

Cycling Programme Update

Recommendation

That the Board:

- i. notes the update report.
- ii. approves the direction of the current investment in cycling infrastructure and a supporting programme of behaviour change activities, along with a new framework for future investment for cycling.

Executive summary

The Auckland cycle programme update, outlined in Attachment 1, was presented to the Customer Focus Committee on 10 May 2016 and received positive feedback.

In order for AT to meet the transport needs of growth in the city, and to offer customers travel choice, a programme of investment in new cycling infrastructure and a supporting programme of behaviour change has been developed. This paper sets out key milestones achieved in the past year and its plans to maximise investment in the coming year. The paper proposes a new framework for investment in cycling in Auckland.

Strategic context

The recommendation aligns with the organisations 'build network optimisation and resilience' strategic theme.

Background

In 2015 investment in cycling infrastructure was boosted by the Ministry of Transport's Urban Cycle Fund, a \$100m fund to be distributed across New Zealand's urban centres. Approximately a third of this fund was allocated to Auckland. The Council, through the Long Term Plan, committed \$125m over three years towards cycling and walking following strong public support for investment in improving cycling infrastructure. The total comprises an allocation from the Urban Cycle Fund, the National Land Transport Fund and the Council. It is the largest ever investment in cycling infrastructure in New Zealand, and is supported by a comprehensive programme of behaviour change activities.

In April 2015 a paper was presented to the board setting out the organisation's proposed investment in cycling between 2015 and 2018. It proposed to focus on facilitating cycling journeys in, to and near the City Centre, along with key public transport hubs and town centres across the

Auckland region. Funding applications were submitted to the Transport Agency and the projects have been approved for investment. The organisation has made significant progress on delivering the programme.

Issues and Options

Progress in 2015

AT has delivered over 11km of new cycleways in the past year, including the Nelson Street cycleway and Beach Road cycleway which form key links in to the City Centre. This has exceeded the SOI target of 7.4km.

To maximise the benefit of this investment the organisation delivered a comprehensive programme of behaviour change. This included training for over 10,000 children and 1000 adults. The organisation ran over 300 events to encourage more people to cycle.

The organisation is on track to meet the SOI target for peak morning trips by bicycle, but is unlikely to meet the all-day target. The target is based on nine counters across the region, and those located near the City Centre are performing significantly better than those in outer regions of Auckland. There has been a 50% increase in cycle trips on western link to the City Centre, and over a third of users were new to cycling.

Programme milestones for 2016

There has been significant progress made on the organisation's programme of investment in new infrastructure and six new cycleways are expected to open in 2016, including some of Auckland's most significant cycleways to date;

- Quay Street cycleway
- Waterview shared path
- Mt Roskill safe routes
- Mangere future streets
- Ian Mackinnon Drive cycleway, and
- Stage One of the Glen Innes to Tamaki Drive cycleway.

Preparing Aucklanders for the roll out of the new infrastructure is a crucial part of ensuring that the benefits of the cycleways are maximised. In 2016 the organisation will launch a new cycle behaviour change programme, which will run over the next three years. The campaign will be targeted to people living within a short distance of the new infrastructure.

The organisation has begun reporting on a new SOI target that will measure the uptake in cycling to the City Centre. This is currently on track to meet the target 30% increase in cycle trips.

A framework for cycling in Auckland

In order to meet the funding requirements of the Transport Agency and the Council, AT must set out its strategy for investment in cycling. This document will focus on how the organisation can generate the greatest benefits for investment and where new cycling facilities are likely to result in the greatest use. Enabling short distance commuting or other utility cycling trips such as journeys to school, for shopping or to leisure destinations are likely to see the greatest uptake in cycling. The investment will be targeted at increasing journeys to the City Centre, connecting customers to public transport hubs, and to key town centres which our research indicates will generate the highest number of trips. All projects will be developed to balance the needs of all road users and ensure AT is building an efficient transport system.


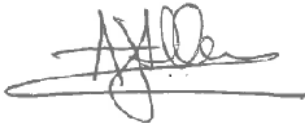

Next steps

The organisation's framework for investment in cycling will be completed by the end of 2016 and presented to the Board for approval.

Attachment

Attachment Number	Description
1	Update on the Auckland Cycle Programme

Document ownership

Submitted by	Kathryn King Walking and Cycling Manager	
Recommended by	Andrew Allen General Manager Transport Services	
Approved for submission	David Warburton Chief Executive	

Glossary

Acronym	Description
SOI	Statement of Intent

Auckland Cycle Programme

Kathryn King, *Walking and Cycling Manager*

10 May 2016



Issue Overview

In order for Auckland to meet the transport needs of future growth in the city, and to offer customers travel choice, AT has an ambitious programme of investment in new cycling infrastructure and a supporting programme of behaviour change activities. This presentation sets out what AT has achieved in the past year and its plans to maximise investment in the coming year. We propose a new framework for investment in cycling in Auckland.

