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Attachment 3 – Suite of policy recommendations

The following summarised policy recommendations include *possible* examples of the types of policy changes that are suggested for further investigation in the Auckland Cycling and Micromobility Programme Business Case (CAM-PBC). Policy changes are required to support the significant cycling mode share by distance increase sought by Te Tāruke-ā-Tāwhiri: Auckland’s Climate Plan. Auckland Transport is not the authority for most of these suggested recommendations and so before any of them could be implemented, the relevant authority would have to agree to investigate and consult on the policy change, before making any such change.

Policy area	Proposal	Key parties
National Land Transport Fund	Review and change funding settings that are restricting the ability to enable faster and more effective delivery of safe cycling facilities.	Waka Kotahi
RMA reform	Support legislation changes that facilitate improved land-use transport integration and more compact development via a new Strategic Planning Act.	Central Government, Ministry for the Environment, AC, AT
National Policy Statement – Urban Development (2020)	Pursue good outcomes for cycling and micro-mobility from the suite of Auckland Unitary Plan - plan changes that are being progressed to implement the National Policy Statement for Urban Development (2020). Such as: <ul style="list-style-type: none"> • More stringent parking restrictions in areas with high public transport availability. • Increase bike parking requirements in new developments. • Lower threshold for “end of trip facilities” in new developments. 	AC, AT
Internal policies / processes	Continue internal work to review and refine AT organisational policies, processes, standards, and culture to ensure cross-organisational alignment with the CAM-PBC investment objectives. E.g. review lighting standards to ensure lighting design benefits active modes users as well as lighting the carriageway.	AT
School trips	Cycling initiatives in schools, such as more support for: School Travel Plans, Bikes in Schools (or similar programme/s), introduce and upgrade cycle parking, bike training and education, implement cycle charging stations, and facilities and treatments outside the school gate to improve cycle and scooter safety and usage.	Central Government, Ministry of Education, Waka Kotahi, AC, AT
Road rules	Road rules changes recommended by Cycling Safety Panel (e.g. automatic liability for hitting cyclists and allowing cyclists contraflow down one-way roads).	Central Government, Waka Kotahi
Vehicle regulations	Investigate changes to vehicle regulations recommended by Cycling Safety Panel – e.g. Transport for London’s Direct Vision Standard and Heavy Goods Vehicle Safety Permit regulation.	Central Government, MoT, Waka Kotahi

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National safety marketing	Advocate for Waka Kotahi to expand their mass marketing (supporting Road to Zero Programmes) to include targeted safety campaigns for people on bikes.	Waka Kotahi
Road pricing	Advocate for legislation that would allow road user charging for general traffic to be deployed in Auckland. Allocate funding to investment in sustainable transport alternatives.	Central Government
Tax reform / workplace parking levies	Review the ability for tax deductions for non-essential business vehicles and their running and maintenance costs. Implement city centre workplace parking levies.	Central Government, Inland Revenue
Subsidise bike access	Public subsidies for individuals and businesses to purchase bicycles / establish or operate bike sharing schemes.	Central Government, AC, AT