

Technical note

Alternatives Assessment

in support of the Cycling and Micromobility Programme Business Case

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4 February 2022 - Version 8

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1 Introduction

The purpose of this document is to provide a response to the question of:

Is the 2017 Auckland Cycling Programme Business Case (2017 PBC) Alternatives Assessment still valid, or are there alternatives that have not been included or do the alternatives need to be reassessed?

This Technical Note summarises the Alternatives Assessment of the Cycling and Micromobility Programme Business Case (CAM-PBC). The CAM-PBC replaces the 2017 PBC. This Technical Note includes reasons for changes since the 2017 Alternatives Assessment.

All business cases require an assessment of alternatives. In this case the Alternatives include:

- Infrastructure (e.g. cycle network development).
- Customer growth initiatives (e.g. bike training, marketing).
- Policy recommendations (e.g. parking levy).

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2 Reviewing Alternatives

Since 2017, the following changes have taken place that necessitate the re-examination of the Alternatives Assessment:

- Investment objectives have changed (see Investment Logic Map Technical Note).
- Policy documents, such as the Government Policy Statement for Land Transport (GPS), have changed which have also affected the weighting of investment objectives and consideration of outcomes that need to be achieved.
 - The 2017 GPS had focus on economic growth and productivity, road safety, and value for money. The 2021 GPS focusses on economic prosperity, inclusive access, healthy and safe people, environment sustainability, and resilience and security.
 - The need for the CAM-PBC to support wider outcomes, such as climate change outcomes within the Auckland Climate Plan, may increase the need for some alternatives to be considered.

Lessons learnt from the implementation of cycling infrastructure since 2017 and from cycling mode share holding steady, supports the need to include all measures and behaviour change tools in the toolbox in the CAM-PBC Alternatives Assessment including:

- all measures of the 2017 PBC, including those previously discounted from the 2017 PBC due to an inability of Auckland Transport (AT) and / or Waka Kotahi to fully control those measures / Alternatives; and
- introduce additional measures / Alternatives from current best practice, including those outside of AT's direct control (e.g. policy).

This is particularly necessary if the CAM-PBC is to meet its Investment Objectives as outlined in Table 1 below:

Table 1: CAM-PBC Investment Objectives







Investment objectives
IO 1: Contribute to reduction of deaths and serious injuries involving people using bikes and micromobility by 40% by 2031 (30%)
IO 2: Increase cycling and micromobility mode share by distance from 0.4% to 1.9%, contributing to the regional mode share aspiration of 7% by 2030 (30%)
IO 3: Increase the proportion of the population that can access key social opportunities within 15 minutes by safe cycling or micromobility to 40% by 2031 (30%)
IO 4: Increase the rate of delivery of safe cycling facilities on the Cycle and Micromobility Strategic Network by 15km per year by 2031 (10%)

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3 Alternatives Development

Table 2 below summarises the full list of Alternatives that are considered to contribute to achieving the Investment Objectives of the CAM-PBC. New or amended Alternatives introduced through the CAM-PBC process are highlighted in green and labelled with a green flag.







Table 2: CAM-PBC Alternatives

#	Alternative	Description	Primary responsible
Infrastructure			
Cycling investment in cycling lanes, shared paths, and associated bike facilities.			
1	Cycle network development	Cycle paths, on-street cycle lanes, shared paths (e.g. Northern Corridor cycling improvements, Henderson cycling SSBC priority one routes, Connected Communities routes etc).	AT, Waka Kotahi, AC, Kāinga Ora, property developers
2	Traffic calming and street redesign	Low traffic neighbourhoods, low speed neighbourhoods.	AT, AC, Kāinga Ora, property developers
3	Public cycle parking	Public cycle parking at key locations (secured with CCTV where necessary).	AT, Auckland Council (AC)
4	Public end-of-trip facilities	Public showers, changing rooms, lockers, workshops for registered members.	AT
5	Mobility hubs / PT Hubs 	High quality inter-modal interchanges, includes bike hire near interchanges and at neighbourhood PT interchanges (i.e. enabling connections between cycling and other modes such as shared mobility and PT).	AT
6	Minor Improvements	Minor improvements on the existing network to improve safety and enhance capacity.	AT, AC
7	Implement more bus lanes	Likely on dual carriageway-arterial roads to support confident cyclists	AT, Waka Kotahi
Customer growth initiatives			
<i>Bike promotion programmes</i>			
8	Bike (and scooter) share	Pay as you go bike and scooter share schemes.	External parties, AT, AC
9	Bike loan 	A bike loan scheme delivered through schools and community bike hubs, and an e-bike loan scheme through businesses.	AT
10	Bikes on public transport	Bikes on buses, trains, and ferries.	AT
11	Events & Activations 	Work in partnership with communities to deliver events and activities that promote safe cycling and activate the existing network.	AT, AC
12	Pit Stops 	Pop-up Pit Stop events to provide free bike safety checks, minor maintenance work and to engage customers.	AT
13	Community led Initiatives 	Support community groups with the design, delivery and/or funding of their bike related activities.	AT
14	Bike Hubs 	Support the expansion of community bike hubs at key locations across the region to divert bikes from landfill, carry out basic repairs to make them safe and usable and distribute to local communities.	AT

