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## Delivering Better Value for Money in Auckland's Cycleway Programme

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03/26

# OUTLINE



A NEW STRATEGIC DIRECTION

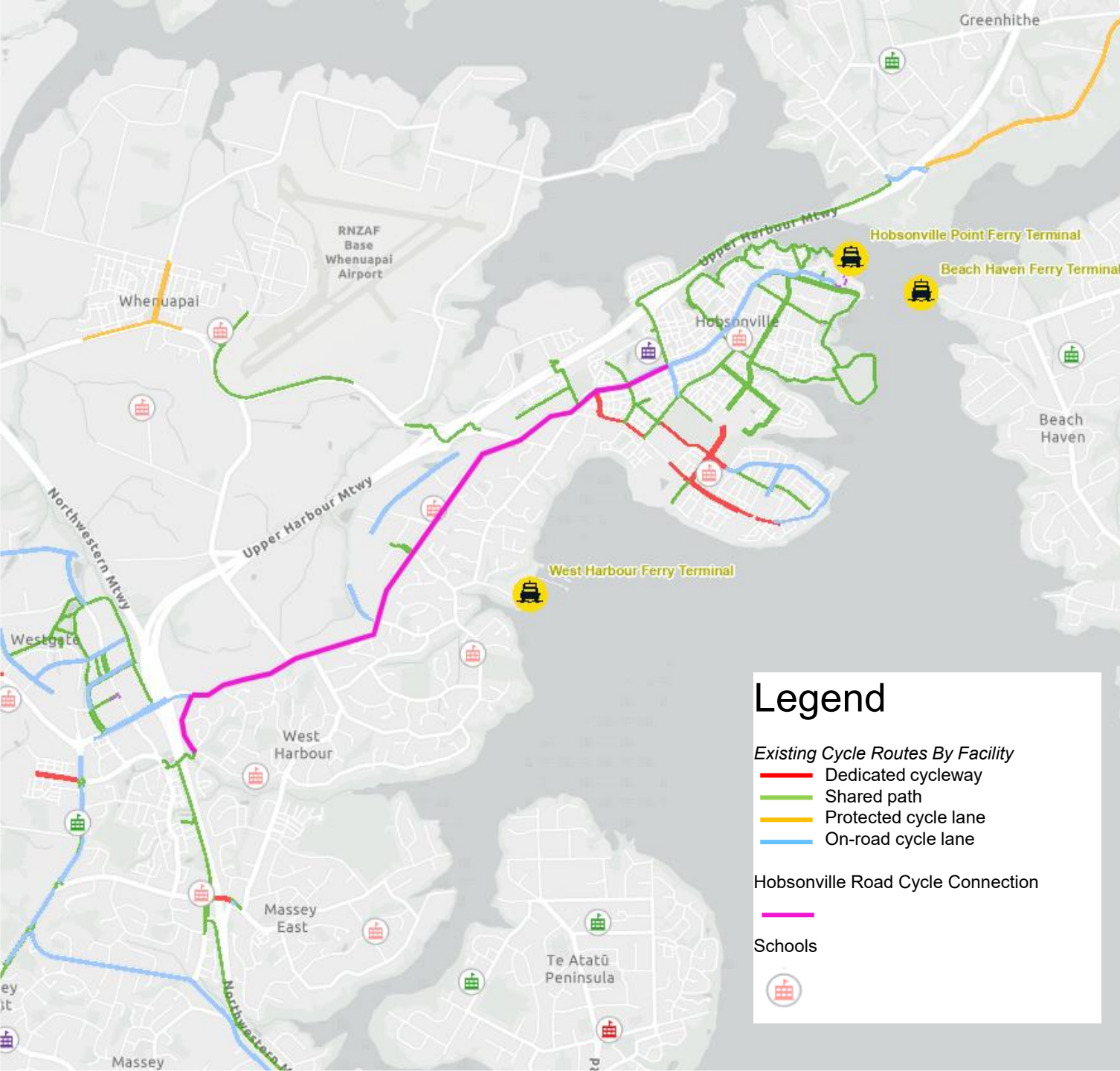
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HOBSONVILLE ROAD – IMPLEMENTATION

