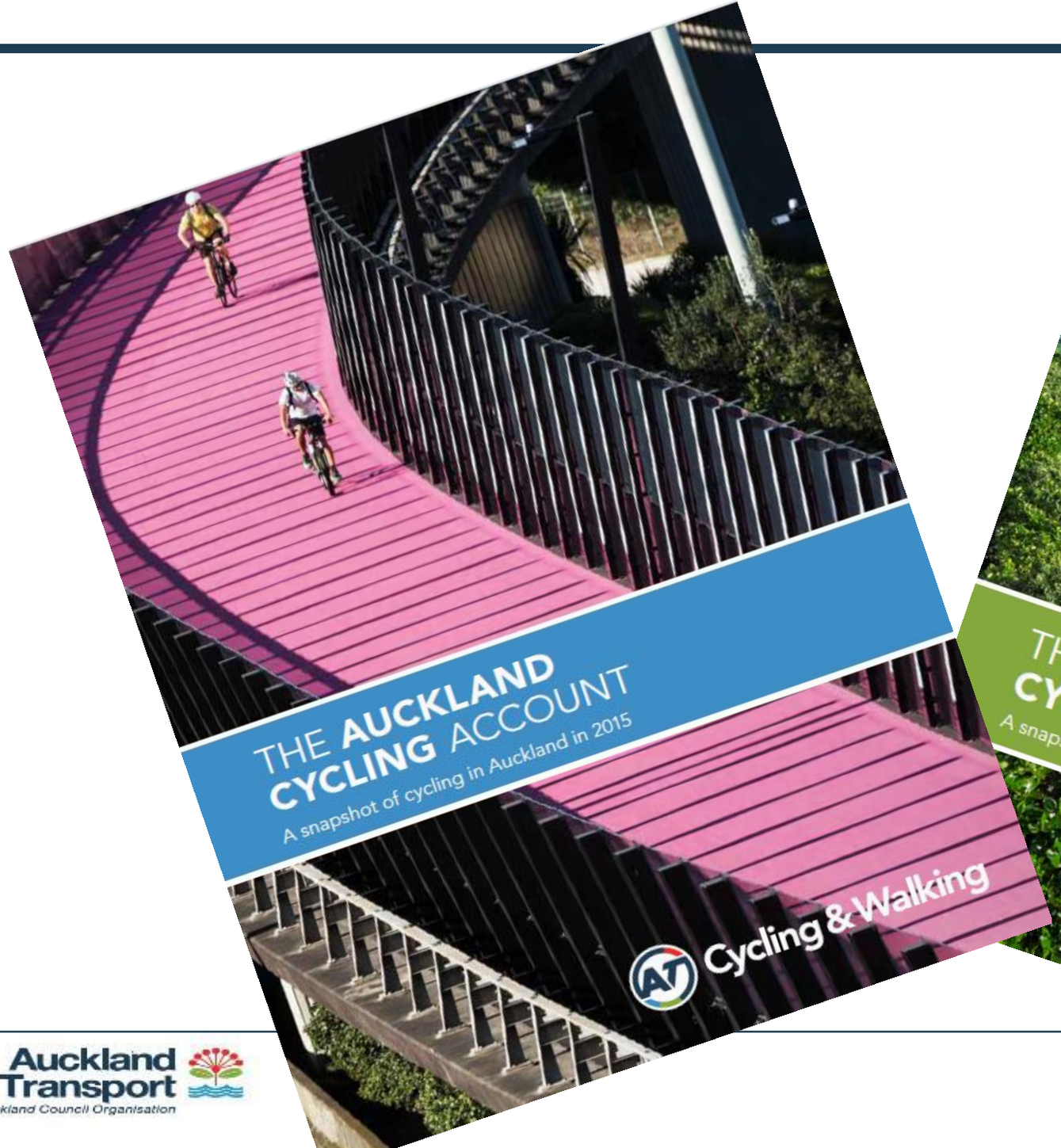
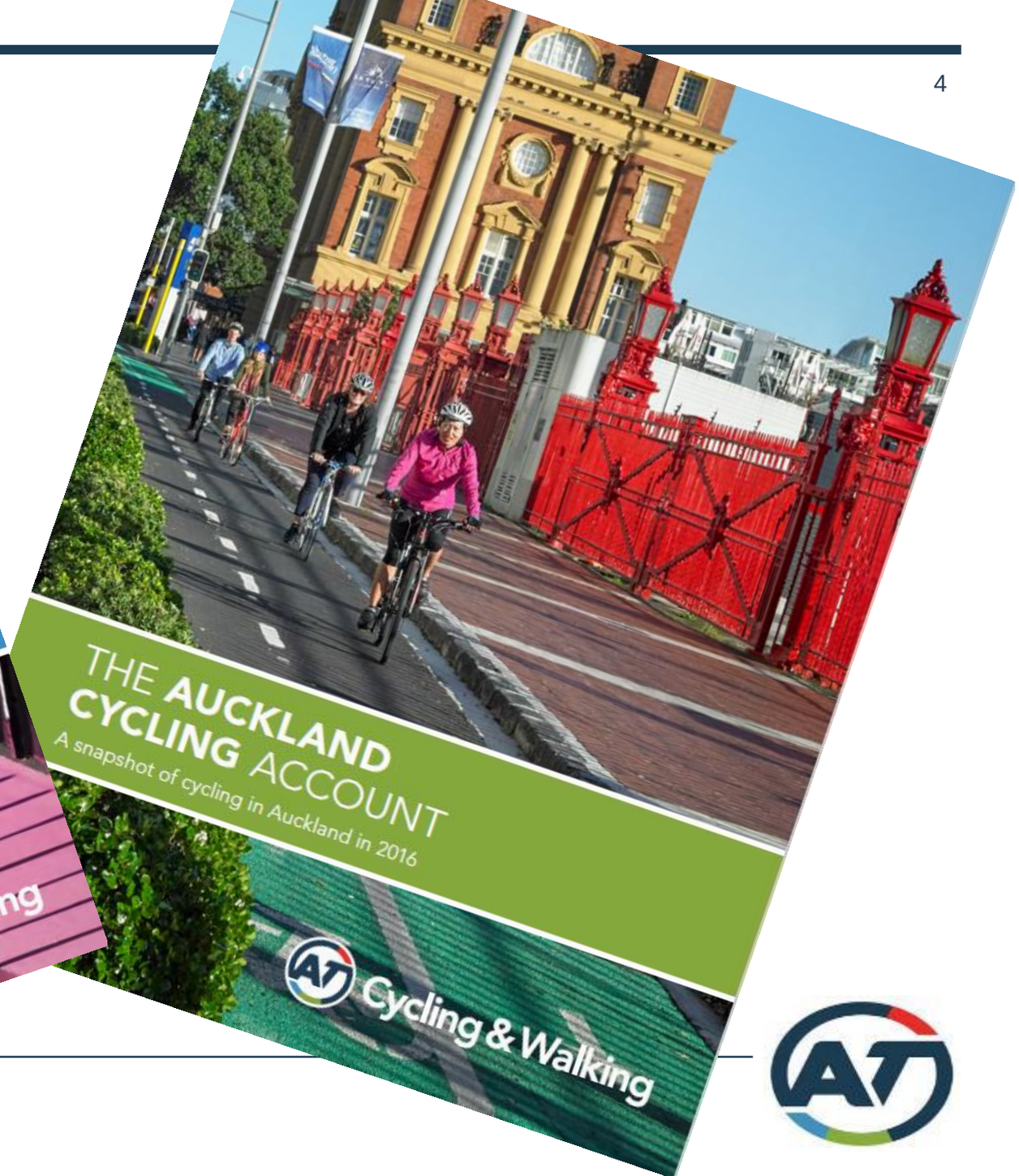
AUCKLAND CYCLING

