

Prepared By: Active Modes Planning, Planning & Investment  
 Date: May 2023  
 Subject: Deep dive into cycle count data

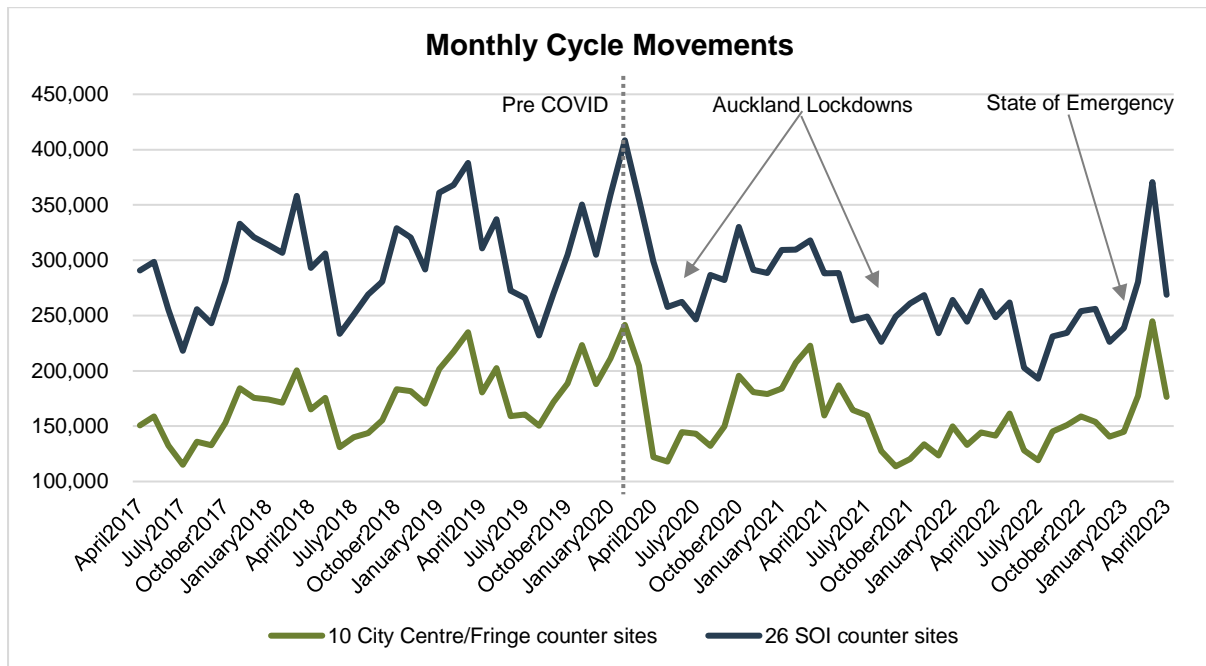
This memorandum provides additional analysis to draw out the key highlights in cycle count trends, particularly the reasons for the decline throughout 2022 and early 2023.

**Monthly cycle counts on the 26 sites were declining until February 2023 for a number of reasons**

- Auckland Transport’s (AT’s) Statement of Intent (SOI) measures cycle counts at 26 counter sites. Changes to the cycle network, both temporary (e.g. Grafton Gully cycleway being closed for 3 months from November 2022) and permanent (i.e. new investment), are not always picked up in these total counts.
- Significant weather events affected all sites in January and February 2023, impacting monthly cycle counts and rolling monthly average. January to March is the peak cycling period, often representing 30-40% of yearly numbers at any given site. Poor weather during this period had a disproportionate impact on rolling average numbers.
- More people working from home compared to prior to the COVID-19 pandemic.

**March 2023 had the third highest cycle count on record for the 26 sites**

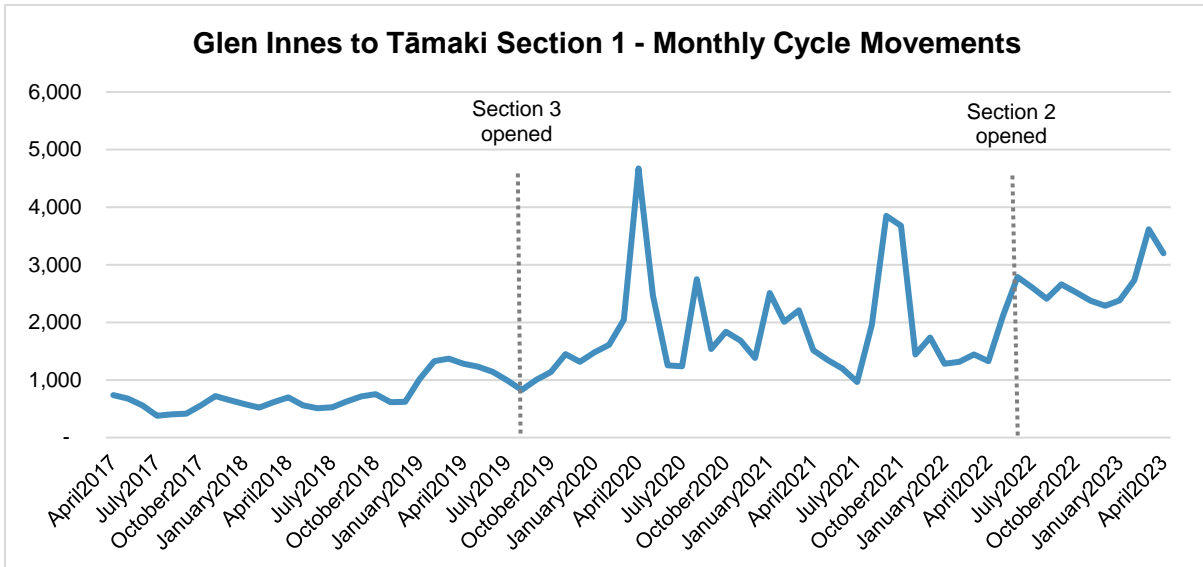
March 2023 cycle counts for the 26 sites were 36% higher than March 2022 and only 4% less than March 2019. Looking at ten of our highest quality, best connected cycle facilities in the city centre and fringe<sup>1</sup>, which have benefited from recent cycle investment, March 2023 counts were 69% higher than March 2022 and 4% higher than March 2019. April 2023 also showed growth relative to 2022, however less pronounced than March.



