

Memorandum

To: Richard Morris, Chief Financial Officer
Cc: Stuart McDougall, RLTP Manager
From: Veraina Tanielu, Graduate Funding Advisor
Date: 6 March 2014
Subject: **2012-15 Beach Road Cycleway Design Funding (NB: This activity is known as "2012-15 Beach Road Cycle Highway in TIO)**

Purpose

- 1 The purpose of this memo is to seek your approval to:
 - (a) provide investment funding for the Design phase of the 2012-15 Beach Road Cycleway activity which is a 0.95km dedicated off-road cycleway; **and**
 - (b) submit an application to the New Zealand Transport Agency (NZTA) for funding subsidy.

Recommendations

- 2 That the Chief Financial Officer:
 - a. **approves** funding for the design phase of the 2012-15 Beach Road Cycleway activity at an estimated total cost of \$419,420 being \$197,130 (47%) Auckland Transport (AT) share, and \$222,290 (53%) NZTA share;
 - b. **notes** that the cost for the construction phase is estimated to be \$2.6 million, Auckland Transport share \$1.2 million (47%) and NZTA share of \$1.4 million (53%);
 - c. **notes** that the reasons for this decision are set out in Attachment 1, and that using the NZTA profiling assessment for this activity, the profile has been assessed as HHL giving a NZTA funding priority class of 3, and confirms that sufficient Auckland Transport funding is available for this activity.

Strategic context

- 3 The Beach Road Cycleway is classified as a Cycle Metro on the Auckland Cycle Network (ACN) which is the highest rank in the classification of cycleways. The ACN is a part of the NZTA supported Integrated Transport Programme (ITP) 2012. In the latest Auckland Transport prioritisation list for the ACN, this activity has been assigned a priority rating of 'high' for implementation within the next 5 years.
- 4 The Beach Road Cycleway is on a strategically important route in the ACN. The activity joins NZTA's proposed Grafton Gully Cycleway and subsequently the North Western Cycleway to the inner CBD, the Britomart Interchange and downtown ferry services. Additionally, it provides the connection of the Northwestern Cycleway to the Tamaki Drive Cycleway (via Quay St), providing a safe cycle route from west to east and vice versa.

Outcomes sought from investment

- 5 Provide infrastructure that contributes to the completion of the ACN to allow for better connectivity. Construction of the activity will complete 0.95km of a metro route in the ACN.
- 6 Increase cycling uptake. The proposed cycleway is on a strategic route on the ACN and will help promote cycle demand through the provision of a safe dedicated cycle facility. It is assessed that 112 new cyclists per day will be using the facility after it is built.
- 7 Increase cyclist and pedestrian safety: There were 6 crashes involving cyclists in the five year period 2006-11 on Beach Road. Of these reported crashes all occurred at intersections. This activity will result in an improved level of

safety for all road users through the improvement of intersections along Beach Road as well as the construction of a 3.0m wide dedicated cycle facility, reducing conflicts between cyclists and other transport modes.

- 8 A more integrated transport network: The proposed route is a key connection for other major cycleways into the inner CBD and provides a safe continuous route to key interchanges such as Britomart and downtown ferry building.

Funding Availability

- 9 The proposed activity forms part of a group of activities listed as "2012-15 Cycleway Development & Construction" in the 2012-15 NLTP. Auckland Transport has prioritised 2012-15 Beach Road cycleway activity as a priority within this activity group and there is NZTA subsidy is available for this activity (Please see Attachment 6: 2012-15 Cycleway Development & Construction Summary).
- 10 This activity is part of a group of activities listed as "Cycleway Development and construction (Regional Cycling and Walking Plan)" in the 2012-15 Regional Land Transport Programme (RLTP) (page 54).
- 11 Auckland Transport confirms its local share for the activity in Auckland Council's Annual Plan 2013/2014 (page 178).
- 12 The 2012-15 Beach Road Cycleway activity has been adequately consulted on.

