

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

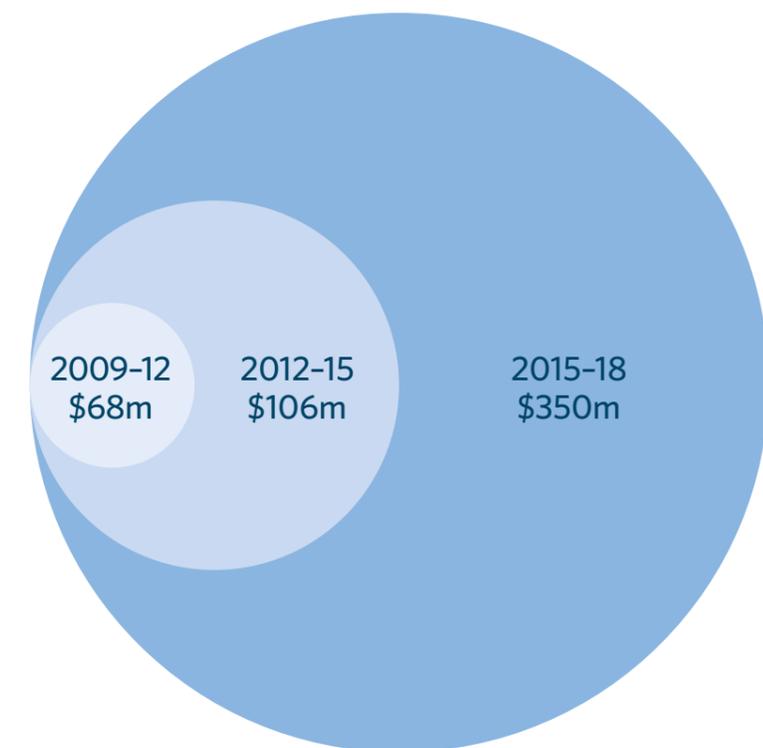
- › In 2015 Nga Haerenga (New Zealand Cycle Trail) contributed over \$37m in economic benefits to local New Zealand communities. The social benefits were estimated at an additional \$12m.
- › The number of Aucklanders using bikes increased by 45,000 between 2015 and 2016.
- › There has been a 180% increase 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