

Design Office - Project Initiation Document (DO - PID)

Devonport – Takapuna Green Routes

Type the document number here.

27 July 2016 - Version 1




Change History and Approval

As **Senior Supplier**, I endorse this Project Initiation Document. I confirm the resource implications are noted and the estimates on cost and time are realistic and achievable.

ROLE:	NAME:	SIGNATURE / EMAIL	DATE
Senior Supplier	Chris Smith		27/7/16

As **Project Sponsor**, I approve the Project Initiation Document. I confirm that the plan describes and schedules all activities, tasks and resources required to complete the project and realise the business benefits outlined in the Charter.

ROLE:	NAME:	SIGNATURE / EMAIL	DATE	SUMMARY
Project Sponsor	Kathryn King		27/07/2016	
Property Specialist	N/A			Specialist input provided by Property Department for land take components

Revision Status

REVISION NUMBER:	IMPLEMENTATION DATE:	SUMMARY OF REVISION
0	2 June 2016	Initial Draft
1	27 July 2016	Final

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Purpose of Document

The Design office Project Initiation Document (DO -PID) has the primary purpose:

To outline the scope of work required to prepare a pre-feasibility study to inform the project mandate.

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1 Background

1.1 Background (Problem / Opportunity)

The main purpose of this DO-PID is to provide the strategic justification for advancing the Devonport-Takapuna Green Routes project and to assist the Walking and Cycling Department to inform the project mandate for the Devonport to Takapuna Green Routes.

Additionally this work is to help establish a consistent standard and quality of project mandates for walking and cycling projects going forward.

Cycle facilities programme

AT has an ambitious programme to deliver cycle facilities over the next three years. The Urban Cycleway Programme (UCP) for Auckland, comprised of funding from the Government's Urban Cycle Fund, the National Land Transport Fund and local share totals \$90 million.

The focus of spend for the next three years is on improving cycling facilities in Auckland city centre , along the eastern and western corridors.

Devonport-Takapuna Green Routes

The Devonport-Takapuna Green Routes are key links in the Devonport peninsula and in the Auckland Cycle Network (ACN) in general, and must serve a range of different type of people on bike, and in particular the large segment of Auckland population comprised by the 'interested but concerned'.

The Devonport-Takapuna Green Routes comprises of two routes, one along the western side of the peninsula, and another along the eastern side of the peninsula, (see map below).



Figure 1 – Eastern and Western Green Routes

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1.2 Strategic Fit

Auckland Cycle Network (ACN)

Auckland's transport system is being planned and managed as One System. The ACN is a layer within the One System, providing quality connections and integration with the other transport modes of road, rail, bus, ferry and walking.

The ACN is the AT, New Zealand Transport Agency (NZTA) and Auckland Council (AC) blueprint for developing a well-connected and convenient cycle-friendly region.



Figure 2 – Auckland Cycle Network

The Devonport-Takapuna Green Routes are part of the ACN. The ACN has been developed based on the five main principles of coherence, directness, safety, attractiveness and comfort. As a 'living document', it will be updated and edited to respond to new users' needs and urban planning.

The ACN includes regional significant cycle routes (cycle metros), cycle routes to key local destinations such as public transport interchanges and town centres (cycle connectors) and neighbourhood cycle routes to key community facilities, schools parks and reserves (cycle feeders).

The majority of Devonport-Takapuna Green Routes is classed as cycle feeders. Completing these important links in the cycle network will improve safety for current users and promote cycling as a viable, sustainable alternative to motorised transport. These links are currently a significant gap in the network between Devonport and Takapuna.

Auckland Plan

The Auckland Plan sets out a path to transform and optimise Auckland's transport system to accommodate future demands, through better management and infrastructure development. It

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envisions an Auckland by 2040 where most people will have improved alternatives to driving a car, including walking, cycling, public transport, carpooling and telecommuting.

Cycling is a key component of the Auckland Plan and its vision for Auckland as the world's most liveable city. Cycle routes assist in providing transport choices and increase the accessibility in Auckland for those who do not want/can drive.

The Devonport-Takapuna Green Routes assist in achieving the Auckland Plan cycling targets of:

- Deliver 70% of the ACN by 2020, and to complete it by 2030.
- Cycling's mode share is 3% by 2030, compared to 1.5% at present.
- Across all of Auckland, 45% of trips in the morning peak are non-car based (walking, cycling and public transport) by 2040, compared to 23%.

Integrated Transport Programme (ITP)

The ITP sets out the 30-year investment programme to meet the transport priorities outlined in the Auckland Plan. The ITP responds to the strategic vision, outcomes and targets of the Auckland Plan with key outcomes for cycling. It also responds to the government's wider transport policies.