An Investment Programme 2018-2028


YOUNG MAN
HME151
Car Rentals


WYNYARD QUARTER
CITY CENTRE
ST MARYS BAY
HERNE BAY
PARNELL
FREEMANS BAY
PONSONBY
GRAFTON
NEWTON
NEWMARKET
GREY LYNN
WEST LYNN
EDEN TERRACE
ARCH HILL
KINGSLAND
MOUNT EDEN
KEY
Existing cycle routes
Cycle routes to progress in 2018
CITY CENTRE CYCLE NETWORK


THE AUCKLAND CYCLING ACCOUNT
A snapshot of cycling in Auckland in 2015
Cycling & Walking

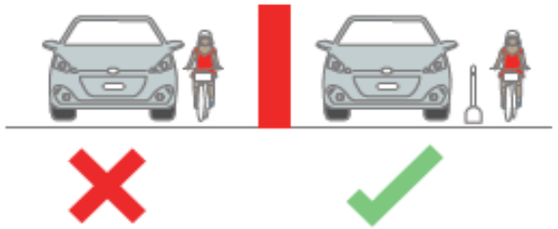

THE AUCKLAND CYCLING ACCOUNT
A snapshot of cycling in Auckland in 2016
Cycling & Walking

Defining the Problem

CYCLING **FEELS UNSAFE**

60%

would cycle with better infrastructure.



CONDITIONS FOR CYCLING **ARE UNSAFE**

Cyclists are involved in

10x

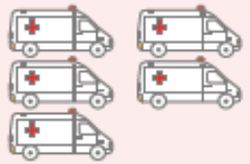
as many serious crashes as motorists (by mode share).

