

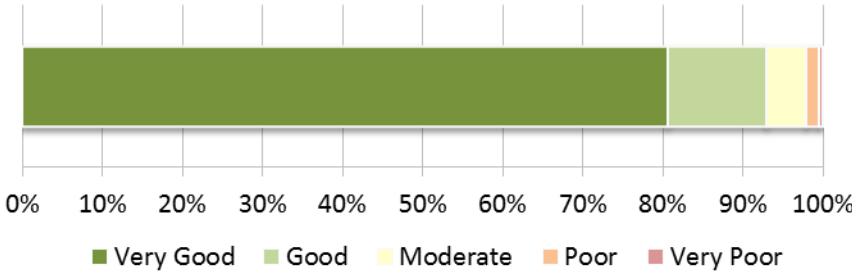
# Footpaths and Cycleways ACMP Summary

## Network overview

Footpaths	6,959 km	
Cycleways	321 km	
	Footpaths	Cycleways
Current value	\$471 million	\$16 million
Replacement cost	\$843 million	\$22 million

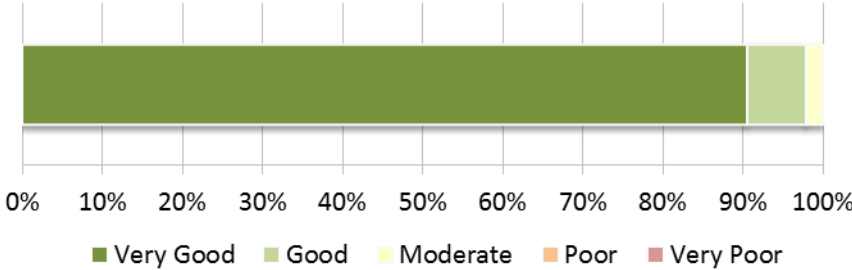
## Condition profile

Footpaths and Cycleways: Footpaths (km) (All)



Data source: RAMM (October 2014)

Footpaths and Cycleways: Cycleways (km) (All)



Data source: RAMM (October 2014)

Asset data status	Footpaths	Cycleways
Age data	Unreliable	Unreliable
Condition data	Reliable	Unreliable



# Footpaths and Cycleways ACMP Summary

## Footpaths levels of service

Outcome	The network is of suitable quality		
LOS statement	Footpaths are maintained in a suitable condition		
Performance measure	Current performance	Target performance	Target date
Percentage of footpaths in backlog ('very poor' condition)	0.5%	0.3%	2025
Percentage of footpath network closed due to footpath failure	0%	0%	On-going
Percentage of customers satisfied with the quality of footpaths in the Auckland region <sup>1</sup>	64%	65%	TBC
Percentage of customers satisfied with the quality of footpaths in the local area <sup>2</sup>	65%	65%	TBC

Outcome	The network is managed in the most cost-effective manner		
LOS statement	Footpaths are managed to least whole-of-life cost to maintain LOS		
Performance measure	Current performance	Target performance	Target date
Annual renewal cost per kilometre total of footpaths on the network	\$3,600	\$2,000	2025

Outcome	The network provides for the efficient movement of people		
LOS statement	Footpaths provide a key travel option in their own right and in conjunction with other travel modes		
Performance measure	Current performance	Target performance	Target date
Percentage of customers satisfied with the availability of pedestrian crossing points in the local area <sup>3</sup>	68%	TBC	TBC
Walking trips into the CBD during the morning peak <sup>4</sup>	5,330	5,600	2016

<sup>1</sup> (IPSOS customer satisfaction survey, 2014)

<sup>2</sup> (IPSOS customer satisfaction survey, 2014)

<sup>3</sup> (IPSOS customer satisfaction survey, 2014)

