

# Urban Cycleways Programme Announcement

## Questions and Answers

### 1. What is the Urban Cycleways Programme?

The Urban Cycleways Programme is a leveraged investment programme made up of \$100 million Government funding, the National Land Transport Fund and money from local government. It is dedicated to improving urban cycling infrastructure between 2014/15 and 2017/18.

The programme was developed based on recommendations from the Urban Cycleway Investment Panel. This panel, comprising representatives from central government, local government and other organisations, provided oversight and quality assurance to ensure that the programme optimised opportunities to invest in urban cycleways which will expand and improve the cycling network.

### 2. What does this announcement cover?

This announcement covers 41 projects across New Zealand. It allocates the remainder of the Government's \$100 million Urban Cycleways Fund, resulting in a total leveraged investment of \$333 million in urban cycling infrastructure nationwide.

*(The total investment figure of \$333 million is comprised of \$296 million for these 41 projects, plus the total \$37 million investment in the first tranche of 13 projects, which were announced in January 2015.)*

### 3. Which areas are receiving Urban Cycleways funding?

Projects which will receive Urban Cycleways funding are located in:

- Auckland
- Wellington
- Christchurch
- Whangarei
- Hamilton
- Tauranga/Western Bay of Plenty
- Rotorua
- Gisborne
- Hastings/Napier
- New Plymouth
- Palmerston North
- Wanganui
- Blenheim
- Nelson
- Dunedin

The total allocation of funding breaks down as follows:

<b>Location of Projects</b>	<b>Allocation (%)</b>
Auckland	30
Wellington	22
Christchurch	21
Other	27

#### **4. Where is the money coming from?**

These projects draw down the remaining \$90.1 million from the Government's Urban Cycleways Fund, along with \$107 million from the National Land Transport Fund and \$99 million from local government.

#### **5. What additional funding is available for cycling projects?**

The Government Policy Statement on Land Transport makes up to \$103 million available from the National Land Transport Fund for walking and cycling projects across New Zealand over the next three years.

Around \$80 million from the National Land Transport Fund has delivered significant benefits to cyclists over the last three years – including cycle lanes on new highways, road safety initiatives, wider shoulders and better marking on local roads.

In addition to the money dedicated to cycling, facilities for cycling can also be built as part of new and improved State highways and local roads.

#### **6. How does this align with other transport projects?**

The Government invests in all modes of transport, with the aim of ensuring people and freight can reach their destinations reliably and safely.

This programme builds on the significant investments government has already made in cycling, including through the model communities in Hastings and New Plymouth, and as part of other roading projects including the Roads of National Significance.

## 7. What projects are being announced?

<b>Project</b>	<b>Urban Cycleways Fund</b>	<b>National Land Transport Fund</b>	<b>Local Government</b>
<b>Auckland</b>			
City centre network	\$6.33m	\$7m	\$7m
Eastern connections to the city centre	\$13.01m	\$13.01m	\$13.01m
Western connections to the city centre	\$2.23m	\$4.57m	\$4.57m
Links to public transport	\$3.18m	\$7.41m	\$7.41m
<b>Wellington</b>			
Melling to CBD	\$9m	\$6m	\$4m
Wellington CBD route package	\$4.5m	\$4.4m	\$4.6m
Wellington eastern route package	\$2m	\$1.96m	\$2.04m
<b>Lower Hutt</b>			
Beltway	\$1.17m	\$1.19m	\$1.14m
Eastern Bays shared path	\$133,000	\$136,000	\$131,000
<b>Upper Hutt</b>			
Rail Corridor Route	\$960,000	\$980,000	\$940,000
Hutt River Trail	\$540,000	\$840,000	\$800,000
<b>Porirua</b>			
Onepoto-Wi Neera Shared Pathway	\$280,000	\$270,000	\$280,000
<b>Kāpiti</b>			
Stride N' Ride Kāpiti Coast	\$1.57m	\$1.66m	\$1.8m
<b>Christchurch</b>			
Papanui Parallel	\$4.06m	\$4.87m	\$5.07m
Northern Line Cycleway	\$1.89m	\$2.06m	\$2.15m
Uni-Cycle	\$2.05m	\$2.47m	\$2.57m
Little River Link	\$1.64m	\$1.79m	\$1.86m
Quarryman's Trail	\$2.04m	\$2.33m	\$2.43m
Heathcote Expressway	\$2.94m	\$3.67m	\$3.82m
Rapanui-Shag Rock Cycleway	\$4.42m	\$5.38m	\$5.6m
<b>Waimakariri</b>			
Rangiora to Woodend	\$170,000	\$170,000	\$160,000
Rangiora to Kaiapoi	\$350,000	\$360,000	\$340,000