Cyclists are disproportionately represented in serious and fatal crashes.

AND THERE ARE **SERIOUS IMPACTS** FOR SOCIETY

Annually, transport emissions cause:

5x



as many premature adult deaths as the regional road toll, and costing society

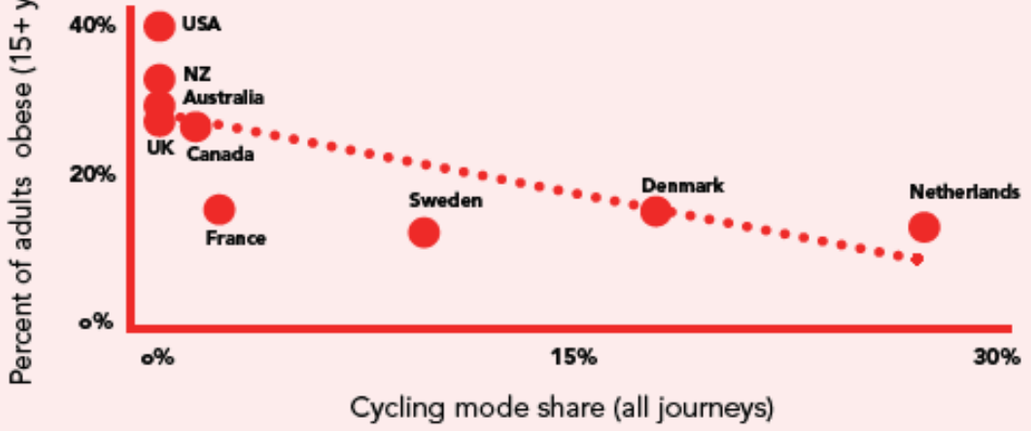
$466m

from mortality and morbidity.

38%

of Auckland's greenhouse gas emissions come from transport.

NZ has the **3rd** most obese population in the world.

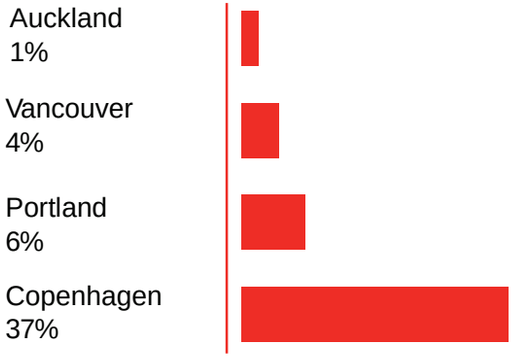


Auckland's Cycling Opportunity

Many people would cycle short distances if the conditions were right. Overall, Auckland has good weather and lots of flat areas and with the popularity of e-bikes, hills are no longer such an issue.

CYCLE MODE SHARE

Selected cities



73%
of Auckland streets have a slope less than
3%

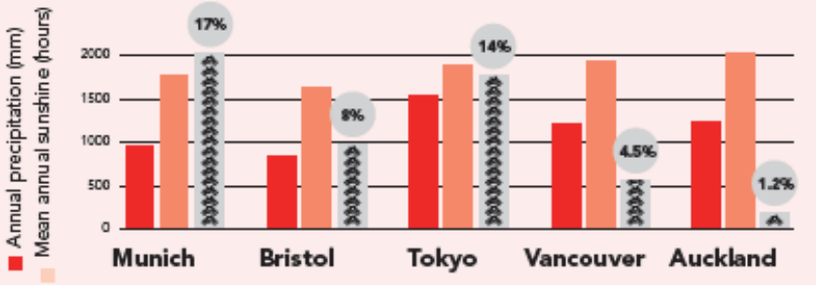
54%

of people would consider cycling if the conditions were right.

230,000
Aucklanders live within a 30 minute bike ride to the city.

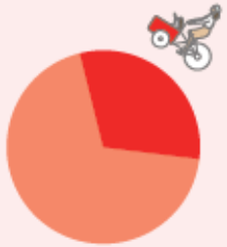
RAIN **ISN'T A BARRIER**

RAIN AND SUNSHINE IN SELECTED CITIES



1% of the cities cycling mode share

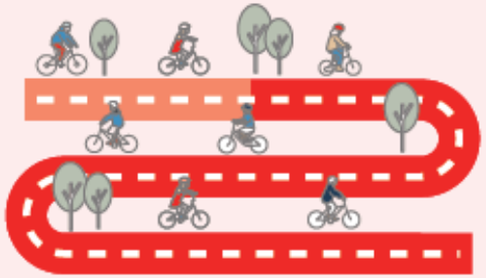
OVER **50%** OF AUCKLANDERS **WOULD RIDE BIKES**



31%
of Aucklanders ride bikes at least monthly.

