

Entered by Board Secretary

Innovating Streets Pilot Fund Submission

For decision:

For noting:

Ngā tūhonga / Recommendations

That the Auckland Transport Board (board):

- a) Approves the list of projects to be submitted for the Round One of funding for Waka Kotahi NZ Transport Agency's Innovating Streets Pilot Fund.

Te whakarāpopototanga matua / Executive summary

1. Covid-19 pandemic (Covid-19) disruption presents both a risk and an opportunity in the short to medium term (levels 3 and 2) to Auckland Transport's (AT) transport investment objectives of reducing emissions, increasing patronage on public transport and facilitating mode shift. The risk is public transport (PT) usage is perceived as a health risk, or that measures to encourage physical distancing reduce available capacity on the network and return to PT usage is compromised. The opportunity, however is that commuters may become more disposed to walking and cycling behaviour change in response to the circumstances, bolstered even further if we can make walking and cycling more attractive by addressing some of the barriers such as, safety concerns and lack of segregated dedicated infrastructure and spaces.
2. Waka Kotahi NZ Transport Agency's (NZTA) Innovating Streets Pilot Fund (ISPF) provides a potential funding source to take advantage of this opportunity. The ISPF was originally established as a Fund to trial or advance established tactical urbanism projects or programmes of work. However, with the Covid-19 crisis its scope has been extended to cover additional short-term emergency hygiene and safety responses, such as pop up cycleways. These emergency measures have already been put in place, with further measures still being worked on. Instead, this paper is focused on applications to ISPF to build on the post-Covid-19 opportunity for behaviour change and support our longer-term strategic objectives for mode shift to walking and cycling.
3. There are two rounds for funding applications to NZTA. For Round 1, twelve projects are identified as meeting NZTA's criteria and our own. This list comprises candidate initiatives already in development as part of wider projects that could be packaged up quickly to meet the ISPF deadlines. At Council's request, this list will be provided to the Auckland Council Planning Committee, for its information, on the 7 May 2020.

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4. For Round Two, which closes on 8 July 2020, we will focus further on identifying more strategic initiatives specifically aimed at removing those barriers to walking and cycling for optimal network routes, and that support our longer-term Cycling Programme Business Case approach and other strategic direction.

Ngā tuhinga ō mua / Previous deliberations

5. The Board has previously been advised of Covid-19 emergency projects on 24 April 2020 in the paper entitled 'Covid-19 Physical Distancing Update'.

Te horopaki me te tīaroaro rautaki / Context and strategic alignment

6. Prior to Covid-19, Auckland's transport investment strategy focussed on delivering transport choices, reducing emissions, increasing use of public transport, and achieving mode shift to public transport and active modes.
7. Covid-19 is a significant disruption to this strategy, reducing PT patronage and consequently forcing change in work and travel patterns for our passengers. However, there are both risk and opportunities. The risk is that the perceived health risk and potential capacity constraints will negatively impact our mode shift and PT objectives, especially in the short to medium term.
8. On the other hand, there is also an opportunity as commuters may become more disposed to walking and cycling in response to the circumstances. 50 percent of Aucklanders have advised that they walked more often during Level 4, with 75 percent claiming they will try to keep their fitness up by walking or cycling where they need to go post lockdown. This change could be bolstered even further if we can make walking and cycling more attractive by addressing some of the barriers, such as safety concerns, and lack of segregated dedicated infrastructure and spaces.
9. The NZTA Innovating Streets Pilot Fund ISPF provides a potential funding source to take advantage of this opportunity.
10. The ISPF was originally established as a Fund for tactical urbanism initiatives that support our established walking, cycling and safety programmes. Proposals must align with an existing programme or strategy and include a pathway to permanent change in the future.
11. However, with the Covid-19 crisis, the scope of the ISPF has been extended to cover additional short-term emergency hygiene and safety responses, such as pop up cycleways. The majority of these are now in place, and the Board received a briefing on these initiatives late last week. We will apply retrospectively to the ISPF for funding for these initiatives. This paper does not address these initiatives again.
12. The ISPF has two funding rounds. The first closes on 8 May 2020, with applicants advised of their success or otherwise in June 2020. The second round opens on the 8 June 2020, and closes on 8 July 2020, with applicants advised of the outcome by the end of that month. The quantum of the fund is expected to be around \$7m, but there is still some uncertainty around this figure. Qualifying projects will receive a 90%

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Funding Assistance Rate. Qualifying projects are expected to be delivered by June 2021. As projects are expected to be temporary in nature, the higher FAR will not be available to support associated maintenance costs after this date.

