

Cycling Action Plan 2007-2012

Making cycling a more attractive choice

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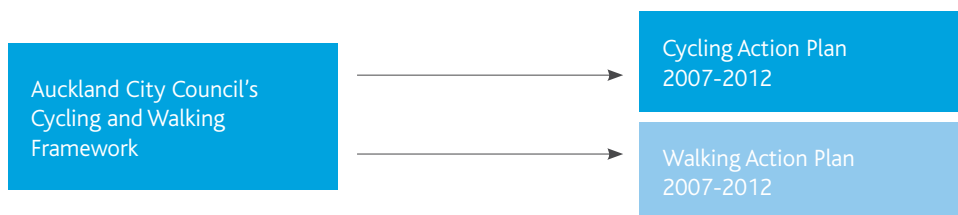
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1 About the cycling action plan



Auckland City Council's Cycling and Walking Framework provides a vision for an Auckland where more people chose to walk and cycle more often. The framework combines cycling and walking because they face similar issues including: safety, commuting distances and funding criteria. At the same, the council recognises that cycling and walking are quite distinct activities and, in many instances, require different facilities. For this reason, two action plans have been developed. The Cycling Action Plan 2007-2012 is an evolving document, which looks at cycling facilities and initiatives over a three-to-five-year timeframe.



Programme funding and resourcing



Future planning and programmes for delivering cycling infrastructure and initiatives need to be included in the council's long-term plans. The Auckland City Council long-term plan is a 10-year plan revised every three years, which shows what the council does and how it will work towards achieving what the community wants for the future (called community outcomes).

As well as meeting its requirements under the Local Government Act 2002, the long-term plan enables the council to prioritise projects that will help achieve future goals for the city. In years that the long-term plan is not produced, the council publishes an annual plan. This provides details on the council's transport programme and budget.

Funding for delivering a walking and cycling infrastructure and initiatives is also available from Land Transport New Zealand (LTNZ). A project needs to be included in a strategy to be eligible for this funding.

In order to understand budget and resource requirements for providing the future citywide cycle network, an expected programme of works and associated cost estimates are provided in Table 1 (opposite) and Figure 3. It should be noted that these are very preliminary cost estimates and can only be refined once a project has been considered in more depth.

The LTCCP budget allocation for cycling and walking related projects for 2006-2016 is around \$17.5 million. It should be noted that the Land Transport NZ subsidy for most cycling and walking related projects is 53 per cent.

Table 1: Expected programme of work and costs

| Programme | Length | Cost estimate (\$000) ¹ |
|------------------------------|---------|------------------------------------|
| Existing network | 77kms | (existing) |
| Future network 1-5 years | 83 kms | \$14,500 ² |
| Future network 6-10 years | 144 kms | \$21,600 |
| 10+ years future network | 150 kms | \$22,500 |
| Total citywide cycle network | 454 kms | \$55,700 |

Providing for and encouraging cycling can encompass a range of activities. The activities that the council will carry out over the next five years are explained in this document.

Figure 1 shows existing cycle facilities (at date of publishing). Figure 2 shows cycle facilities that will be started over the next five years. Figure 3 shows the future, final Auckland city cycle network.

It should be noted that at this level of investigation, the cycle network plan cannot show what form the cycle facilities should take or their exact alignment.

¹ Cost estimates are based on a generic average cost of \$150,000 per km of cycle facility. These are rounded to the nearest \$100,000.

² There is more certainty around the scope of infrastructure projects being developed over the coming 5 years. A more detailed cost estimate shows these will cost in the order of \$13,000.