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OUTCOMES

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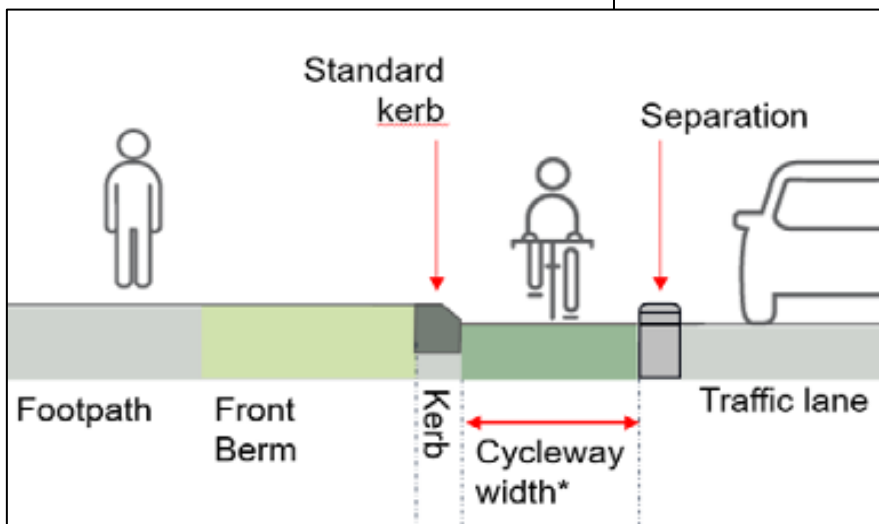


# AT'S INVESTMENT STRATEGY

- Network connectivity
- Access to public transport
- Access to schools
- Safety
- **Better value for money**
- **Accelerate delivery**

## Practice Note 04

### Cycling Infrastructure - Interim Facilities



# REVISED STANDARDS

- To better enable delivery of safe cycling connections within existing kerbs
- Optimised for 'interested but concerned' users
- Practice Note on Interim Cycle Facilities (2024)

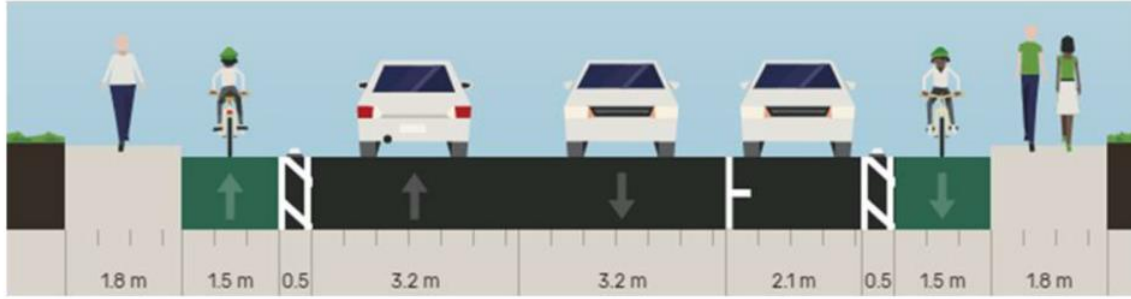
Supplement of Engineering Design Code – Cycling Infrastructure  
**03 Approved facilities within the road reserve**  
**3.7 Interim Facilities**  
 Edition 1, July 2024



