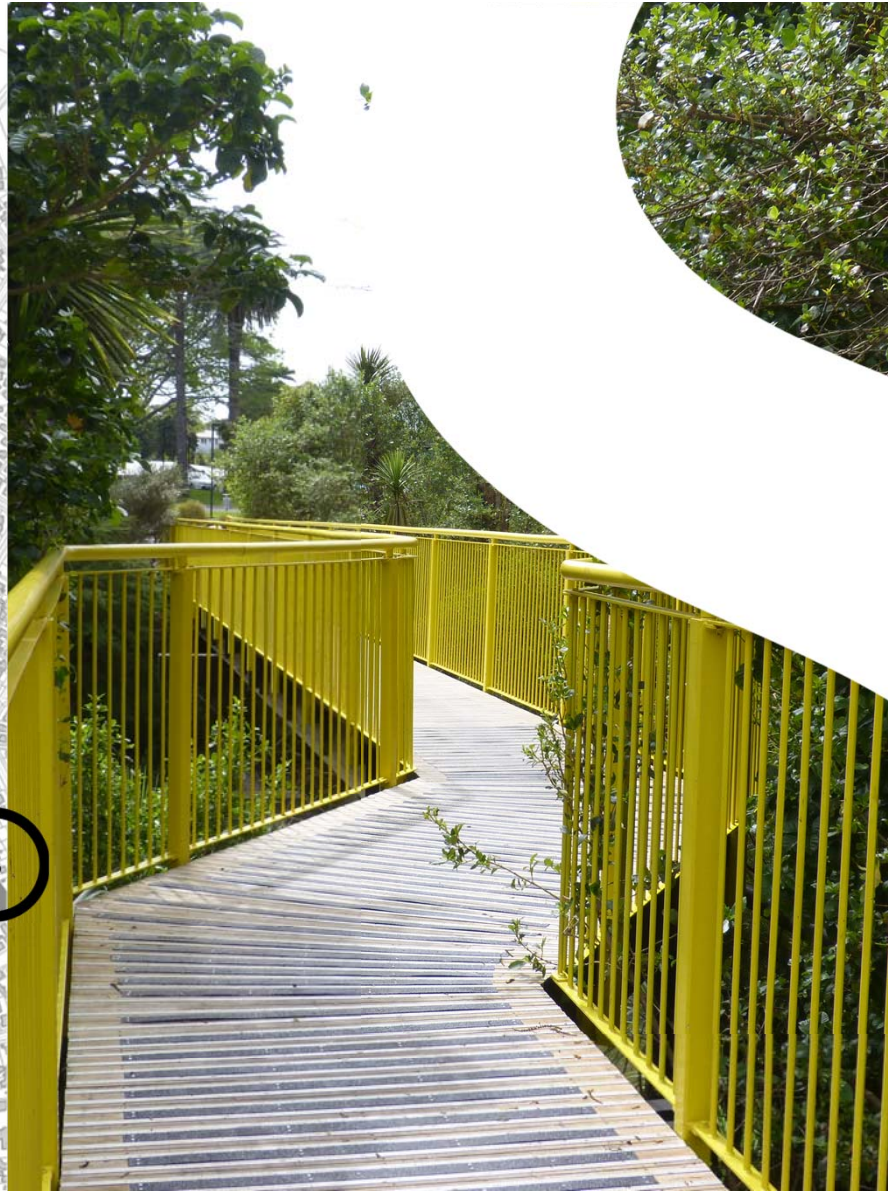




Planning a Cycle Network for Henderson

2Walk and Cycle Conference 2018



Planning a Cycle Network for Henderson

Identifying a Best for Cycling Network

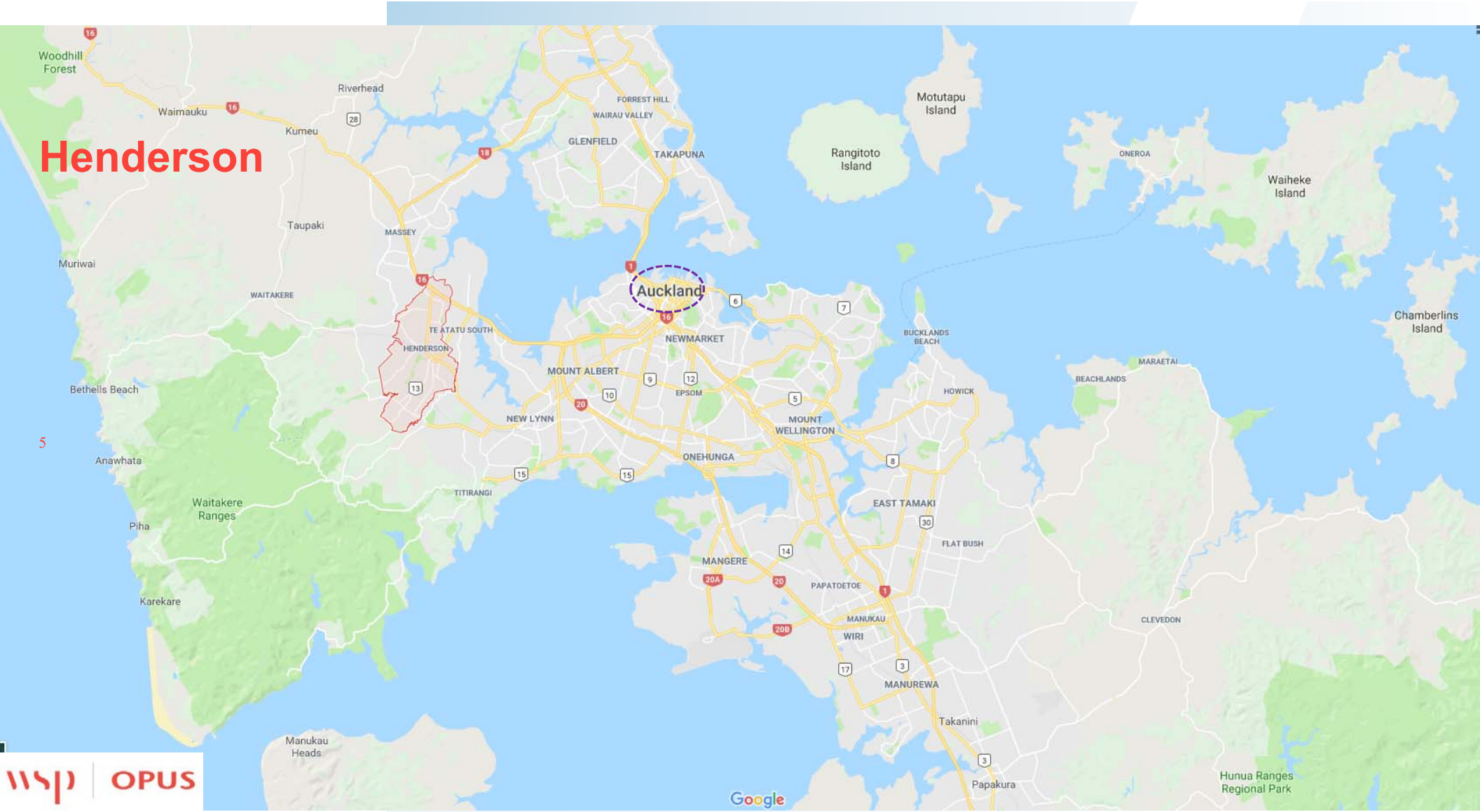
CONTENTS

- Introduction
- Methodology
- Analysis
- Findings
- Cycle Network Options
- Conclusions