AUCKLANDERS **DO LIKE CYCLING**

AND HAVE RIDDEN MUCH MORE IN THE PAST



20%
of Auckland intermediate school children cycled to school in the late 1970s.

Today that number is: **3.9%**

Aucklanders want cycling

- 65% of Aucklanders agree that cycling is **good for their community**
- 47% positive about the state of cycling in Auckland

PBC Objectives

By 2028:

1. Triple cycle mode share to work / education from 1% to 3%
2. Triple jobs and education opportunities accessible by short cycle trips
3. Triple cycle journeys to dense activity centres
4. Double rate of participation in regular cycling activity to 25% of Aucklanders
5. Reduce DSIs of people on bikes by 20%

Approach to programme development

1. Alternatives
2. Priority areas
3. Longlist
4. Shortlist
5. Development of recommended programme

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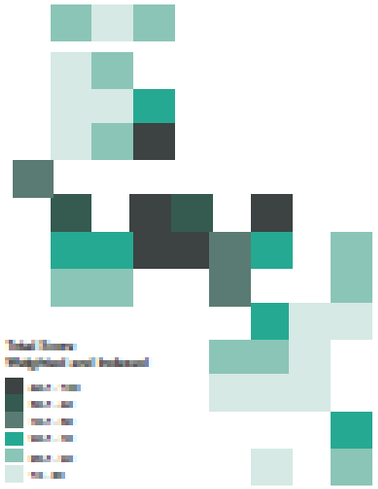
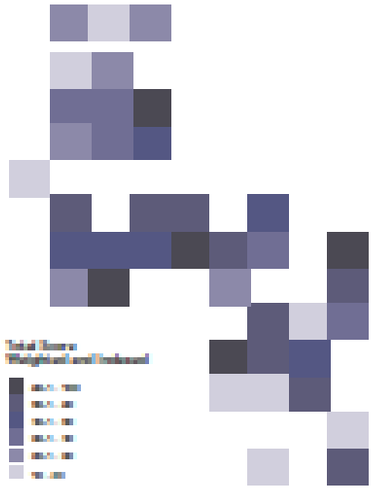
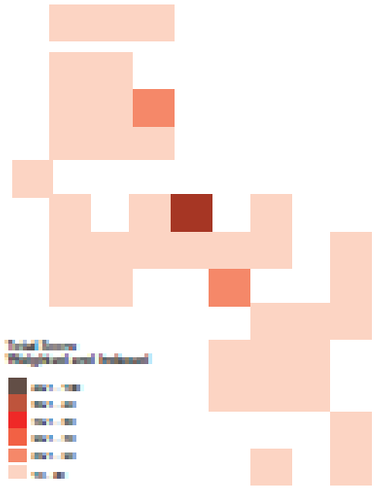
Cycle commute mode share