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#	Alternative	Description	Primary responsible
15	Bike Burbs 	In partnership with Bike Auckland provide capacity building support to cycling focused community groups to empower and grow.	AT
16	Aotearoa Bike Challenge 	A month-long annual festival of cycling taking place in February. Individuals, groups and businesses compete to log rides.	AT
17	Community Bike Fund	Administer a contestable grant fund for non-profit groups to apply for community-based cycling events and activities.	AT
18	Shared Path User Behaviours 	A behavioural science-based approach to understanding user conflicts on the existing network and exploring non infrastructure-based responses.	AT
19	AT Mobile 	Ongoing development of the walking and cycling functions of AT Mobile and Website journey planning tool.	AT
20	Skills Training in Schools 	Grade 1: Provide basic off-road skills training to 5-6 children in schools. Grade 2: Provide basic on-road skills training to year 7-10 children in schools.	AT, Waka Kotahi
21	Bikes in Schools 	Support the expansion of Waka Kotahi Bikes in Schools by funding an Auckland coordinator.	AT, Waka Kotahi
22	Community based cycle skills training 	Kids Learn to Ride drop-in events, adult Bike Skills, and basic bike maintenance courses.	AT
23	E-Scooter Training Trial 	Basic learn to scoot training session trialled in 2020/21. Report due August 2021.	AT, AC
24	Business engagement 	Workplace Travel Surveys, Accessibility Audits, Workplace Travel Plans. Personalised Journey Planning with cycling focused incentives such as: bike loan, bike buddies, bike trains on commuter routes and e-bike guided rides.	AT
25	School based behaviour change Initiatives 	Optional school travel plans, bike trains, bike ambassador workshops and cycling and scooting promotions, events, and activities.	AT
26	Bike repair stands 	Install maintain and promote bike repair stands at key locations on the cycle network and at PT stations.	AT, AC and external parties
27	Bike-lash mitigation 	Diffuse the dangerous and aggressive behaviour towards people on bikes, including threatening behaviour online, through a proactive approach.	AT, AC, Police
28	Cycling Resources for Customers 	Resources to enhance safe cycling such as reflective backpack covers, emergency lights and hard copy maps.	AT
29	Cycle monitoring	Cycle monitoring framework to capture more fit-for-purpose data related to cycling and micromobility.	AT
30	Mapping 	Develop a comprehensive database and GIS layer of existing cycling infrastructure and produce an easy to understand map for the public.	AT, AC, Waka Kotahi, Eke Panuku
31	Wayfinding 	Develop and implement a cycling wayfinding strategy.	AT, AC, Waka Kotahi, Eke Panuku
32	Strategic communications 	Develop and implement a cycling comms strategy that proactively conveys the vision for public space in Auckland and sets the scene for how AT will talk about cycling.	AT, AC
33	Operational communications 	Day-to-day communications to support the vision, projects and complimentary initiatives.	AT, AC
34	Marketing and promotion	Marketing campaigns to normalise cycling and encourage uptake.	AT

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#	Alternative	Description	Primary responsible
Policy recommendations			
<i>Normalising biking</i>			
35	School traffic 	Funding and policy targeting school trips with a full suite of walking and cycling initiatives such as: a requirement for School Travel Plan for trips to school and extra curriculum activities, Bikes in Schools, cycle storage, bike training, facilities and treatments outside the school gate.	Central Government, Ministry of Education, Waka Kotahi, AC, AT
36	Out of school enrolments 	Manage out of zone school enrolments more stringently to limit unnecessary school traffic and to support sustainable local school travel.	Ministry of Education
37	RMA reform	Require cycling provision in the Strategic Planning Act and Natural and Built Environment Act.	Central Government
38	Cycle lane (and footpath) enforcement	Enforcement to keep facilities clear of obstruction (e.g. bins) not to stop people from riding on footpaths.	AT, NZ Police
39	Public subsidies 	Public subsidies for individuals and businesses to increase cycling - similar to the UK Cycle scheme.	Policy recommendation
40	Recreation and tourism biking 	Support and promote because recreational riders are likely to bike for other trips. Such as bike commuting.	Central Government, Ministry of Tourism, Waka Kotahi, AC, AT
Policy recommendations			
<i>Bike safety</i>			
41	Speed limit reductions	Enable Road Controlling Authorities to reduce traffic speed limits in a more efficient manner.	Central Government
42	Road rule changes	Road rules changes recommended by Cycling Safety Panel (e.g. automatic liability for hitting cyclists and allowing cyclists contraflow down one-way roads).	Central Government, Waka Kotahi
43	Vehicle regulations	Investigate changes to vehicle regulations recommended by Cycling Safety Panel –mandatory truck side-under-run protection and other vehicle safety features.	Central Government, Waka Kotahi
44	Covert safety cameras 	Implemented to improve safety for all users (especially for people on bikes), reduce DSI and to direct all acquired funds to safety projects.	Central Government, NZ Police, AT, Waka Kotahi
45	Road speed limit enforcement	Greater traffic speed enforcement to promote road safety.	NZ Police
46	Driver-cyclist interaction policing	A wider reaching communication (wider than the AT lead 'Bikelash' programme).	AT, Waka Kotahi, NZ Police
Policy recommendations			
<i>Discourage car orientated travel, make space on the transport network, and promote sustainable transport.</i>			
47	Auckland Unitary Plan 	More stringent: parking restrictions in areas of high public transport accessibility; a lower threshold for 'end of trip facilities' in new developments; more detail in structure plans, plan changes, and Council Area Plans requiring fine-grained Transport Oriented Development initiatives; review Integrated Transport Assessment guidelines to further support cycling uptake, higher bar for all developments.	AC