Key issues

- 13 Project timing: This project has been fast tracked so that construction will be complete at the same time as the Grafton Gully Cycleway completion. This project is effective as a standalone project however its effectiveness is enhanced when the Grafton Gully Cycleway is complete.

Assessment and conclusions

- 14 Using the NZTA assessment criteria, the funding profile for the 2012-15 Beach Road Cycleway activity is HHL which results in a funding priority 3. It is therefore recommended that the Chief Financial Officer approves the Auckland Transport share of design funding for this application, and approves the submission of a funding application to NZTA seeking financial assistance.

Attachments

- 15 There are five attachments to this paper:

Attachment 1:	Reasons for recommendation
Attachment 2:	Location map
Attachment 3:	Grafton Gully Cycleway map
Attachment 4:	Auckland Cycle Network map
Attachment 5:	Assessment
Attachment 6:	2012-15 Cycleway Development & Construction Summary

Recommended for submitting to NZTA for funding approval:



Stuart McDougall - RLTP Manager

11/3/2014

Date

Approved for submission to NZTA for funding approval:



Richard Morris – Chief Financial Officer

14 Mar 2014

Date

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Reasons for recommendation

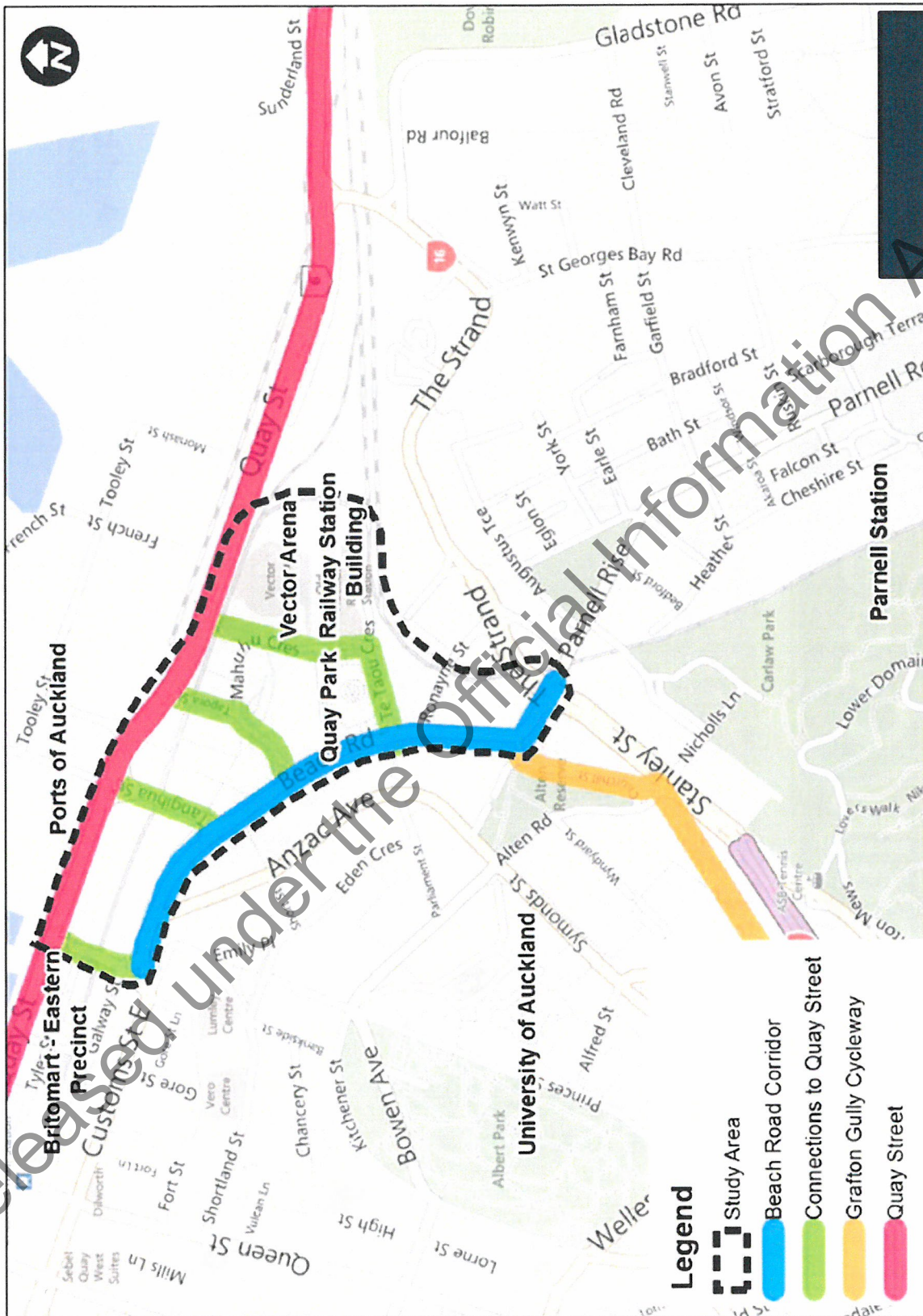
The assessment profile for this activity using the New Zealand Transport Agency's (NZTA) assessment criteria results in a rating of High for strategic fit, High for effectiveness and a Low for economic efficiency.