Figure 1: Existing cycle facilities and types of cycle facilities

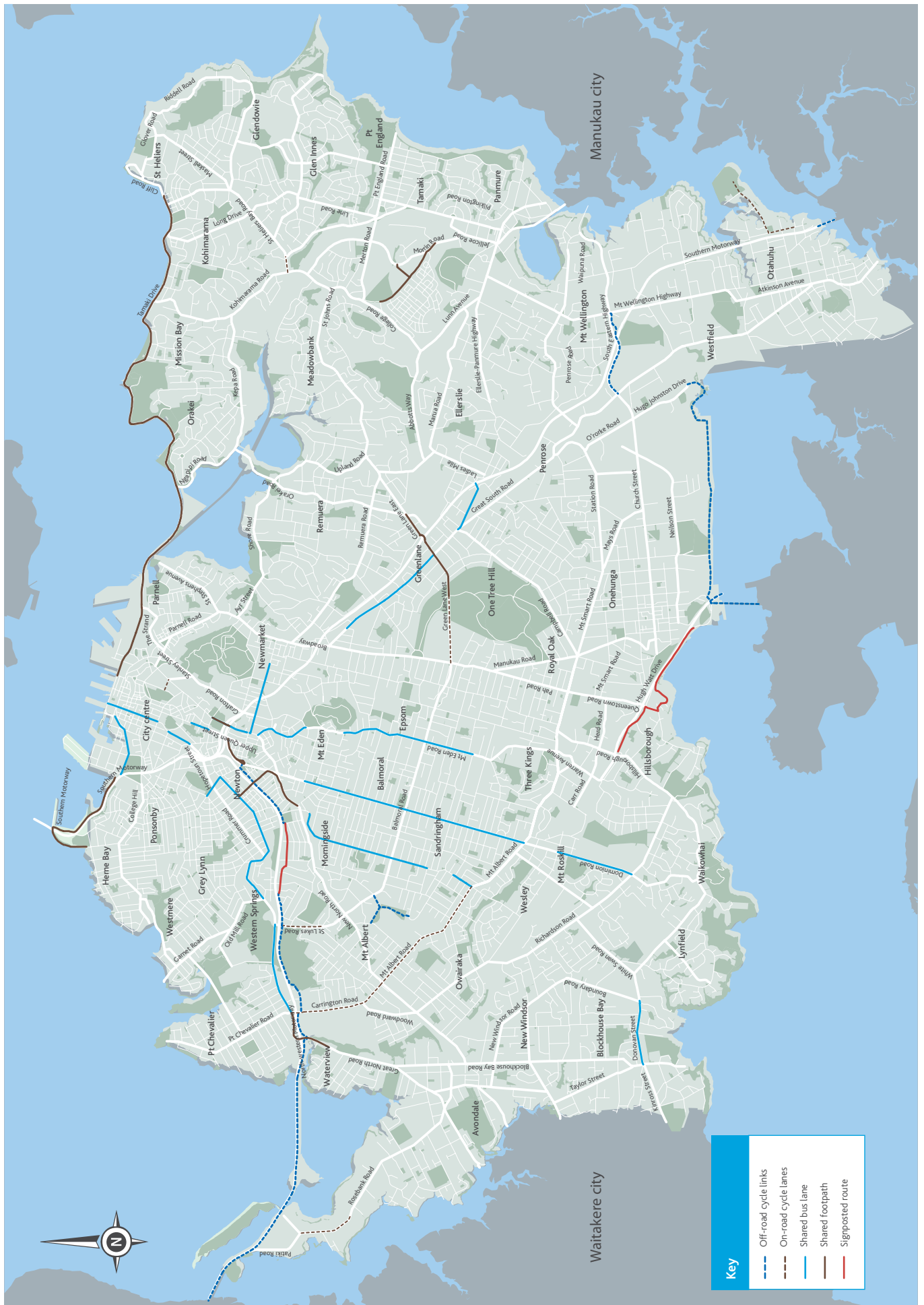