<sup>4</sup> <https://at.govt.nz/about-us/reports-publications/annual-reports/>

# Footpaths and Cycleways ACMP Summary

## Cycleways level of service

Outcome:	Accessible		
LOS statement:	Increase availability of travel options for convenient travel across the Auckland region		
Performance measure	Current Performance	Target Performance	Target Date
Cycle trips into the CBD (inbound cycle counts) in morning peak	12,970	2% annual growth	TBC
Cycling trips throughout the region during the morning peak	13,406	3% increase each year	TBC
Percentage of customers satisfied with the availability of cycleway in the Auckland region <sup>5</sup>	46%	TBC	TBC

Outcome:	Quality		
LOS statement:	Assets are maintained in good condition		
Performance measure	Current Performance	Target Performance	Target Date
% of cycle facilities in moderate (condition grade 3) or better	76%	95%	TBC
Percentage of customers satisfied with the condition of cycleway in the Auckland region <sup>6</sup>	52%	TBC	TBC

Outcome:	Cycle safety		
LOS statement:	Minimise number of cycle injuries that are fatal or serious		
Performance measure	Current Performance	Target Performance	Target Date
Number of fatal and serious cycle injuries on local roads	36 (year to 31 Dec 2010)	Reducing trend	TBC
Percentage of cyclists consider the network to be safe	21%	TBC	TBC

## Current (2015) backlog

Backlog: The financial value (quantity %) of assets in a “very poor” condition.

	\$ value	% quantity
Footpaths	\$5.8 million	0.5%
Cycleways	\$0	0%

<sup>5</sup> (IPSOS customer satisfaction survey, 2014)

<sup>6</sup> (IPSOS customer satisfaction survey, 2014)

# Footpaths and Cycleways ACMP Summary

## Strategic approach

Auckland Transport (AT) is committed to managing its footpath and cycleway assets to deliver the agreed level of service, manage risk and achieve greater value for money. AT's footpath and cycleway work activities adhere to the key principles of:

- The right treatments
- In the right places
- At the right times
- For the right costs

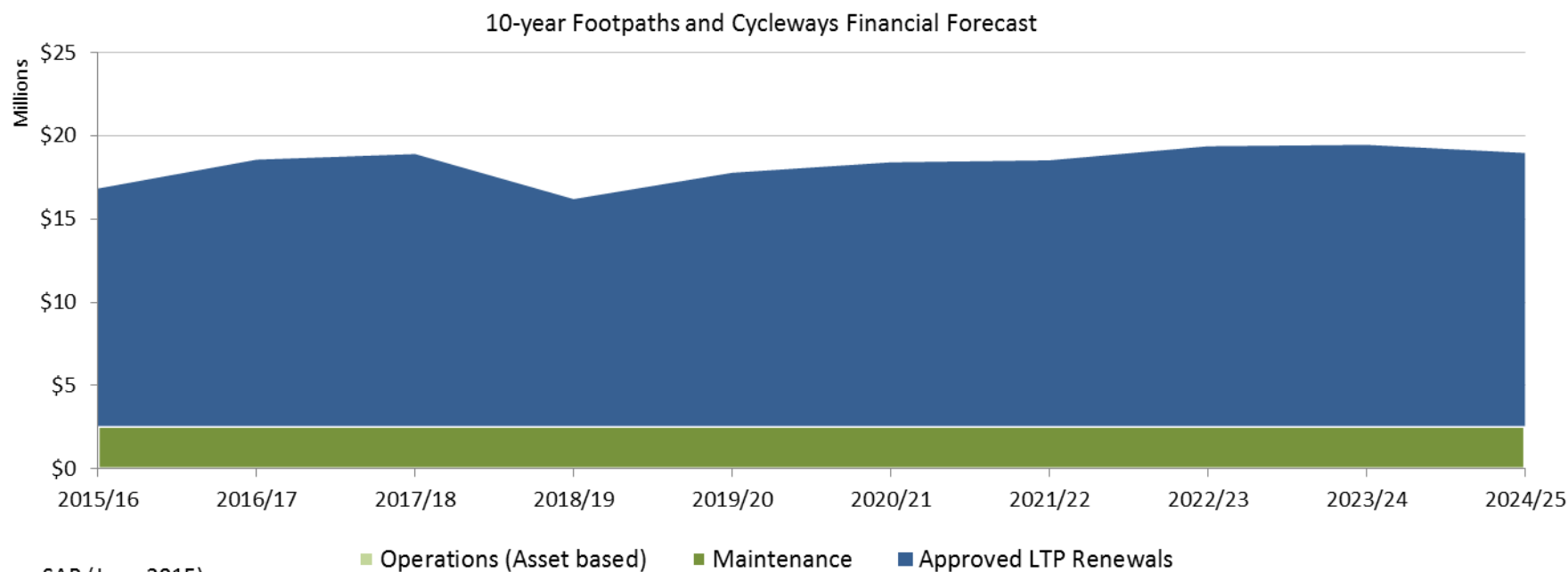
AT uses robust asset management tools to set appropriate levels of maintenance and renewal activities for its footpath and cycleway assets, to ensure that:

- Assets are maintained at the agreed level to continue to deliver optimal performance to the road users.
- Assets are programmed for renewal when they reach to 'very poor' condition.
- Assets are kept at the optimum condition level during their lives.

# Footpaths and Cycleways ACMP Summary

## Renewal and Maintenance Costs (\$M)

\$millions	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	10-year total
Approved LTP Renewals (uninflated)		\$14.3	\$16.0	\$16.3	\$13.6	\$15.2	\$15.8	\$16.0	\$16.8	\$16.9	\$16.4	\$157.3
Renewal Investment Needs (uninflated)	\$33.1	\$20.5	\$7.4	\$9.7	\$11.9	\$14.0	\$15.9	\$17.8	\$19.5	\$21.1	\$22.6	\$160.4
Renewal shortfall		-\$6.2	\$8.6	\$6.6	\$1.8	\$1.3	-\$0.1	-\$1.8	-\$2.7	-\$4.2	-\$6.2	-\$3.1
Maintenance		\$2.6	\$2.6	\$2.6	\$2.6	\$2.6	\$2.6	\$2.6	\$2.6	\$2.6	\$2.6	\$25.6
Operations (Asset based)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Consequential OPEX shortfall		\$0.0	\$0.1	\$0.1	\$0.1	\$0.2	\$0.2	\$0.3	\$0.3	\$0.3	\$0.4	\$2.0
Depreciation	\$20.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0



# Footpaths and Cycleways ACMP Summary

## Consequences if asset needs cannot be afforded

- Target key performance measures not achieved
- Customer complaints regarding to poor quality footpaths in their area
- Negative impacts to the users safety

## Key issues

Footpaths issues	Recommendations
Inconsistent condition grading methods	Review and agree on a regional approach to condition rating specification
Inaccurate condition and age information in RAMM	Undertake site validation and implement data improvement tasks
No clarity around maintenance and renewals	Review current practices which have been carried out by aerial maintenance contracts. Clearly define maintenance and renewals activities.
Users' complaints about the quality of footpaths	Ensure maintenance contractors give footpath complaints high priority to make the footpaths safe for use.
Demand and integration of walking as a preferred transport mode	Investigate good urban design features for safe and attractive footpaths, and implement with redevelopment projects.
Cycleways issues	Recommendations
Information on cycle facilities is inconsistent and can be misleading in RAMM.	Implement a regional approach to the collection and storage of data.
Auckland Council Parks adopts varying design standards which induces inconsistencies in design of cycle facilities.	Develop partnerships with Auckland Council (AC) Parks on planning and designing of network.
Damage to cycle facilities due to improper usage.	Enforce legitimate use of cycle facilities. Upgrade signage and publicity campaign to educate the general public.
Unclear ownership and maintenance responsibilities of shared paths running through parks and recreational areas.	Review service-level agreement between AT and AC parks. Clarify ownership, management and funding responsibilities for shared paths.
Budget for renewals of cycle facilities are sometimes managed alongside footpath renewals.	Budget for renewals of cycle facilities to be separately identified and managed from footpath renewals.