School enrolment



Jobs

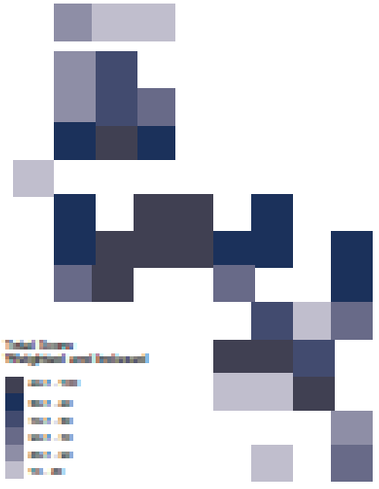


Deprivation score

Number of people age 0-19

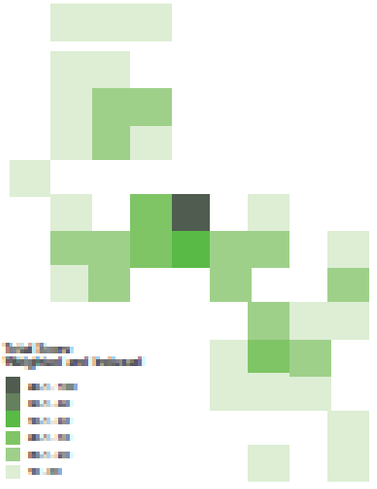
Poor PT access

Population

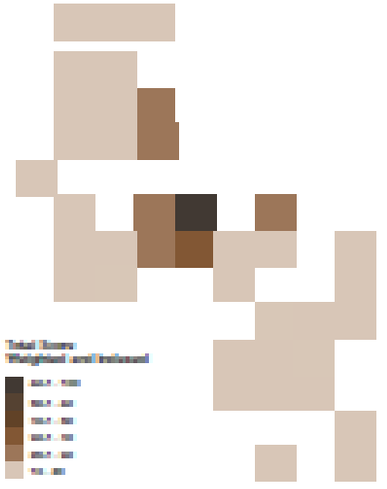


Commute trip length

Road crashes



Health Outcomes



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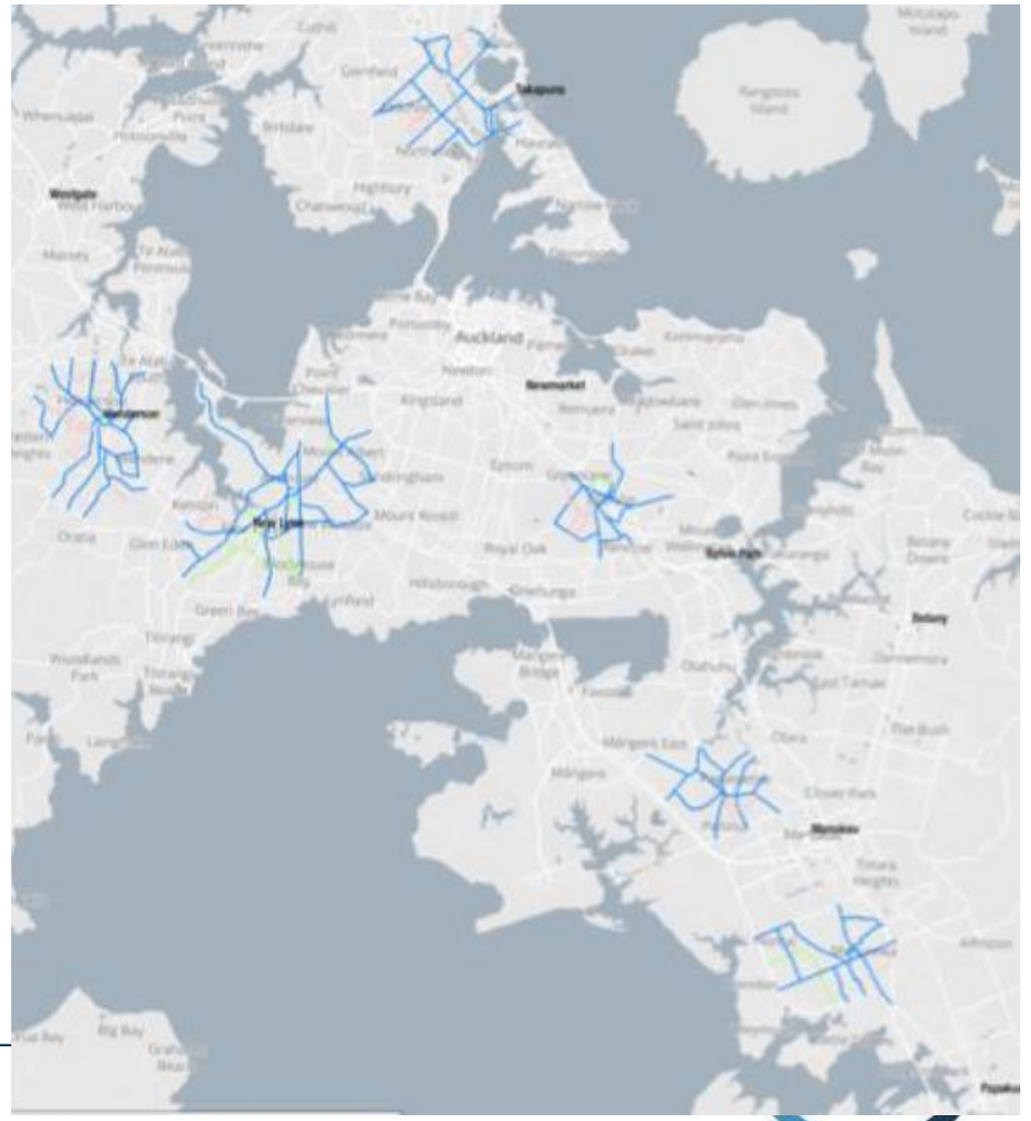
Programme Options

1. Reinforce existing trunk routes
2. Central area network
3. Rapid Transit access
4. Long-distance connections
5. Demonstration neighbourhoods
6. School access