Introduction

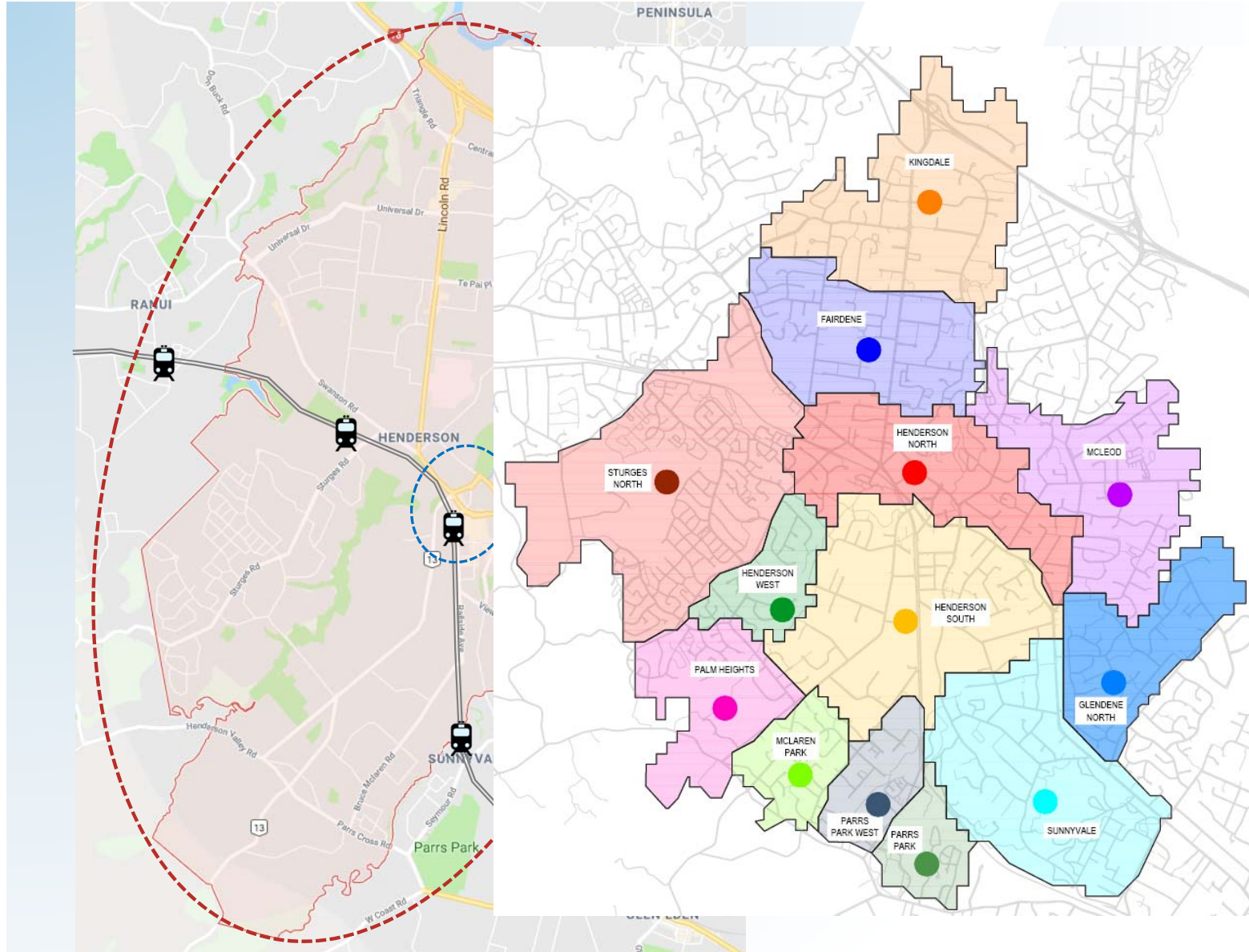
Henderson

5

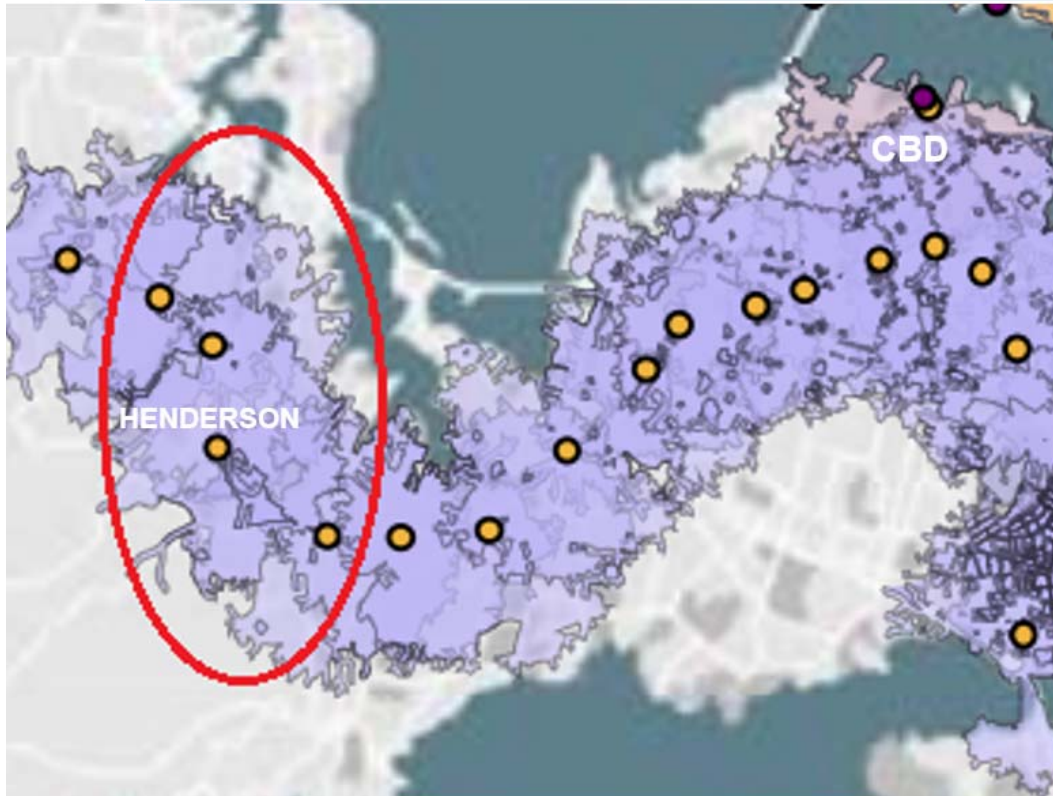


Henderson

6



Why Henderson?



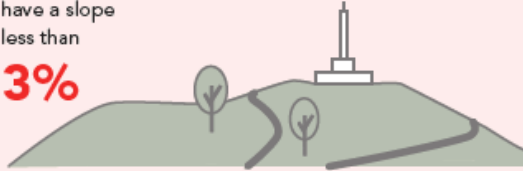
Home to over 20,000 employed people.

The current mode of travel to work by bicycle ranges from 0% to 1.8%.

Why Cycling?

8

73%
of Auckland streets
have a slope
less than
3%



54%

of people would
consider cycling
if the conditions
were right.

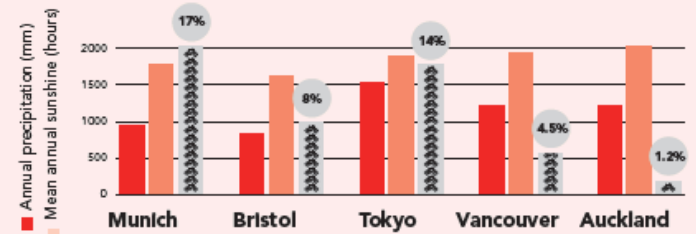


230,000

Aucklanders live
within a 30 minute
bike ride to the city.

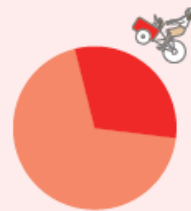
RAIN ISN'T A BARRIER

RAIN AND SUNSHINE IN SELECTED CITIES



1% of the cities cycling mode share

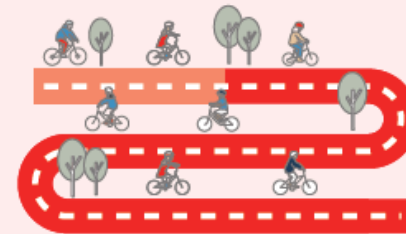
OVER 50% OF AUCKLANDERS WOULD RIDE BIKES



31%

of Aucklanders ride bikes
at least monthly.

AUCKLANDERS DO LIKE CYCLING AND HAVE RIDDEN MUCH MORE IN THE PAST

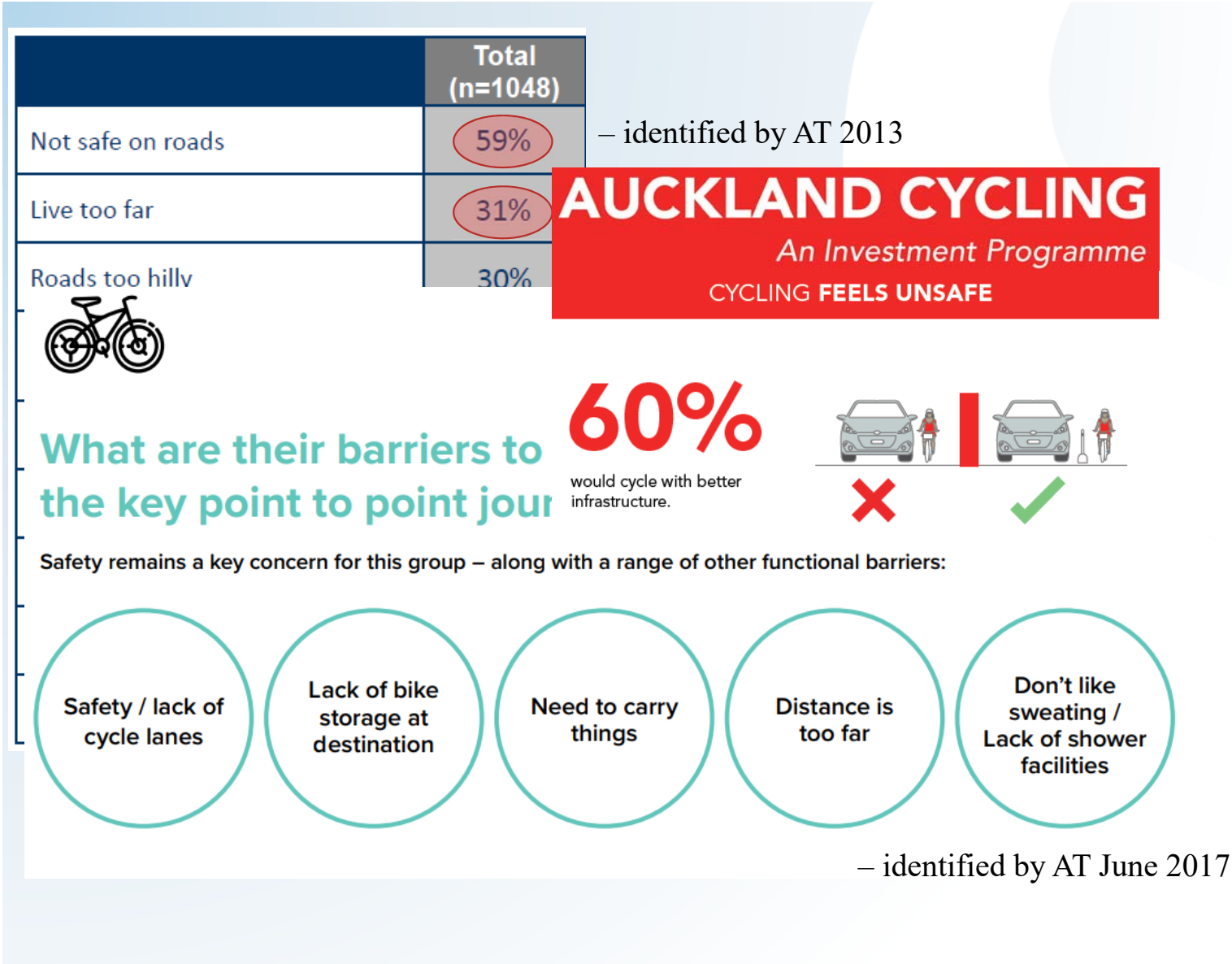


20%

of Auckland
intermediate school
children cycled to school
in the late 1970s.

