

17 June 2021

Phil Goff
Mayor of Auckland
Private Bag 92300
Auckland 1142

Tēnā koe Mayor Goff

Cycling Infrastructure

Your recent feedback to Auckland Transport (AT) on our performance in the delivery of cycling infrastructure in Tamaki Makaurau is important to us. We understand your concerns, and your need for more rapid and flexible delivery of cycle infrastructure.

The effective delivery of cycle infrastructure is critical in addressing the actual and perception of safety for people cycling, supporting Auckland's emission reduction targets, reducing congestion through mode shift, and improving health and transport equity for all Aucklanders. We understand this and are committed to it.

It is a significant task. Redesigning transport corridors to include safe cycling infrastructure often necessitates reallocating space in the transport corridor to reduce vehicle traffic lanes and road side parking. This can result in heated and difficult conversations as part of our community consultation. We are challenging the way Aucklanders think about and use our transport corridors and have a large inflight programme to prioritise the allocation of road space for high efficiency vehicles (buses and high occupancy vehicles), cycle infrastructure and walking and environmental services. We very rarely widen the transport corridor or have a sufficiently wide existing corridor to easily install cycle infrastructure and maintain parking and vehicle lanes for private low occupancy vehicles.

AT's role as planner and integrator of all these programmes is important to ensure the needs of our customers are integrated into this activity, and to maintain a strategic view of the cycling infrastructure network. Auckland Council's role in providing the political direction is critical, as is its presence and leadership in our conversations with our communities, and its acknowledgement and support for the trade-offs that are required to achieve its goals.

Progress is being made to build a network of safe cycling facilities. AT has achieved its 2020/21 Statement of Intent (SOI) target of adding five kilometres of new cycleway (5.25km of new cycleways delivered as of April 2021). Tranche 1 of the Urban Cycling Programme (UCP) will be completed by the end of 2021, including the upcoming completion of Tamaki Drive Cycleway (estimated September 2021) and New Lynn to Avondale Cycleway (estimated November 2021). Tranche 2 of the UCP is planned to be completed by the end of the upcoming RLTP period (2021-24).

In addition to the delivery of cycling facilities, AT is improving safety outcomes and accelerating the uptake of cycling through delivery of behaviour change initiatives and engagement programmes with schools, businesses and communities. Initiatives include a wide range of events, cycle network activations, cycle skills training and marketing campaigns.

Our draft Regional Land Transport Programme for 2021-31 provides for the delivery of a further 199 kilometres of safe cycling facilities by Auckland Transport and Waka Kotahi across the region. When



combined with the investment from other agencies, the next decade will see a significant shift. In addition, the approved Auckland Housing Brownfields Programme Business Case includes further safe cycling facilities, which are planned to be delivered with partners (Kāinga Ora) in the next decade from the \$401m allocation in the 2021-31 RLTP for projects supporting the Auckland Housing Programme.

More agencies have a role to play going forward in the delivery of cycling infrastructure for Tamaki Makaurau. AT's delivery programme sits alongside traditional cycling infrastructure delivery agencies such as Waka Kotahi, Kainga Ora (e.g. Auckland Housing Programme) and Eke Panuku, as well as private developers and Auckland Council's Parks and Recreation Team.

Moving forward Auckland needs to get the benefits of the investment and programmes being delivered by all these agencies in a much more integrated and prioritised manner. Separate projects and funding buckets do produce disjointed outcomes.

There are several changes we can make to the way we work to respond to your concerns.

Having a clear strategic direction and mandate from Auckland Council is critical. The Independent Review of Auckland Council's Council Controlled Organisations highlighted that improved outcomes could be achieved by ensuring that CCOs have clear strategic direction. There are opportunities for Council to strengthen this direction for cycling, and to acknowledge and provide support for the trade-offs that are needed. Like AT, the Council needs to "own" and influence the entire delivery programme for cycle infrastructure, especially the huge contribution from Waka Kotahi as both funding and delivery agency.

AT is undertaking a full review of the Auckland strategic cycling network. We expect this review to re-test the strategic network strategy assumptions (such as the types of trips that contribute to mode shift) and objectives; to review our standards and their application, to review evidence of providing small amount of high quality infrastructure against the provision of a more extensive network of lower (but safe) quality infrastructure; and to re-test the contribution that cycling makes to first and last mile journeys from transport hubs. The continued support of Council in this review on our Political Reference Group is important, and its final outputs would benefit from formal consideration by Auckland Council's Planning Committee in addition to the AT Board.

Visible leadership is important. We propose to establish a new single point of leadership within AT, to oversee cycling outcomes, including those set out in the Statement of Intent. The Cycling Outcomes Lead, a new tier three (senior manager) position, would be the advocate for cycling outcomes across planning and prioritisation, would oversee design and delivery by all agencies, oversee AT's behaviour change programmes, lead engagement with stakeholders on the cycling programme, take responsibility for overseeing the communication of a joined-up cycling story independent of which agency delivers or maintains cycling infrastructure, and ensure cycling facilities are considered and positioned within our wider transport system challenges.

Telling the Auckland cycling story (regardless of who delivers the infrastructure) to a wide range of stakeholders with multiple perspectives both in outcome and in geography needs to be done effectively. To support the Cycling Outcomes Lead we will nominate a dedicated resource in our Strategic Communications team for developing and maintaining this story for multiple audiences, and optimising opportunities to celebrate our achievements together.

Noting the amount of cycling facilities that other agencies will deliver, and AT's role as planner and integrator, it's important that we are able to take an integrated network view of progress and operational issues which need to be solved. In that context we propose to extend our Cycling



Infrastructure Steering Group membership to incorporate officers from Waka Kotahi, Kāinga Ora, Eke Panuku and Auckland Council's Parks and Recreation department in recognition of the contribution those organisations make to cycling outcomes in Auckland. We will test their plans and priorities to ensure we minimise perverse outcomes of for example major new cycle routes funded and delivered by Waka Kotahi with no local connections funded.

Finally, we propose to examine how we can improve the alignment and coordination of physical works in the road corridor across all our programmes of work to achieve, where possible a dig once approach, to enable better efficiencies and to articulate a clear story about why we can, or in some cases cannot incorporate cycling improvements into maintenance and renewal works. Where this requires re-consideration of existing funding allocations then we will raise this matter with Auckland Council if this is required.

AT is committed to the delivery of cycle outcomes for Auckland. The significant changes outlined above, together with Auckland Council's support, will go some way to improving our performance and better enable us to meet Auckland Council's expectations more effectively.

Yours sincerely

A handwritten signature in black ink, appearing to read 'A Young-Cooper', is positioned above the printed name.

Adrienne Young-Cooper
Chair, Auckland Transport

cc. Shane Ellison, Chief Executive, Auckland Transport