Auckland Cycling and Micromobility

An Investment Strategy 2021-2031

June 2022

Cycling and micromobility includes


adult bike


segway


kids bike


single wheel segway


electric bike


electric mobility


electric scooter


hoverboard

Why an investment strategy for cycling and micromobility is needed

We're making it easier, healthier and more efficient for everyone to move around Tāmaki Makaurau - on feet or wheels of any size.

Achieving this will require a transition from Auckland's historic 'vehicle-first' roads into a network of sustainable and equitable transport options, helping to realise the vision for zero deaths and serious injuries as well as reducing the impacts of transport on our environment.

This investment strategy outlines the suite of infrastructure improvements, non-infrastructure initiatives, policy and advocacy opportunities that are required to enable and encourage people to choose a more active mode of transport. And that's a choice that improves the well-being of people and our great region.

Outlined is an investment strategy and prioritisation approach that identifies how best to spend the funding that is currently available for the Ongoing Cycling Programme in the Regional Land Transport Plan (RLTP), and what could be achieved should additional funding become available.

Expanding our cycleways and making them safe, better connected and fit for purpose, supports a liveable, equitable and sustainable Tāmaki Makaurau. Let's go there!

Tāmaki Makaurau snapshot

Ongoing investment in cycling is proving effective and Aucklanders support continued investment in cycling:

55km of new cycleways delivered between 2015-2021.

Regular use of e-bikes and e-scooters has tripled in the last 3 years.

128% increase in people on bikes using the Northwestern Cycleway (Kingsland) between 2015 to 2019.

53% of Aucklanders were positive about the state of cycling in 2020, compared to 39% in 2016.

Overall, around 1 in 3 Aucklanders cycle (either frequently, moderately or occasionally).

65% of Aucklanders agree that a connected network of cycleways and shared paths is important for any world class city.

Around 1 in 5 Aucklanders don't currently cycle but would consider cycling in the right conditions (approximately 300,000 people).

Approximately 15% increase in cycle trips between 2015 and 2019.

Sources: AT TRA Active Modes Annual Report May 2021; AT Cycleway Delivery Data; AT Cycle Count Data

Tāmaki Makaurau snapshot (cont.)

However, cycling still currently plays a limited role in the Tāmaki Makaurau transport system:

Transport costs on average: $216 per week per household.

Cycling accounts for only 1% of journeys to work and 1.6% of journeys to school.

Tāmaki Makaurau has one of the highest rates of car ownership in the world: 0.74 cars per person.

Aucklanders who do not currently cycle but are open to it identify ‘safety risks from drivers’ as the primary barrier to cycling.

Road transportation is the largest greenhouse gas emitting sector in Tāmaki Makaurau, making up 35% of the regions emissions profile.

Cycle-related crashes account for around 7% of total recorded deaths and serious injury crashes injury crashes in Tāmaki Makaurau, excluding crashes on motorways, despite cycle trips only making up 0.4% of total transport trips.

Problems

There are four main problems that this cycle and micromobility investment strategy seeks to address:

Safety - Auckland's transport system is failing to protect people using bikes and micro-mobility devices, resulting in high exposure to risk and over-representation in deaths and serious injuries.

Mode share - People find cycling and micromobility unsafe and unattractive, resulting in these modes not fulfilling their potential to contribute to Auckland's transport system.

Environmental, place, social and health - Relatively low levels of cycling and micromobility and high dependence on private vehicles result in poor environmental, place, social and health outcomes, including the risk that we will not meet the goals of Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.