Figure 2: Cycle facilities 2007-2012

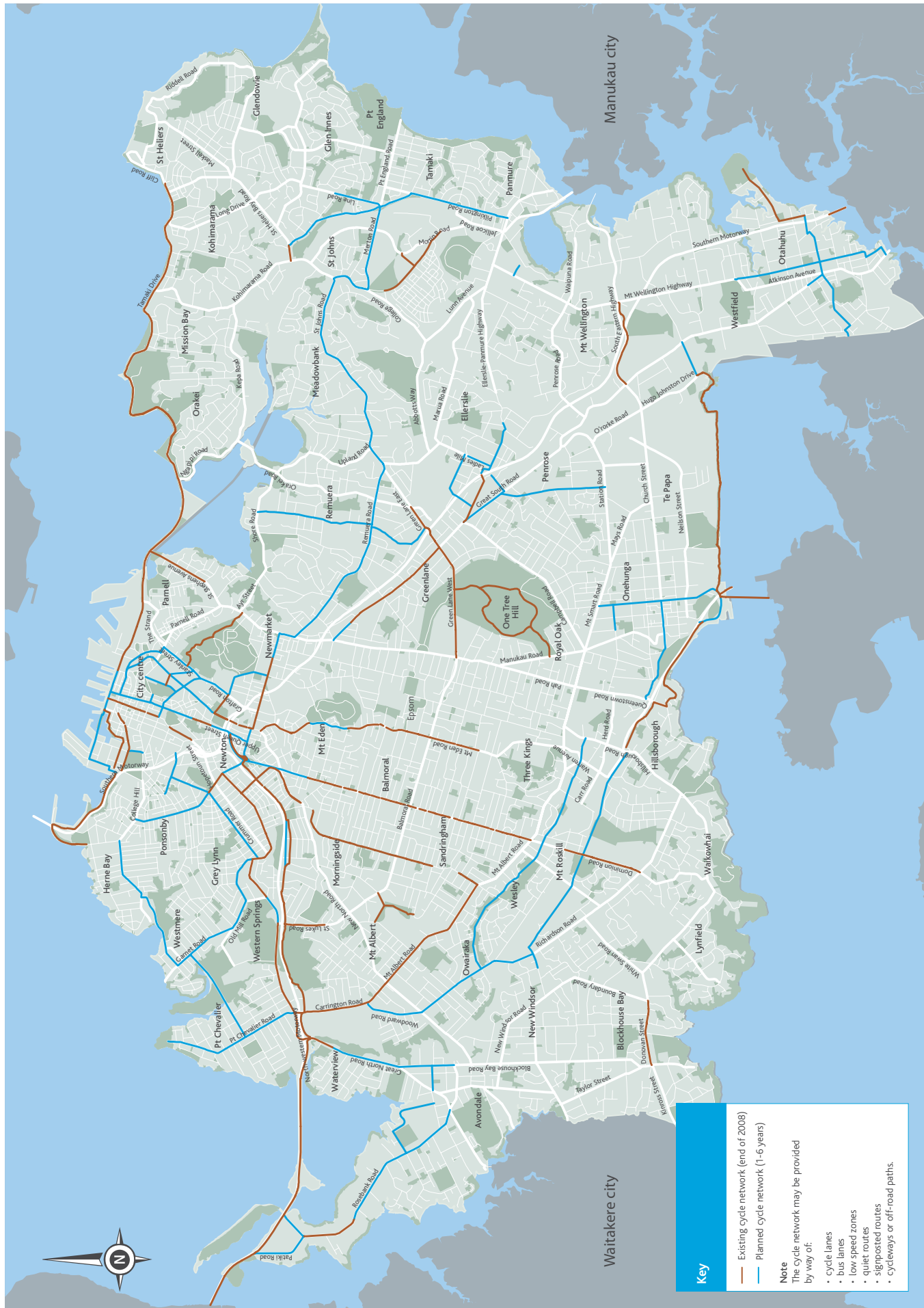
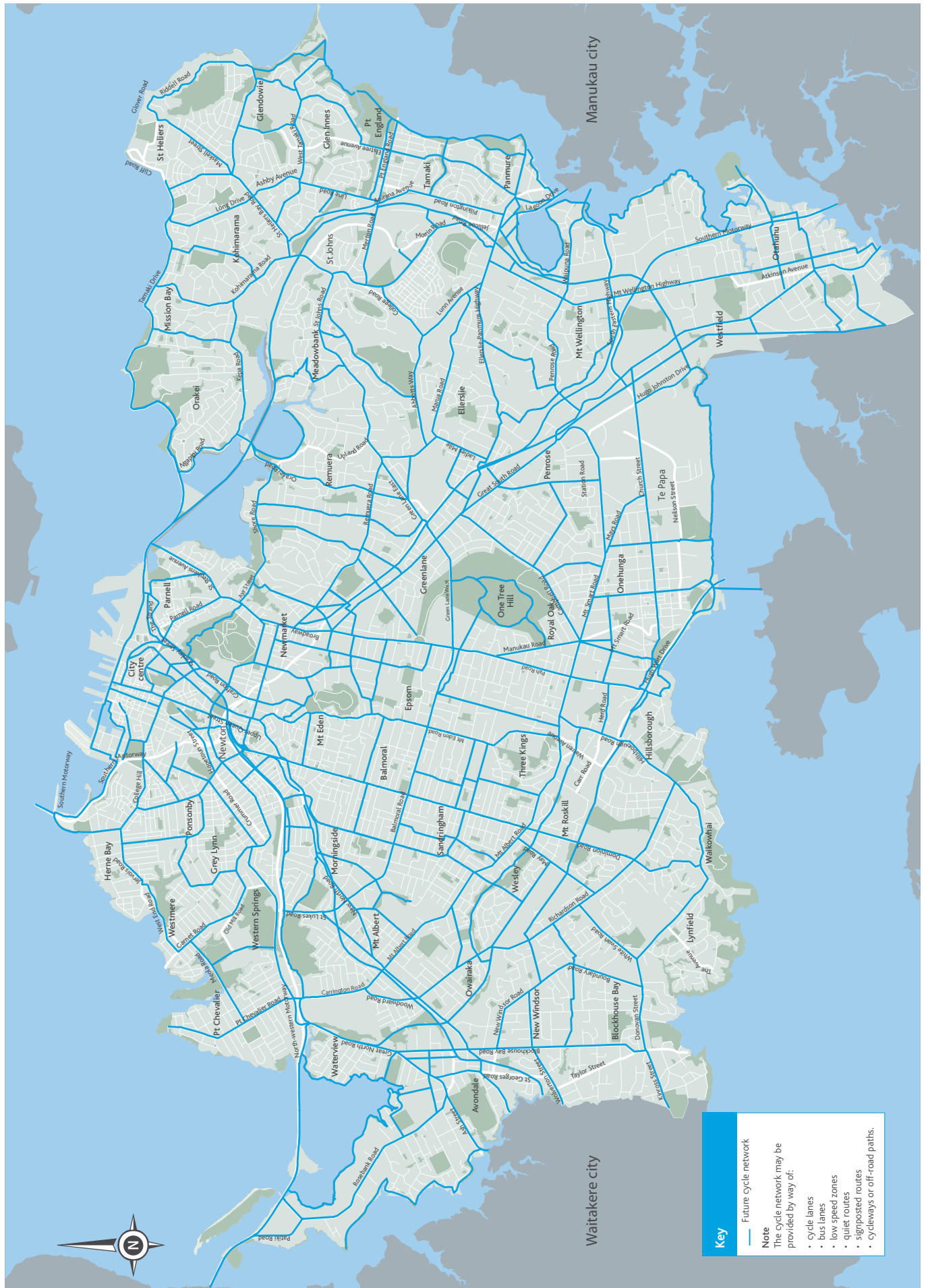