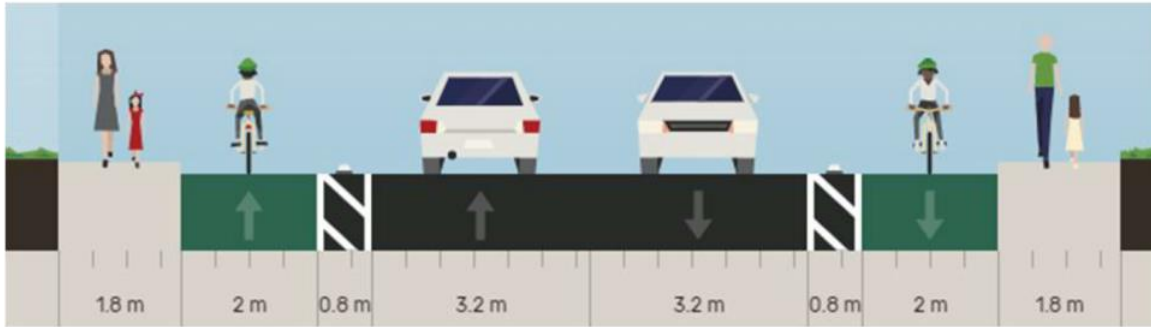
# ROADSPACE REALLOCATION

- Mandate to reallocate parking on Strategic Transport Network

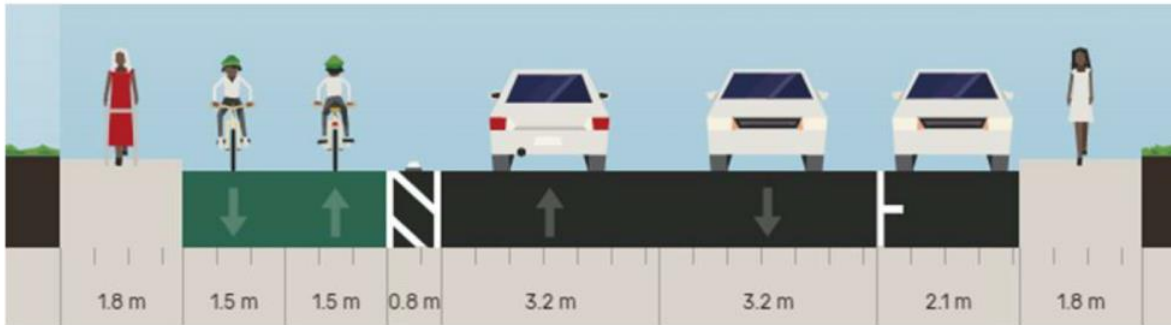
1.



2.



3.



4.



# STREAMLINED OPTIONEERING

- Only options that could be delivered within the kerblines considered
- Straight to shortlist

