

Auckland cycleways investment

- The Government will invest \$85 million through the Urban Cycleways Programme on cycleway projects in the city over the next three years, along with \$49m from local government.
- The first projects – Nelson Street, Don Buck and Central Park Drive – have been completed and another four packages of urban cycleway corridors will be built over the next few years.
- On top of the Urban Cycleways Programme spend, there is further approved National Land Transport Fund funded Walking & Cycling expenditure for other major projects such as the Waterview Shared Path and the Northcote Safe Routes project.

Why is the Government investing in cycling in Auckland instead of roads?

- The Government recognises the need for people to have sufficient transport choices.
- With enough people cycling, this will also mean fewer people on the roads, so there is an element of congestion benefits through cycling investment.
- While \$100 million provides significant improvements for cycleways, it is only minor relative to the \$4.2 billion being invested in Auckland's wider transport network.

Why is so much being invested in Auckland's cycle network?

- It's what Aucklanders are telling us they want. There's been more interest in cycling than ever before and the Government is responding to this. We want people to be able to choose how they get around and to feel safe now matter they travel.
- The Government wants Auckland to be a great place to live, work, visit and play in and introducing safe biking riding is a proven way to encourage active and healthy lifestyles and increase the quality of life in cities.
- It's also a wise financial investment, cycling is the most cost-efficient way of increasing travel choices and it benefits even those people who don't bike.
- The more people who get on a bike the bigger impact it has on reducing traffic congestion and that means more reliable and predictable journeys for everyone.
- To encourage more people to cycle we need to make them feel safe so where possible new cycling infrastructure is being separated from other traffic.

Which projects are priorities and why?

- Currently there are eight key projects in the City Centre – including Quay St, the first section of this has been completed and in its first year this was used by 281,000 Aucklanders.
- Connecting the Eastern suburbs with the city centre including the Glen Innes to Tamaki Share Path, the first section has been completed and construction is expected to start on another section shortly.
- Improved connections between the city and the West, the Waterview Shared Path and Waitemata Safe Routes project are examples that will provide better links to the existing North Western cycleway. The first section of the Waterview Shared Path opened this week.
- Better cycleway links to public transport in areas like New Lynn and Glen Innes to improve safety and connectivity to rail stations, employment and education centres.
- People are more likely to travel to work or study if they live within a few kilometres of their destination. Because the inner city is a major destination for work and study, we have focused UCP funded projects on the inner suburbs, to the inner city from the east and west as well as links to key transport hubs.

What do they add to a city?

- Cycling makes cities more liveable - healthier, easier to get around and more fun. That's good for locals and tourists.
- Getting more people cycling will help provide Aucklanders with more reliable and predictable journeys.
- Cycling helps connect people with a greater range of employment, education and social opportunities.
- It is good for the economy, it attracts tourists, reduces congestion and costs for businesses and increases retail activity in local communities through better access to commercial centres for people on bikes.
- Cycling saves people money
- Cycling opportunities will make Auckland communities healthier by improving fitness levels and reducing pollutants.
- Good cycling connections help our children get to school by bike, which is good for their health and their social interaction.

Do you think the attitude towards cycling has changed at all in recent years? If so/not, why?

- The attitude has changed both from the public and within Government.
- There's been more interest in cycling than ever before.
- More than a third of New Zealanders say they want to use cycling as their everyday transport choice not just for commuting but for visiting shops, getting exercise and for recreational fun.
- Research confirms that the most effective way to get more people cycling is to invest in improving the cycling network
- They also want to feel safe when they're biking which is why we're taking a Safe System approach to ensuring we have a cycling network that takes human error and vulnerability into account.
- The Government has increased the funding available for cycling and walking activities, it is contributing to an estimated \$350m investment in cycling over a three year period from last year.

39%

of Aucklanders are positive about the state of cycling in Auckland

UP FROM 22% IN 2015

28%

confidence about cycling in Auckland

UP FROM 24% IN 2015

ATTITUDES TO CYCLING



What is “the dream” for Auckland’s cycle network? i.e. be able to cycle from one end of the city to the other, any projections of how many people using the network ...

- Looking forward for planning for the next ten years and the next NLTP period Auckland Transport, Auckland Council and the Transport Agency have worked together to developed a Programme Business Case for Cycling in Auckland.
- The preferred programme (yet to be formally endorsed by each organisation) is anticipated to deliver approximately 150km of new cycleways with continued investment in the city centre and Isthmus area, high-growth suburban hubs, outer suburban hubs, and key longer distance connections and complementary activities including training, end of trip facilities and cycle share.
- The programme objectives are to:
 - Triple region-wide cycle mode share of total journeys to work /education from 1% to 3% by 2028
 - Triple jobs and education opportunities accessible by short cycle trips for people with lower levels of transport choice by 2028
 - Triple cycling journeys to dense activity centres by 2028
 - Double the rate of participation in regular cycling activity to 25% of Aucklanders by 2028
 - Reduce deaths or serious injuries (DSI) involving people using bikes by 20% (from an annual average of 45 DSI in 2016 to 36 DSI in 2028)
- The speed that the programme can be delivered will depend on how activities are prioritised through the RLTP and NLTP processes, and the extent of both local share, NLTF as well as the potential for additional Crown investment in cycling.

Link to recent Auckland Cycling Account

<https://at.govt.nz/media/1973770/at-cycling-account-book-2017.pdf>

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