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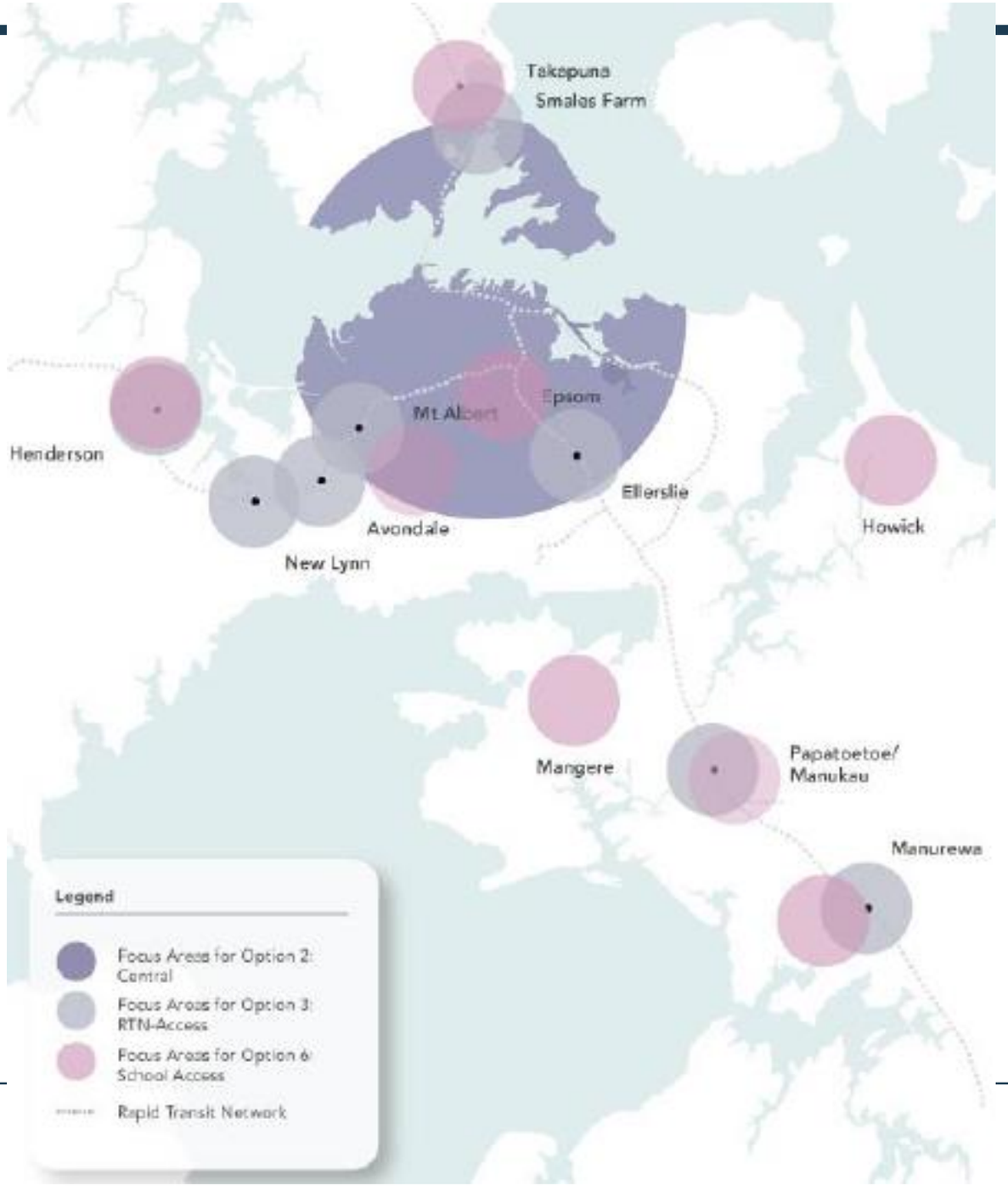
Takapuna
Smales Farm
Mt Albert
Epsom
Henderson
Ellerslie
Avondale
New Lynn
Howick
Mangere
Papatoetoe/
Manukau
Manurewa
Legend
Focus Areas for Option 2: Central
Focus Areas for Option 3: RTN-Access
Focus Areas for Option 6: School Access
Rapid Transit Network

Shortlist options

4 shortlist options:

1. **Do-minimum**. A base network, low level of investment ($300m over 10 years)
2. **Base + Central** area network. Medium level investment focused on central area ($600m over 10 years)
3. **Base + Suburban** hubs network. Medium level investment focused on suburban hubs ($600m over 10 years)
4. **Base + Central + Suburban** hubs. High level investment combining Options 2 & 3. ($900m over 10 years)

