

Auckland Cycling and Micromobility – Programme Business Case

Auckland Transport Board

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Strategic need



Why now?

There have been a number of key changes to the strategic context

2021 Government Policy Statement - *“making active travel an attractive option”*

Government’s draft Emissions Reduction Plan – reduce vehicle kilometres travelled by 20% by 2035

National Policy Statement – Urban Development

Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan – cycling mode share by distance from 0.4% to 7% by 2030

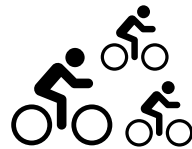
Vision Zero

Transport Emissions Reduction Plan (in development)

What do we want to achieve?



Contribute to **reducing deaths & serious injuries** by 40% by 2031



Increase cycle mode share by distance from 0.4% to 1.9%, contributing to regional goal of 7% by 2030



Increase proportion of population that can **access** opportunities within 15 mins ride to 40% by 2031



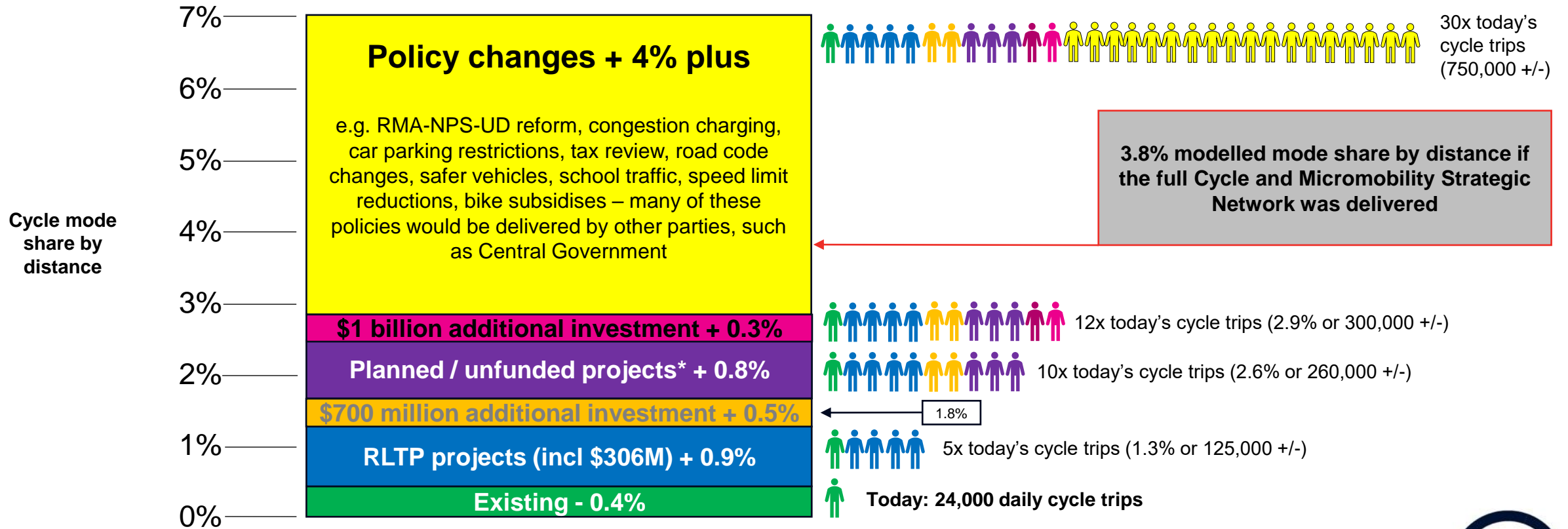
Speed up delivery by an additional 15kms per year (over the existing committed)



How might we achieve 7% by 2030?



This graph shows how various packages of infrastructure and 'customer growth initiatives' investment increases cycling and micromobility mode share by distance, and the role that policy changes would need to play to support this investment to reach the cycle mode share by distance aspiration of 7%.



(*) Light Rail, the unfunded Connected Communities corridors, Airport to Botany, 20 Connect's full programme, and SH1 Papakura-Drury totally some \$20 billion.



Shortlist options

What

The four shortlist options represent a different focus for developing the Cycle and Micromobility Network.

1 Regional routes and connections



Fills in the missing links in the regional routes including major route connections to regional routes.

2 Rapid transit station access



Provides routes and local area networks near well patronised rapid transit stations (e.g. Train stations and busway stations).

3 Enhance connections to schools



Provides routes and local area networks around clusters of schools with a high collective roll.

4 Metropolitan centres & satellite towns



Enabling densification through provision of improved cycling and micromobility within high growth areas.