13. The opportunity for AT is to use this funding to progress tactical urbanism projects that will take advantage of the opportunities posed by Covid-19 disruption and support our longer-term strategic objectives for mode shift to walking and cycling. We propose to submit proposals to both ISPF funding rounds.

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

14. The proposed package for Round One comprises mostly 'ready to go' initiatives that are part of existing and approved AT projects or work programmes. The proposed interventions are targeted at re-allocating street space using short-term techniques such as pilots and pop-ups to support mode shift or placemaking ahead of the larger, more permanent projects. As these are 'ready to go' projects that can be in place within six months, they are predominantly focused on addressing issues and opportunities on the network from before Covid-19 emerged, but that will still take the opportunity to build on the behaviour change.
15. These initiatives have first been prioritised based on the NZTA criteria, which focus on Strategic Fit, Ability to Deliver and Value for Money, and then against a set of AT specific criteria, aligned to the risks and opportunities identified above.
- the importance of the project (under which the application sits) in supporting the current AT work programme; and,
 - the extent to which the proposal:
 - tests key elements or is designed to generate community support for the 'parent' project
 - will help mitigate a clear safety issue (related to DSI's at a specific location)
 - will achieve mode shift outcomes
 - will directly reduce emissions
 - supports other strategic objectives related to tactical urbanism
16. There are 12 projects, from around the Auckland region, which have a total estimated cost of \$3.9 million:
- **Cook St, city centre, walking and cycling improvements - \$792,000**
The proposal aims to ease high traffic speeds on Cook Street by reducing the number of traffic lanes and adding cycle paths.
 - **Queen St Access for Everyone pilot - \$1m**

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Project seeks to test elements of new Access for Everyone concept, which includes restricting unnecessary traffic from Queen St, supporting reliable bus travel and giving greater space and amenity to pedestrians, cyclists and micro-mobility users.

- **Collingwood Street - \$120,175**

The project will reduce traffic speeds to 30km/h, reduce through traffic volume (especially in the AM peak hours), create an environment that supports the local road function.

- **Safe School Streets Pilot - Owairaka District School - \$84,912 and Sunnyhills Primary School – \$124,817**

This pilot aims to improve the safety perceptions outside the school and measure the changes in active modes. The process we are using enables us to fully understand the issues from the perspective of the school community by following a co-design process.

- **School Streets road closure and rapid active mode shift programme – \$158,625**

We will be trialling a combined infrastructure/engagement/support model to rapidly shift children to active modes.

- **Rubber roundabout trial- Queen Street/Victoria Avenue/Court Street Intersection - \$75,900**

Project will include the installation of a central rubber roundabout, temporary pram ramps, associated road markings and signage, plus the covering of unused tactile pavers to eliminate confusion. The design speed for the rubber roundabout being 30km/h.

- **McCrae Way Shared Zone - \$145,475**

McCrae Way is included in Tranche Two of AT's Speed Bylaw review, for speed limit reduction to 10km/h. We propose tactical interventions for a 12 month period, to promote lower speeds and discourage extraneous vehicular movement.

- **Ranui Town Centre - \$150,535**

We propose tactical interventions for a six–nine month period, to promote lower speeds through Ranui Town Centre in advance of the permanent measures to be implemented in the remainder of Swanson Road.

- **Matakana Valley Road Tactical Urbanism Upgrade - \$98,670**

We propose tactical interventions for a 12 month period, to promote lower speeds through Matakana Village. This would be in advance of the permanent measures that we would investigate here as part of our Minor Improvement Works programme.

