

Technical note

Benefits Realisation

in support of the Cycling and Micromobility Programme Business Case

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Contents

1	Introduction	1
1.1	Responsibility	1
1.2	Timeframes	1
1.3	KPIs	1

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1 Introduction

The document presents the Benefits Realisation Plan for the Auckland cycling and micromobility programme business case (CAM-PBC). It sets out the benefits targeted in the CAM-PBC and how those benefits will be monitored and tracked over the 10-year period (2021-2031).

1.1 Responsibility

Auckland Transport's Grow Active Modes Investment Portfolio Steering Group (IPSG) is accountable for the benefits realisation. Auckland Transport's Active Modes Planning team in the Planning and Investment division are responsible for monitoring the benefits but may delegate the tasks of measuring and assessing benefits realisation to Project teams or the Programme Manager.

Monitoring mechanisms and responsibilities will be confirmed in the Active Modes Monitoring Framework that is currently under development and is due to be completed in 2022.

Most of the CAM-PBC key performance indicators (KPIs) will be forecast at a project level (i.e. SSBC or SSBC lite level) including measuring or calculating baselines for each KPI. The KPI data will be amalgamated at a programme level to evaluate programme level success.

Where an investigation stage business case is not required, the CAM Programme Control group may delegate the task of measuring and assessing the benefits to the CAM Programme Manager.

1.2 Timeframes

KPIs will be monitored annually but key milestones for benefits realisation are:

- 1-3 years post implementation of each project. This is to check each project has achieved project level success and if not provides an opportunity to gain lessons learnt and:
 - implement further customer growth initiatives to support benefits realisation and/or
 - evaluate prioritisation of connections based on project level lessons.
- Year 3 at programme level (i.e. RLTP financial year 2024/2025) during CAM-PBC review, with only those projects that are at least 1 year post implementation being included in the evaluation¹. This provides an opportunity to refresh the programme based on lessons learnt and changes in the strategic context.
- Year 10 at programme level (i.e. RLTP financial year 2031/2032)

1.3 KPIs

The following table summarises the KPIs to be monitored for benefits realisation. The Active Modes Monitoring Framework will confirm the monitoring mechanisms, frequency and responsibilities.

¹ The first-year post implementation is ignored. Monitoring during this time is unlikely to reflect the longer-term implications and benefits realisation.

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Table 1-1 Performance measures for \$1 billion investment

Objective	Measured at programme or project level	Ongoing Monitoring by AT in project specific areas of investment	Baseline	End of 10-year programme
Contribute to the reduction of deaths and serious injuries involving people using bikes and micromobility by 40% by 2031	Project level only, compiled at programme level	Annual cycling and micromobility DSI's per km travelled (to monitor improved personal risk) ²	Baseline from project level analysis using CAS	No increase in cycling and micromobility DSI's per cycle-km
Increase cycle and micromobility mode share by distance from 0.4% to 1.9%, contributing to the regional mode share by distance aspiration of 7% by 2030	Programme level	Cycle and micromobility mode share by distance	0.4% mode share by distance existing increasing to 1.0% with RLTP ³	4-5 times the existing mode share by distance compared to baseline (household travel survey)
	Project level, compiled at programme level	Perceptions of safety and ease of cycling	Baseline from project level survey prior to implementation. 50% of Aucklanders don't feel safe cycling ⁴	Improvement from baseline
Increase the proportion of the population that can access key social opportunities within 15 minutes by safe cycling or micromobility to 40% by 2031	Programme level	Proportion of population living within 15 minutes of a key social destination by safe cycling or micromobility	12% of Aucklanders (from ACM) existing increasing to 24% with RLTP ⁵	40% of population living within 15 minutes by safe cycling of employment zones with over 1,000 jobs compared with baseline
	Project level, compiled at programme level	Tonnes of CO ₂ equivalent emissions	Calculated from cycle trips below	Monitored using cycle trips (to calculate vehicle kilometres travelled reduction and therefore emissions)
	Project level, compiled at programme level	Physical health benefits from an increased rate of cycling and micromobility activity	Baseline from project level counts of cycle and micromobility trips prior to	Ten times more cycle and micromobility trips than baseline

² It is recognised that significant increase in cycle trips may result in collective risk not improving but personal risk should improve based on Vision Zero safe facilities being provided

³ 0.4% existing with 0.6% from RLTP excluding CAM-PBC

⁴ '50% of Aucklanders don't feel safe cycling because of how people drive' Source: TRA 2020 'Measuring and growing Active Modes of transport in Auckland 2020 - A year in review'

⁵ 12% for existing and 24% including RLTP excluding CAM-PBC

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	Project level, compiled at programme level	Cycle and micromobility volumes in dense activity centres	implementation. ACM data can provide an indicative baseline prior to surveys.	
Increase the rate of delivery of safe cycling facilities on the CAM Strategic Network by 15km per year by 2031	Programme level only	Kilometres of safe cycle facilities on the Strategic Cycle and Micromobility Network	16-17km per year (on average between 2021-2031) ⁶	31km per year

⁶ Average per year based on the projects and programmes in the RLTP, which will deliver approximately 160km over the next 10 years (excluding CAM-PBC). This figure includes cycle facilities delivered by Waka Kotahi and Auckland Council.

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