This activity is aligned with Auckland Transport's Integrated Transport Programme 2012–2041, contributes to the NZTA's Investment and Revenue Strategy (IRS), which is intended to give effect to the Government Policy Statement (GPS) 2012, and contributes to the objectives of the Land Transport Management Act (LTMA) by:

- a. Provision of a key connection on a strategically significant route within the Auckland Cycle Network (ACN) in an agreed walking & cycling strategic network to help alleviate congestion within a major urban area; and
- b. Assisting in safety and personal security via the construction of a dedicated cycleway facility

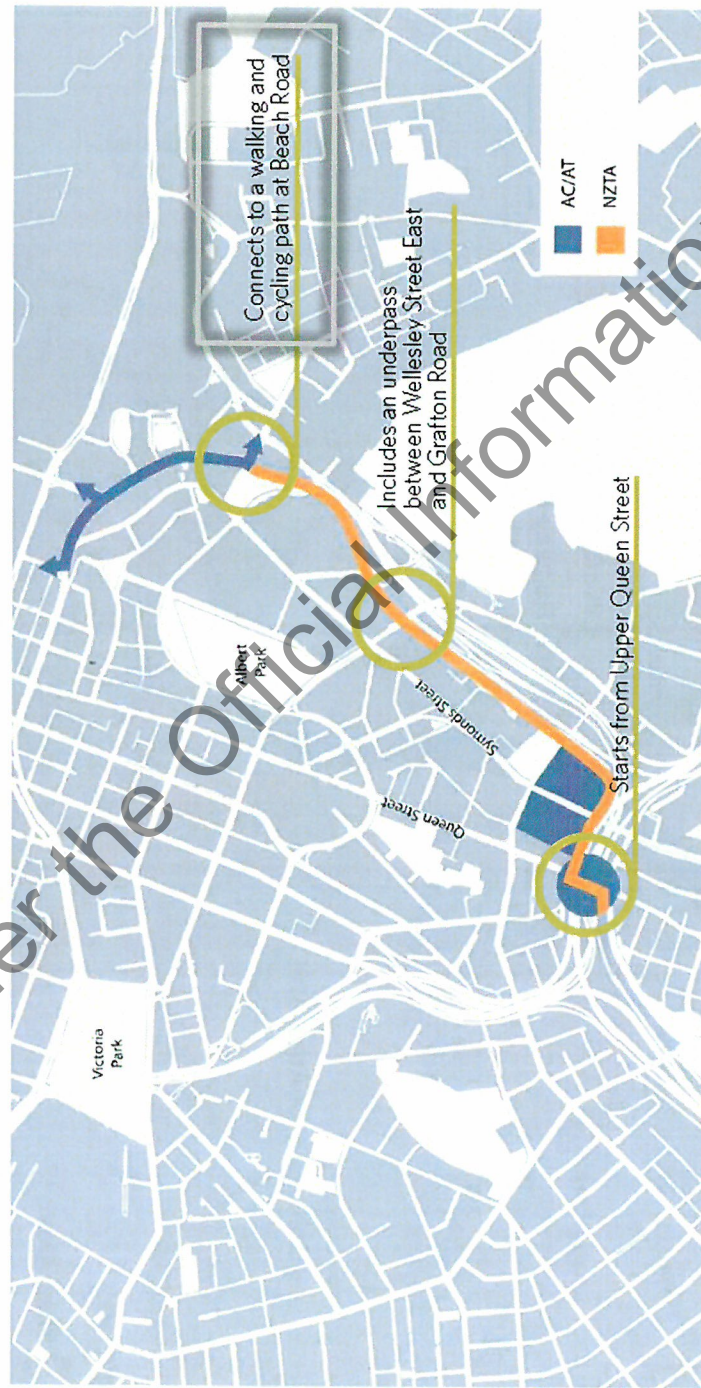
I confirm that

- the matters in section 20 (2) of the LTMA which relates to the capability of the project to meet suitability assessments, has been satisfied, and
- section 20 (3) of the LTMA which relates to taking into account national strategies and policies, has also been considered.



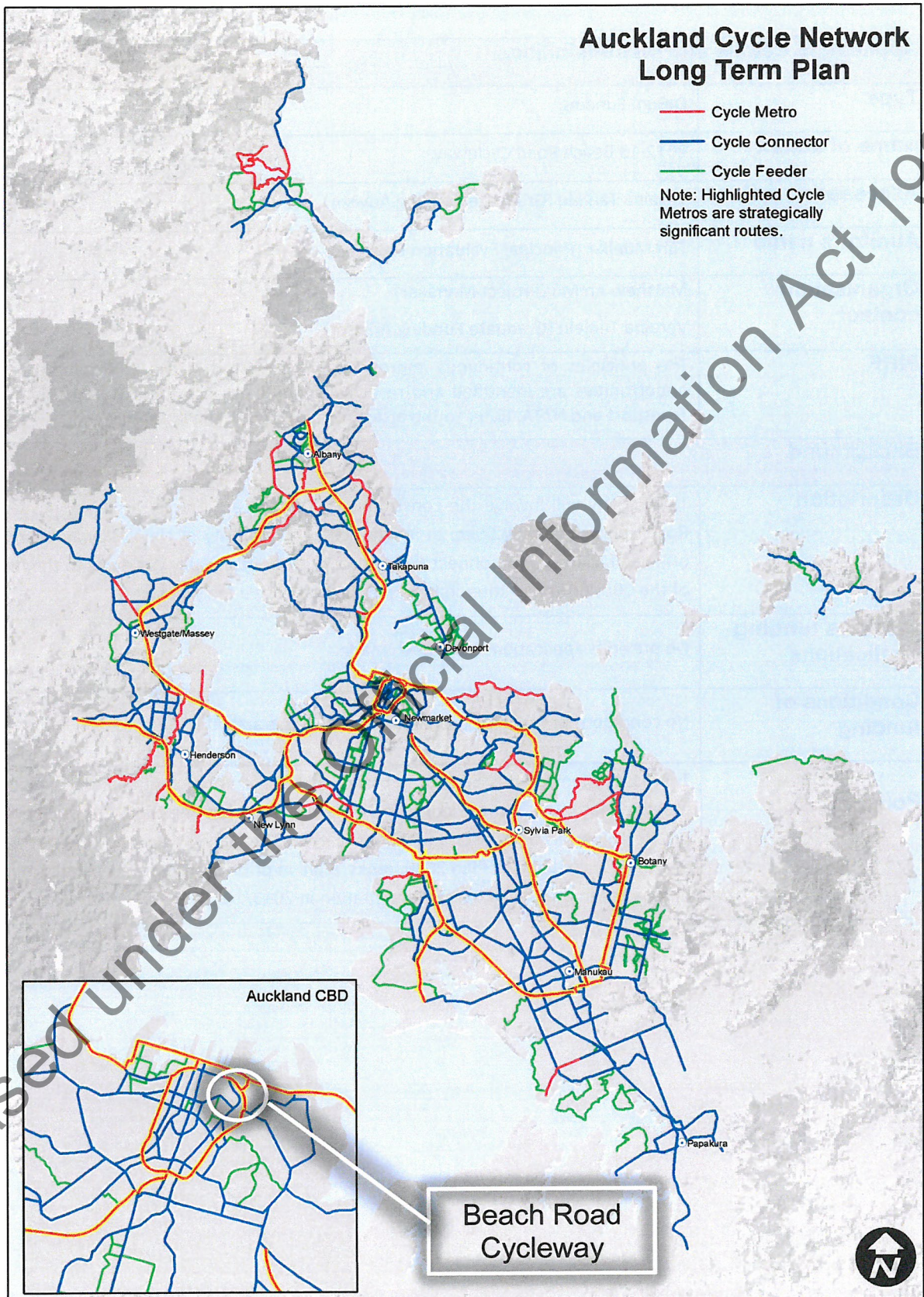
Map showing the proposed activity and connecting cycleways.