Statement of Intent 2015/16 – 2018/19

This Statement of Intent (SOI) outlines the three year work plan (2015/16 to 2018/19) to continue delivering to the strategic direction for transport in Auckland, the key actions required for achievement and the consequential key performance measures.

One of the key initiatives/projects to deliver on AT's strategic objectives/themes is the *development of safe cycleways and walkways*. This will contribute to achieve the following strategic themes:

- Transform and elevate customer experience; and
- Build network optimisation and resilience.

The Devonport-Takapuna Green Routes will extend the ACN and support the Devonport-Takapuna Local Board greenways plan.

1.3 Seriousness and Urgency

The Devonport-Takapuna Green Routes provide important north-south routes in Devonport peninsula linking Devonport and Takapuna. This project will provide a western and an eastern link between these two town centres and popular destinations. It also provides local access to several schools along the routes. It will also improve access to Devonport Ferry Terminal, to Takapuna Transport Centre and to Akoranga Busway Station enabling multi-modal travel. This project will therefore improve cycling connectivity throughout Devonport peninsula and consequently improve the overall ACN's connectivity.

A delay in progressing this project will delay the wider route benefits – health, economic, transport, environmental – likely to be achieved and delivered through this project.

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1.4 Objectives

The main objectives of the Devonport-Takapuna Green Routes are to:

- Deliver safe and attractive cycle links that encourages new and potentially less confident people on bikes.
- Integrated with its surroundings, look attractive and contribute in a positive way to a pleasant cycling experience.
- Link and expand the ACN.
- Increase levels of cycling and walking along these routes.
- Improve the quality of journeys made by pedestrians and people on bike.
- Improve real and perceived safety in the area for people on bike.
- Reduce congestion by encouraging more trips by cycle.
- Look for opportunities to deliver public cycle parking to make it easy for cyclists to stop and visit local facilities or businesses.
- Ensure internal stakeholders and partners (e.g. AT, AC, and NZTA) are involved early in the project to avoid “surprises” which lead to inefficient delivery.
- Trial new and innovative approaches of cycle facilities in Auckland.

Design consideration to achieve objectives

The Devonport-Takapuna Green Routes must be designed to provide for the “*interested but concerned*” people on bike. This is the main potential market to increase mode share and get more people biking.

These routes are aimed at encouraging all ages and abilities to walk or cycle. Failing to consider the specific needs of these types of user may reduce the success of the routes, attract fewer people on bike and fail to maximise the benefits.

Generally this type of user:

- Is not comfortable mixing with high volume and high speeds traffic.
- Travels at slow speeds.

May be a child cycling to school or an older person cycling

2 Project Definition

2.1 Scope

The Scope of the project is to confirm the route selection of the Devonport to Takapuna Green Routes as a pre-feasibility study for informing the project mandate.

- Review proposed routes and investigate whether there are better/more appropriate routes or sections to achieve the objectives of the project.

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- Review the work being undertaken by the Devonport-Takapuna Local Board.
- Consider constructability and deliverability of the selected options (high level only).
- Once the routes have been confirmed develop one or more feasible options which can be investigated in more detail in the next phase of the project.

2.2 Project Deliverables and/or Desired Outcomes

The Scope of the works below reflects our understanding of deliverables from meetings (31 May 2016, attendees: Kathryn King, Patrícia Vasconcelos, Chris Smith, Melissa Clark, Ina Stenzel and 8 July 2015, attendees, Patrícia Vasconcelos, Chris Smith, Melissa Clark, Ina Stenzel.)

There are two components to inform the project mandate for the Devonport to Takapuna Green Routes through a pre-feasibility study:

1. **Confirm whether the currently identified green routes (shown in Figure 1 above) are the best routes.**

Tasks:

- **Data collection and analyse - it has been agreed that data collection at an early stage is important to create a good baseline:**
 - Collect any data available – CAS (crash history), ACC data, Traffic volumes and speed, pedestrian and people on bike surveys, PT routes/stops, location of key destinations/origins, location of services, parking survey, and
 - Identify and document any other plans and developments in the area (e.g. Takapuna town centre development, Local Board Greenways Plan, SHAs, Lake Road Project Indicative Business Case, etc.)
- **Identify further data required – work with Walking & Cycling (W&C) Department Project Manager to determine and to action additional data collection (e.g. further surveys) as required.**
- **Review proposed routes (desktop study - identify alternative routes, site visit walk/cycle routes to assess sections and aid selection of routes in regard to coherence, connection, and safety – suggest to use/test the Draft Bicycle Quality of Service (BQoS) evaluation tool for this task).**
- **Internal key stakeholder consultation (PT Metro, Road Safety, RCO, Community Transport, Maintenance etc.) to confirm/support route selection and to minimize any potential issues assisted through Consultation and Project Coordinator team.**
- **Confirm whether the currently identified green routes are the best routes. If not, provide justification of the change of routes or parts of it by testing the Draft Quality of Service evaluation tool. The Quality of Service Level 1 (attract the “interested but concerned” users mainly children) will be used for that evaluation. Confirm routes in agreement with the W&C Department.**