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48	Parking management (off and on-street)	Employ parking management tools including time limits and priced parking to optimise parking utilisation.	AT
49	Street and cycle facility design standards	Design standards for street and cycle facility (e.g. AT Transport Design Manual (TDM), Cycling Level of Service (LoS) tool, Waka Kotahi cycle facility design standards/ LoS tools etc.) to ensure cycle facilities meet customers' needs.	AT
50	Consultation for programme and projects	Apply an enhanced approach to public consultation that incorporates the broader behaviour change programme i.e. Pre-Priming, Priming, Activating and Embedding Change phases.	AT
51	Road pricing	Congestion charging in areas with transport options.	Central Government
52	Parking pricing	Increase the cost to park in areas with potential for high take up of bike trips.	AT, AC, Central Govt
53	Prohibit new car parking bays in specific areas	Initially aimed at city and / or town centres where bike mode share is high or promoted.	Central Government
54	Vehicle taxes	Increase the cost of less sustainable vehicles and fund more sustainable modes.	Central Government
55	Fuel taxes, Road User Charges	Increase the cost of less sustainable vehicles and fund more sustainable modes.	Central Government
56	Tax reform	Remove the ability for tax deductions in urban areas or in Auckland for non-essential business vehicles and their running and maintenance costs and ensure non-essential business vehicles and all employee parking spaces are classified as a fringe benefit and taxed accordingly.	Central Government, Inland Revenue
57	GST exemption	For bikes or increase for cars (i.e. two level GST system).	Central Government

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4 Alternatives Assessment

The Alternatives Assessment was undertaken using the Waka Kotahi Early Assessment Sieve Tool (EAST), the results are shown in Appendix D-1 of this Technical Note.

5 Conclusions

As part of the CAM-PBC Alternative Assessment, the majority of alternatives have been retained and are categorised as shown in Figure 1 below.

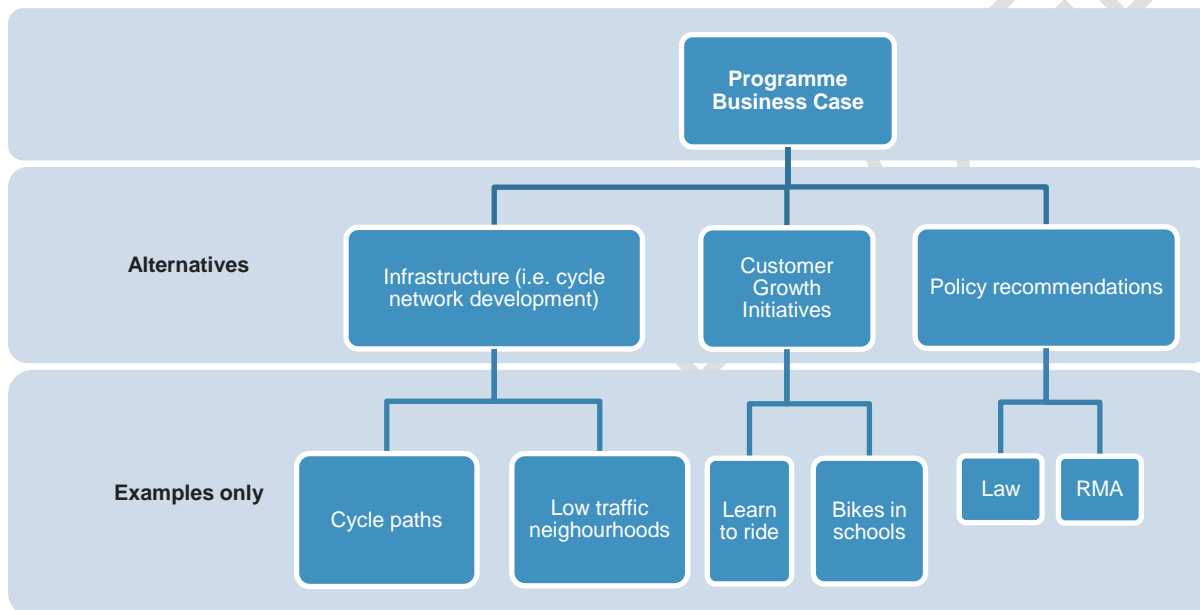


Figure 1 Cycling and Micromobility Programme Business Case Alternatives categorises

The Alternatives are further refined and prioritised as part of the option development process, as described in the Longlist Technical Note, the Cycle Parking and Customer Growth Initiatives Technical Note and the Policy Recommendations Technical Note.

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