

Regional Cycle Programme Update

Glossary

Auckland Council	(AC)
Auckland Transport	(AT)
Cycle Action Auckland	(CAA)
New Zealand Transport Agency	(NZTA)
Regional Cycle Network	(RCN)

Executive Summary

Managing Auckland's transport network as a single transport system includes improvements to the region's cycling network to provide opportunities to increase accessibility for users and manage congestion.

Regional cycle monitoring undertaken by an annual one day snapshot has shown an increase in cycle movements of 30% from 2007 to 2011, with the 2010 to 2011 increase tracking at 3%. New continuous monitoring sites are being installed across Auckland to better track the growth of cycling (a sample of the growth tracking is shown in Attachment 1 which shows an increase of 41% for November to January 2010/11 to the same months in 2011/12). Growth in cycling trips is focused around short trips between 3 - 5km. Crash trends for cyclists in Auckland have been increasing with cyclist representing 7% of all injury (1033) and 7% (165) of all fatal and serious crashes between 2006 and 2010 (Attachment 2).

To deliver the Regional Cycle Programme that provides a connected network, increases the number of cycle trips and improves road safety requires working in partnership with NZTA, AC, NZ Police and key stakeholders including Bike NZ and CAA. Monthly meetings with key stakeholders are held to provide updates and progress of the programme. Delivery of the Regional Cycle Programme is focused in three areas: infrastructure, safety education and promotion and cycle training:

- 1) Infrastructure** improvements are aligned with delivering the RCN (Attachment 1). Approximately 250km (28%) of the network has been delivered as part of transport upgrade projects, stand-alone projects and through operations and maintenance programmes. A review of the network is being undertaken to deliver a more comprehensive network. An audit of existing facilities is also being undertaken to provide a consistent approach to the use of cycle standards, to confirm principles regarding the use of cycle infrastructure and to deliver operational guidelines for issue resolution with existing facilities. Proposed infrastructure for the next three years has been prioritised (Attachment 3) with NZTA to provide connected cycle routes and improvements to areas that have a high crash risk, including Tamaki Drive, Westgate bridge, Waterview, City Centre and AMETI. Approximately \$30m has been identified for regional cycle infrastructure over the next three years.
- 2) Safety Education and Promotion** activities target vulnerable groups (identified from injury statistics) including commuting adults, school aged children and a focus on new users. Activities are undertaken with user groups and advocates including NZ Police and CAA to maximise exposure and utilise user knowledge. Since November 2010 AT has paid approximately \$30,000 in consultancy fees to CAA for assistance in this area.

- 3) **Cycle Training** is focused on adults and school aged riders with training and safety checks delivered to over 65 schools in 2011 reaching over 2000 students. A consistent regional programme which meets new NZTA standards for on and off road training is being developed for the 2012/13 financial year.

Recommendations

It is recommended that the Board:

- i). Receive the report

Strategic Context

Cycle Trends

Provision of infrastructure and facilities for cycling can be a cost effective measure in providing for trip growth. There is potential for greater growth in cycling numbers with 43% of trips in the Auckland region being below 5 kilometres. Barriers identified in Auckland to increase cycling are knowledge, experience, safety and facilities provided.

Safer journeys – Road Safety 2020, the Government’s strategy to reduce deaths and casualties from road crashes identifies a number of actions to lower injuries to cyclists these include increasing cycle training in schools and increasing the effectiveness of road user education to make it safer to walk and cycle.

Between 2006 and 2010 cyclist represented 7% of all injury (1033 crashes) and 7% (165 crashes) of all fatal and serious crashes (shown in Attachment 2). As a trend, cycle crashes in Auckland have continued to increase. NZTA have identified that the social cost of cyclist crashes in Auckland for a five year period to be approximately \$196.1 million. Assessments of key factors in cyclist crashes have highlighted two key issues, incorrect lane position and poor observation (not checking properly).

Attachment 4 shows the most vulnerable age groups are those between 10 and 19 years and 30 and 44 years. Adult crashes reflect the peak periods in the morning and afternoon, highlighting that commuter cyclists on major urban routes being the most affected. For school aged children timing of crashes also relates to travel times to and from school. The National Household Travel Survey - Travel to School data has shown a continued decline in the proportion of children cycling to school from 19% in 1989/90 to 5% in 2004/2008 for 13 to 17 year olds.

Across the region cycle monitoring since 2007 has shown an increase in cycle movements of 30% to 2011, with 2010-2011 annual increase tracking at 3%. New continuous monitoring sites are being installed across Auckland to better track the growth of cycling (Attachment 1). Cycle counts will be provided in the future monthly business reports.