Deliverables:

A pre-feasibility report including:

- **Description of the problem including identification of potential constraints and indicative solutions.**

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- Description of existing conditions of the study area.
 - Identification of neighbourhood destinations and connections.
 - Visualisation of data and findings on area maps.
 - Route option identification analysis and final route selection
2. **Once the routes are confirmed the key design requirements will be identified. The following is suggested to inform suitable infrastructure.**

Tasks:

- Establish level of intervention and improvements to the Devonport-Takapuna Green Routes in line with the required Quality of Service 1 as described in the draft BQoS.
- One or two feasible options will be developed and assessed. Preferred option(s) to take into Feasibility Stage will be recommended.
- This task may also include any opportunities for innovation potentially requiring a trial although this will be socialised with the W&C Department prior to confirmation.

Deliverables:

Tbc after stage 1 is completed.

The agreed options can be taken forward in the Project Mandate for Investigation & Design Department to take into the next stages of the project.

2.3 Exclusions

The following will not be part of the deliverables of this pre-feasibility stage:

- A full feasibility report (part of next stage).
- Assessment of how well it contributes to the objectives of the Land Transport Management Act 2003 (LTMA) (part of next stage).
- Geotechnical requirements (part of next stage).
- Any structural surveys (part of next stage).
- Necessary building and resource consents (part of next stage).
- Detailed service locations (part of Scheme assessment).
- Economic evaluation (part of next stage).
- Risk assessment (part of next stage).
- Social and Environmental assessment (part of next stage).
- Design statement (part of next stage).
- Consultation plan (part of next stage).
- Maintenance issues (part of next stage).
- Assessment of preferred option (part of next stage).
- Consultation with public (part of next stage/tbc).

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2.4 Stakeholders

STAKEHOLDER	INTERESTED IN
AT – Walking and Cycling	Network input (in addition to project sponsor)
AT – project specialists: walking and cycling, urban design, stormwater	design and functionality outcome
AT Strategy and Planning	Interaction with Lake Road IBC and effect on wider network Interaction with Panuku Takapuna Town Centre
AT- Road Corridor Operations	Operational effect on network
AT Metro	Effect on PT (routes and/or bus stops)
AT- Road Safety	Safety input
AT- Parking	Effect on parking
Auckland Council *	Project Partner
AT I&D North	Project manager for further stages of this project
NZTA *	Project Partner and Investor
Bike Auckland *	Outcome for people on bikes
Bike Devonport *	Outcome for people on bikes
Devonport-Takapuna Local Board *	Effect on community and outcome for community
General public/local residents *	Effect on community and outcome for community

* Note: The W&C department will ensure that external stakeholders will be informed if and when required.

2.5 Project Roles

The Project Team will comprise:

ROLE	NAME
Project Sponsor	Kathryn King, Walking and Cycling Department
Senior User (Client)	Patrícia Vasconcelos, Walking and Cycling Department
Senior Supplier	Chris Smith
Design Lead	Ina Stenzel
Project Specialist	Melissa Clark (Urban design)

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2.6 Resources

Pre-Feasibility Project lead – Ina Stenzel Walking & Cycling Specialist

Client lead- Patricia Vasconcelos

Urban designer – Melissa Clark

Draughting Design support and advice –Richard Batty

2.7 Relevant Documentation

The relevant documentation is listed below:

- Devonport-Takapuna Local Board Greenways, June 2015
- ACN.
- Lake Road CMP.
- Takapuna Centre Based Transport Study.
- Skypath, Seapath.

3 Considerations

3.1 Interfaces

There are several teams/departments from AT likely to be involved in this project as listed in the section 2.4 above. These include: Walking and Cycling Department, Road Corridor Operations and Road Safety, Road Corridor Maintenance, Urban Design, AT Metro and Local Board liaison.

A critical and important interface required will be with AT Strategy and Planning team on Integrate Business Case (IBC) for Lake Road.

