



NATIONAL CYCLING PROGRAMME INVESTMENT PRIORITIES AND APPROACH

Continued momentum and investment in the New Zealand cycling network is necessary to respond to customer expectations for safe, connected, and fit for purpose cycling facilities.

Analysis of the issues and opportunities associated with cycling shows that despite the progress made with the Urban Cycleways Programme, significant investment is still required to deliver fit for purpose networks in urban centres and improve safety on key rural routes that connect with the New Zealand Cycle Trail Great Rides.

Over a million people in New Zealand ride bikes, but research shows they want to use them more for getting around our towns and cities and exploring our regions. Transport and customer expectations are changing. Like many countries worldwide, New Zealand is looking to grow the contribution of cycling to our transport system to manage demand and provide genuine choices for people to get around. We have to find ways to optimise our existing networks to allow people to move more efficiently in a way that contributes to their quality of life.

We know the transport revolution is being driven by digital solutions and technology, but this is not just about apps and driverless cars. Bikes play a crucial part and we are already seeing e-bikes and bike share schemes changing the game in leading cities around the world.

The NZ Transport Agency is partnering with government agencies like the Ministry of Business, Innovation and Employment, Accident Compensation Corporation, Ministry of Health, Sport NZ and

Department of Conservation to impact benefits across a range of outcomes. These include economic development, tourism, safety, health, social wellbeing and environment.

We are taking an integrated approach that combines investment in network development with a programme of behaviour change activities that help us reframe cycling as an integral and valued part of the transport system.

The Urban Cycleways Programme has stimulated investment, created momentum, and built sector capability in planning and delivery, and will see construction of over 300km of new cycleways. However, cycling networks in main urban areas will typically only be between 25-50% complete by June 2018.

Continued investment over the next 10 years will be necessary to give our customers transport choices and respond to demand for high quality cycleways in urban centres, improve rural routes, and continue to develop Nga Haerenga, the New Zealand Cycle Trail. Over the next 10 years, the estimated investment required is approximately \$1.4 billion.

The Transport Agency Board has recently endorsed investment priorities for the national cycling programme and development of the New Zealand cycling network (see overleaf).

New Zealand cycling network Key connections

- High growth urban areas
- Urban areas
- Great Rides (existing)
- Heartland Rides (existing)
- Other cycling routes (existing)
- Other cycling routes (potential to 2022)



BENEFITS

- > Transport choice
- > Improved safety for cycling
- > A more efficient transport network
- > Healthier, happier communities
- > Accessibility
- > Regional economic development
- > More effective delivery of cycling investment
- > Environment
- > Tourism



DEGREE OF FIT FOR PURPOSE NETWORK (BY JUNE 2018)

HIGH

80% Hastings

70% Nelson

50% Christchurch

50% Tauranga

50% Hamilton

40% Dunedin

25% Wellington

25% Auckland

LOW

KEY CHALLENGES

- › Cycling has a greater safety risk leading to higher rate of deaths and serious injuries compared to other modes (cyclists make up 3% of all on-road deaths and 8% of serious injuries despite only making up 1.6% of total time travelled).
- › The cycling network is incomplete with significant customer level of service gaps, which emphasises perceptions it is unsafe, limits participation and reduces the potential benefits of cycling.
- › The needs of cyclists and potential cyclists are not well understood, increasing the potential for investments not being optimised.

CUSTOMER DEMAND

- › 75% of urban New Zealanders say they would cycle more if there were better networks.
- › 16% of urban New Zealanders ride a bicycle to get around at least once a week.
- › E-bike imports have doubled year on year over the last three years, with over 13,000 e-bikes imported in 2016 alone.
- › There was a 16% increase in cycling mode share for journeys to work between 2006 and 2013.

FUTURE INVESTMENT

- › The total investment required over 10 years to significantly improve the level of service for customers wanting to cycle is estimated to be in the range of \$1.4bn.
- › It'll take between 10-30 years to substantially complete our urban cycling networks depending on the rate of investment.
- › Auckland, for example, aims to increase cycling mode share from 1% to 4% by 2028.