- **Otara Town Centre Pedestrian Improvements - \$164,450**

Project will be comprised of an assortment of low-cost interventions, including road markings and signs and also other features such as planter boxes to separate pedestrians from live traffic. New seating for people to sit and relax will provide additional benefit.

- **Project WAVE (Wynyard Quarter) - \$948,750**

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Looking at improving the street network in the Wynyard and Viaduct area. The project has three layers, pop up changes that we can implement for Americas Cup events, pilot or interim changes to test treatments for more permanent work, and making sure the two items above contribute towards an eventual permanent plan

17. We also propose to submit the following projects on behalf of Panuku as part of Round One.

- **Temporary Oratia and Ratanui Link- Pop up Walking, Cycling and Bus Priority - \$556,600**
- **Onehunga to Waterfront Pop-up link -through old rail designation - \$1m**
- **Onehunga Mall- Crossings, Shared Spaces and intersection treatments - \$200,000**
- **Huron and Northcroft streetscape improvements - \$400,000**

18. We are working with project managers to ensure these projects have a strong monitoring component – which is already an NZTA requirement – and employ camera-based monitoring technologies where-ever possible. Implementation will also involve collaboration with Auckland Council design teams, such as occurred during the development of the High street trial. Meanwhile, co-design with the community and the need for innovative customer-focused delivery have also been emphasised as a part of the AT approach to these projects. The cost-estimates for these projects include a 10 percent contingency to allow for the enhanced co-design approach.

Round Two proposals

19. For the ISPF Round Two, we will be developing proposals that look to further build on the increase in active mode use that occurred under the Level Four lockdown, and/or support our longer-term programmes, particularly the Cycling Programme Business Case. For example, we anticipate a proposal using tactical urbanism to trail cycling initiatives in Henderson, which was a priority area in the Programme Business Case. Other potential opportunities include initiatives that enhance active modes access to the rapid transit network or apply the Liveable Streets approach to build mode shift.

20. We are also coordinating proposals with Auckland Council. The process for prioritising and approving a combined set of proposals is still being developed, in partnership, by staff from across the organisations. However, a key focus will be seeking – as much as possible – a spread of proposals across the Auckland region. An engagement process for Councillors, Local Boards and IMSB members is also planned for the development of the second tranche of applications.

21. We will bring the set of Round Two proposals to the Board for approval.

Ngā tūraru matua / Key risks and mitigations

Key risk	Mitigation
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<p>NZTA are still finalising the funding allocation for the ISPF. There is a risk that the funding opportunities available for the second funding wave are considerably less than were available for the first funding wave.</p>	<p>Limited mitigation. As further direction regarding funding from NZTA becomes available then AT will be able to provide greater guidance to those projects seeking for second wave funding.</p>
<p>Stakeholder expectations that AT will submit and actively pursue projects that do not meet ISPF or AT criteria.</p>	<p>Working with Stakeholder Groups to ensure they're aware of the specific criteria associated with the Fund. This mitigate the risk of proposals which do not meet NZTA's criteria being submitted.</p>
<p>The commitment to delivering tactical urbanism initiatives, which by their very nature are small scale and temporary in nature, will divert resources from progressing larger scale capital projects that will have a lasting impact.</p>	<p>We are seeking to manage this risk through internal resource allocation, but this is difficult given Covid-19 resource constraints. Commitment to developing ISPF submission will impact on longer-term projects.</p>

Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

- 22. As noted, the NZTA is proposing a 90% FAR for ISPF projects. Submitted projects have funding for the remaining 10% under individual project lines. Some projects may not have programmed tactical urbanism treatments into their project plan and will therefore be required to re-prioritise funding, without impacting project objectives.
- 23. There is limited risk that projects undertaken as part of the Covid-19 response will not receive funding from NZTA under this process.