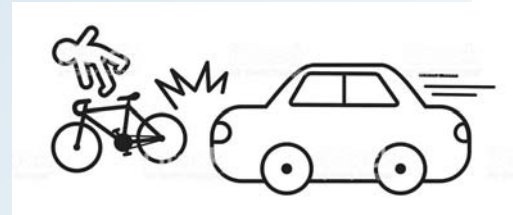
Today that
number is: **3.9%**

AT's research into Barriers to Cycling



Barriers to Cycling

Safety / Lack of Cycling Infrastructure



10



Distance is too far



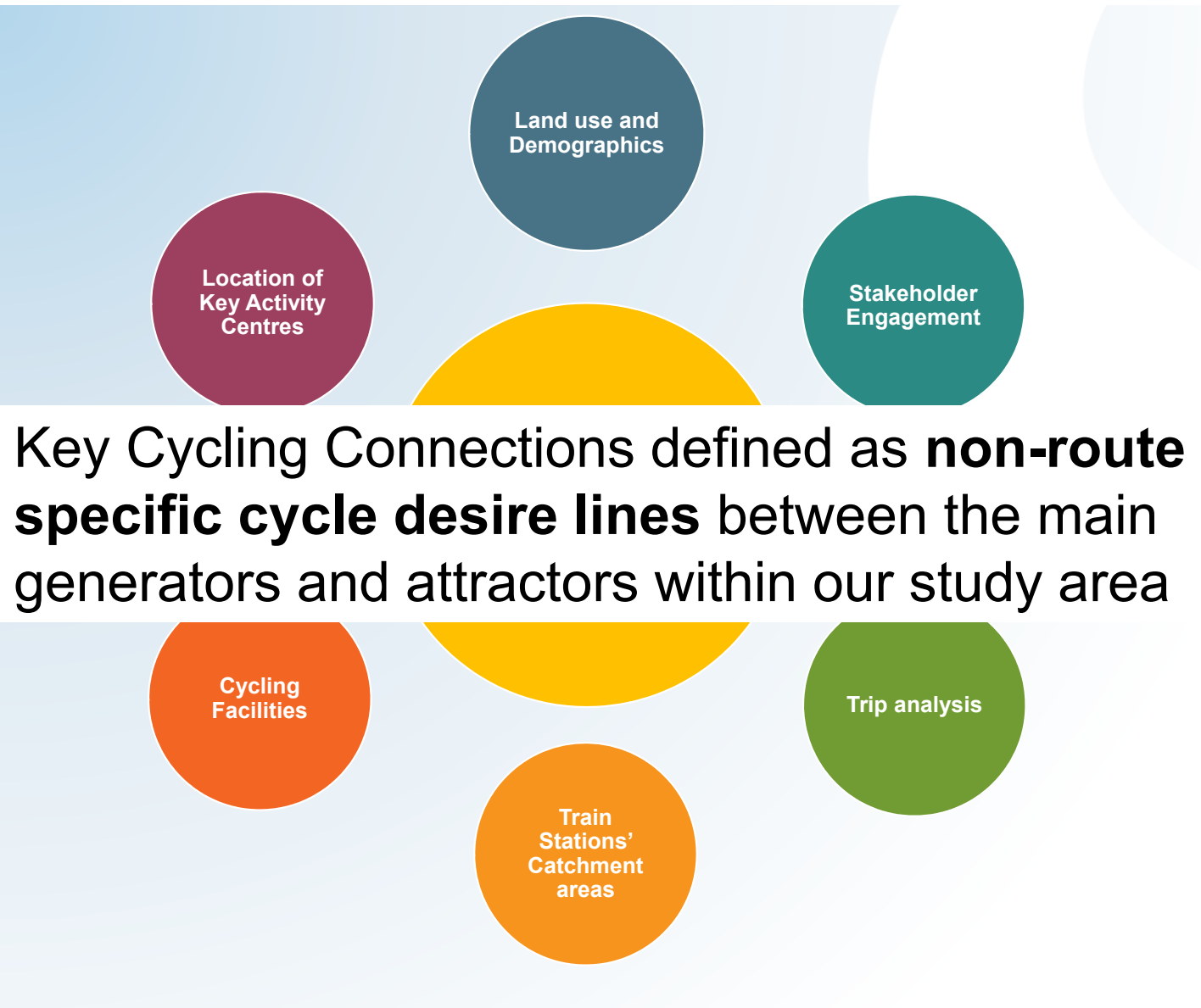
Phew! Never again!



Methodology

Understanding where people want to cycle

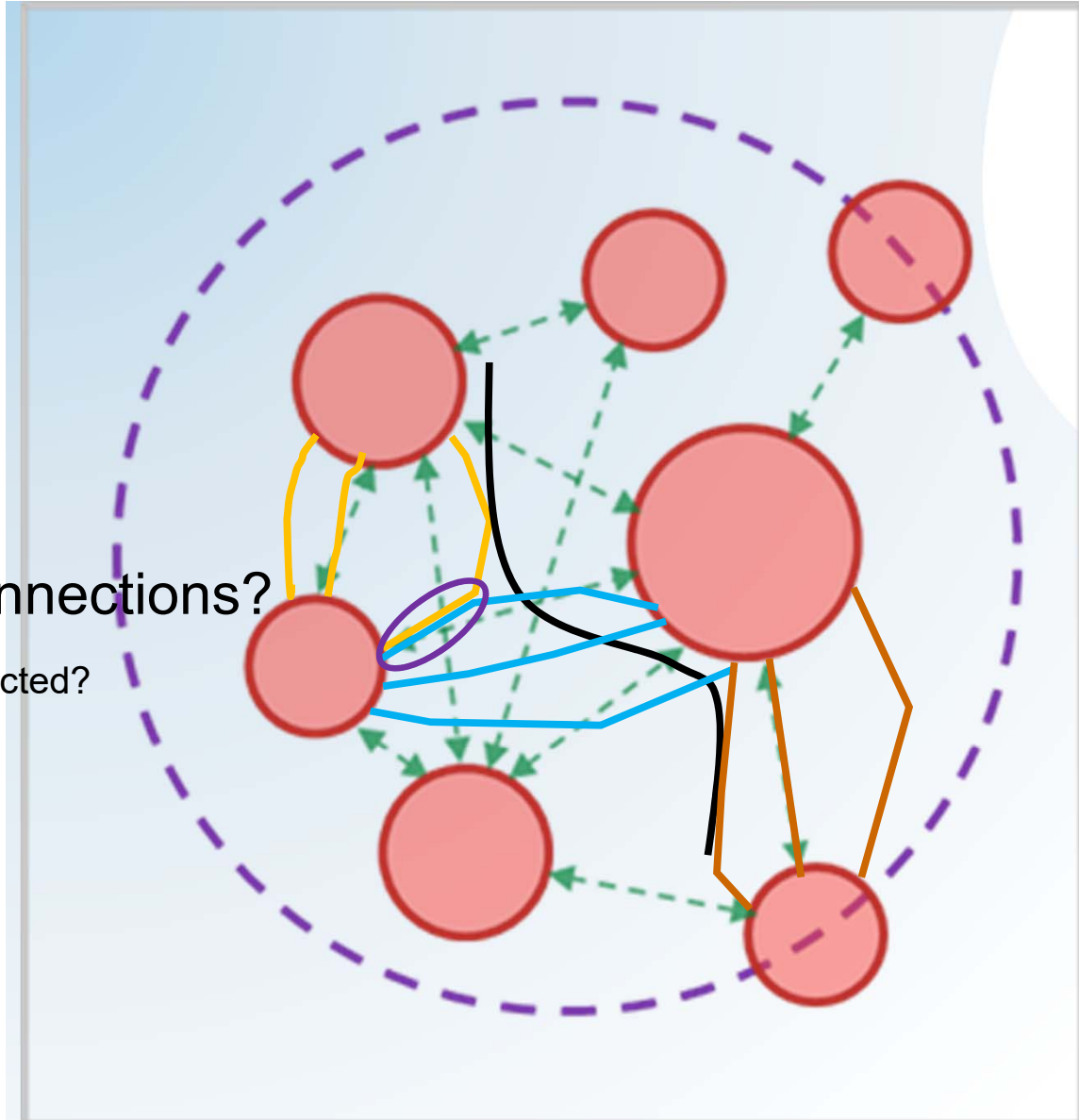
12



Simplistic View to Approach

13 What are your
Key Cycling Connections?




What needs to be connected?

