

Urban Cycleways Programme Announcement Questions and Answers

1. What is the Urban Cycleways Programme?

The Urban Cycleways Programme is an investment of \$100 million over the next four years, dedicated to urban cycling infrastructure.

An Urban Cycleway Investment Panel, with representatives from central government, local government and other organisations, is investigating opportunities to invest in urban cycleways that would expand and improve the cycling network.

2. What does this announcement cover?

This announcement:

- identifies the projects receiving funding under the Urban Cycleways Programme in 2014/15;
- recognises the start of public consultation on the Nelson Street Cycleways route; and
- announces members of the Urban Cycleways Investment Panel.

3. Which urban areas are eligible for the Urban Cycleways Fund?

The indicative allocation of funding is as follows.

Location of Projects	Indicative Allocation (%)
Auckland	30–50
Wellington	15–25
Christchurch	15–25
Other	15–25

4. Where is the money coming from?

The \$100 million is being allocated from the Crown's Consolidated Fund and the Future Investment Fund, and divided between capital and operating expenditure. The expenditure is estimated to be spread over the four years of the Programme as follows:

Expenditure profile year by year (\$m)				
2014/15	2015/16	2016/17	2017/18	Total
10.0	35.0	30.0	25.0	100.0

5. 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 safely and efficiently.

This programme builds on the significant investments government is already making in cycling, including through the model communities in Hastings and New Plymouth, the Government Policy Statement on land transport, and alongside other roading projects including the Roads of National Significance.

6. What projects are being announced?

Area	Project	Total Estimated Cost of Project	Total Local Share	Total NLTF Funding	Total Urban Cycleways Funding
Auckland					
City & Waterfront	Nelson Street Cycleway	\$11,000,000	\$1,100,000	\$8,150,000	\$1,750,000
Central Eastern	Glen Innes to Tamaki Drive Cycleway Design	\$2,000,000	\$0	\$1,000,000	\$1,000,000
Central Eastern	Glen Innes to Meadowbank Cycleway	\$7,500,000	\$0	\$6,000,000	\$1,500,000
Airport links	Airport to CBD National Cycle Trail	\$250,000	\$0	\$125,000	\$125,000
Western	Central Park Drive Cycleway	\$480,000	\$0	\$240,000	\$240,000
Western	Don Buck Road Cycleway	\$1,260,000	\$0	\$630,000	\$630,000
Waikato / BoP					
Northern Hamilton	Te Awa Cycleway (Hamilton to Ngaruawahia)	\$4,500,000	\$2,000,000 *	\$1,250,000	\$1,250,000
Palmerston North					
Southern Palmerston North	Longburn Cycleway	\$900,000	\$300,000	\$300,000	\$300,000
Wellington					
Eastern Hutt	Wainuiomata Hill Cycleway	\$4,500,000	\$1,400,000	\$1,600,000	\$1,500,000
Christchurch					
Western Christchurch	Matai Street East Cycleway	\$1,600,000	\$550,000	\$550,000	\$500,000
Northern Christchurch	Papanui Parallel Cycleway	\$750,000	\$250,000	\$250,000	\$250,000
Western Christchurch / Selwyn	Rolleston to Lincoln Cycleway	\$850,000	\$275,000	\$275,000	\$300,000
Dunedin					
South Dunedin	South Dunedin Cycleway Enhancements	\$1,705,000	\$385,000	\$750,000	\$570,000
TOTAL		\$37,295,000	\$6,260,000	\$21,120,000	\$9,915,000

* Of this, \$600,000 will be contributed by local government, with the remainder from grants, community and other funding partners/contributors.

7. What are the timeframes for these projects?

Subject to receiving the necessary consenting and approval requirements, these projects (or parts of projects) will be progressed significantly in the next six months.

Further details about construction start and completion dates are set out in factsheets for each project. The first tranche of projects are almost all expected to be completed over the next six-nine months.