Shortlist summary

Criteria	Weight-ing	Assessment			
		Option 1 – Base Network	Option 2 – Base + Intensified Central	Option 3 – Base + Suburban Hubs	Option 4 – Base + Intensified Central + Suburban Hubs
1. Contribution to achievement of investment objectives	33%	-0.6 Likely to achieve some, but not all, investment objectives	+1.6 Likely to achieve all investment objectives. Scores higher than Option 3 for achieving safety objectives	+1.6 Likely to achieve all investment objectives. Scores higher than Option 3 for achieving accessibility and health objectives	+2.9 Likely to exceed investment objective targets across all objectives
2. Implementability	33%	-0.5 Implementation likely to involve some challenges with impacts on other modes that can be managed or mitigated. Likely to be financially affordable.	-1.3 Implementation likely to be challenged by impacts on other modes and minor construction complexity and project dependencies. Likely to be financially affordable.	-0.7 Implementation likely to involve some challenges with impacts on other modes and minor construction complexity and project dependencies. Likely to be financially affordable.	-2.6 Implementation likely to be challenged by impacts on other modes, and some construction complexity and dependencies with other transport projects. Unlikely to be affordable.
3. Economic efficiency	33%	+2.0 High level of cycling demand impact and associated economic benefits from lowest cost programme.	+1.7 Cycling demand and economic benefits increase with scale of programme. Demand and associated benefits slightly higher than Option 3 under increasing congestion and accelerated demand scenarios.	+1.6 Cycling demand and economic benefits increase with scale of programme.	+1.5 Cycling demand and economic benefits increase with scale of programme. Some diminishing returns from additional investment.
Total score	**100%**	**0.47**	**0.67**	**0.82**	**0.59**
Rank		**4**	**2**	**1**	**3**

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Programme Overview

RECOMMENDED INVESTMENT

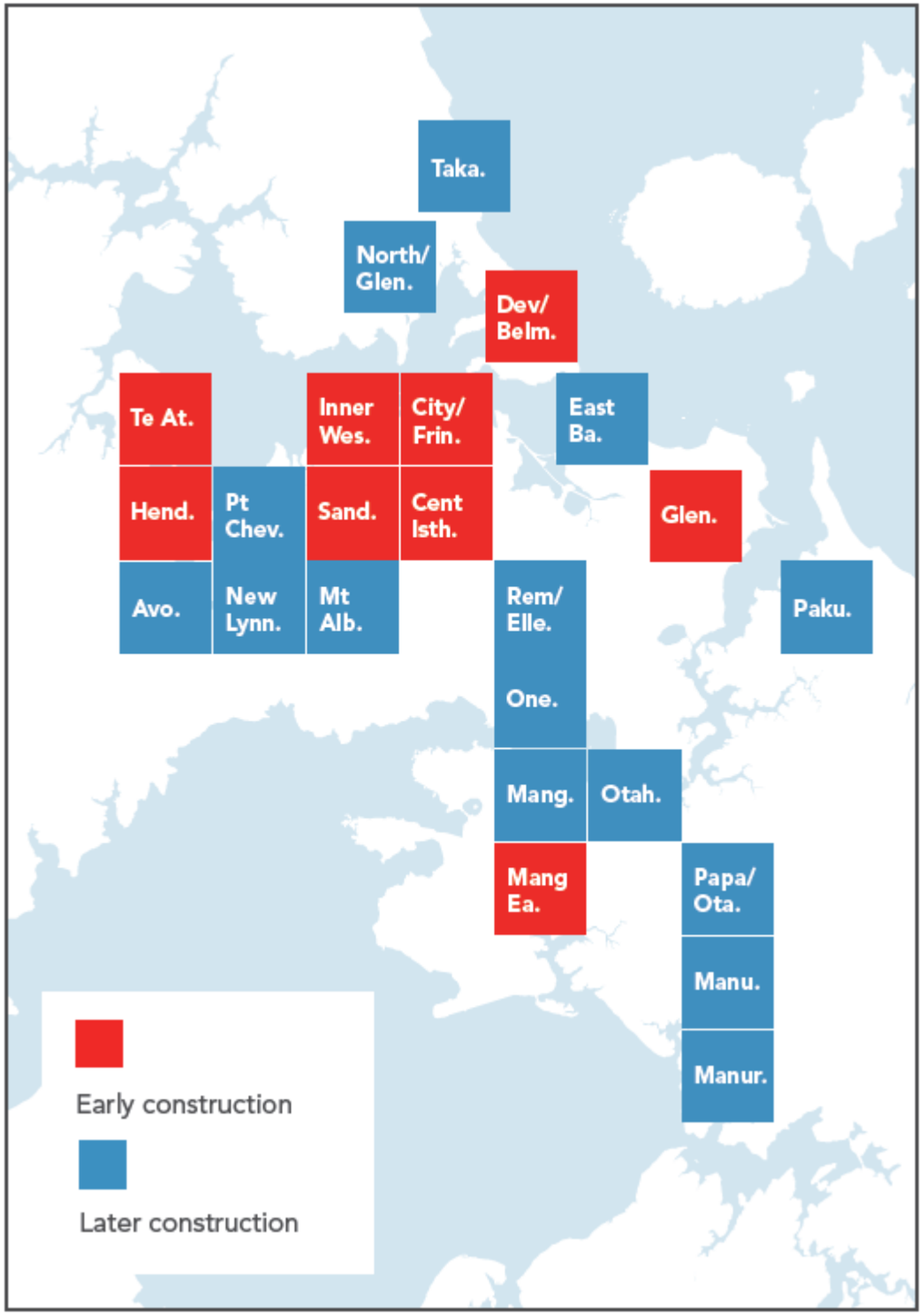
Funded by AT and the NZ Transport Agency