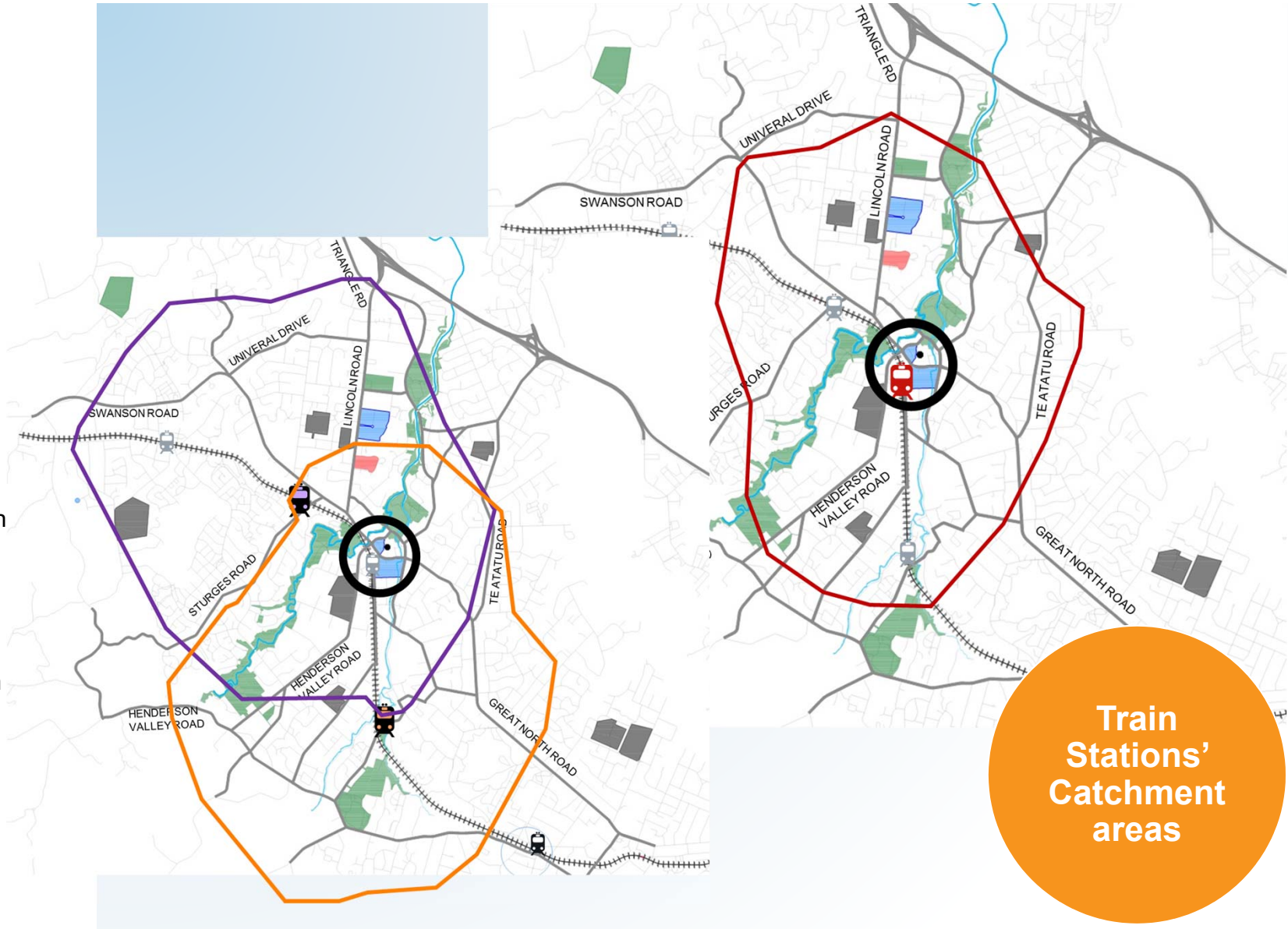


Analysis

Train Station Catchments

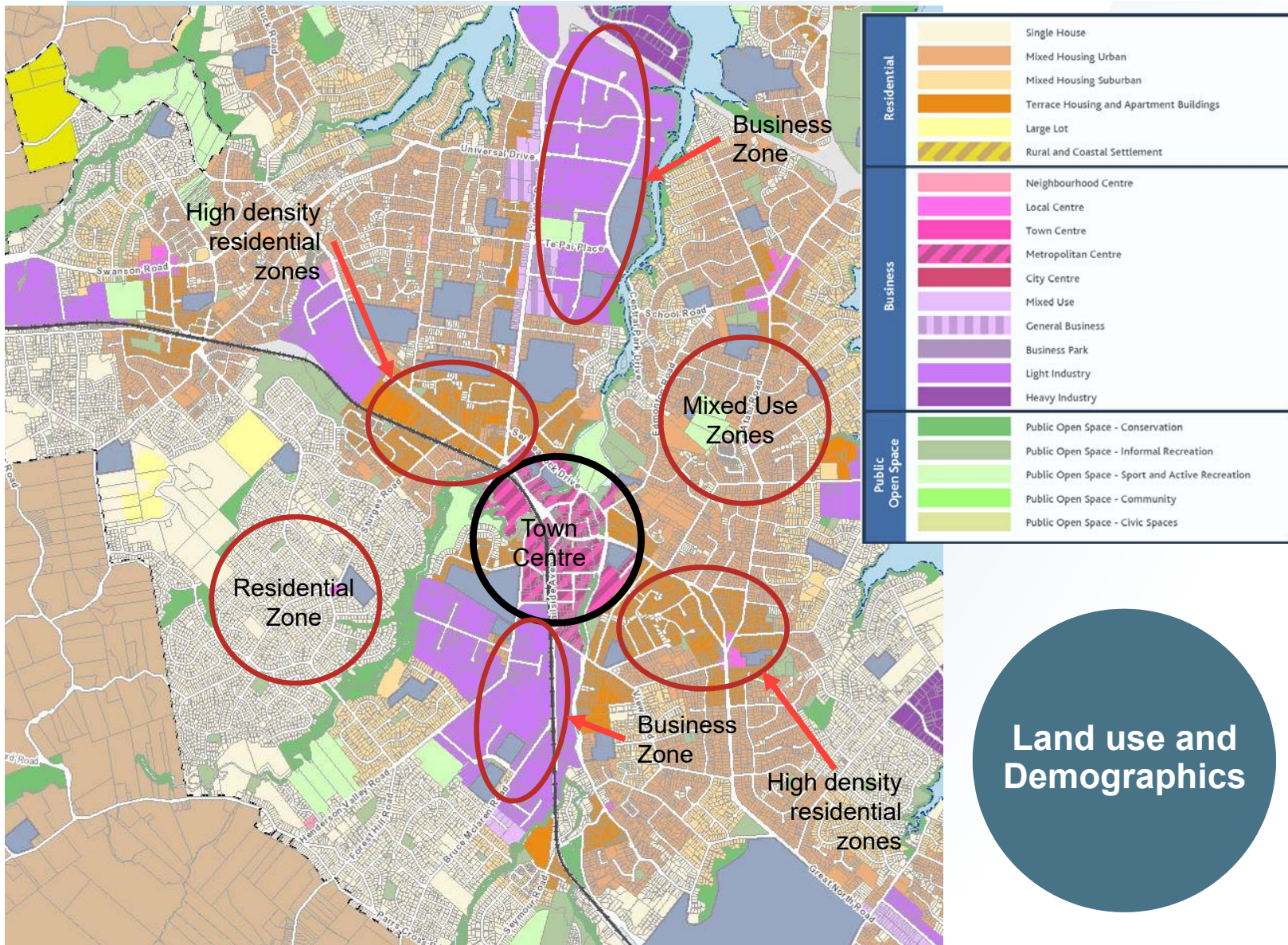
15

-  Henderson Train Station
-  Sturges Train Station
-  Sunnyvale Train Station
-  Town Centre



Train Stations' Catchment areas

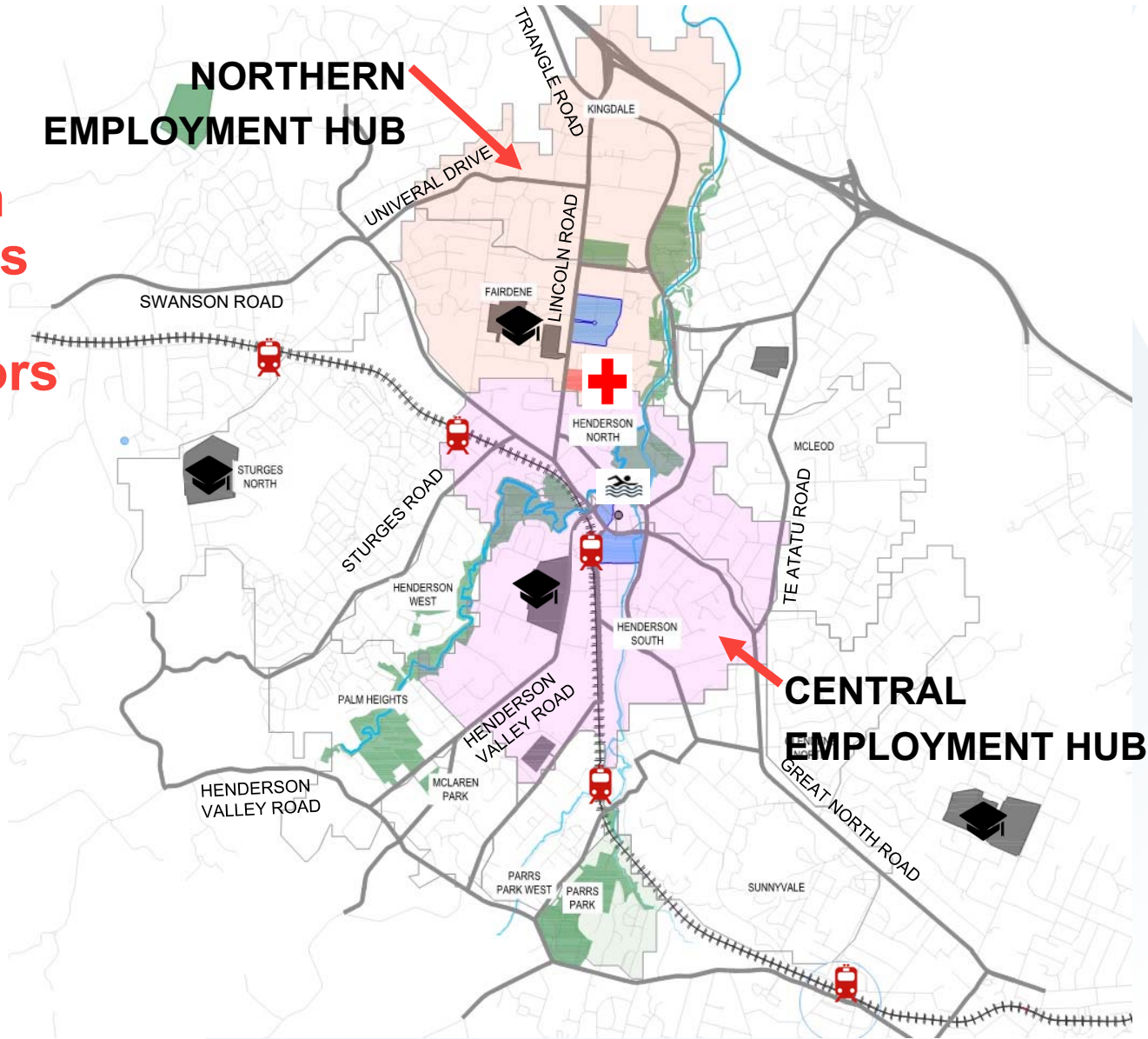
Unitary Plan Zones in the Henderson Area











