

## MIN-4210 Meeting with Bike Auckland

1 June 2023

This memo provides advice to the Minister on active transport progress and plans in Auckland in line with the agenda set for the meeting with Bike Auckland on 2 June 2023.

### Waka Kotahi NZ Transport Agency's response:

#### Safer infrastructure for Auckland – Update from Auckland Transport

- Auckland Transport has advised that they are facing a significant budget challenge for the next two years as part of the Mayor's efforts to reduce Council spending and balance the books.
- A 'capital reprioritisation' process is presently underway to help understand exactly what projects can be delivered within the available funds. This process is helping to inform the Joint Transport Plan and should be finalised in June after which they will have a clear view of what projects can be delivered.
- Even with a reduced budget, it is likely that around \$200m will be committed to cycling, walking and road safety projects in Auckland in 2023-24.
- Auckland Transport is also finding ways to make the money go further by aligning programmes for road safety, renewals and cycling – and by delivering elements via maintenance contractors where possible which gives us lower unit costs and reduces the time and cost of tendering. The combination of CERF funding and renewals funding to deliver the Hendry Avenue cycle scheme is a good example of this approach.

#### Auckland Harbour Bridge

- Waitematā Harbour Connections is completing an Indicative Business Case (IBC), looking at how all modes will cross Te Waitematā and access the wider transport system – planning for a well-connected, sustainable, resilient, and reliable transport system that gives people more choice, helps tackle harmful pollution, encourages quality growth and supports a productive economy.
- The IBC will look at what new infrastructure is needed to cater for these modes, where it will go, and how we make the best use of what we already have including the Auckland Harbour Bridge to create a more resilient, low-carbon network.
- **Short term:** Waka Kotahi has considered lane reallocation on the Auckland Harbour Bridge on a number of occasions and has identified the risks for people walking and cycling on the structure cannot be mitigated to the level where they can be confident it is an activity that can be managed safely on a permanent basis, alongside other considerations without considerable impact on operation of the wider network. The Waka Kotahi Board and senior management do not support the reallocation of land space on the Auckland Harbour Bridge.
- **Medium term:** In October 2021, the Government announced it would not proceed with the standalone bridge component of the Northern Pathway project and Waka Kotahi has worked with partners and key stakeholders to identify an alternative option. Waka Kotahi provided advice on a medium term preferred alternative option to the Westhaven to Akoranga section of the Northern Pathway to the Minister of Transport in April 2022 and is awaiting the outcome of a decision.
- **Long term:** Waitematā Harbour Connections is considering the longer-term walking and cycling connections to tie into the wider walking and cycling network and will use previous work done by the Northern Pathway team to help inform this work. This will be a fully integrated approach and walking

and cycling will be assessed along with all other modes to consider how to make the most of existing and new infrastructure.

s 9(2)(f)(iv)

### Behavioural change of motorists

- As a road controlling authority (RCA), Waka Kotahi is responsible for setting new speed limits on New Zealand's state highways. A new Land Transport Rule: Setting of Speed Limits 2022 came into effect in May 2022, requiring RCAs to develop speed management plans with a whole-of-network approach every three years, aligning with the National Land Transport Programme (NLTP) cycle.
- As this legislation took effect during the current 2021-24 NLTP period, Waka Kotahi is taking a step towards the new approach by developing an Interim State Highway Speed Management Plan which includes remaining speed-related activities within the current NLTP.
- Following the Government's announcement in March regarding policy changes to speed management, Waka Kotahi is reviewing processes and the Interim State Highway Speed Management Plan to successfully give effect to Cabinet's recommendations to focus on the top one percent most dangerous state highways.

s 9(2)(f)(iv)

### E-Bike Subsidies / Fringe Benefit tax changes

- Waka Kotahi is unable to comment on subsidies and fringe benefit taxes. However, we are supporting a number of e-bike trials across the country.
- We are in the process of trialling two e-bike libraries in Auckland: one in Glen Innes and another one on the waterfront, both in partnership with EcoMatters. The trials aim to speed up the adoption of e-bikes and make e-bikes more accessible to larger parts of the population. Research shows that getting an opportunity to trial an e-bike for 'real-life' everyday transport trips is a key part of the purchase decision-making process. Both trials will run from mid-2023 to mid-2024. Monitoring and evaluation will be undertaken to inform subsequent schemes.
- s 9(2)(g)(i)
- The HIKO Wainuiomata e-bike trial continues to progress well. Early odometer results for 15 out of the 25 participants show that, on average, participants were cycling 43km a week, 80% were cycling once

Will be considered for: release with redactions

or twice a week and the other 20% were cycling daily. This is an impressive result considering only one person out of the 25 was a regular cyclist at the start of the trial. The team is currently interviewing participants for their 6 month interview, and findings should be available in July / August.

- Results from Wave 1 of the Māngere e-bike trial are now available, showing strong demand for long-term e-bike access in Māngere. Over the 3 months of the trial, the 17 participants were able to incorporate e-bikes into their regular travel patterns in different ways, from recreational rides to replacing their car for commute trips. Waka Kotahi is supporting further work to explore how e-bike incentive schemes can be best designed for communities like Māngere, with low-cost subscription schemes and e-bike libraries showing promise.