Partnerships

Auckland Transport works with a number of partners and advocates to deliver a safe and cohesive cycle programme. This includes the NZ Police, Auckland Council, NZTA, Bike NZ and advocate groups including CAA and Cycle Advocates Network.

Auckland Transport is currently working with a number of private cycle initiatives including, Fullers in delivering and evaluating bike on bus facilities for Waiheke Island and Getacross on exploring a walking and cycling facility on the Auckland Harbour Bridge.

New Zealand Police collaborate on the delivery of cycle education and training to schools. Auckland Transport works closely with the Police education officers to maximise the

quantity of training provide to schools in the region and to provide consistency in the programme deliverables.

NZTA provide funding and support for the cycle safety programme and support the promotion of cycling to the region. NZTA also work in close collaboration in the planning, prioritisation and delivery of key cycle routes. A close working relationship has been developed to investigate and deliver a connected network.

Cycle Advocates Network and Bike NZ support cycling at a national level to increase the uptake and support cyclists of all abilities and types. Auckland Transport is currently working with these groups to develop the National Cycle Trail extension routes in Auckland and to develop programmes to up skill cycle trainers.

CAA are an advocacy group for cyclists in the region representing around 2000 members. The organisation inputs and provides submissions on plans, designs and policies relating to cycle issues. Auckland Transport work in partnership on events, cycle training and maps including the TelstraClear challenge, bunch riding training and regional cycle maps.

Delivery of the Cycle Programme

Auckland Transport develops and delivers a Regional Cycle Programme to increase numbers of cyclists and reduce the levels of injuries and fatal crashes in the region. This is achieved through three mechanisms:

- Infrastructure
- Safety Education and Promotion
- Training

Infrastructure

The RCN provides a connected network within Auckland to improve cycle accessibility and highlight key routes for infrastructure improvements. The RCN provides for a connected network linking the region, key destinations, centres and employment areas. The network is currently 28% (approximately 250km) complete, incorporating off-road routes such as the North-western, on-road shared paths and signage on quieter routes. The RCN is currently under review to provide appropriate levels of service on the road hierarchy for cyclists and ensure greater integration with the one network approach. Cycle facilities and car parks including cycle stands and cycle parking at public transport stations. Auckland Transport has delivered approximately 20kms of cycle lanes and facilities and is currently investigating an additional 100km. Examples of these schemes and facilities are shown in Attachment 5.

Through the one network approach Auckland Transport and NZTA have jointly prioritised cycleway infrastructure schemes in the region with a focus on providing a connected network and targeting high crash risk areas. Prioritised schemes include: Tamaki Drive, Westgate bridge, Waterview, Beach Road, the Central Motorway Junction, Grafton Gully connection (Wellesley St bridge), Rosedale Road, Puhinui Road, Ladies Mile, Ngahue Drive, Hobson Bay, Upper Harbour Drive and linkages along State Highway 1 south. The proposed priority cycle programme is shown in Attachment 3.

Cycle infrastructure is also provided through major transport projects such as AMETI, Dominion Road upgrade and Tiverton Wolverton upgrade where facilities are provided either on routes adjacent to or on the arterial roads. The operations and maintenance programmes incorporate cycle improvements where these have been identified on the Regional Cycle Network including minor safety improvements, cycle stop advance boxes, cycle lanes and shared paths. Infrastructure is complemented by improved cycle parking both public and privately through resource consent requirements.

Investigations are also currently underway on a public bike hire scheme and two routes as extensions to the New Zealand Cycle Trail one on Waiheke Island and a route to link the Airport to the city centre. CAA have provided user group advice to Auckland Transport on these routes.

Safety Education and Promotion Programme

Cycle safety campaigns are focused on the spring, summer and winter seasons and identified safety issues. Campaigns promote safe cycling to build riding confidence, refresh/improve skills, cycle safety checks and ensuring cyclists are as informed and as competent as possible. In the six months to the end of January 2012 over 7,000 adults and school aged children had participated in cycle safety events and training in the region. Evaluation of the Spring Campaign indicated that 65% of participants had either started to ride or were riding more often as a result of these events. The Summer safety programme including National Bikewise (February) provides over 60 events focusing on information, safety education and training while the winter campaign focuses on sharing the road safely, increasing driver and cyclist awareness and visibility.