Interim Benefit Cost Ratio's and Multi-Criteria Analysis results showed that all shortlist options have merit, with no clear option winner as a focus for developing the network. Therefore, the next step was to blend all the individual connections from the shortlist options (totalling \$3.5 billion) and prioritise them.

Prioritisation process

Each connection was assessed against a set of criteria to develop an ordered programme list of potential projects that deliver the best value for money with available (and additional) funding.

Prioritisation criteria



Connectivity – prioritise connections that build off existing or committed cycle facilities



Multiple connection types – prioritise connections that attract the most people



Potential cost of delivery – prioritise reallocation of road space to speed up delivery and reduce cost



Safety – prioritise connections that have the highest safety risk

Prioritisation checks

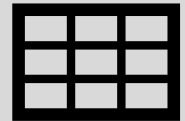
Value for money

+

Critical missing links



Programme list



- Connection a. / focus area a
- Connection b / focus area b
- Connection c.
- Connection d. / focus area c
- Connection e. **\$306M**
- Connection f.
- Connection g.
- Connection h.
- Connection i. / focus area d
- Connection j. **\$1B**
- Connection k.
- Connection l. / focus area e
- Connection m.
- Connection n.

- The prioritised list of connections and focus areas totals \$3.5 billion plus.
- **Any funding beyond \$306 million will also be prioritised using this approach.**

\$306M investment

Programme components

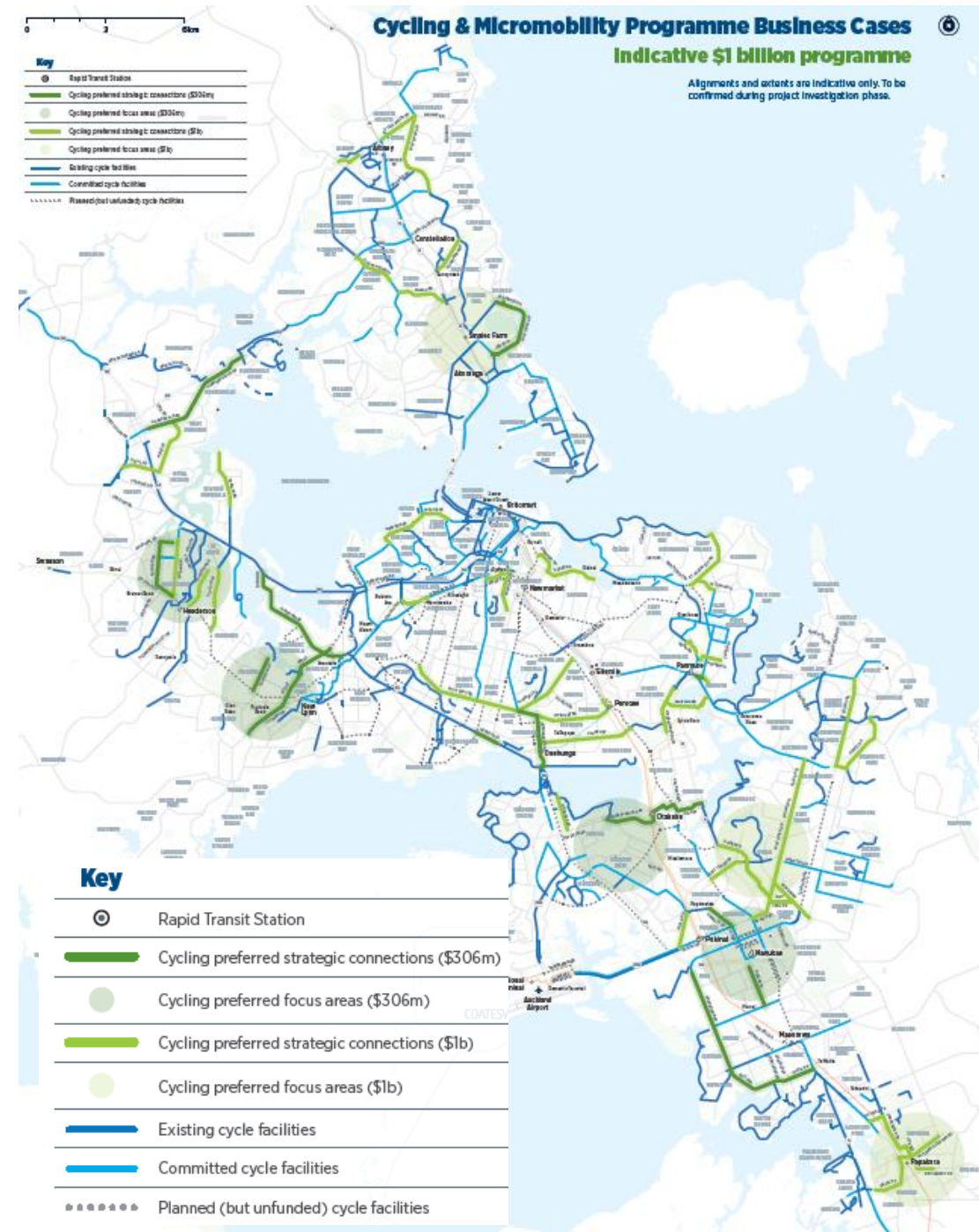
- **45km** of protected cycle facilities on the Cycle and Micromobility Strategic Network.
- **4 focus areas** of concentrated investment to provide local connections (Note: this will add further kilometres to the network).
- **7%** funding allocation for cycle parking and customer growth initiatives (e.g. marketing, events, activations, bike hubs).
- Alignments and extents are indicative only. To be confirmed during project investigation phase.