<b>Project</b>	<b>Urban Cycleways Fund</b>	<b>National Land Transport Fund</b>	<b>Local Government</b>
<b>Blenheim</b>			
Spring Creek	\$440,000	\$440,000	\$120,000
Eltham/Beaver Road Cycle Link	\$120,000	\$120,000	\$120,000
Taylor River Path	\$150,000	\$150,000	\$150,000
<b>Dunedin</b>			
Central City and North East Valley Primary Corridor	\$3m	\$3.62m	\$2.62m
<b>Gisborne</b>			
Wainui to CBD and local connections	\$1.3m	\$2.2m	\$800,000
<b>Hamilton</b>			
Western Rail Trail	\$3m	\$510,000	\$490,000
<b>Napier-Hastings</b>			
iWay Napier extension	\$1.72m	\$1.75m	\$1.69m
iWay Hastings	\$1.15m	\$1.40m	\$1.20m
<b>Nelson</b>			
Nelson Coastal Route	\$3m	\$12.82m	\$4.52m
<b>New Plymouth</b>			
Mangati Pathway	\$27,000	\$30,000	\$28,000
Coronation Avenue Cycleway	\$120,000	\$120,000	\$120,000
<b>Palmerston North</b>			
Manawatu River Bridge and Shared Path	\$3m	\$3.2m	\$3.4m
Mangaone Underpasses	\$200,000	\$200,000	\$200,000
<b>Rotorua</b>			
Rotorua Cy-Way	\$1.5m	\$2.09m	\$1.93m
<b>Tauranga</b>			
Omokoroa to Tauranga	\$1.5m	\$2.4m	\$3.8m
Tauranga urban cycle network connections	\$2.3m	\$710,000	\$3.9m
<b>Whanganui</b>			
Te Tuaiwi ("The Spine") Shared Pathway	\$660,000	\$830,000	\$490,000
City to North Mole Shared Pathway	\$430,000	\$540,000	\$320,000
<b>Whangarei</b>			
Kamo Route	\$2m	\$1.49m	\$1.32m

## **8. What are the timeframes for these projects?**

Subject to receiving the necessary consenting and approval requirements, these projects (or parts of projects) will be substantially completed by July 2018.

Specific timing for each project will be part of the detailed delivery plans which will be developed with councils, and monitored closely by the NZ Transport Agency.

Further details about construction start and completion dates is set out in factsheets for each project.

The majority of the projects announced in January will be substantially completed by the end of 2015.

## **9. How are you ensuring these projects are value for money?**

The Government's Investment Strategy sets out criteria which projects must meet to receive Urban Cycleways Programme funding. These criteria are around primary corridors, leveraging funding, benefit cost ratios, and project timeframes. Where projects draw on the National Land Transport Fund, they will need to also meet the Investment Assessment Framework of the National Land Transport Programme.

## **10. How were these projects chosen?**

The NZ Transport Agency invited applications for potential funding from councils, and received a total of 59. The NZ Transport Agency assessed and prioritised the projects, testing this with the Urban Cycleway Investment Panel who provided an oversight and quality assurance role. The programme was then recommended to the Minister based on those which best met the Government's investment strategy.

## **11. What criteria did projects need to meet to receive investment?**

The objective of the Urban Cycleways Programme is to accelerate the completion of good value urban cycleway networks.

Priority has been given to investment that:

- accelerates, completes or significantly develops cycling network priorities;
- is on corridors that have medium to high benefit cost ratios;
- will substantially complete corridors within four years; and
- considers agreed actions following the Government's decisions on the Cycling Safety Panel's recommendations.

In addition, projects with further funding sources outside of central government (such as from local councils) had a higher priority.

## **12. Are these the final projects to be announced in the Urban Cycleways Programme?**

Yes, although if a project does not meet the conditions set out in its funding agreement within the required timeframe, which in many cases will include securing investment from the National Land Transport Programme, an alternative project may be brought forward for consideration.

## **13. Would these projects have gone ahead without Urban Cycleways funding?**

Some of these projects would have still gone ahead eventually, but the Urban Cycleways Programme in most cases delivers them much sooner than would have otherwise been likely.

## **14. What is the Urban Cycleway Investment Panel?**

The Panel considered indicative cycleway projects, and provided assurance to the Minister of Transport that the recommended Urban Cycleway Programme aligns with the Government's investment strategy.

Members of the Urban Cycleway Investment Panel are:

- Cynthia Bowers, Deputy Mayor of Hastings
- Glen Koorey, Senior Lecturer in Transportation Engineering at the University of Canterbury
- Richard Leggat, on the Board of Cycling NZ and Chair of the Cycling Safety Panel
- Pippa Coom, Deputy Chair of the Waitemata Local Board
- Mike James, General Manager Road and Rail, Ministry of Transport
- Dave Brash, Group Manager Planning and Investment, New Zealand Transport Agency.

The Urban Cycleway Investment Panel tenure finishes at the end of June 2015.