Cycle route information is available through five regional maps and through some local area maps for town centres. Examples include the CBD, Onehunga, Panmure, Otahuhu, Mt Albert, Newmarket. Cycle information is available on the Auckland Transport website.

Cycle Training

Through the Safe School Transport programme cycle training, information and education regarding the safe use of cycling is provided to school children. NZTA have recognised that cycle training and promotion of safe cycling practices are key to increasing cycle safety for school children. Auckland Transport and NZ Police deliver cycle training at primary and intermediate schools, with a focus on year six and seven students. In 2011 over 65 schools were provided training by Auckland Transport involving approximately 2000 students. NZTA have recently developed standards for training incorporating curriculum based activities and practical elements to increasing students understanding of cycle safety. Auckland Transport in collaboration with NZ Police aim to provide a regionally consistent programme meeting NZTA standards to a higher proportion of schools. This will consist of grade 1 standard for beginner students, focusing on off-road training and limited roll-out of grade 2 standard providing on-road training.

Auckland Transport training programme also includes adult training and is provided either through workplace training or through community programmes including novice, experienced and bunch riding courses.

Next Steps

- Continued delivery of the Regional Cycle Programme based on infrastructure improvements, safety education and promotion and cycle training
- A review of the Regional cycle network to deliver a more comprehensive network
- A 6-9 month audit of existing cycle lanes and facilities to provide a consistent approach to the use of cycle standards and to confirm principles regarding the use of cycle infrastructure. The outcome will be a cycle operational guideline that provides a process for issue resolution with existing facilities that were delivered pre Auckland Transport using different standards.

Attachments

Attachment 1 - Auckland Regional Cycle Network and location of Automatic Cycle Counters including a sample of monthly cyclist movements

Attachment 2 - Geographical Distribution of Cycle Crashes (2006 – 2010) in Auckland

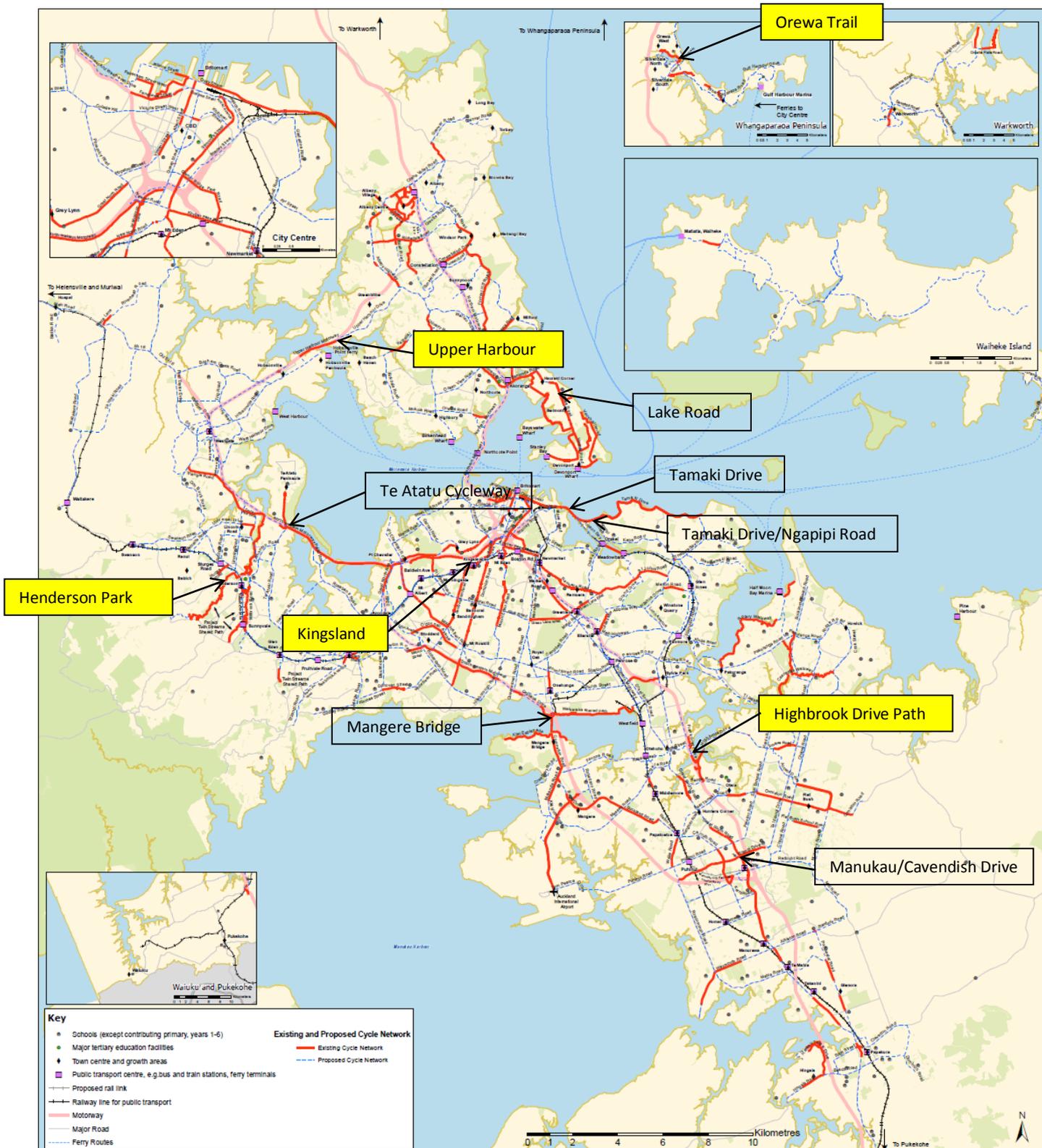
Attachment 3 - Proposed Prioritised Cycle and Walking Infrastructure Programme