Figure 3: Future cycle network



Key

- Future cycle network

Note
The cycle network may be provided by way of:

- cycle lanes
- bus lanes
- low speed zones
- quiet routes
- signposted routes
- cycleways or off-road paths.

What we want to do – objectives and aims

| Objective | Aim | Agencies involved |
|---|--|--|
| To increase and improve facilities | Implement facilities as set out in the cycling and walking action plans | The council, Auckland Regional Transport Authority (ARTA), and Land Transport NZ |
| | Work collaboratively with organisations on cycling and walking initiatives, from an early stage of project development | The council and Transit NZ |
| | Support regional coordination of and intra-regional access to pedestrian and cycle facilities and initiatives by working closely with councils bordering Auckland city | The council, ARTA, Transit NZ, Land Transport NZ and other councils |
| | Investigate and trial innovative ways to improve the pedestrian and cyclist network | The council, Land Transport NZ, ARTA and others |
| To improve safety and perception of safety | Continue to support the enforcement of road user rules | The council, ARTA, Land Transport NZ and the New Zealand Police |
| | Target risk areas and investigate appropriate measures to improve safety | The council, ARTA and Land Transport NZ |
| | Continue proactive safety and education programmes | The council, Land Transport NZ, New Zealand Police and others |
| To improve amenity and convenience | Ensure that facilities are maintained to a good standard | The council |
| | Investigate ways to minimise the effect that motorised vehicles have on walking and cycling environments | The council, ARTA, Land Transport NZ and others |
| To make universal access | Implement facilities and initiatives that assist all users | The council and others |
| To improve communities and town centres | Incorporate good urban design when planning and implementing cycling and walking facilities | The council and others |
| | Improve cyclist and pedestrian access to open space and recreational facilities | The council and others |
| | Encourage schools, education facilities and businesses to promote walking, cycling and the use of passenger transport | The council, ARTA and others |