Anticipated date for Board Presentation: 2 June 2016

Strategic Themes Alignment

Prioritise rapid, high frequency public transport

The programme improves access to public transport through investment in new cycle routes to PT hubs.

Transform and elevate customer focus and experience

Our programme of investment in cycling will provide customers with travel choice.

Build network optimisation and resilience

Investment in cycling will help to reduce congestion by offering customers travel choice.

Ensure a sustainable funding model

The programme of investment maximises subsidy through the NLTP and the Government's Urban Cycle Fund.

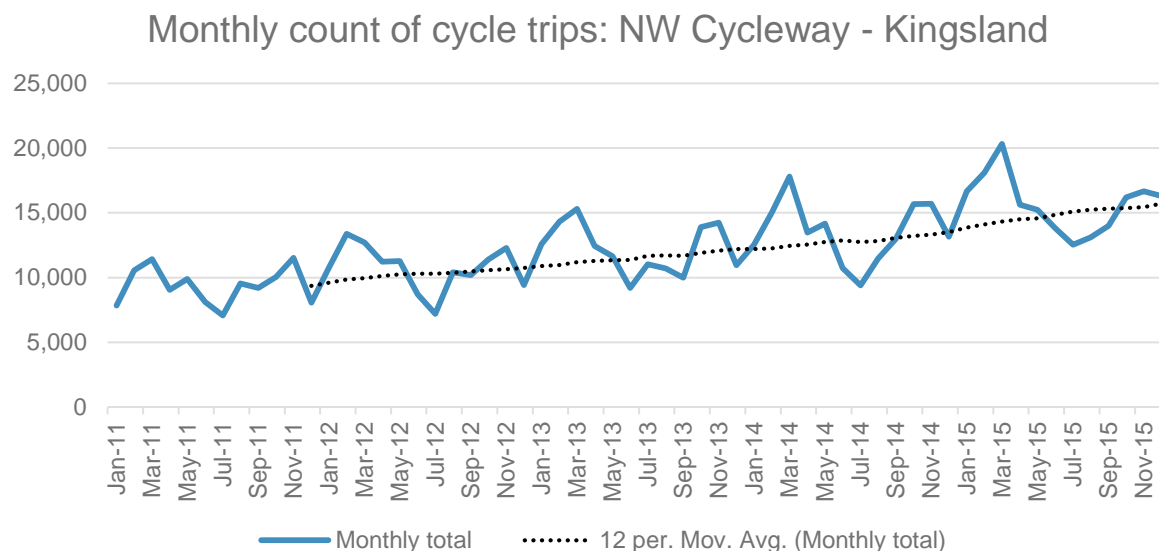
Develop creative, adaptive, innovative implementation

The programme of investment will look for opportunities to use innovative materials, make more efficient use of the public highway, and reflect the culture of Auckland in design.

Growth in Cycling

Although there was a 5.2% increase in cycling in Auckland in 2015, AT is not on track to meet it's SOI target.

There was stronger growth on new cycleways and those connecting customers to the City Centre. Cycling trips on the North Western cycleway increased by 16.2% in 2015. Trips on Grafton Gully increased by 50% in 2015, where 29% of users were new to cycling.



Our new infrastructure

In the past year we delivered over 6km of new cycling assets.



Behaviour Change Programme

In 2015 we ran over 300 events and training sessions. We provided cycle training to approximately 10,000 children and 1000 adults, and attracted over 50,000 customers to our events.



Milestones for 2016

Five new cycleways including the Quay Street cycleway will be added to Auckland's network.



Milestones for 2016

A new programme of behaviour change and events will be launched to support the delivery of the infrastructure programme.



Supporting Documentation

Auckland Cycle Programme Update Paper

2015 - 18 Cycling Programme Update

Prepared for 12 April CFC Meeting

	Target / Budget	Current Status at Feb '16
15-16 SOI	7.4km	6.2km
15-18 LTP Budget	123.5m	135.2m