Attachment 4 - Age Distribution of Cycle Casualties in Auckland

Attachment 5 - Examples of Infrastructure delivered by Auckland Transport

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REGIONAL CYCLE NETWORK AND LOCATION OF AUTOMATIC CYCLE COUNTERS IN AUCKLAND



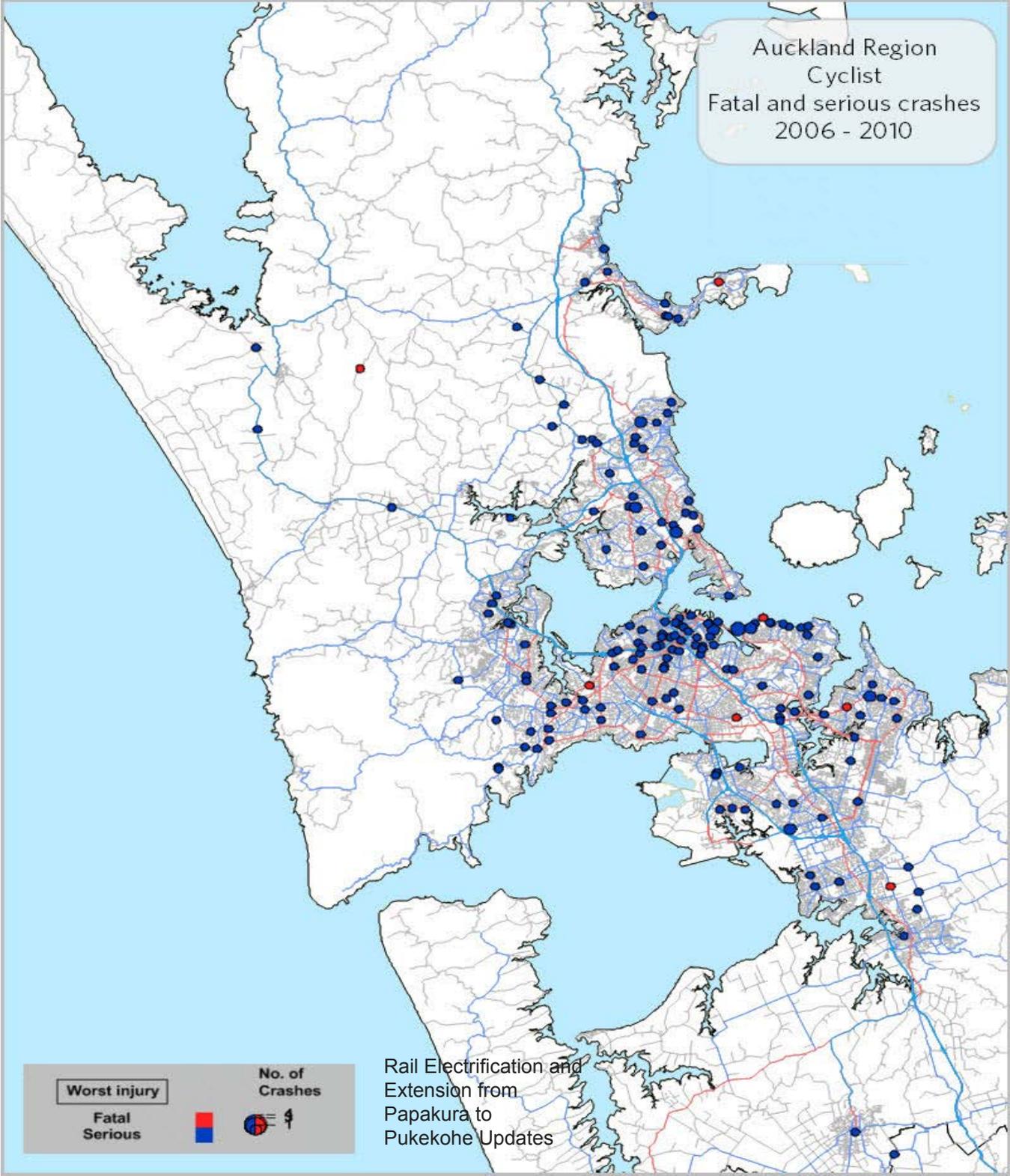
Key

- Kingsland - Automatic cycle counter fully functional (data available since November 2010)
- Mangere Bridge - Automatic cycle counter under development