OUTCOMES

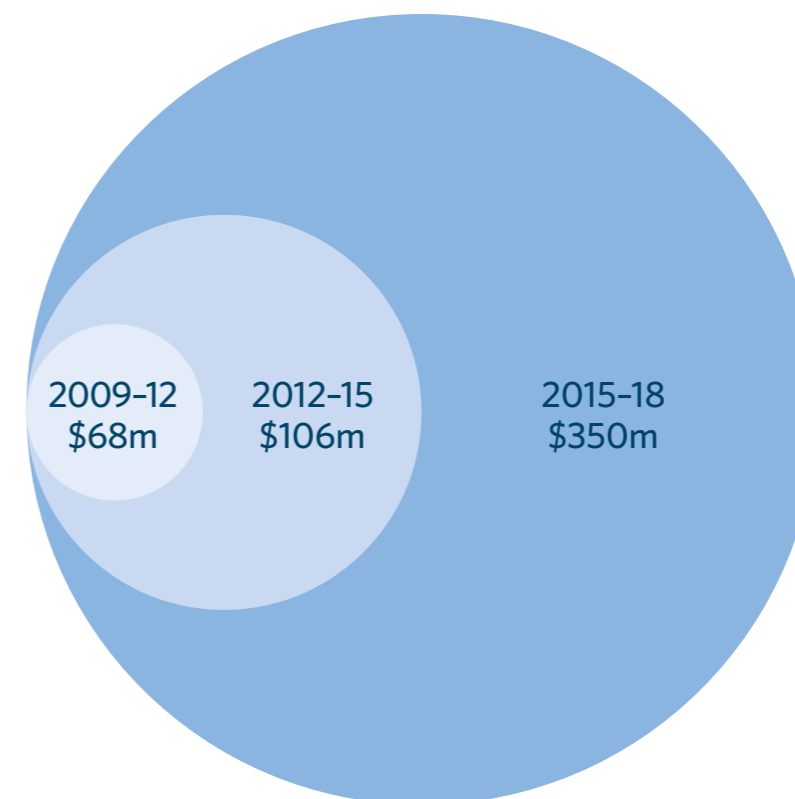
- › In 2015 Nga Haerenga (New Zealand Cycle Trail) contributed over \$37m in economic benefits to local New Zealand communities. The social benefits were estimated at an additional \$12m.
- › The number of Aucklanders using bikes increased by 45,000 between 2015 and 2016.
- › There has been a 180% increase in young people cycling during weekdays in the area where two projects were completed as part of Rotorua's UCP.
- › For short trips of less than 5kms, cycling is often the fastest way to get around in congested urban areas.
- › Cycling to work is linked to a lower risk of developing cancer and cardiovascular disease by 45% and 46% respectively, in a study of 250,000 people. (Celis-Morales et al, 2017, British Medical Journal)

INVESTMENT PRIORITIES



1. Targeting the completion and promotion of strategic urban networks in our rapidly growing urban centres.
2. Continuing to grow and connect safe urban cycling networks in our regional centres.
3. Promoting economic development through the provision of safe on-road links between the New Zealand Cycle Trail Great Rides and other cycle trails.
4. Encouraging increased cycling, including through Bikeshare schemes that are integrated with public transport networks and emerging Mobility as a Service platforms; and other supporting activities that maximise investment in cycling infrastructure, including engagement, education and promotional activities.
5. Lifting the confidence and capability of cyclists, especially young cyclists entering the transport system for the first time.

CYCLING INVESTMENT SINCE 2009



IT'S MORE THAN JUST BUILDING A NETWORK

Customer insights

Engage with our communities

Build sector capability

Promote transport choice

Guidance and tools

Rules and regulations

Collaboration with our partners

Research

Monitoring and evaluation