Land use and Demographics

The Main Attractors and Generators

17

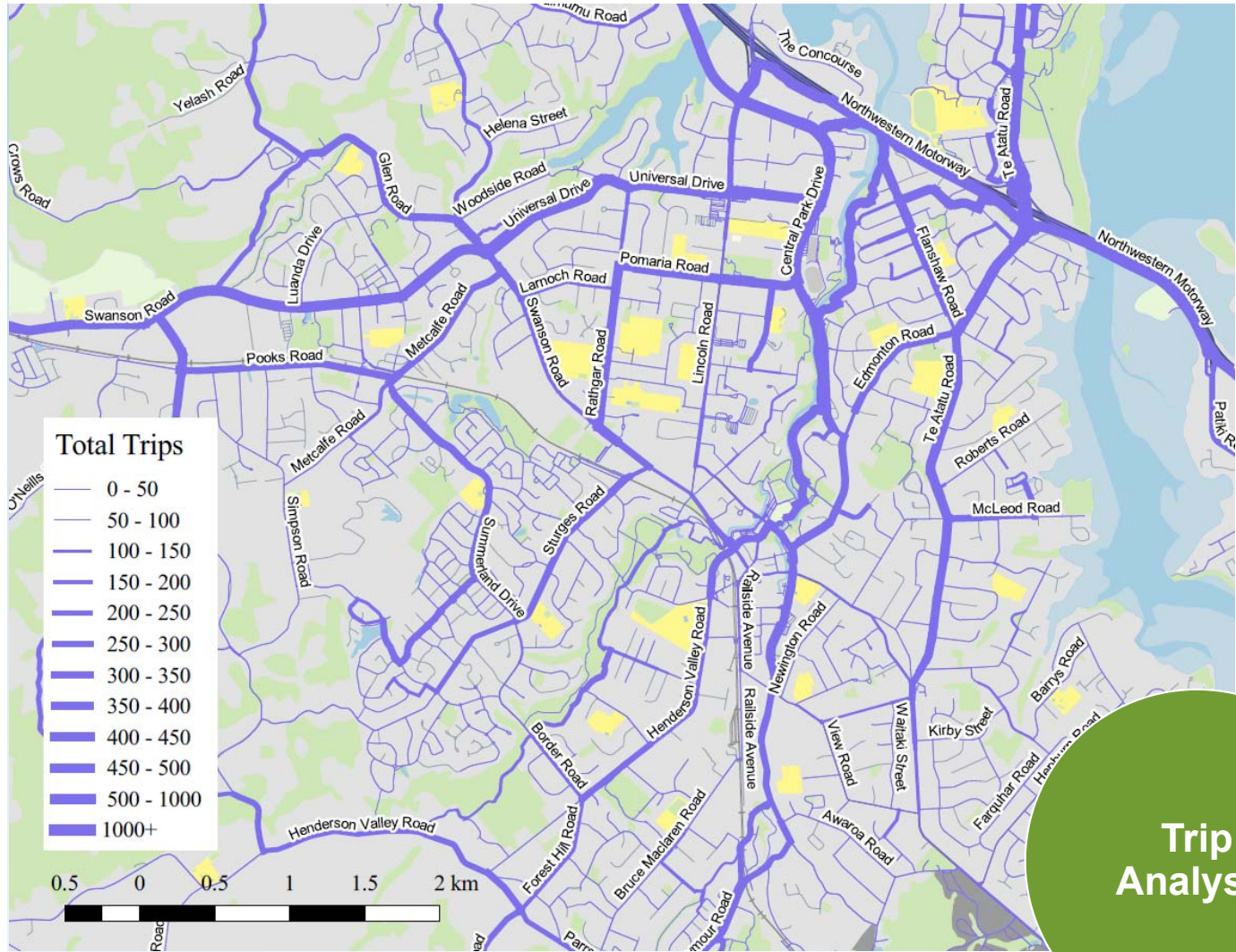


LEGEND

-  Hospital
-  Train Station
-  Aquatic Centre
-  Schools (intermediate and high schools)
-  Parks – Sports and Recreation
-  Shopping Areas
-  Hospital
-  Schools

Location of Key Activity Centres

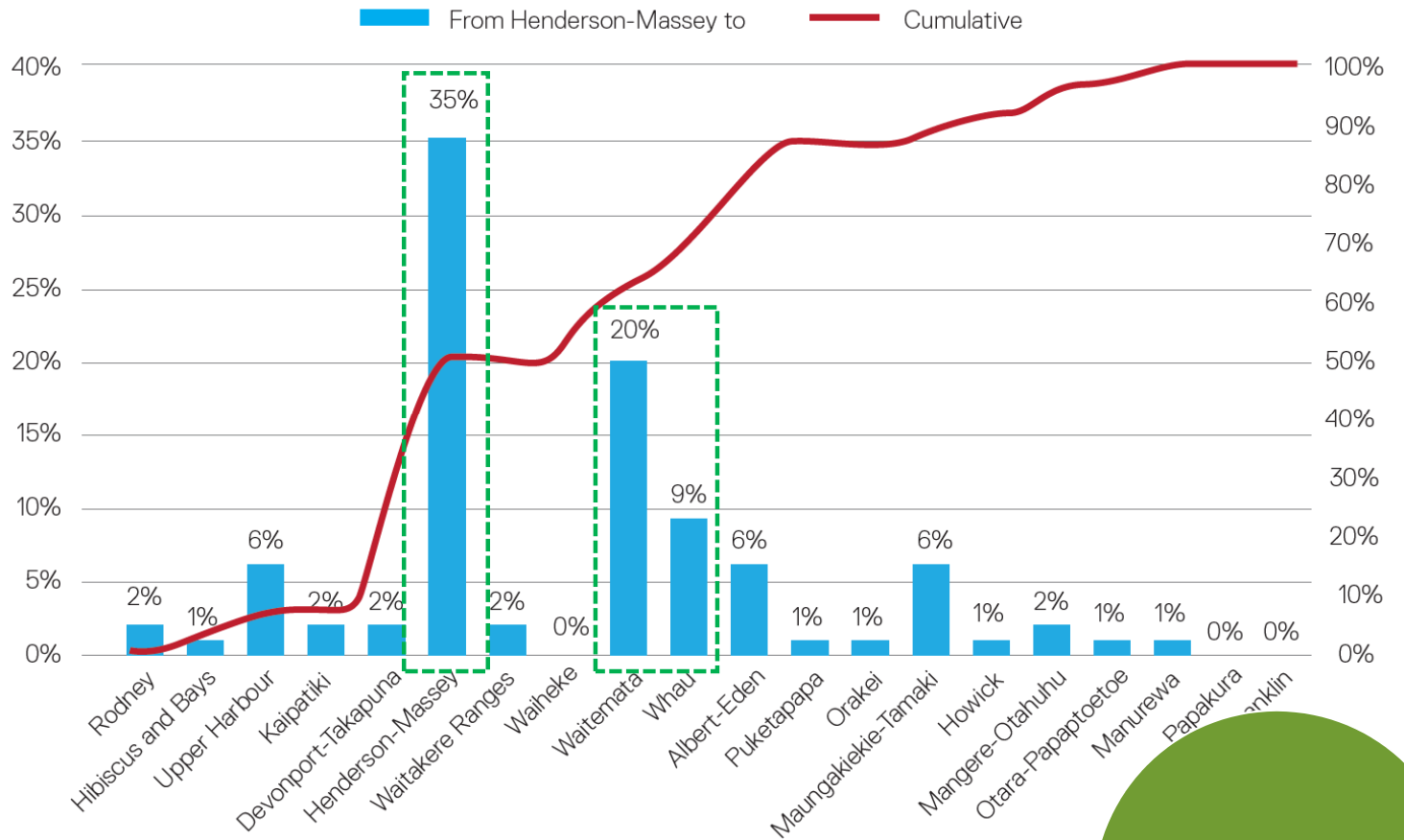
Current Cycling Desire Lines



Strava data heat map which provides the total commuter trips undertaken in a year (2016-2017)

