

INVESTING IN CYCLING

Working together to deliver more for New Zealand cycling



WHY INVEST IN CYCLING?

Cycling is a key part of New Zealand's land transport system and plays an important role in optimising the overall land transport network. Cycling also helps make our towns and cities great places to live, contributes to healthier communities.

OUR CYCLING INVESTMENT TO DATE

Over the past three years, through contributions from local authorities and the National Land Transport Programme (NLTP), around \$80 million of investment has been provided for dedicated walking and cycling facilities. Additionally, approximately \$80 million of further investment has delivered significant cycling benefits including cycle lanes on new roads, road safety initiatives, wider shoulders and improved marking on local roads.

The Government Policy Statement on Land Transport has increased the proposed funding range for walking and cycling activities for 2015-18, recognising the contribution cycling makes to the whole transport network.

The government also recently announced \$100 million in new funding for cycling - the Urban Cycleways Fund (UCF) to accelerate completion of urban cycle networks over the next four years. This investment supports a step-change in cycling participation and will prioritise investment in key projects that will accelerate the completion of connected urban networks, leverages greater investment in cycling, achieve the most value and improve safety for all cyclists.

This additional funding builds on the significant investments already being made in cycling, including through the model communities in Hastings and New Plymouth, the New Zealand Cycle Trail network and other roading projects, including the Roads of National Significance.

NEW CYCLING INVESTMENT OPPORTUNITIES

With significant additional funding available for cycling over the next four years, there has never been a better time for councils to start investing in cycling, or taking the opportunity to accelerate and deliver sooner their existing local and regional cycling initiatives. Councils can play a key role in continuing growth in cycling journeys and encouraging more New Zealanders to ride more often and more safely.

To be successful, we will need to collectively optimise investment across all cycling programmes using every available funding source. This includes the National Land Transport Fund (NLTF), local government funding and the Urban Cycleway Fund (UCF).



DEVELOPING YOUR LOCAL AND REGIONAL CYCLING PROGRAMMES

We encourage you to think big and develop ambitious local and regional cycling initiatives working in partnership with other councils, stakeholders and the Transport Agency. Together we can deliver more for cycling in a collaborative and connected way.

As local and regional planning is already underway, we encourage you to submit your comprehensive cycling programmes of activity, including infrastructure and education components, through the National Land Transport Programme (NLTP) development process.

Using the NLTP process for your programme will make it easier to maximise the benefits of local share investment. This means you will be able to present a complete picture of your cycling plans and ensure that all eligible projects are considered for co-investment from the NLTF or UCF, or even both. Given the UCF is intended to leverage additional spending on cycling from the NLTF and local share, all cycling programmes need to be included in a Regional Land Transport Plan (RLTP).

Cycling investment from the NLTF will come from several activity classes, in particular the Walking and Cycling and Road Safety Promotion activity classes.



INTEGRATION OF PROGRAMMES

All programmes that form part of the 2015-18 NLTP need to demonstrate that they have been developed and optimised as part of a whole-of-transport system, one network approach.

This includes applying the principles of the Business Case Approach to demonstrate a clear strategic case for investment; and making sure that through testing and optimisation, programmes identify optimal activities, timing and price, and are aligned to the right level of service and standards in which to invest.

Programmes will need to demonstrate that the following three key factors have been carefully considered and taken into account, in a fit-for-purpose way relative to the scale and complexity of the programme - an integrated planning approach, differentiating the network and value for money.



KEY CYCLING PROGRAMME REQUIREMENTS

Investment in cycling programmes will be assessed on the requirements of the Investment Assessment Framework. Ideally all programmes should demonstrate how they have addressed the criteria below. These will help to assess and prioritise investment.

- › Councils are encouraged to work together across urban areas to pull together comprehensive programmes that show a collaborative, one network, customer journey approach - including activities from the Transport Agency.
- › Programmes should be comprehensive and include both cycling facilities and user behaviour activities.
- › Programme information needs to clearly identify:
 - primary and secondary corridors and a network hierarchy
 - how potential funding sources have been optimised
 - how additional investment from the UCF will help to accelerate the completion of cycle networks, and to leverage additional local funding
 - how it responds to the recommendations from the Cycling Safety Panel report
 - proposed arrangement to ensure delivery within target timelines - including capability and organisational support
 - baseline figures on usage and safety and proposed monitoring of change.

TIMING

Programmes should be progressively developed and tested as outlined on the NLTP timeline (A3 overview) and against the timeframes provided by your Regional Transport Committee (RTC).

OUR ROLE

The Transport Agency's objective is to make cycling a safe and attractive transport choice. We have recently increased our focus on cycling to help us fulfil our role as a total transport provider and enable us to:

- › deliver solutions faster and more effectively through partnerships and by streamlining planning processes and procurement practices
- › better respond to growing political and public interest in improving cycle safety, including leading implementation of recommendations in the Cycle Safety Panel's report
- › get the most out of investment opportunities over the next three years, including realising the untapped potential of cycling to help optimise transport networks
- › build on earlier cycling initiatives.

We are developing an innovative investment, infrastructure, and user behaviour programme in partnership with councils and the wider sector. This will provide cross-sector leadership and balance the needs of cyclists with other network users through:

- › guidance and standards
- › collaborative planning and investment
- › effective delivery to maximise benefits sooner.

The programme will focus on three key customer and stakeholder groups:

- › current and future cyclists: *building a strong cycling culture means lowering real and perceived risks of cycling in New Zealand*
- › other network users: *all road users need to be part of the solutions to increase cycling*
- › decision makers: *a case needs to be built with a vision that includes the whole transport system.*

We have established a core cycling team to support our increased commitment. We are taking a lead in delivering the actions from the Cycle Safety Panel's report and are supporting the newly established UCF.

We are here to support you in the development and delivery of your programmes. By working closely across the Transport Agency and with our sector partners, we can deliver more for New Zealand cycling through a customer journey, one network, partnership approach.



For more information, including our planning and investment principles and investment assessment framework, visit our KnowledgeBase website

www.pikb.co.nz/

www.pikb.co.nz/assessment-framework/strategic-fit-3/strategic-fit-for-walking-and-cycling-2/

www.nzta.govt.nz/planning/index.html

www.nzta.govt.nz/planning/process/walking-cycling.html

www.saferjourneys.govt.nz/resources/