8. How are you ensuring these projects are value for money?

Cabinet has agreed to an investment strategy setting out criteria which projects must meet to receive investment from the Urban Cycleways Fund. This will ensure projects are good quality and 'investment ready' before construction starts.

9. How were these projects chosen?

The NZ Transport Agency identified an initial list of projects with input from councils. The Urban Cycleways Investment Panel assessed the projects, and chose those which best met the Government's investment strategy within the \$10 million available in 2014/15.

10. What criteria must projects meet to receive investment?

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

Priority will be given to projects that:

- accelerate, complete or significantly develop cycling network priorities;
- are on corridors that have medium to high benefit cost ratios;
- will substantially complete corridors within four years; and
- consider 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) will have a higher priority.

11. How much of the Urban Cycleways Fund will these projects use?

These 13 projects will draw on \$9.915 million from the Urban Cycleways Fund, leaving \$90.185 million remaining in the fund.

12. What other funding is being used for these projects?

These projects will also receive \$21.120 million from the National Land Transport Fund and \$6.260 million from local government and other sources.

(“Other sources” represent \$1.4 million from grants, community and other funding partners/contributors towards Hamilton’s Te Awa Cycleway).

13. When will more projects be announced?

The NZ Transport Agency is working with local government to develop the Urban Cycleways Programme for 2015/16–2017/18. The Urban Cycleway Investment Panel will consider this programme over the next six months.

It is expected that the Minister of Transport will be in a position to announce further projects later in 2015.

14. 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 possible.

15. What is the Urban Cycleways Investment Panel?

The Panel will consider indicative cycleway projects, and provide assurance to the Minister of Transport that the recommended Urban Cycleways Programme aligns with the Government’s investment strategy.

The Urban Cycleways Investment Panel will consider the allocation of the remainder of the Urban Cycleways Fund before its tenure ends, at the conclusion of June 2015.

16. Who are the members of the Urban Cycleways Investment Panel?

The panel is Chaired by Dave Brash, Group Manager - Planning and Investment at the NZ Transport Agency, and comprises:

- Cynthia Bowers, Deputy Mayor of Hastings
A long serving Hastings District Councillor, Cynthia has served as the Chair or Deputy Chair of a number of Council subcommittees, and was extensively involved in the roll out of the Council's cycleway programme, *Iways*. Ms Bowers is a Chartered Accountant, bringing financial skills to the Investment Panel.
- Glen Koorey, Senior Lecturer in Transportation Engineering at the University of Canterbury.
Glen has a particular interest in the areas of road safety and sustainable transport, including speed management and planning & design for cycling. Glen is a Member of the Bicycle Transportation Research Committee of the US Transportation Research Board, and over the past 15 years has investigated many aspects of cycling safety in New Zealand.
- Richard Leggat, Director of Cycling NZ and Chair of the Cycling Safety Panel
Richard is a board member of Education NZ, SnowSports NZ, NZ Post and Tourism NZ. Richard is an enthusiastic recreational cyclist and is actively involved in his children's sport. Following an economics degree Richard worked for apparel manufacturer Lane Walker Rudkin before switching into the finance sector and working as a share broker initially in Christchurch, followed by four years in London and then Auckland.
- Pippa Coom, Deputy Chair of Auckland's Waitemata Local Board
Pippa brings a practical and strategic understanding of urban cycling opportunities, along with the governance skills required to identify the best infrastructure investments to leverage available budgets and generate the maximum benefits for urban cycling.
- Dave Brash, Group Manager - Planning and Investment, NZ Transport Agency
Dave has more than 23 years' experience working with central and local government on complex policy reforms. He oversees the Transport Agency's Planning and Investment accountabilities, including the National Land Transport Programme.
- Mike James, General Manager - Road and Rail, Ministry of Transport
Mike's role focuses on Auckland issues, road safety, public transport and environmental matters. He also chairs the cross-government National Road Safety Management group.