Grafton Gully Cycleway



Map showing the Grafton Gully cycleway and the connection to the proposed cycleway.





Map of the Auckland Cycle Network with the proposed cycleway circled showing that it is a Cycle Metro and lies on a strategically significant route.

Application details and responsibilities	
Type	Design Funding
Name of activity	2012-15 Beach Road Cycleway
Assessor's name	Veraina Tanielu (Graduate Funding Advisor)
Auditor's name	Tim Mueller (Principal Evaluation Engineer)
Organisation contact	Matthew Ah Mu (Project Manager) Veraina Tanielu (Graduate Funding Advisor)
PIRF	The principles of continuous improvement are vested in the PIRF initiatives, as opportunities are identified and resolved benefits are provided to both Auckland Transport and NZTA. Refer to the attachment in TIO for the latest PIRF.
Background	
Description	This activity will involve the construction of a dedicated cycle facility along Beach Road approximately 0.95km in length, with the majority of the cycleway being an off-road facility. It will connect NZTAs proposed Grafton Gully Cycleway to the heart of the CBD, Britomart Interchange and the downtown ferry services.
Previous funding applications	No previous applications have been made.
Conditions of funding	No conditions of funding have been applied to this activity.
Policy	The assessment of this activity is based on NZTA's IRS and Auckland Transport's assessment policy. For the purpose of seeking NZTA funding the NZTA assessment profile policy has been used in this application. The activity is part of the Auckland Regional Cycle Network Plan 2030, ranks 'high' in priority order in the list of projects and has been prioritised for implementation in 2013/14.