Trip Analysis

Journey To Work Characteristics



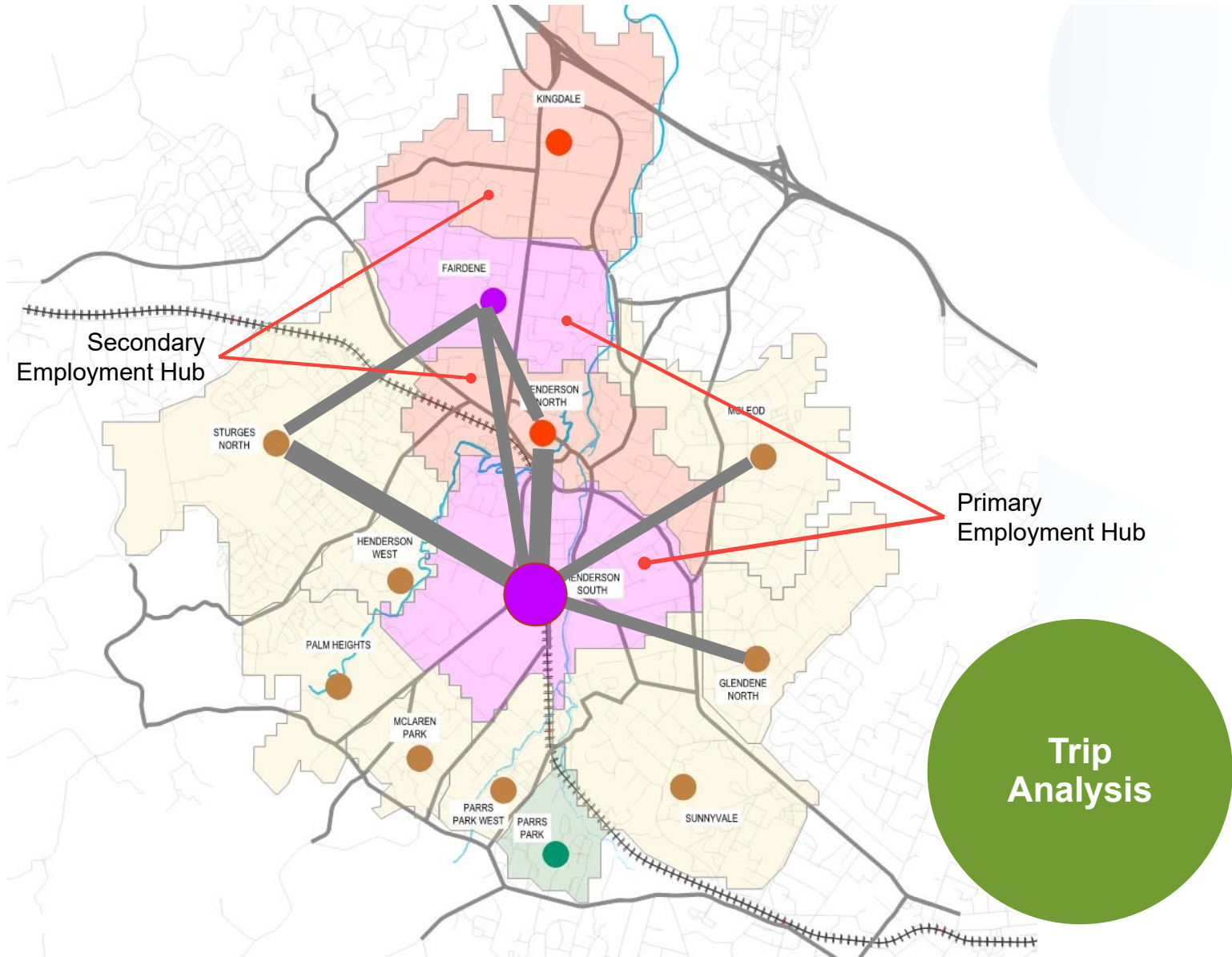
19

Trip Analysis

Source: 'Unlock Henderson', Panuku Development Auckland





Journey To Work Characteristics

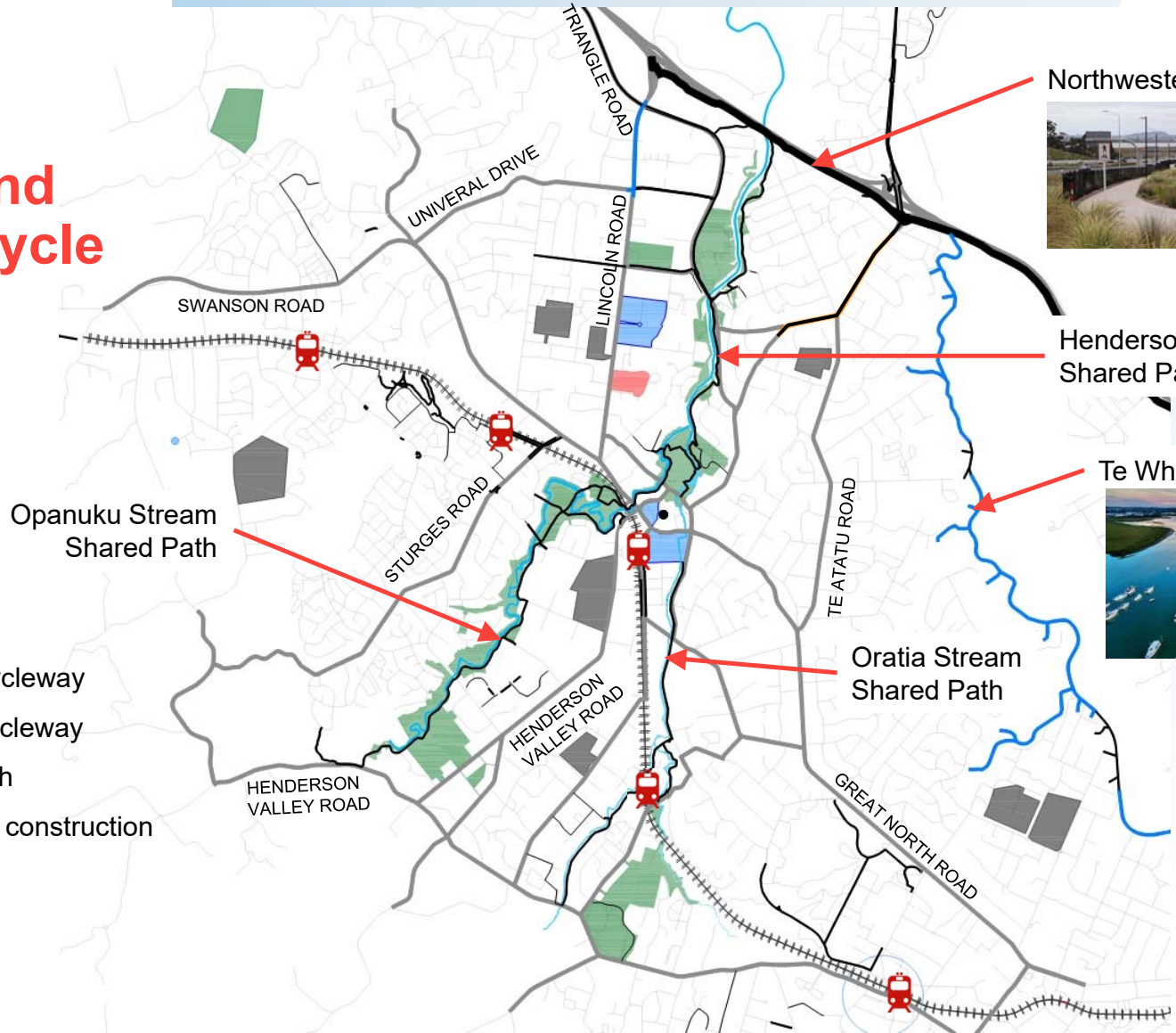
20



Existing and Planned Cycle Network

21

-  Existing Cycleway
-  Planned cycleway
-  Shared path
-  Path under construction



Northwestern Cycleway



Henderson Creek Shared Path

Te Whau pathway



Oratia Stream Shared Path

Cycling Facilities

Key Stakeholders And Objectives

Key stakeholders



Key objectives:

It is easy to get around without a car:
People have smart, active public transport options across west Auckland and beyond.

Henderson Metropolitan Centre enables 'Liveable Growth' through a safe, attractive and vibrant mixed use environment

Re-connect with Corban Estate

A cycle network for users of all ages and abilities

develop increased housing and business space

Stakeholder Engagement

Key Connections Stakeholders' Feedback

Henderson Valley Road
to be a gateway-corridor
to the town centre

Upcoming upgrades to the
Henderson train station

a cycling
connection from
the Swanson area

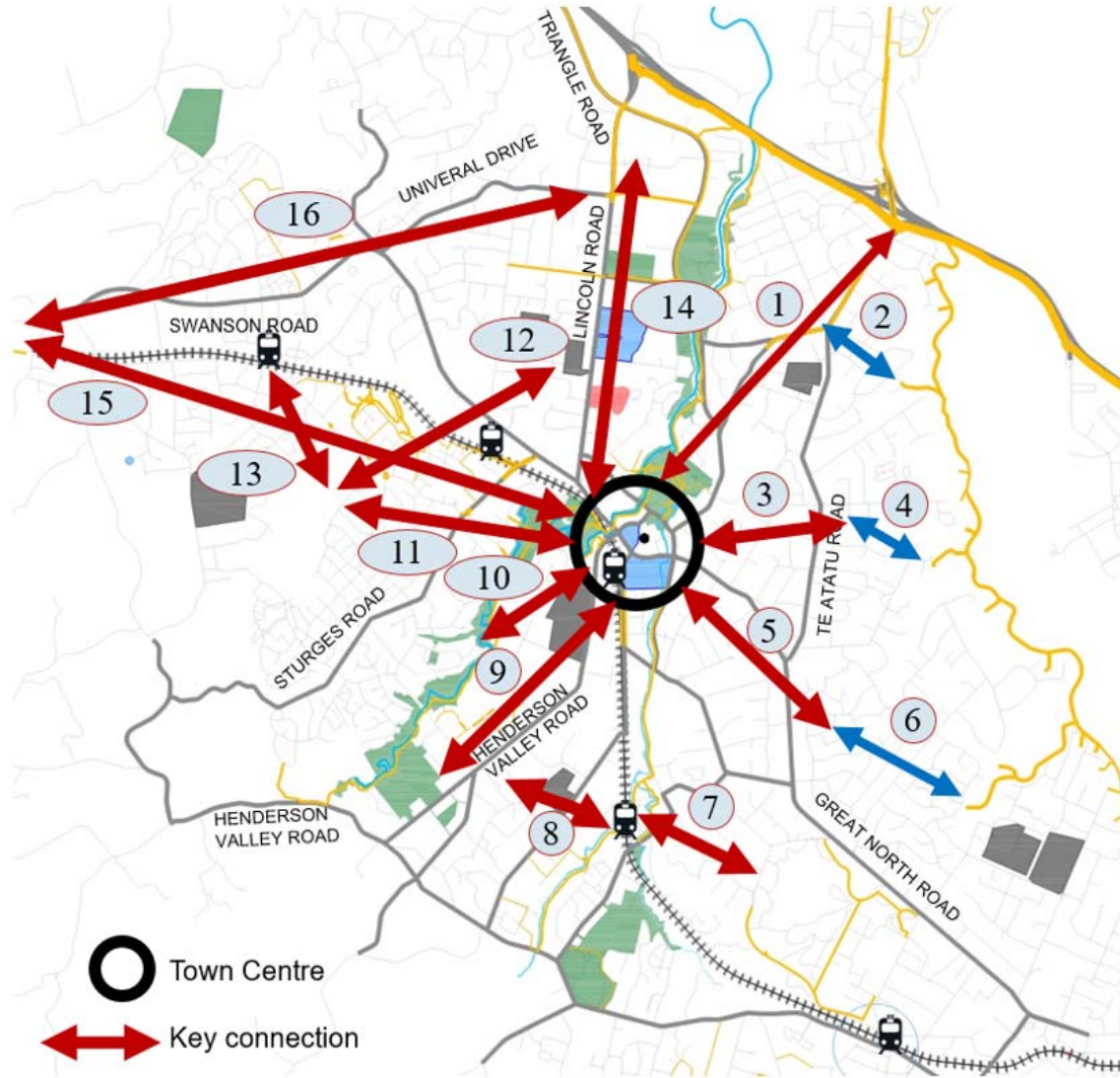
an east-west link over the railway
track for different modes