\$1B investment

Programme components

- **150km** of protected cycle facilities on the Cycle and Micromobility Strategic Network.
- **7 focus areas** of concentrated investment to provide local connections (Note: this will add further kilometres to the network).
- **7%** funding allocation for cycle parking and customer growth initiatives.
- Alignments and extents are indicative only. To be confirmed during project investigation phase.

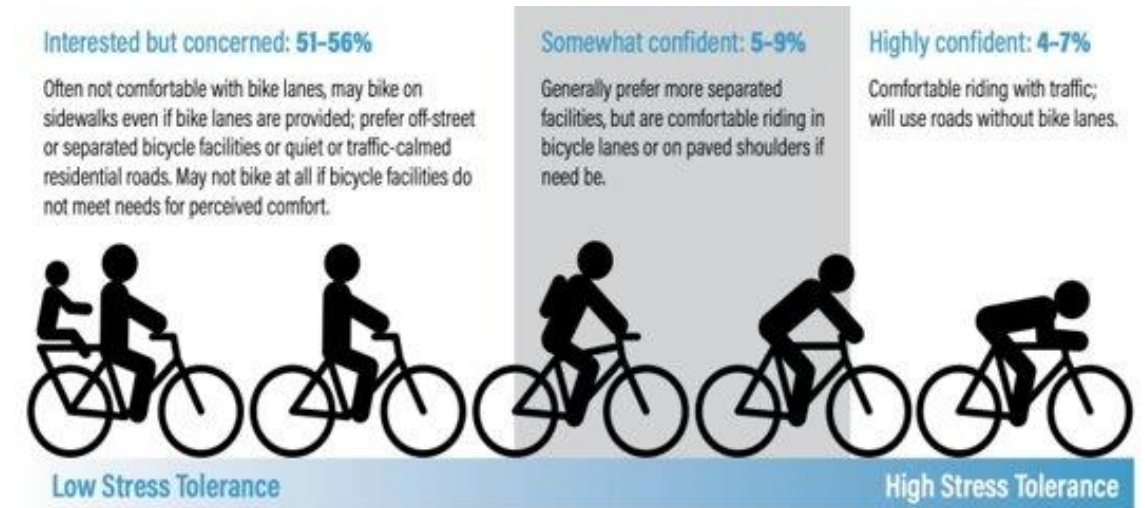


\$2 billion investment map has not been produced due to uncertainty at that investment level

CAM-PBC – Enabling road space reallocation

AT's Design Requirements and Delivery Scope memorandum

- Work is ongoing to outline how AT can deliver more safe cycle facilities at a lower cost
- In order to drive the greatest mode shift, facilities need to be optimised for those users who would like to cycle but are not confident enough to cycle on the road - 'interested but concerned' users.
- Proposed minimum standards for separated cycle facilities have been developed by AT for projects delivered through the CAM-PBC and will inform a programme level departure, which will enable more road space reallocation to cycle facilities.



Note: The percentages of total population above reflect only adults who have stated an interest in bicycling.
Source: *Bikeway Selection Guide*, Federal Highway Administration (February 2019).



A specific paper will be brought back to DDC in May 2022 on this.