Strategy support/ package endorsement	This activity is prioritised for early implementation in the ACN, which is part of the Auckland Integrated Transport Programme (ITP) 2012–2041, a strategy supported by NZTA.
Issue definition	There are currently no dedicated cycle facilities along Beach Road. With the completion of the NZTA led Grafton Gully Cycleway, local connections to key transport facilities are desirable. This cycle facility will provide these key connections and contribute to the Auckland Plan’s goal of creating a multi modal sustainable transport network.
Strategic context and regional perspective	The activity contributes to the Government Policy Statement 2012, to the Auckland Plan in achieving a multi-modal transport network, to Auckland’s Integrated Transport Programme 2012-2041 and to the implementation of the ACN.
Objective	The objectives of this key connection on the ACN are to: <ul style="list-style-type: none"> • provide infrastructure that contributes to the completion of the ACN; • increase cycling uptake; • increased cyclist and pedestrian safety with the construction of a dedicated cycle facility, and • a more integrated transport network.
Alternatives and options	Seven options were identified and assessed using a ‘multicriteria analysis’. An Option F was the preferred and adopted option because it provides: <ul style="list-style-type: none"> - a high quality cycleway offering the highest level of service, and - improving pedestrian and cyclist safety within the corridor.
Scope of activity under funding request	This funding application is for the design phase of the ‘2012-15 Beach Road Cycleway’. It is a 0.95 km cycleway, and is the key connection between NZTA’s Grafton Gully Cycleway to the inner CBD, Britomart Interchange and the downtown ferry building. It is also links the Grafton Cycleway to the Tamaki Drive Cycleway via Quay St.
Form, function and standards	The design of the proposed cycleway will conform to all relevant local design standards, NZTA Design standards and Austroads Design Guidelines. They are considered to be appropriate for the proposed project.
Levels of service	This activity provides a high but appropriate level of service considering its location and connections. Most of the project length consists of a dedicated cycle facility which conforms to the minimum width, alignment, gradient and safety requirements.
Readiness for funding/assessment	
Readiness for funding this phase	Ready <ul style="list-style-type: none"> • all phases of this activity are included within the current NLTP as part of the “2012-15 Cycleway Development & Construction” programme; • the activity is listed in Auckland Council’s Annual Plan 2013/2014 (page 178) and in the 2012-15 RLTP (page 54); • all S16 and s20 requirements have been addressed, and • a scheme assessment report is complete with a peer review and safety audit.

	The issues identified have been addressed and a decision tracking form used to support the changes identified.
NZTA Assessment Framework	
Strategic fit	<p>High</p> <p>The 2012-15 Beach Road Cycleway will:</p> <ul style="list-style-type: none"> • deliver a high level of service cycle facility on a Cycle Metro within the ACN, an NZTA supported cycling strategic network for easing congestion in a major urban area; • contribute to a reduction in crash risk to cyclists and pedestrians (in accordance with Safer Journeys 2020). The proposed route will be a dedicated cycle facility with physical delineation from pedestrians and vehicles, and • connect NZTA's proposed Grafton Gully Cycleway and subsequently, the North Western Cycleway to the inner CBD, the Britomart interchange and downtown ferry building.
Effectiveness	<p>High</p> <p>The 2012-15 Beach Road Cycleway:</p> <ul style="list-style-type: none"> • is significantly effective in delivering the potential identified in the 'strategic fit' criteria since the cycle facility is a dedicated cycleway on a strategically significant route; • will provide infrastructure that contributes to the completion of the ACN. This will allow for better connectivity to the ACN and connectivity within the cycle network; • has been assessed as a 'High' priority for projects to be constructed within the next 5 years in the ACN implementation programme (AT's internal prioritisation list); • will contribute to a more integrated transport network. The proposed route is a key connection for other major cycleways (such as Grafton Gully Cycleway and Tamaki Drive Cycleway) to key transport interchanges such as the Britomart and downtown ferry building, and • will provide a safer environment for both cyclists and pedestrians; provide more transport choices; contribute to positive health outcomes; and there will be minimal (if any) adverse environmental impacts in line with the GPS 2012.
Efficiency	<p>Low</p> <ul style="list-style-type: none"> • the activity has a BCR of 1.8 resulting in a 'Low' rating; • the economic evaluation was carried out using the procedures in the 2010 Economic Evaluation Manual (EEM). During the transition to the new 2013 EEM, NZTA has allowed for the use of the 2010 EEM in economic evaluations, and • the sensitivity of cost estimates and benefits produced a range of BCRs from 1.7 to 2.3. This shows that the BCR of 1.8 is reasonable.