$35m
Complementary initiatives

$600m
Construction of cycling network

=

150km
&
4%
mode share increase



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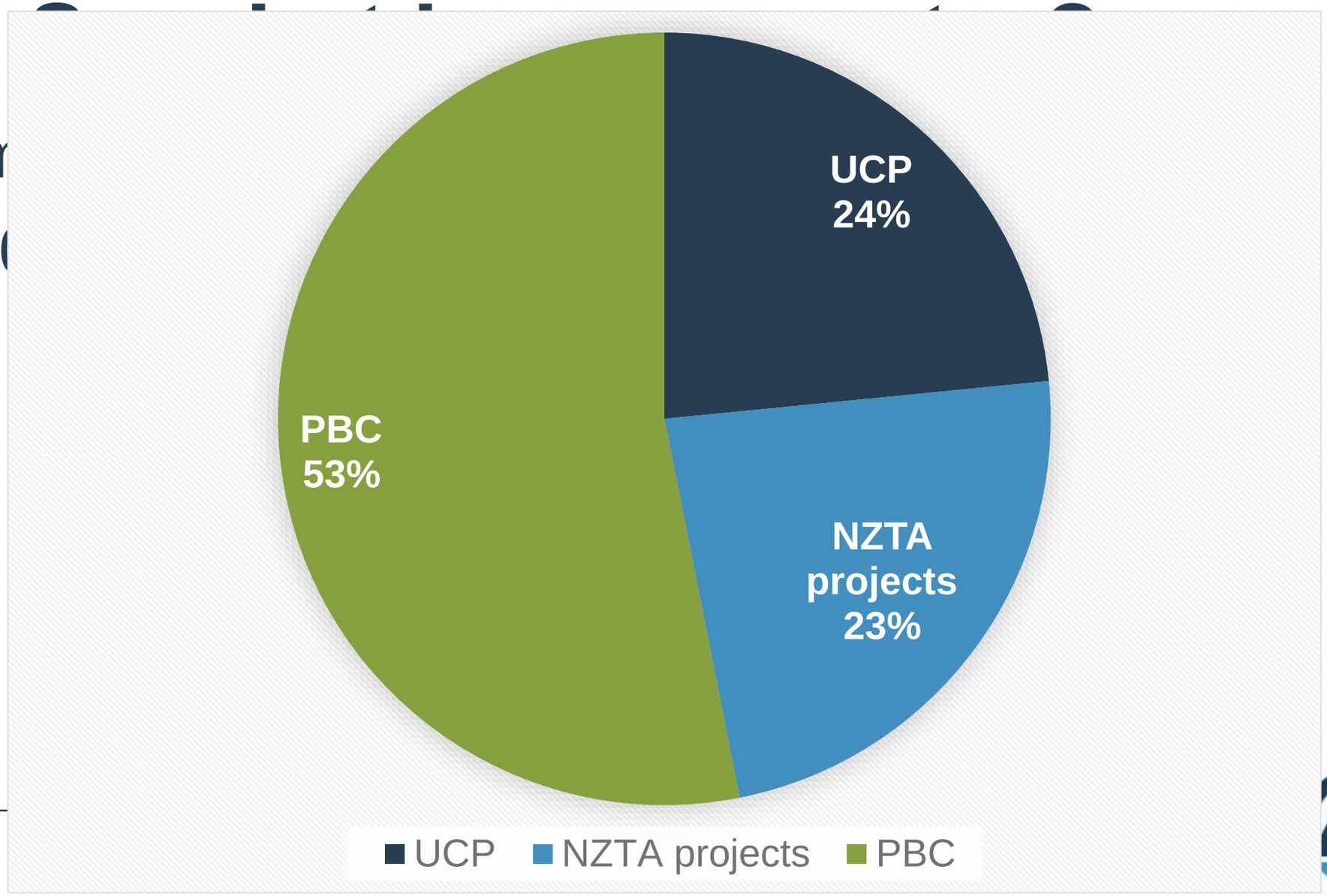

Thank you

Auckland Transport
An Auckland Council Organisation