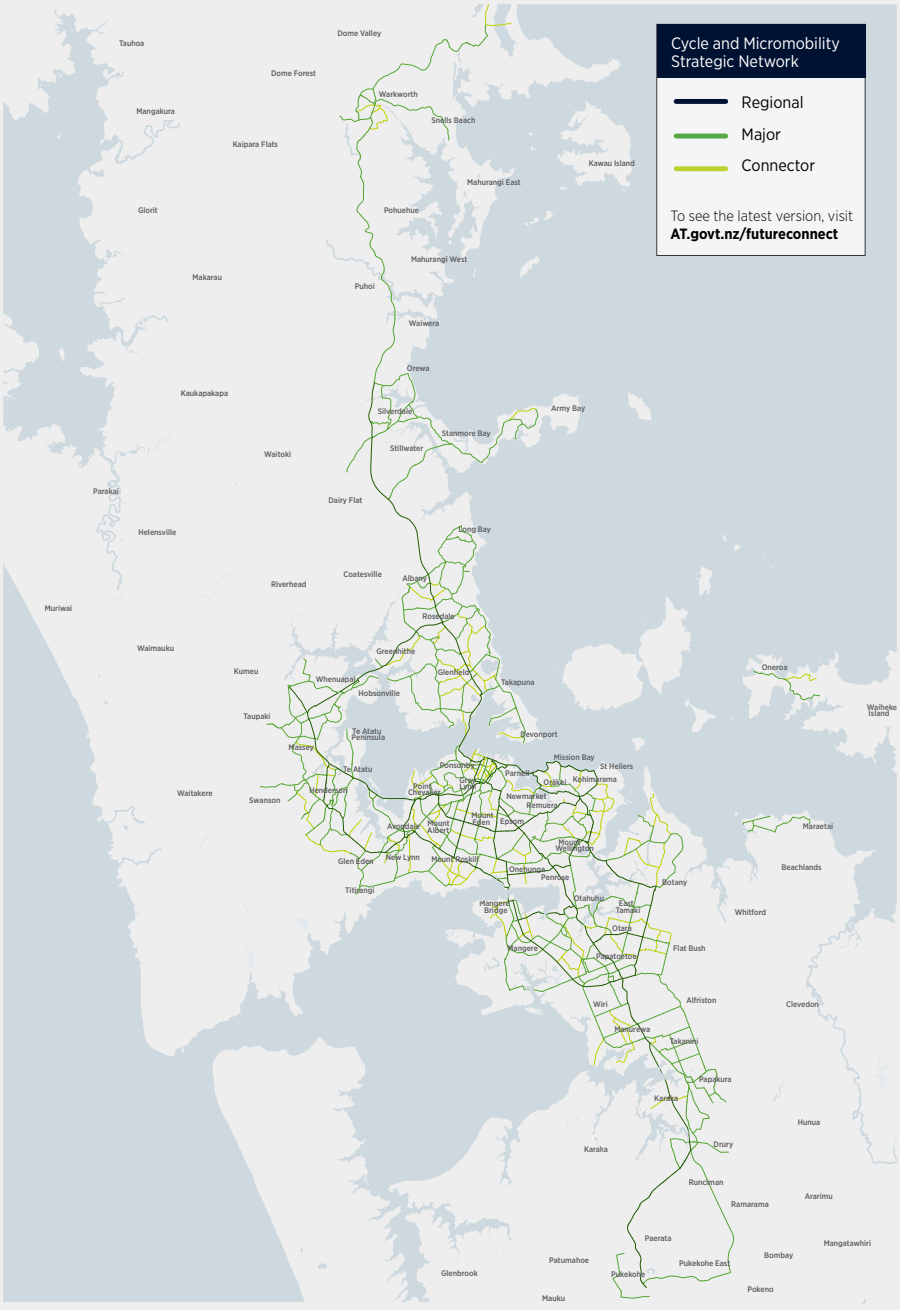
Delivery - Current cycling delivery mechanisms and resistance towards reallocating road space to cycling infrastructure are resulting in cost escalations, delays in delivery, and facilities that do not always meet customer expectations.

Building towards a safe, connected network

Auckland Transport's Network Plan - Future Connect - sets out our long-term network vision for our transport network. Future Connect includes the Cycle and Micromobility Strategic Network, which outlines the corridors where cycling is most important in Tāmaki Makaurau and where the most people are expected to cycle. This is where we want to prioritise available investment over time to create a high level of service for people on bikes or micromobility devices over the long term.

Achieving the Future Connect vision for cycling and micromobility is not currently funded, however we know that providing safe, protected facilities is critical to addressing barriers to cycling. This investment strategy establishes how routes will be prioritised for implementation.