| Objective | Aim | Agencies involved |
|--|--|--|
| To support events and initiatives, which promote the health benefits and availability of environmentally sustainable transport options | Promote the health benefits of cycling and walking | The council, Sport & Recreation New Zealand, and health care providers |
| | Encourage and provide support for cycling and walking end-point facilities (bike parking, showers, etc) | The council, ARTA and others |
| | Increase awareness of the role of cycling and walking in the Auckland city transport network through promoting events and activities | The council and others |
| To promote equity in planning | Incorporate provision for pedestrians and cyclists in new transport projects and renewal and maintenance projects | The council and Transit NZ |
| | Ensure that the needs of cyclists and pedestrians are considered as part of new or upgraded developments | The council and others |
| | Secure maximum funding for planning, design, construction and maintenance of cycling and walking facilities | The council, ARTA and Land Transport NZ |
| To increase transport choice | Improve pedestrian and cyclist links to passenger transport in communities and in town centres | The council, ARTA and others |
| | Publicise and promote new and existing cycling and walking facilities and initiatives | The council |



4 Cycling initiatives 2007-2012

Planning and implementing facilities

Bus priority schemes

Bus priority schemes look at improving provision and priority for buses along key routes and to key destinations throughout the city. This addresses service design (the routes, operating hours, reliability, frequencies of bus services) and other important supporting aspects of the bus system (bus stops, shelters, interchanges, timetables, information signs, marketing, ticketing) and the services themselves (buses, drivers, support staff).

Bus priority schemes are being undertaken in Tamaki Drive, Remuera Road, Great South Road, Newmarket/City, Corridor (Central Connector), Quay Street, Queen Street, Ian McKinnon Drive, Albert Street and Dominion Road.

Cycling and walking links

Cycle facilities may be provided in a number of ways, including on road cycle lanes, cycleways or offroad paths, bus lanes, low speed zones, quiet/signposted routes. Strategic cycling and walking links that will be investigated include:

- SH20: Onehunga to Mt Roskill
- SH20: Mt Roskill to Richardson Road
- SH20: Waterview
- State Highway 16 (SH16): Levonia Street and Fourth Avenue
- audit and implement improvements to 50km cycle route.

Corridor management plans

Corridor management plans identify improvements and priorities for using Auckland City Council's main transport corridors, now and into the future. The plans take a multi-modal approach, looking at all forms of transport and travel demand management, as well as seeking to integrate land use. The physical extent of the corridor studies is determined by the range of issues to be addressed, rather than by the width of the road or properties that may be directly impacted.

Corridor management plans that are being undertaken include Ameti, Greenlane, Ponsonby Road, Wynyard/Victoria Quarter, Manukau Harbour Crossing, Ellerslie/Panmure Highway, Selwyn Street/Onehunga Mall and New North Road/Blockhouse Bay Road/Great North Road.

Area studies and neighbourhood accessibility plans

Area studies or neighbourhood accessibility plans are an initiative to help councils improve walking and cycling access and safety. They involve consulting with the community to find out the main issues for pedestrians and cyclists, then specifying a list of actions to remedy the issues. These can include anything from engineering improvements to policy changes, education, promotion and enforcement. Community involvement is key to raising awareness about transport issues and travel choice.

Neighbourhood accessibility plans are being undertaken in Mt Albert Road, Onehunga, Ellerslie, Glen Innes, Otahuhu, Sylvia Park, Grey Lynn, Rosebank, Pt Chevalier, Remuera, Avondale, CBD, Kingsland/Sandringham/Eden Park, Mt Roskill, Ameti and other centres to be identified through the district plan review.





