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Attachment 1 – Supplementary notes

Previous deliberations

Date	Report Title	Key Outcomes
August 2017 Board	Cycling Programme Business Case	The board approved the 2017 Auckland Cycling Programme Business Case (2017-PBC) that set the strategic direction for future investment in cycling and sought \$635 million for cycling investment.
November 2021 Committee	Auckland Cycling and Micromobility Programme Business Case (CAM-PBC)	The committee agreed the findings of the CAM-PBC can be presented to a workshop of the Planning Committee. Key points included: Modelling outputs do not account for wider societal and policy changes; a need to emphasise the importance of customer growth initiatives; a focus on streamlining delivery, and acknowledge challenges compromise quality; a need to understand the reason for gaps in the cycle network; a need for the prioritised network to connect to key public transport nodes and tertiary institutions, and a need to demonstrate what is possible with cycling.
March 2022 Committee	Auckland Cycling and Micromobility Programme Business Case	Key points from the committee included: the PBC-CAM is the most significant business case for the Transport Emission Reduction Plan, AT should be confident in its monitoring, AT should test the benefits of earlier projects and the Policies, and another Committee meeting is required following the Planning Committee meeting (however, the CAM-PBC item was deferred from the March meeting to May and so verbal feedback from the Planning Committee meeting will be provided at the AT Board meeting). The committee agreed that the CAM-PBC can be presented to the Planning Committee.

CAM-PBC ‘Problems’

The ‘problems’ of the CAM-PBC talk to the Auckland transport system failing to protect people on bikes who are over-represented in deaths and serious injuries (7% cycling-related deaths and serious injuries while accounting for 0.4% of all trips). The problems also outline that the unsafe and unattractive cycling experiences mean that cycling is not fulfilling its potential which is leading to: poor environmental, social, health, and place outcomes. The following new ‘problem’ has also been added: *“Current cycling delivery mechanisms and resistance towards reallocating road space to cycling infrastructure are resulting in cost escalations, delays in delivery, and facilities that do not always meet customer expectations”*.

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CAM-PBC 'objectives'

By way of a summary of the CAM-PBC's investment objectives, the CAM-PBC will: contribute to reducing deaths and serious injuries by 40% by 2031; contribute to a regional cycle mode share by distance target of 7%; and increase the proportion of the population that can access opportunities within a safe 15-minute bike ride to 40% by 2031.

CAM-PBC delivery initiatives

Further to the initiatives / CAM-PBC responses to lessons learnt that are explained in paragraphs 14 and 15, additional CAM-PBC delivery initiatives include:

- a change management that supports reprioritising the programme (providing agility) in response to new information, funding changes, or network changes;
- the bundling of project delivery to gain further efficiencies and cost savings;
- the use of 'lite' / fast track business cases for projects less than \$15 million to speed up investigation and design; and
- scaling up in-house and market resources to ensure professional services are available to support accelerated delivery.

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Delivery facilities and funding

The following table sets out estimated kilometres, focus areas, and investment in Customer Growth Initiative delivered at various investment levels.

	Kilometres of cycling connections delivered by 2030	Number of focus areas delivered by 2030 ¹	Value of cycle parking and customer growth initiatives ²
Non-CAM-PBC cycling investments (currently funded in RLTP)	165km total		
\$306 million CAM-PBC programme (currently funded in RLTP)	45km total (\$175 million)	4 focus areas (\$110 million)	\$21 million
\$1 billion CAM-PBC programme (\$700 million currently unfunded)	150km total (Additional 105km) (\$746 million)	7 focus areas (Additional 3 areas) (\$185 million)	\$70 million
\$2 billion CAM-PBC programme (\$1.7 billion currently unfunded)	260km total (Additional 110km) (\$1.5 billion)	14 focus areas (Additional 7 areas) (\$360 million)	\$140 million

Refer to Attachment 6 for indicative programme maps.

Walking Programme Business Case and communications

The endorsement of the CAM-PBC is sought in parallel with the endorsement of the Walking Programme Business Case. These programme business cases have been developed separately to recognise the different trip characteristics and challenges associated with each mode, different potential solutions and funding streams, and to ensure equitable focus across modes. There is however a large degree of crossover in the investment objectives. To support alignment an ongoing, cross-agency, workstream will bring together and articulate the combined vision and actions of the two investment programmes. An opportunity to pilot combined investment for walking, cycling and micromobility potentially exists in New Lynn. This pilot is dependent on funding from the 'Streets for People' programme.

Further, a strategic communications plan to support delivery of the walking and cycling programmes is being developed. Political support is also required to help deliver its messaging and for delivering successful projects. It is also required for the advocacy and implementation of the behaviour change policies.

¹ Focus areas will include additional kilometres of cycling connections (that are yet to be planned and designed).

² Programmes to improve access to bicycles, promotion, activation and events, digital experience improvements, marketing, communications.