	UCP Funded	Other Funding	KM	Built	Description	Phase	% Phase Complete	Project Total (PM Feb Forecast)
Western Connections Package								
Waitemata Safe Routes Scheme	✓	NLTF, AC, LB	4.9	0.0	Greenway route connecting Grey Lynn Park to Coxs Bay, along with cycleways along Richmond Rd and Surrey Crescent. Consultation is proposed for mid 2016.	Investigation	80%	\$4,355,918
Herne Bay - Westhaven Cycleway	✓	NLTF, AC	3.0	0.0	Cycleway connected Herne Bay to Westhaven Promenade. Investigation underway awaiting outcome of consultation undertaken in March 2016.	Investigation	65%	\$3,224,069
Gt North Rd: Williamson Ave- K Rd Cycleway	✓	NLTF, AC	1.8	0.0	Cycleway along Great North Road. Investigation underway awaiting outcome of consultation undertaken in March 2016.	Investigation	25%	\$999,999
Pt Chev - Herne Bay Cycleway	✓	NLTF, AC	3.9	0.0	Cycleway connecting Point Chevalier to Herne Bay. Investigation underway awaiting outcome of consultation undertaken in March 2016.	Investigation	75%	\$4,333,721
			13.6	0.0				\$12,913,707
City Centre Package								
Ian McKinnon Dr Cycleway	✓	NLTF, AC	0.8	0.0	New cycleway connection from Takau St to Upper Queen Street. Consultation planned for mid-2016.	Investigation	70%	\$2,639,765
K Road Cycleway	✓	NLTF, AC	1.7	0.0	Consultation on proposed cycleway launched in March 2016.	Investigation	40%	\$2,669,533
Victoria St (East West Route) Cycleway	✓	NLTF, AC	2.3	0.0	Feasibility complete on cycleway providing access to the City Centre from Victoria Park and the Domain.	Investigation	95%	\$7,513,475
City Centre Quay Str Cycleway	✓	NLTF, AC	1.1	0.0	Construction started 7 March 2016	Construction	90%	\$2,068,891
Tamaki Drive (Plumer St to Ngapipi Rd)	✓	NLTF, AC	3.1	0.0	Investigation underway on cycleway linking Eastern Rail cycleway to Quay St cycleway.	Investigation	78%	\$4,874,100
Parnell Rd to Tamaki Drive Cycleway	✓	NLTF, AC	1.7	0.0	Investigation underway.	Investigation	95%	\$4,874,400
Westhaven to CBD Cycleway	✓	NLTF, AC	1.2	0.0	Investigation underway for new cycle connection from Westhaven Promenade to Sturdee St.	Investigation	20%	\$613,083
			11.9	0.0				\$25,253,247
Eastern Connections Package								
Glen Innes to Tamaki Drive Scheme C/Way	✓	NLTF, AC	7.3	0.0	Construction started on Phase 1 from Glen Innes to St Johns Rd. Design underway for remainder of the route from St Johns Road to Tamaki Drive.	Design	55%	\$26,152,484
			7.3	0.0				\$26,152,484
6.4M spend in 2018/19								
PT Links Package								
Links to New Lynn	✓	NLTF, AC	0.0	0.0	Consultation to be launched in April 2016 on new cycling connections to New Lynn Station.	Investigation	40%	\$2,000,000
New Lynn to Waterview Scheme C/Way	✓	NLTF, AC, LB (2m)	2.8	0.0	Consultation to be launched in April 2016 on new shared path from the Waterview Shared Path to New Lynn Station.	Investigation	90%	\$15,928,218
Links to Glen Innes	✓	NLTF, AC	0.0	0.0	Consultation completed in October 2015, design underway on new cycling connections to Glen Innes Station.	Investigation	20%	\$4,536,435
			2.8	0.0				\$22,464,652
Standalone Projects								
Northcote safe route scheme		NLTF, AC	1.9	0.0	Detailed design underway for a cycleway from Northcote Ferry Terminal to Smales Station.	Design	30%	\$8,324,179
Mount Roskill Safe Routes Scheme		NLTF, AC	1.4	0.0	Construction starting 11 April 2016	Design	100%	\$4,394,128
Mangere Safe Routes Scheme		NLTF, AC, LB	0.0	0.0	Construction started in January 2016.	Design	95%	\$3,966,821
Nelson Street Cycleway	✓	NLTF, AC	2.6	0.7	Phase 1 complete, design of Phase 2 from Victoria St to Quay St underway.	Design	90%	\$5,388,117
Waterview Cycleway Connection		NLTF, AC Basic Programme	3.4	0.0	Construction started in March 2016 for a shared path from Great North Rd in Waterview to New North Road in Avondale.	Design	45%	\$13,920,000
Other								
Greenways Projects		AC		0.0	Matakana Footbridge at Construction, Whau Walkway in Investigation			\$1,137,497
Safety Improvements Projects		NLTF, AC		0.0	Multiple projects funded by minor improvements, 300k maximum per project			\$2,947,431
Carryover Projects		NLTF, AC	8.3	5.5	Majority of projects in closure.			\$4,139,539

Proposed Auckland Cycle Network

Please note: Many of the routes on the map are indicative only as they have not yet been out for public consultation.