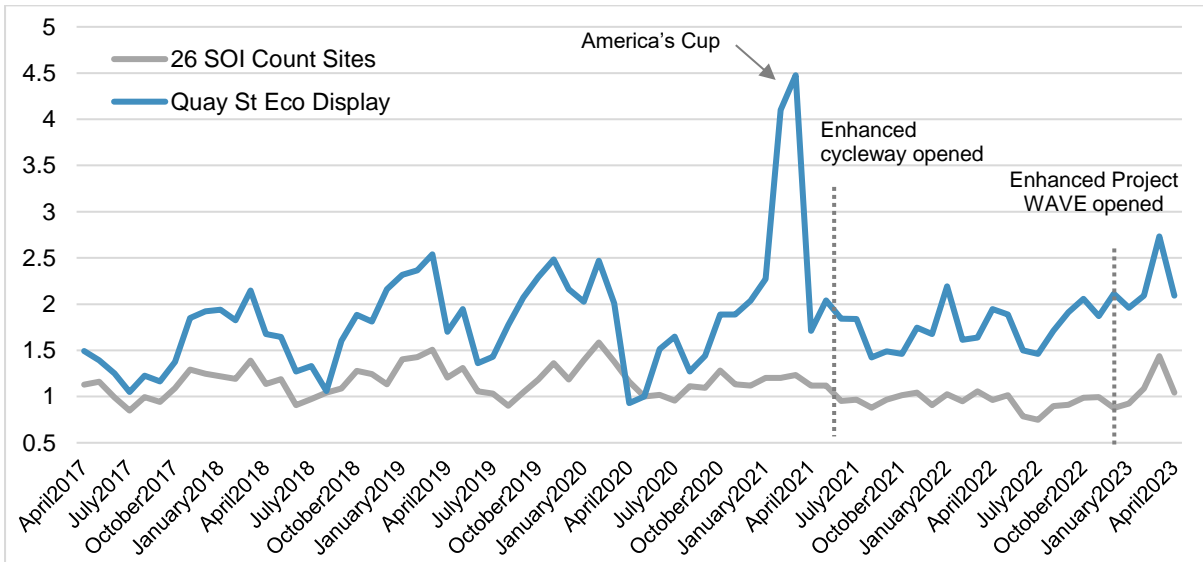
<sup>1</sup> Beach Road, Grafton Gully, Karangahape Road, Lightpath, Nelson Street, North-western Cycleway (Kingsland), Quay Street (visible counter), Tāmaki Drive, Upper Queen Street, Victoria Street West

## Investments made in safe, connected cycle routes continue to result in growing cycle movements.

Glen Innes to Tāmaki shared path Section 2 was delivered in May 2022, and Section 3 in July 2019, with only Section 4 now remaining (Ōrākei Basin to Tāmaki Drive). An uplift in cycle counts has been seen on Section 1 following the opening of each section. March 2023 saw a 150% increase in cycle counts compared to March 2022, and a 164% increase from March 2019.



The enhanced cycleway on Quay Street opened in June 2021. The below chart shows the growth observed on Quay Street following investment relative to trends at the 26 count sites overall.



Delays in the delivery of cycle projects in recent years has resulted in a lack of sustained growth in cycle counts. Scaled up investment and delivery of safe and connected cycle facilities will result in larger scale uplifts in cycle movements.

## **AT is continuing to look at ways of improving the cycle count metric reported on in the SOI**

Recommendations are currently being worked through and will likely include:

- Fewer sites than the current 26 to support better oversight of site conditions and how this relates to observed trends.
- A reduced focus on the city centre, shifting to focus on areas where we are planning investment to ensure we are capturing the impacts of AT's actions.
- A reduced year on year growth rate to reflect reduced investment.

This memo demonstrates that cycle counts are highly influenced by factors outside of AT's control, such as lockdowns and weather events. The current proposal is to retain cycle count trends in the SOI due to the robust nature of the data. Going forward, as we refine our active modes monitoring, a more suitable metric may be identified leading to changes in future SOIs.