Town centre streetscape upgrades

Town centre streetscape upgrades are about revitalising local shopping areas, so that they offer a safe and attractive environment for everyone. Planning for streetscape upgrades involves assessing community desires for the street and potential to improve the character of the street as well as safety and amenity opportunities.

Streetscape upgrades are being planned and undertaken in Panmure, Newmarket, Karangahape Road, Kingsland, Eden Valley, Mission Bay, Morningside and Glen Innes.

CBD streetscape upgrades

The CBD streetscapes programme is a ten-year programme to upgrade and transform CBD streets and open spaces. Areas that will be included in the streetscape programme over the following five years include Beach Road, Khartoum Place, Victoria and Albert Streets, St Patrick's Square and Albert Park. Lanes and side streets will also be focussed on, including Fort Street, Commerce Street and Custom Street.

Recreational routes

Paths through parks can form an important part of the cycling and walking environment. Paths will be developed in Walmsley Underwood Park and Waipuna Headland park development/Panmure Basin.

Small Local Improvements Projects (SLIPs)

Annually, small local improvement projects are identified by community boards. Often these result in better provision for pedestrians and cyclists.

Advance stop boxes

Advance stop boxes are designated areas at intersections, where cyclists can wait in front of other traffic and make a safe head start when the traffic lights turn green. They help cyclists to avoid conflict with traffic, make them more visible to drivers and ensure cyclists can keep clear of vehicle exhausts. They also provide a buffer between pedestrians and waiting traffic. Advance stop boxes will be implemented at intersections across the city, unless there is reason not to.

Bike parking

Requirements for bike parking will be assessed, particularly in the CBD, town centres and at transport interchanges. Bike parking will be installed as the need is identified and opportunities become available. Also, evaluation of the cycle locker trial at Glen Innes rail station.



Cycling and walking promotion

Develop travel plans

A travel plan is a package of measures that improve the sustainable transport choices available to an organisation. Travel plans makes it easier for staff to walk, cycle, car pool, or catch the bus, train or ferry to work. They give staff more transport choices and aim to reduce the need to travel by car.

The council is involved in developing travel plans with the University or Auckland and Auckland University of Technology, Auckland District Health Board, Selected businesses in the Rosebank Business Precinct and other organisations (as opportunities arise). The council also has its own travel plan in place.

Develop media and marketing programmes and education campaigns

Developing promotional material to advertise:

- Waikaraka / SH20 pathway
- citywide cycle lanes
- 50km cycle route
- road user safety (eg share with care campaign)
- cycling related information for the council website.

Hold annual promotional events

- Kids Bike Evening at Western Springs
- International Student Event
- Go By Bike Breakfast
- "Have a go" days, in community parks
- Ak Active promotion at events (eg Pasifika)

Create Be Active maps

Be Active maps promote and encourage active travel. Each map has routes marked for walking or cycling. The council will develop Be Active maps for CBD, Kingsland, Grey Lynn, Rosebank, Glen Innes, Sandringham, Pt Chevalier, Remuera and Mt Eden.

Maintenance

- Annual road resealing programme
- Road sweeping and maintenance
- Responding to customer feedback with continuous improvement – cycle facility enquiries and complaints

Road safety

TravelWise 4 Schools

School-related travel is a major contributor to Auckland's traffic congestion. The council's TravelWise 4 School programme aims to provide travel alternatives for school students, other than being dropped off by car and ultimately reduce school-related travel congestion and safety issues.

Under the TravelWise 4 School programme, school communities are initially surveyed to get their views on potential barriers to active transport to school. These surveys form the basis for developing a customised school travel plan. School travel plans include engineering, educational and enforcement measures to encourage students to think about alternative ways to get to school, rather than by car. The TravelWise 4 Schools programme is being carried out in St Francis Primary, Pasadena Intermediate School, Pt Chevalier Primary School, Edendale Primary School, Balmoral SDA, Balmoral School, Kowhai Intermediate School, Mt Eden Normal Primary, Avondale Intermediate School, Avondale College, Christ The King, Cornwall Park District School, Gladstone Primary School, Glenavon School, Hay Park Primary, Lynfield College, Marshall Laing Primary, New Windsor Primary, Owairaka District Primary School, Rosebank School, St Heliers School, Te Papapa Primary School, Waikowhai Intermediate, Waterview Primary, Wesley Intermediate, Wesley Primary school, Western Springs College, Westmere Primary School, Churchill Park school, Glendowie College, Glendowie Primary, Mt Roskill Grammar, Mt Roskill Intermediate, Mt Roskill Primary and Royal Oak School.