AT.govt.nz/futureconnect



Where this investment strategy fits

There are a number of ongoing projects and programmes (separate to this investment strategy) that will support cycling and micromobility. The RLTP is set to deliver 165km of safe cycle facilities through projects such as:

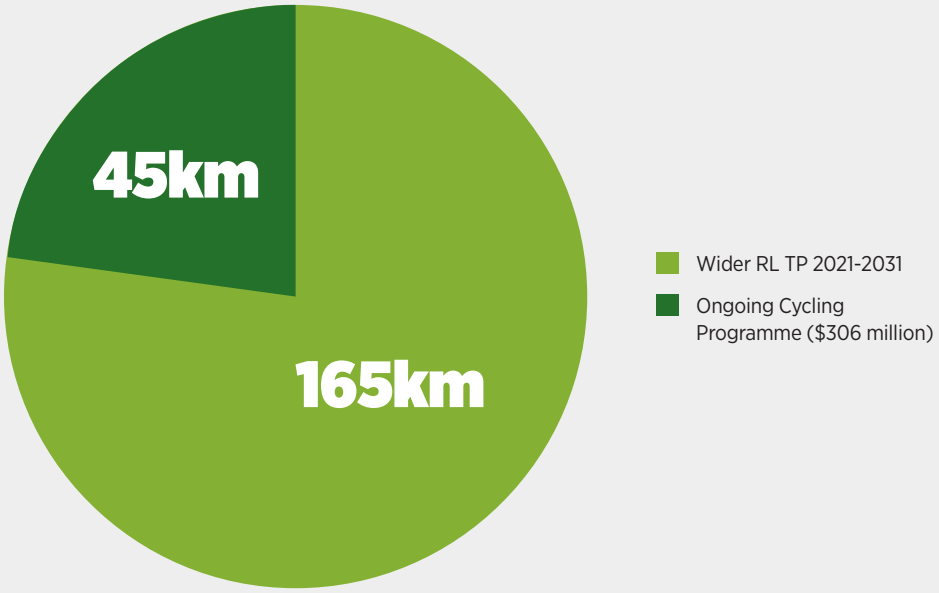
- Urban Cycleways Programme.
- Connected Communities.
- Minor Cycling and Micromobility (i.e. the pop-up cycleway programme).
- Eastern Busway.
- Others, including New Zealand Upgrade Programme, Lake Road Improvements, Brownfields Programme Business Case etc.

There is a further $306 million allocated to the Ongoing Cycling Programme in the RLTP. This investment strategy is focused on how to get the best out of this $306 million and any other funding that may arise (e.g. targeted rates, central government funding).

The investment strategy is about more than just infrastructure, In order to encourage the uptake of cycling and micromobility and support delivery, a number of elements need to work together:

- **Network infrastructure** on the strategic network and to complete links to local destinations.
- **Cycle Parking and Customer growth initiatives,** which look to enhance the customer experience and remove barriers to cycle uptake to enable more cycling and micromobility trips. These include schemes to improve access to bicycles, promotion, activation and events, digital experience improvements, marketing, communications.
- **Policy changes** that contribute to the investment objectives.

Kilometres of safe cycle facilities to be delivered on the Cycle and Micromobility Strategic Network (2021-2031)



What success looks like

Investing in cycling and micromobility provides multiple benefits to individuals and the community centred around:

- Safety
- Emissions reduction
- Healthier people
- Independent travel for children
- Access to public transport and opportunities

The following benefits were calculated for investing $1 billion in cycling and micromobility for transport in Tāmaki Makaurau:

Reduction

Contribute to a reduction of deaths and serious injuries involving people using bikes and micromobility by 40% by 2031.

Healthier environment with fewer greenhouse gas emissions.

Increase

Increase the rate of delivery of safe cycling facilities on the Cycle and Micromobility Strategic Network by 15 km per year by 2031 (this excludes the kilometres delivered by the focus area investment, which will deliver additional kilometres).

Increase cycle mode share by distance from 0.4% to 1.9%, contributing to the regional mode share by distance aspiration by 2030

Increase the proportion of the population that can access key social opportunities within 15 minutes by safe cycling or micromobility to 40% by 2031.

Healthier people with five times more cycle trips than seen today.