3.2 Constraints

- Overlap with Devonport-Takapuna Local Board work
- Overlap with Lake Road IBC
- The project may not have an adequate benefit cost ratio to attract funding subsidy.
- Overlap with Calliope/Victoria Street intersection upgrade

3.3 Dependencies

DEPENDENCY FOR / ON	POTENTIAL IMPACT
ON: Lake Road IBC	Scope of the Lake Rd IBC can impact on the integration and of walking and cycling facilities and the interaction/alignment between the two projects and their deliverables

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3.4 Assumptions

We assume that the Devonport-Takapuna Green Routes provide a link to the future Seapath and Skypath routes.

We assume Seapath and Skypath are going to be implemented.

3.5 Risks

- Management of public engagement in light of the Lake Rd IBC sensibility and interaction/overlay of these 2 projects
- This being an Election year

4 Management Considerations

4.1 Timing and Cost

The costs can be summarised in the table below:

More details on Cost and timeframe. No mention of timeframe here.

PHASE	\$\$ COSTS ESTIMATE	COUNCIL BUDGET APPROVED	NZTA SUBSIDY APPROVED	% ACCURACY
Stage 1 Design Lead estimated [REDACTED]	[REDACTED]			
Stage 1 Urban Designer estimated [REDACTED]	[REDACTED]			
Stage 2 tbc after completion of stage 1				
TOTAL Stage 1	[REDACTED]			

The first stage of the project, i.e. pre-feasibility study, will take place in the current W&C Programme and is to be completed by September 2016 (prior to Election).

4.2 Quality Expectations

It is expected that any deliverable complies with the following documents:

- ATCOP (TDM).
- Austroads.
- CPTED and IPTED.

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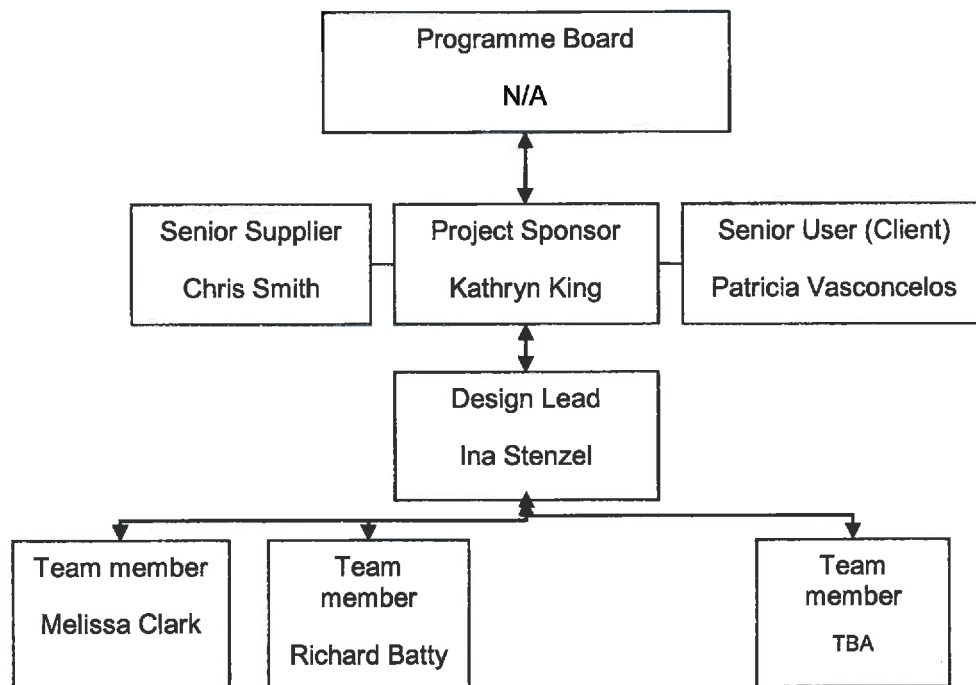
Furthermore, the documents listed below will help understand the quality of facility the client is expecting. They will be useful to consider as part of the evaluation. The list is not exhaustive and does not replace the role the client plays in the project to ensure the desired outcomes are met.

- Draft Greenways design guide Auckland Transport , May 2106
- Draft Bicycle quality of service evaluation tool, May 2016
- Fundamentals of Bicycle Boulevard Planning and Design, Initiative for Bicycle and Pedestrian Innovation, Portland, July 2009.
- Connect2 Greenways Guide, Sustrans
- Handbook for cycle-friendly design, Sustrans Design Manual, April 2014.
- NACTO Urban Bikeway Design Guide, Second Edition, March 2014.
- London Cycling Design Standards, 2014

4.3 Project Meetings

The project team and the Client will have frequent project meetings. Frequency - fortnightly.

4.4 Governance and Resources



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