route or linked to other initiatives

Attachment 3

Proposed accelerated investment in cycling for Auckland 2015- 2018

Programmes	2015-2016	2015-2018
Total AT and NZTA dedicated cycle programmes	\$50,900,000	\$179,400,000
Total other AT Capex spend on cycling	\$6,335,000	\$19,880,000
Sub-total infrastructure spend on cycling	\$57,235,000	\$199,280,000
Opex costs for cycle training and promotion	\$2,800,000	\$8,400,000
Total spend on cycling	\$60,035,000	\$207,680,000

AT and NZTA Cycle Programmes	2015 -2016	2015 -2018
NZTA Auckland HNO cycling programme	\$23,400,000	\$58,700,000
AT Dedicated Walking and Cycling budget including Urban Cycle Fund	\$24,000,000	\$111,200,000
Waterview cycleway (incl NZTA cost)	\$3,500,000	\$9,500,000
Total dedicated cycling programme	\$50,900,000	\$179,400,000

NZTA Auckland HNO Cycling Programme	2015 -2016	2015 -2018
Glen Innes to Tamaki Shared Path - Sections 1 and 2A NZTA	\$4,270,000	\$9,880,000
Nelson Street offramp cycleway	\$3,000,000	\$3,000,000
SeaPath	\$11,136,000	\$21,636,000
SH1 Northern Motorway Cycleway	\$350,000	\$4,450,000
SH1 Southern Motorway Cycleway (Manakau to Papakura)	\$4,150,000	\$19,250,000
SH20B Puhinui Road	\$500,000	\$500,000
Total	\$23,406,000	\$58,716,000

Other AT Capex Projects	2015-2016	2015-2018	% of project cost on cycling and walking
Albany Highway	\$2,000,000	\$3,630,000	10%
Te Atatu Road	\$335,000	\$650,000	5%
SMART - Kirkbride	\$0	\$2,000,000	10%
Local Board initiatives	\$2,000,000	\$6,000,000	20%
AMETI Busway (Panmure to Botany)	\$1,000,000	\$4,000,000	10%
City Centre Bus Improvements	\$0	\$300,000	1%
Bus Priority measures	\$0	\$300,000	2%
Road Safety , Operations and Maintenance	\$1,000,000	\$3,000,000	
Total other AT Capex spend on cycling	\$6,335,000	\$19,880,000	