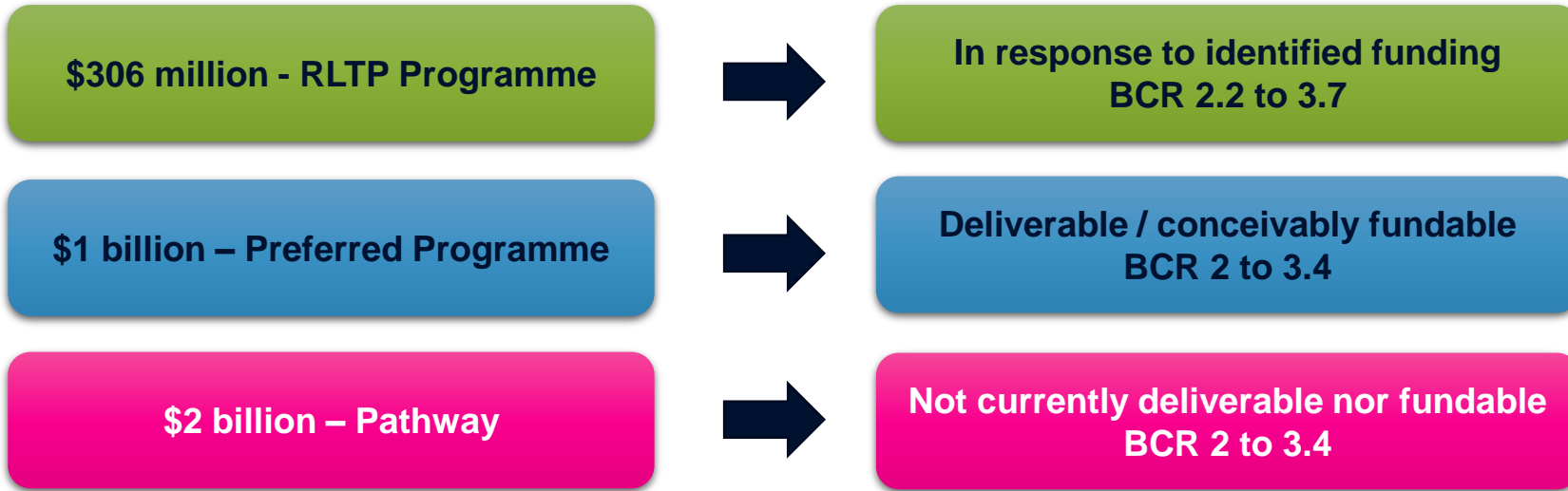
CAM-PBC – Further improvements

In response to lessons learnt:

- **Prioritisation and change management process:**
 - Supports re-prioritisation of programme / projects in response to matters such as wider network changes or cost creep, and
 - Manages need for full review of CAM-PBC in the near future.
- **Business case process:**
 - The programme is geared toward new 'lite' business cases (projects under \$15m cost/risk),
 - Seeks process improvements (working with Waka Kotahi on these) such as a streamlined investment pathway for cycling projects, and
 - Includes a Framework to guide next stage business cases.
- **Bundled projects:** more efficient and cost-effective delivery.



CAM-PBC's – investment scenarios

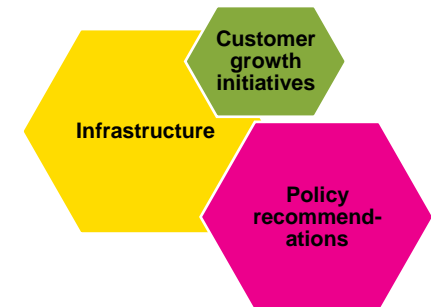


- ❑ **Funding:** 51% Waka Kotahi share of \$2 billion is 100% of NLTF for Walking & Cycling. CAM-PBC cannot seek an undeliverable programme.
- ❑ **Procurement:** Procurement model, AT internal resources, and industry capacity will need to increase.
- ❑ **Pathway** to 7% is included should funding and procurement framework scale up.

Cycle parking & ‘customer growth initiatives’ - 7% of the CAM-PBC investment.

To work toward achieving the above, and improve deliverability (cost and speed):

- ❑ Policy changes will need to account for approximately 4% of the mode share.
- ❑ Road space reallocation will result in the removal of car parking, flush medians, and in some cases, general traffic lanes.
- ❑ Prioritised cycling connections are often on secondary or parallel corridors to manage the interface with strategic bus routes.
- ❑ Designs will be safe but may not always allow for ‘overtaking’ within the facility.



CAM-PBC approval process



CAM-PBC approval process	Date
ELT meeting date	11 Nov 2021
Design & Delivery Committee (responding to lessons learnt)	30 Nov 2021
Workshop of the Planning Committee workshop	15 Dec 2021
PCG approval	11 Feb 2022
AT's Executive Lead Team	10 Mar 2022
AT's Design & Delivery Committee	22 Mar 2022
Planning Committee - Consideration of CAM-PBC	5 May 2022
AT Board meeting – Endorsement of CAM-PBC	26 May 2022
Waka Kotahi Board – Approval of CAM-PBC	July 2022

Followed by advocacy of policy changes and further funding discussions.



Ngā mihi 

Let's go there 