## BLINKERS ON

- No requirement to improve other modes or elements from within project budget



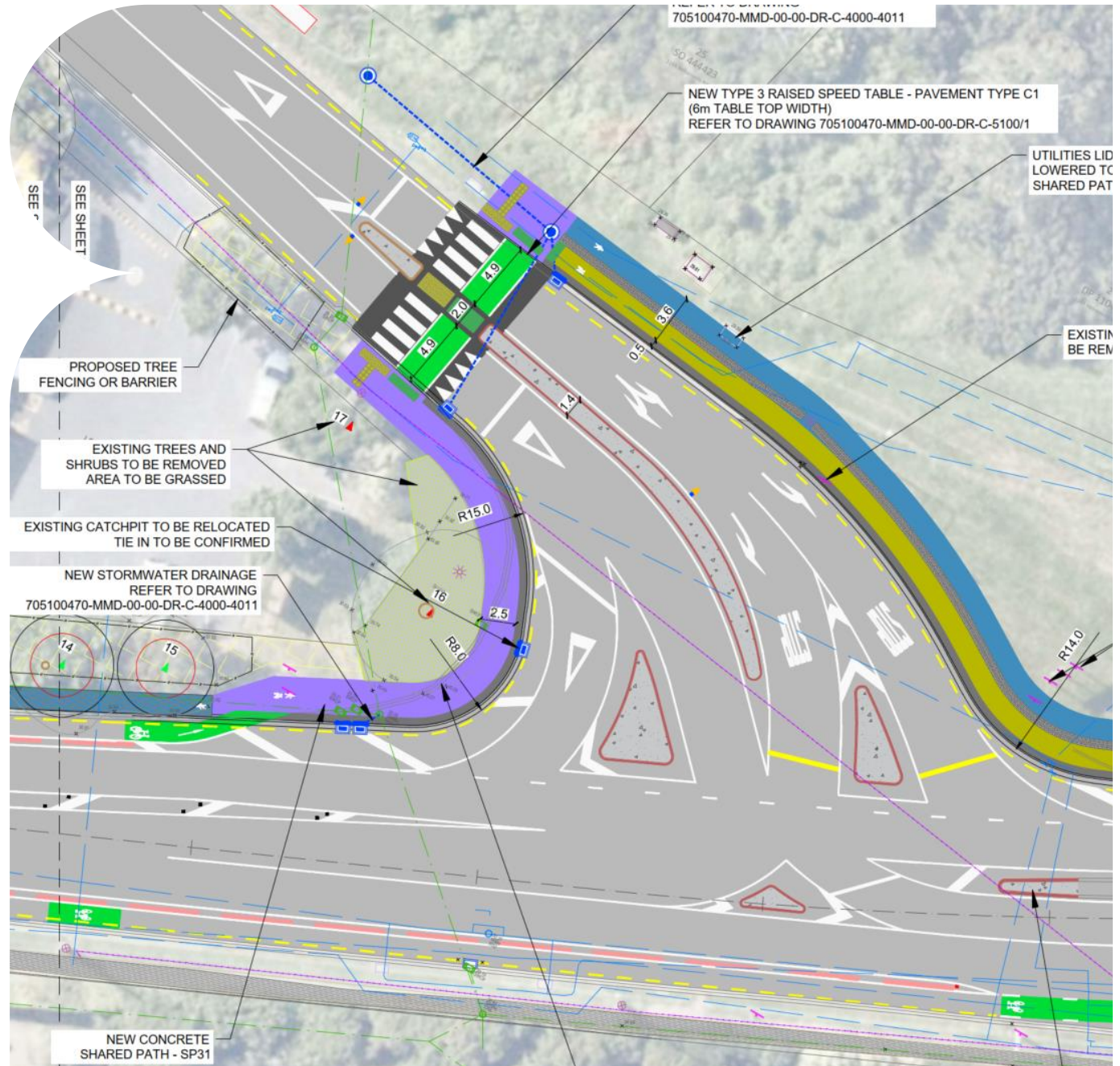


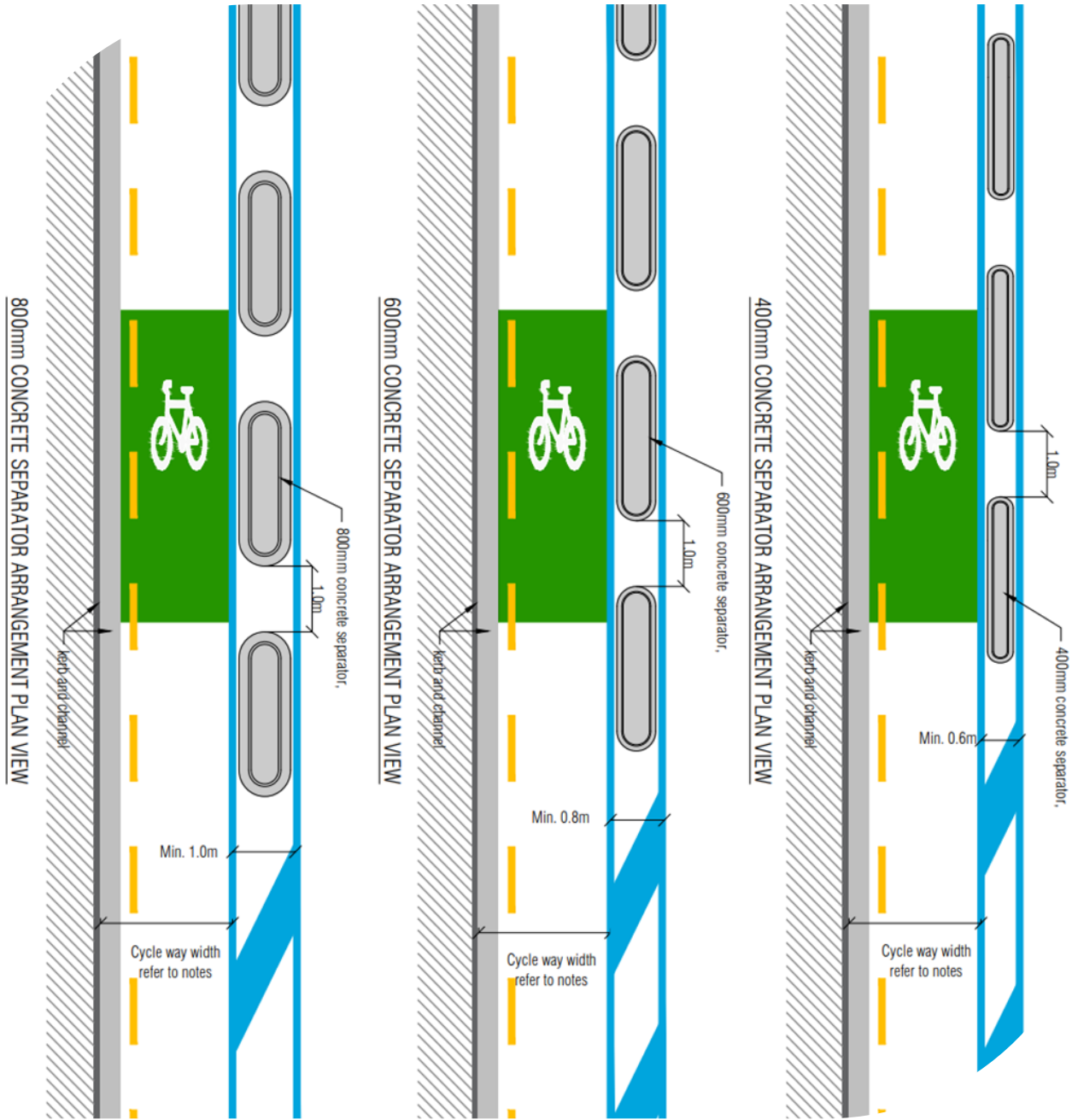
# WASTE NOT WANT NOT

- Tie into existing infrastructure and follow design cues

# SAFE IS GOOD ENOUGH

- Focus on what is needed to support safe cycling rather than the 'best' solution





# PRE-APPROVED DEPARTURES

- Creates flexibility to manage constraints

# Outcomes

**1**

Validation of PBC Approach

**3**

Development of New Standards

**5**

Integration with Future Plans

**2**

Construction Fee well within Budget

**4**

Timely Delivery



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THANK  
YOU

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