MONTHLY CYCLE COUNTS FROM 5 CONTINUOUS COUNTING SITES

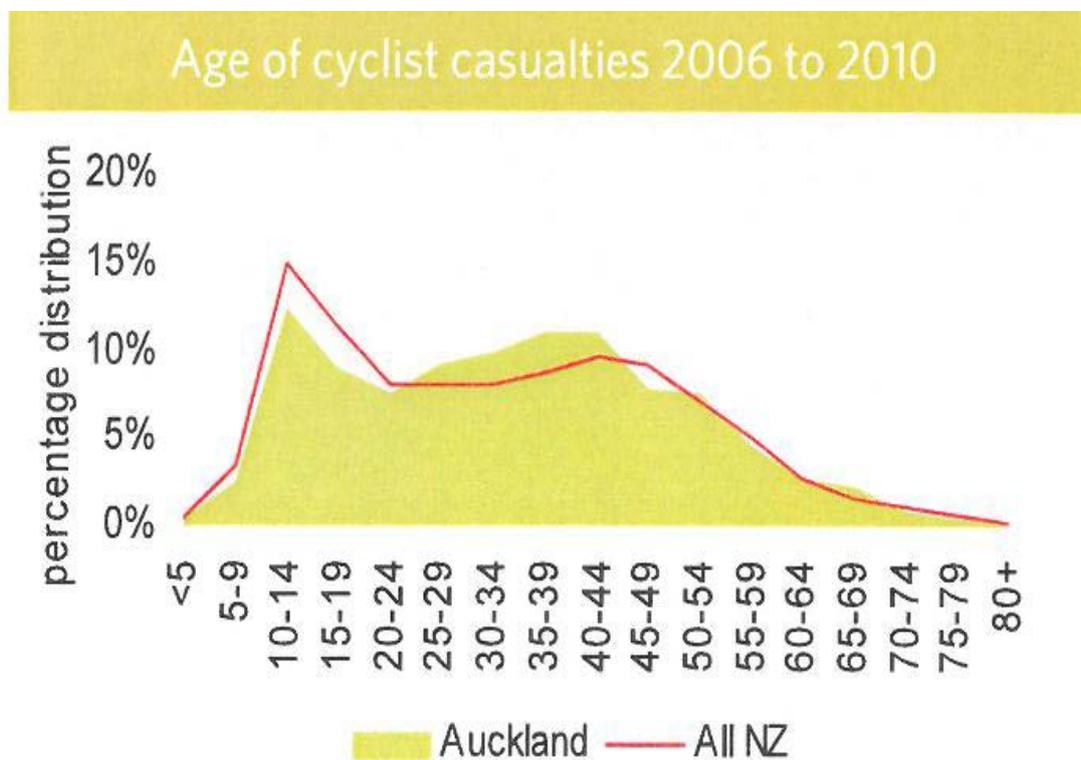


GEOGRAPHICAL DISTRIBUTION OF CYCLE CRASHES IN THE REGION 2006-2010



Source: NZTA Briefing notes crash analysis Auckland Region 2006 to 2010, 2011

AGE DISTRIBUTION OF CYCLE CASUALTIES IN AUCKLAND



Source: NZTA Briefing notes crash analysis Auckland Region 2006 to 2010, 2011

EXAMPLES OF AUCKLAND TRANSPORT DELIVERED CYCLE INFRASTRUCTURE