Stakeholder
Engagement

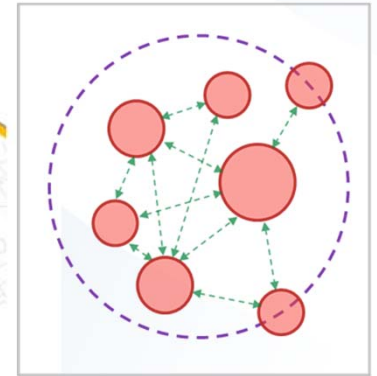
Findings: Key Cycling Connections of Henderson

Key Connections

25



Key connections for the Henderson area



Key Cycling Connections

Key Connections Assessment

Assessment Criteria for Key Connections

- Trips of less than 15 minutes to Henderson and RTN Stations/routes
- Facilitates last mile connections to existing cycle paths
- Serves areas of significant population and/or employment density
- Provides links to clusters of high enrolment schools
- Enhanced connections to future trunk cycle path

MCA to rank Key Connections

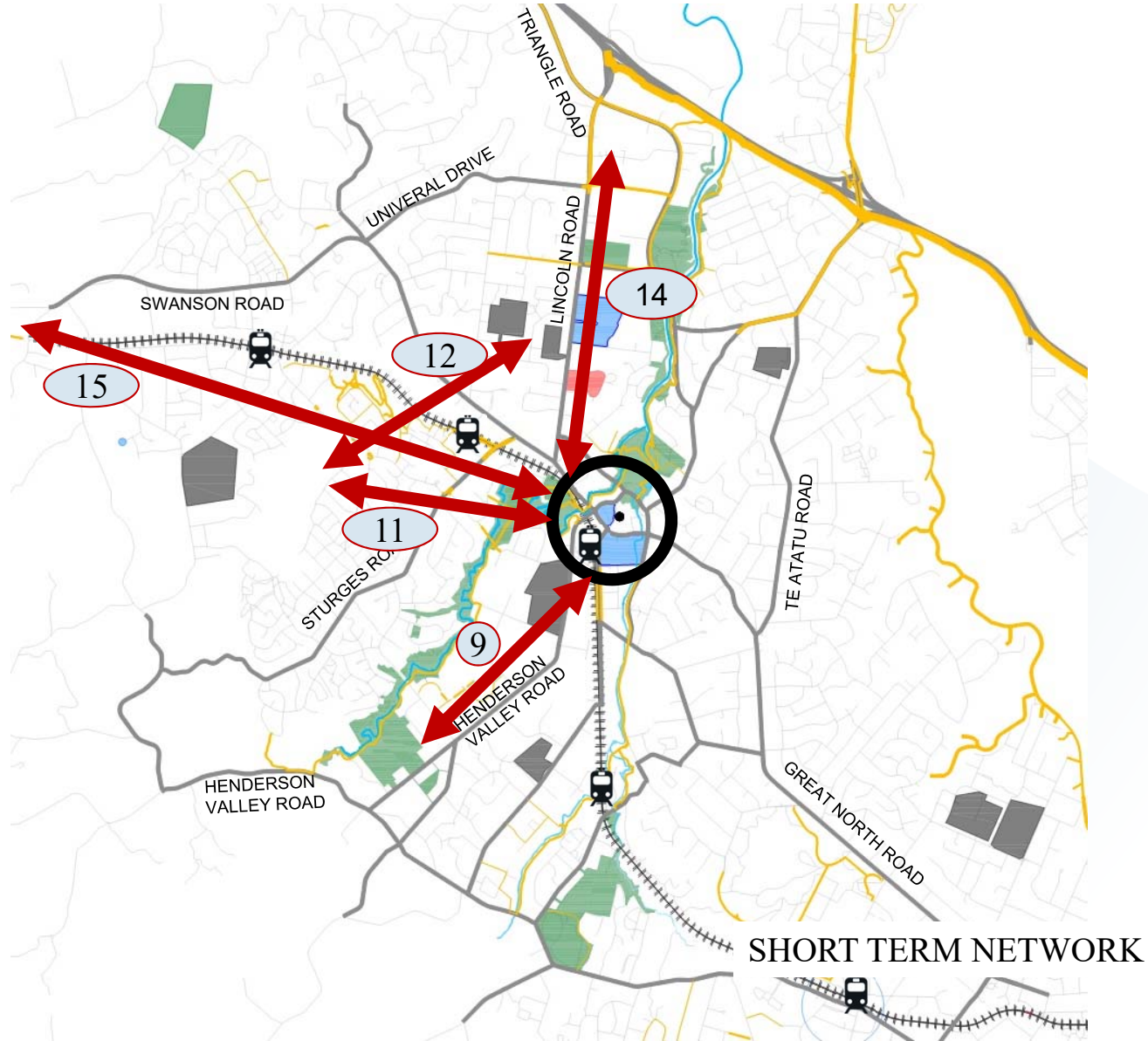
Options >	[Hide if needed]	Do Minimum	1 - NW to Henderson Creek	2, 4 & 6 - TeWhau Linkages	3 - Town Centre to McLeod	5 - Town Centre to Glendene North	7 - Sunnyvale links to Station	8 - McLaren links to Station	9 - Henderson Valley Corridor	10 - Henderson West Links	11 - Sturges Links	12 - Sturges Links	13 - Rainui Train Station link	14 - Lincoln Road Corridor	15 - Town Centre to Swanson	16 - Swanson to Lincoln Road	
Criteria	Performance Indicator	Explanatory notes	0	1	2, 4, 6	3	5	7	8	9	10	11	12	13	14	15	16
<small>Taken from "Evaluating Quality of Service for Auckland Cycle Facilities - A Practitioner's Guide" - AT, and amended to include additional feasibility criteria</small>																	
1	Trips of less than 15 minutes to Henderson and RTN Stations/routes	Key connections link with bus and train stations, preferably rapid network routes.	0	+	0	+++	+++	+++	+++	+++	+++	+++	+++	++	+++	+++	+
2	Facilitates last mile connections to existing cycle paths (e.g. NW Cycleway)	Key connection fills critical gaps in the network and enhances connections to the Henderson creek cycle paths and the NW Cycleway	0	+++	+	0	0	++	++	++	+++	+++	++	0	+++	++	++
3	Serves areas of significant population and/or employment density	Connects with employment clusters, such as Lincoln Road or Henderson central, serves larger catchments of commuters.	0	++	+	+++	+++	+++	++	+++	+	+++	+++	++	+++	+++	+++
4	Provides links to clusters of high enrolment schools	Connections to larger schools score higher, connections to clusters of schools scores higher; small schools score 'r' only (example).	0	0	+	+	+	+	++	+++	++	+++	++	+	+++	++	+
5	Enhanced connections to future trunk cycle paths	Opportunity to improve the connection to the Te Whau Pathway	0	0	+++	++	++	0	0	0	0	0	0	0	++	0	0
6	Enhanced connections to future mass transit corridors	Opportunities to connect with future mass transit stations at Te Atatu Road and possibly Lincoln Road	0	+++	+	0	0	0	0	0	0	0	0	0	+++	0	+++
Project Objectives																	
KEY CONNECTION			0	1	2, 4, 6	3	5	7	8	9	10	11	12	13	14	15	16
TOTAL Key Connection Score			0	7.5	5	8	8	9	9	11	9	12	10	5	14.5	10	8.5
KEY CONNECTION RANKING			0	12	13	10	10	6	6	3	6	2	4	13	1	4	9