Ngā whaiwhakaaro ō te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations

- 24. Tactical urbanism treatments will have minor impacts on environmental outcomes. However, the permanent solutions will encourage safer trips of active users contributing to an ongoing shift to a lower carbon transport system.
- 25. The interventions supported by the Innovating Streets fund enable a reduction of transport emissions, which would support the council's ability to achieve its climate goals and is well aligned with Te Tāruke-ā-Tāwhiri: Auckland's Climate Action Framework and with the in-principle changes to this framework endorsed by the Environment and Climate Change Committee (ECC/2020/12).

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Ngā reo o mana whenua rātou ko ngā mema pooti, ko ngā roopu kei raro i te maru o te Kaunihera, ko ngā hāpori katoa / Voice of mana whenua, elected members, Council Controlled Organisations, customer and community

26. The limited time frames associated with the first funding has meant that elected member input has been limited. The second funding wave allows for greater opportunity for elected members to submit ideas for to be considered for the ISPF. The process for how elected members will be able to put forward suggested projects for the fund are still being finalised.

Ngā whaiwhakaaro haumaruru me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

27. The majority of the applications submitted have direct safety benefits and are consistent with Vision Zero principles. These projects have been prioritised using the prioritisation criteria methodology.

Ā muri ake nei / Next steps

28. Following AT Board approval, applications will be presented to Auckland Councils Planning Committee on the 7th of May for information. Approved applications will be submitted to NZTA by 8 May 2020, and NZTA will advise its funding decisions by 8 June 2020.

29. We will also progress work to bring together the next set of projects for Round 2 of funding, which closes at the end of July.




Choose an item.

Attachment number	Description
1	Assessment of proposed ISPF Projects against criteria
2	Individual project Innovating Streets Pilot Fund application forms <i>Link to file where individual applications are saved. Note these are draft application and may change prior to submission.</i>

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	https://aucklandtransport-my.sharepoint.com/:f:/g/personal/greg_bassam_at_govt_nz/EnEA_9Pbrv1LrxIWGI1dXC8Bv0rxcs5-HqZN9oU5lnM0bw?e=dwdSaJ
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Te pou whenua tuhinga / Document ownership

Submitted by	Enter Name Greg Bassam and Hamish Bunn	
Recommended by	Enter Name Jenny Chetwynd	
Approved for submission	Shane Ellison Chief Executive	

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Attachment 1 – Assessment of proposed ISPF projects against criteria

Innovating Streets Priority Project List									
	Have Fulfilled the NZTA requirements and have a reasonable chance of success	Local funding share available, project is achievable within current rules etc and is supported by identified delivery resources	The importance of the project (under which the application sits) in the current AT work programme	Tests key elements or is designed to generate community support for the 'parent' project	Will help mitigate a clear safety issue (related to DSI's at a specific location)	Will achieve mode shift outcomes	Will directly reduce emissions	Supports other strategic objectives related to tactical urbanism	Total
Cook St walking and cycling improvements	Yes	Yes	H	H	H	L	L	L	H
Queen Street Access for Everyone Pilot	Yes	Yes	H	H	M	L	L	M	H
Safe School Streets Pilot - Owairaka District School	Yes	Yes	M	M	M	H	M	M	H
Safe School Streets Pilot - Sunnyhills Primary School	Yes	Yes	M	M	M	H	M	M	H
School Streets road closure and rapid active mode shift programme	Yes	Yes	M	M	M	H	M	M	H
Project WAVE (Wynyard Quarter)	Yes	Yes	M	H	L	M	M	M	H
Rubber roundabout trial- Queen Street/Victoria Avenue/Court Street	Yes	Yes	H	H	M	L	L	L	H
Collingwood Street	Yes	Yes	L	H	M	L	L	L	M
Ranui Town Centre	Yes	Yes	L	M	L	L	L	H	M
McCrae Way Shared Zone	Yes	Yes	L	M	L	L	L	M	L
Matakana Valley Road Tactical Urbanism Upgrade	Yes	Yes	L	H	L	L	L	L	L
Otara Town Centre Pedestrian Improvements	Yes	Yes	L	H	L	L	L	L	L