

Future Connect

Cycle and Micromobility Strategic Network

The Cycle and Micromobility Strategic Network is Auckland Transport's new tool for planning cycling and micromobility (lightweight mobility devices like e-scooters or electric skateboards) routes across Auckland. It is made up of the most important routes that link to key destinations. The network includes a clear hierarchy, which includes the following network levels:

- **Regional** - Mainly routes within the Auckland Region, focusing on longer distance trips, with the potential of becoming inter-regional too.
- **Major** - Key spine connections to the regional routes and key destinations, such as rapid transit stations and urban centres.
- **Connector** - Connections to major routes and local destinations, such as neighbourhood centres and groups of schools.

AT is also working on the supporting network, that provides connections to the Strategic Network and to local activity centres and primary schools. The supporting network will also include routes for leisure and sport cycling.



Why do we need a Strategic Network?

The network outlines where cycling is most important in Auckland and where the most people are expected to cycle. This is where we want to prioritise investment to create a high level of service for people on bikes or micromobility devices over the long term (not to be fully implemented in the next decade).

How is it being used?

This network is a planning tool that acknowledges corridors where a strategic demand for cycling exists. It informs policies, strategies and plans, such as Roads and Streets Framework assessments (visit the AT website for more information about the Roads and Streets Framework). It is not an investment tool. Investment in cycling is defined by the cycling programme.

AT, our partners and stakeholders will take the network into account when planning, designing, operating and maintaining any part of Auckland's transport network. The network also creates opportunities to deliver better outcomes for people cycling and using micromobility devices as part of other projects and developments.

All infrastructure projects undertaken on the Cycle Network (Strategic and Supporting) should seek to enhance safety and suitability for cyclists.

Significant projects (over \$10m) should provide specific interventions that enhance safety for cyclists and enable improved choices for cyclists of all ages and abilities, unless the interventions are not achievable due to RMA planning requirements or there is a risk to the availability of Waka Kotahi funding for the project as a whole.

For non-strategic projects (i.e. less than \$10 million), or larger projects where cycling interventions are not achievable, cycling interventions are not mandatory, but the project design should still seek to enhance safety for cyclists and allow specific cycling infrastructure to be delivered in the future.