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Cash-flow			
Phase cash-flow	The Design phase is to be undertaken in the 2013/14 financial year		
Design			
Year	Auckland Transport cost (\$ 000)	NZTA cost (\$ 000)	Total cost (\$ 000)
2013/14 (Design)	173	196	369
2014/15 (Design)	24	26	50
TOTAL	197	222	419
Construction			
Year	Auckland Transport cost (\$ 000 / \$m)	NZTA cost (\$ 000 / \$m)	Total cost (\$ 000 / \$m)
2014/15 (Construction)	1,223	1,380	2,603
Cost Estimate			
Construction Phase			
The construction phase commences		2014/15 financial year	
Year	Current Construction Cost Estimate – \$000	Previous Construction Cost Estimate - \$000	Difference – Current vs. Previous - \$000
Expected	2,603	NA	NA
95 th %ile	3,020	NA	NA
Comparison with previous estimate	NA		
Whole of life costs	The maintenance costs have been deemed negligible at this stage and will be developed prior to construction.		
Risks			
Risk and opportunity assessment and management	<p>A risk assessment was done and one extreme and 14 high risks were identified. A satisfactory risk management strategy is in place to manage each of the risks identified.</p> <p>The highest risk is from business owners objecting to the loss of on-road car parking. Auckland Transport will consult with the business owners to assess the potential impacts on car parking and property access.</p>		
Funding plan and source			
NLTP	The activity is a part of the group of activities named “2012-15 Cycleway Development & Construction”, in the 2012-15 NLTP. All phases of the activity are included in the 2012-15 NLTP with a reserve funding priority and an indicative profile of HML*.		
Funding of phase and funding plan for construction/	<p>Auckland Council’s Annual Plan 2013/2014 (page 178) confirms funding for the Auckland Transport share of design in 2013/14.</p> <p>Auckland Council’s Long Term Plan confirms funding for the Auckland Transport</p>		

implementation	<p>share of design in 2014/15 and construction in 2014/15 for this activity.</p> <p>NZTA have confirmed that sufficient NZTA subsidy is available for this activity.</p> <ul style="list-style-type: none"> • NZTA had previously agreed to a \$3 million cap for NZTA subsidy for the 2012-15 Cycleway Development & Construction group of activities. • NZTA have recently stated that an additional \$3 million of funding is available nationally for high priority walking and cycling projects. • \$2.9 million is currently committed for the 2012-15 Cycleway Development & Construction group of activities (see attachment 6).
Recommended funding source	NZTA N funds are recommended for this phase as identified in the NLTP, based on the assessment profile of HHL and a priority class of 3.
Confirm sufficient funds available	There are sufficient funds available in Auckland Council's Annual Plan 2013/2014 (page 178) for the design phase of this activity and there are sufficient NZTA funds available to allocate to this activity.
Procurement	
Procurement procedure	Procurement for this phase will be in accordance with the AT Procurement Strategy, which has been endorsed by NZTA.
Recommendations and conditions of funding	
Recommendations	<p>It is recommended that the Chief Financial Officer of Auckland Transport approves funding for the design phase of the 2012-15 Beach Road Cycleway as this activity will:</p> <ol style="list-style-type: none"> Provide a key connection on a strategically significant route within the ACN, which is an NZTA supported walking & cycling strategic network, to help alleviate congestion within a major urban area, and Assist in safety and personal security via the construction of a dedicated cycleway facility.
Conditions of funding	No conditions are anticipated for this funding request.

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2012-15 Cycleway Development & Construction Summary

PROJECT	PROJECT COST (\$ 000)	Total Length (KM)	Forecast Expenditure for Overall Project (\$ 000)		
			13/14	14/15	Total
Station Road	1,800	1.2	240	1,180	1,420
Browns Road	1,900	2.7	230	915	1,145
St Georges St Papatoetoe	1,000	0.9	240	340	580
Bridge St	1,300	3.3	865	20	885
Portage Road	1,800	1.8	1,500	100	1,600
Upper Harbour Drive	600	3.8	100	500	600
Glen Innes to Tamaki Drive	14,900	7.2	250	600	850
Dominion Road Cycleway	6,100	11.0	1,500	4,600	6,100
Northcote Safe Routes*	3,700	5.2	265	1,200	1,465
Beach Road Cycleway*	3,000	0.95	369	2,653	3,022
Total	36,800	38.1	5,559	12,108	17,487
NZTA Share			2,946	6,417	9,268

*Funding applications have been submitted to NZTA and are currently pending approval.

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