An estimated $2 to $3.40 return on each dollar spent.

Developing the case for change

Auckland Transport, Waka Kotahi and Auckland Council participated in a business case process to demonstrate the case for investment in cycling and micromobility in Tāmaki Makaurau, identifying potential interventions to address transport issues relating to cycling and micromobility.

The first stage of the business case process was to agree on the problems and barriers to cycling and micromobility in Tāmaki Makaurau.

This was followed by developing a list of potential solutions and opportunities to address the problems and improve cycling and micromobility in Tāmaki Makaurau. These were categorised into cycle network development, cycle parking and customer growth initiatives, and policy recommendations and assessed against agreed criteria to determine what is needed, and where investment should be prioritised, to get more people cycling more often for everyday reasons.

Addressing transport issues

Lessons learnt and opportunities

This investment strategy has used these lessons to provide an effective investment strategy focused on efficient and affordable delivery of cycle projects. These opportunities include:

Speed up business cases and delivery

- Prioritising cycle connections, enabling more flexibility to respond to changes in programme context.
- Enabling a faster approach to cycle network planning by developing a framework / methodology for future cycle projects to follow.

Road space reallocation

- Prioritising cycle connections that have the potential to be delivered through road space reallocation (among other criteria) to reduce delivery complexity, cost and timeframes.

Coordinating projects

- Aligning with other projects and programmes (i.e. Safety, Network Optimisation and Public Transport) to deliver enhanced cycling outcomes.

How we are prioritising investment in cycle routes

For investment in developing the cycle network, connections are assessed individually to identify projects that deliver the best value for money with available (and additional) funding. The prioritisation criteria consists of:

Connectivity – prioritise connections that build off existing or committed cycle facilities.

Multiple connection types prioritise connections that attract the most people and trip purposes (e.g. trips to work, education, rapid transit stations, metropolitan/town centres/satellite towns).

Potential cost of delivery – prioritise opportunities for repurposing of road space to speed up delivery and reduce cost.

Safety – prioritise connections that have the highest safety risk.

The initial programme of prioritised projects is based off this process. Through future changes and opportunities, this process will continue to be used as the key tool for decision-making on how the programme evolves.

Programme overview

The investment strategy and the prioritisation approach will ensure investment can be quickly scaled up should additional funding become available beyond the $306 million allocated in the RLTP. Additional investment in cycling and micromobility improves the health and wellbeing of people and our region – that's a strong return on investment. The following scenarios demonstrate what could be achieved:

Focus areas are typically allocated $20-$30 million and have multiple key destinations such as schools, rapid transit stations, metropolitan centres, and regional connections. Potential upgrades might include what is known as: modal filters, traffic calming, intersection upgrades, and separated cycling facilities. Focus areas will create safe localised areas to ride and these will be connected to other main cycleways.

Investment scenarios	Kilometres of strategic connections delivered by 2030	Number of focus areas delivered by 2030[1]	Cycle parking and customer growth initiatives[2]	Benefit Cost Ratio (BCR)
Funded RLTP cycling investments (not including this investment strategy	165km total			
$306 million investment strategy (currently funded)	45km total ($175 million)	4 focus areas ($110 million)	($21 million)	2.2 to 3.7
$1 billion investment strategy ($700m currently unfunded)	150km total (105km additional) ($746 million)	7 focus areas (3 additional) ($185 million)	($70 million)	2.0 to 3.4
$2 billion investment strategy ($1.7b currently unfunded)	260km total (110km additional) ($1.5 billion)	14 focus areas (7 additional) ($360 million)	($140 million)	2.0 to 3.4

[1] Focus areas will include additional kilometres of strategic and supporting connections
[2] Schemes to improve access to bicycles, promotion, activation and events, digital experience improvements, marketing, communications.

Cycle parking and customer growth initiatives

Cycle parking and customer growth initiatives, such as marketing, events, activations, cycle skills training and bike hubs, are critical to encourage the uptake of cycling and micromobility, in addition to network development. Customer growth initiatives apply a behavioural science approach to enhancing the customer experience, removing barriers to cycle uptake to enable more cycling and micromobility trips.