Low speed zones around schools

The council is looking into creating lower speed zones around schools. Primary and intermediate schools are the main focus of the studies. Schools are being assessed for their suitability to adopt a 40km/h speed zone based on Land Transport NZ criteria. Research has shown that school speed zones slow traffic, increase driver awareness of the presence of children and help to reduce the risk of crashes around schools.

Bike Better

The Bike Better cycle safety programme teaches road safety and bike maintenance skills to school children. It also clarifies the safest cycle routes to school. The programme is being implemented at six schools within Auckland city per year.

Self explaining roads trial

The trial is being undertaken in Tamaki. It aims to create safer residential roads where drivers are aware of pedestrians, cyclists and where the road environment will encourage them to manage their speed.

Red light cameras

Red light cameras will continue to be used to reduce red light running.

Identified crash reduction studies and minor safety improvements

Crashes are researched and analysed in order to recommend low cost engineering treatments aimed at reducing those crashes. Auckland city has a target of crash reduction studies at twenty locations, two routes and one town centre per year. Land Transport NZ has a monitoring system, which has been progressively developed since 1989 to gather data on the crash reduction study sites.

Advocacy

Our aims are to:

- advocate for appropriate strategy, policy and laws to enable cycling and walking
- provide feedback to central and regional government on strategy and policy

- continue to work with regional partners, including ARTA and Transit NZ and Cycle Action Auckland in implementing the regional and local cycle networks
- promote Auckland City Council's Cycling and Walking Framework
- continue to participate in the Regional Walking and Cycling Forum
- incorporate universal access concepts in all transport projects
- promote Liveable Arterials concepts in corridor management plans
- implement and maintain cycleway standards
- advocate travel planning.

Planning, policy and research

Our plan of action is to:

- continue and develop cycling monitoring programme
- develop monitoring strategy
- develop Auckland City Council's cycle facility guidelines
- review the transport related parts of the isthmus section of the district plan and include standards for new developments
- review of the Central Area Access Strategy
- contribute to developing regional cycle parking guidelines
- contribute to developing regional cycle marking standards
- continue strategic planning to develop regional cycle network

Context: Auckland City Council's Cycling and Walking Framework

Auckland City Council's long-term vision for walking and cycling is that more Aucklanders choose to walk and cycle more often. The framework promotes these activities, provides a long-term vision for cycling and walking in Auckland city and gives direction on how that vision will be achieved.

The framework also outlines the national and regional context for walking and cycling, and explains the role of local government in promoting these transport choices.

The framework aims to create a better Auckland, whether you:

- live here or are a visitor
- go to school, work or stay at home
- choose to walk, cycle, take passenger transport or drive a car.



Framework objectives

What we want to achieve and how we aim to get there.

To increase and improve cycling and walking facilities

Providing more and better pedestrian and cyclist facilities that are convenient, accessible, well connected and integrated with other parts of the transport system, particularly with passenger transport. In town centres, these connections support a growing population and reduce car dependency.

To improve safety and perception of safety

Fewer pedestrian and cyclist accidents, and pedestrians and cyclists feel safe.

To improve amenity and convenience

Facilities are pleasant to use and people enjoy cycling and walking thanks to direct routes and well-maintained paths.

To create universal access

Facilities promote access for everyone.

To improve communities and town centres

Nurturing communities; neighbourhoods are strengthened by communication between people who choose to walk and cycle. Pedestrians and cyclists travel at a slower pace, interacting and experiencing their neighborhoods first-hand.