Assessment Criteria for Key Connections

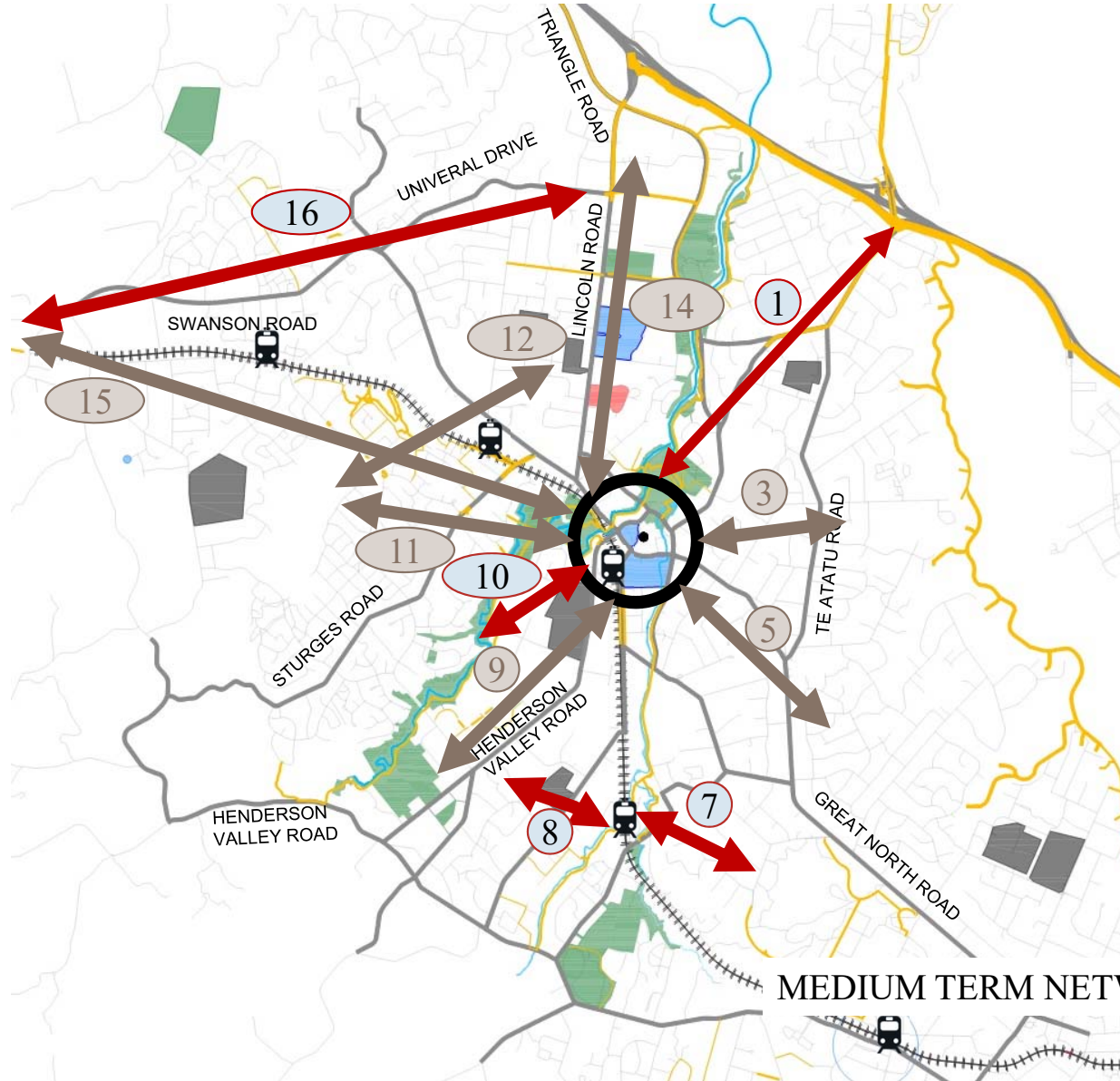
Rank	Key Connection	Develop in the
1	14 - Lincoln Road Corridor	Short Term
2	9 - Henderson Valley Corridor	
3, 4	11 & 12 - Sturges Links	
4	15 - Town Centre to Swanson	
6	8 - McLaren links to Station	Medium Term
6	7 - Sunnyvale links to Station	
6	10 - Henderson West Links	
9	16 - Swanson to Lincoln Road	
10	5 - Town Centre to Glendene North	Long Term
10	3 - Town Centre to McLeod	
12	1 - NW Cycleway to Town Centre	
13	13 - Ranui Train Station link	
13	2, 4 & 6 - Te Whau Linkages	

Staged Cycle Networks **Key Connections**

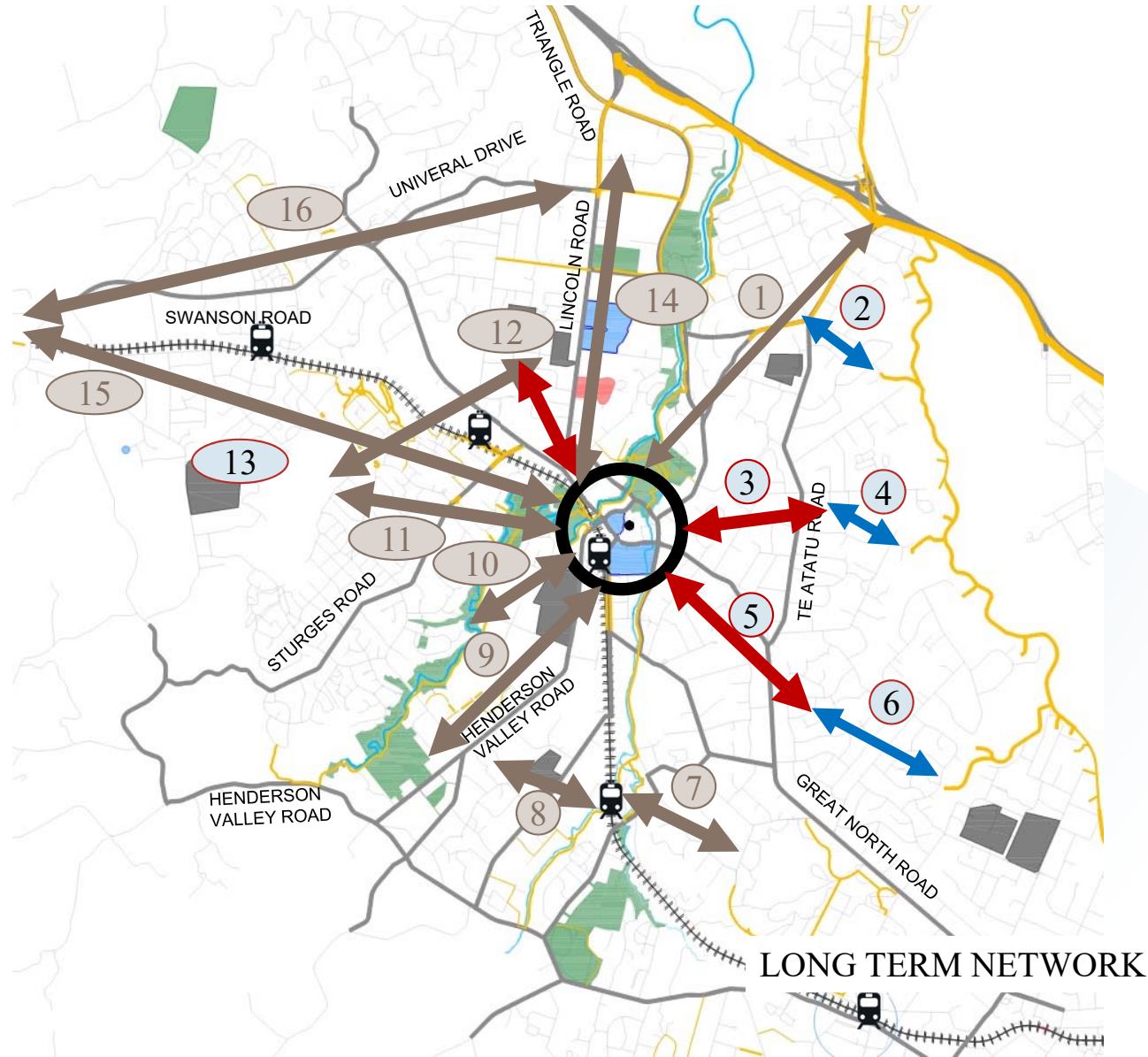
The Staged Cycle Networks



The Staged Cycle Networks

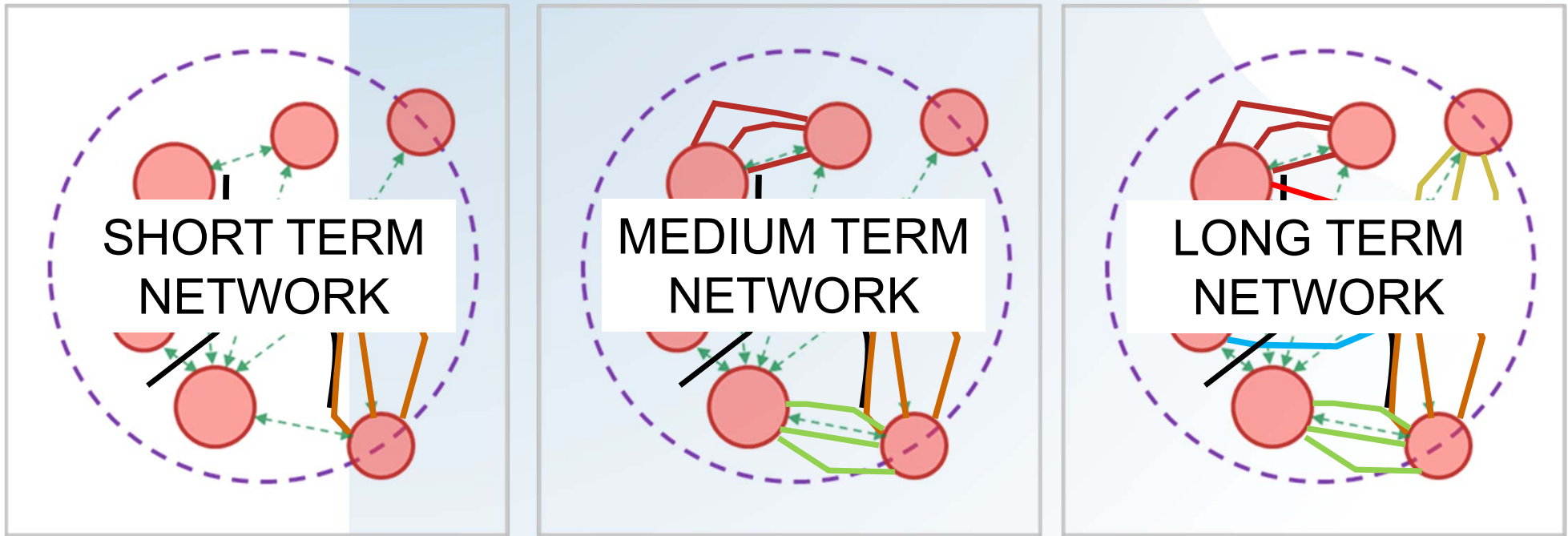


The Staged Cycle Networks



The Staged Cycle Networks

34



Next Steps

- Assessment of route options per key connection
- Public Consultation
- Ongoing Stakeholder Engagement

Thank You