The package of cycle parking and customer growth initiatives will include a mix of:

Marketing campaigns to support public awareness of cycling and safe cycle routes

Bike Hubs at key locations to enhance community participation and collaboration in cycling projects, build community capacity for cycling initiatives, divert bicycles from landfill, carry out basic repairs, and distribute bicycles to those who cannot afford them.

Events and activations in partnership with communities.

Enhanced digital experience through the development of cycling and micromobility functions of AT Mobile, website and mapping.

Customer centred design approach to understanding and improving customer journeys on the existing network.

Cycle and e-scooter skills training to teach adults and children how to ride bicycles and e-scooters.School engagement to promote cycling and micromobility through AT's school engagement programme Travelwise. This includes school travel planning, bike trains, ambassador workshops, events and activities.

Project communications including project specific media and stakeholder activation and promotion.

Cycle parking to support the uptake of cycling. Provide a combination of short-stay cycle parking spaces targeting focal points for community interaction and long-stay parking spaces targeting rapid transit stations.

Policy recommendations

In parallel with network development, policy interventions are critical to the success of the investment strategy, in achieving the safety and cycling and micromobility mode share goals.

The following summarised policy recommendations include possible examples of the types of policy changes that are suggested for further investigation. Auckland Transport is not the authority for making most of these policy changes, and therefore the relevant authority would have to agree to investigate and consult on the policy change, before implementing any such change.

Funding

- Advocate for and identify emerging additional funding sources to increase the funding available to deliver on this investment strategy.
- Review and amend funding conditions including a streamlined investment pathway for the walking and cycling activity class.

Planning

- Support better integration of transport and land-use planning, including intensification, to enhance cycling and micromobility accessibility.

Policy

- Support cycling initiatives in schools such as: School Travel Plans in all schools, Bikes in Schools, provision of adequate cycle parking, cycle skills training and education, cycle facilities and treatments outside the school gate.

Vehicle Regulations

- Road rules changes recommended by Cycling Safety Panel (e.g. automatic liability for hitting people on bicycles and allowing people on bicycles contraflow down one-way roads).
- Investigate changes to vehicle regulations recommended by the Cycling Safety Panel.

Marketing

- Advocate for Waka Kotahi to expand their mass marketing (i.e. Road to Zero Programme) to include targeted safety campaigns for people on bicycles and encourage uptake of cycling and micromobility.

Fiscal

- Increase road user charges for general traffic (e.g. congestion charging) and allocate revenue to funding sustainable transport improvements.
- Taxation changes to disincentivise driving (e.g. introduce workplace parking levies, remove tax deductions for non-essential business vehicles) and incentivise cycling (e.g. removing fringe benefit tax for the purchase of bicycles).
- Public subsidies for individuals and businesses to purchase bicycles / establish or operate bicycles sharing schemes.

Who we are building for

The programme targets everyday trips and journeys where mode shift to cycling and micromobility would benefit the wider transport system. This is about improving access to jobs, education and town centres across Tāmaki Makaurau.

- Short to medium distance journeys to work.
- Connections to rapid transit stations.
- Trips to school.
- Everyday household trips.

The type of cycle facility we build depends on a number of factors such as who is using it and what the street environment is like, including space constraints as sometimes we can only fit certain facilities and widths in. We know the many more Aucklanders would go by bike if they felt safer and didn't have the stress of riding with fast, heavy traffic. Safe cycle facilities that form a connected network maximise the investment in cycling and micromobility as they attract the most users.

In order to drive the greatest mode shift, facilities need to be optimised for those users who would like to cycle but are not confident enough to cycle on road.

Next steps

The key next steps of delivering this investment strategy are as follows:

- Advocate for and identify emerging additional funding sources to increase the funding available to deliver on this investment strategy.
- Action lessons learnt to support streamlined, lower cost delivery of cycleways.
- Commence the detailed work for priority connections and focus areas so that we quickly build a pipeline of projects for delivery if further funding becomes available.
- Advocate for the policy changes to other agencies.

WAKA KOTAHI
NZ TRANSPORT AGENCY

Auckland Council
Te Kaunihera o Tāmaki Makaurau