To support events and initiatives that promote the health benefits and availability of environmentally sustainable transport options

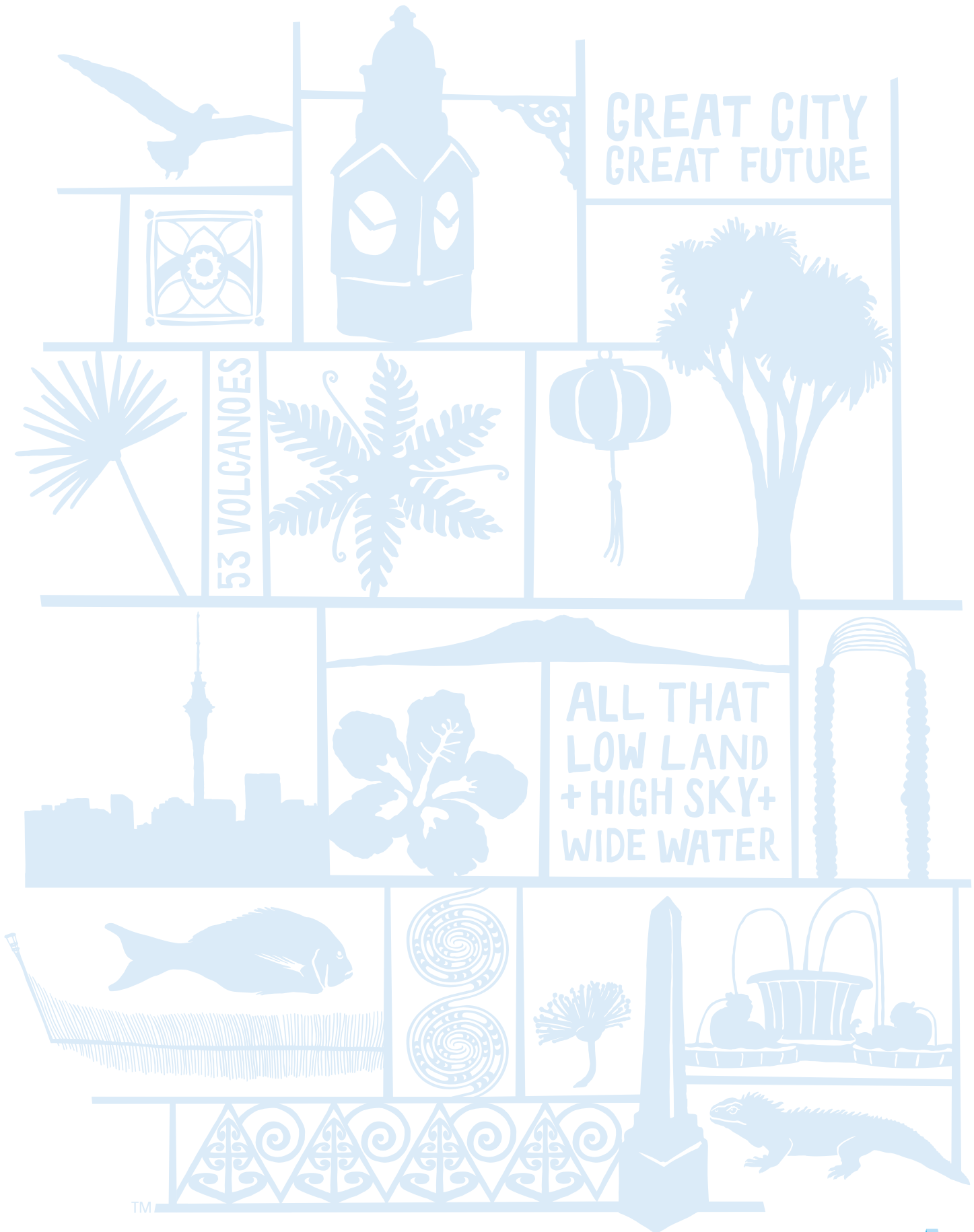
Recognising cycling and walking as fun, healthy, sustainable and cost-effective transport choices.

To promote equity in planning

Ensuring equity in planning for pedestrians and cyclists in the urban environment.

To increase transport choice

Acknowledging cycling and walking as integral parts of the transport network and helping people see cycling and walking as viable transport travel choices for short distances.



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