

Yellow indicates comment present in live sheet.
This often noting reasons why it could be subject to inclusion or change in final scoring

Draft RLTP 2024 Scoring Sheet

Released under LGOIMA

18/06/2024

		Non-discretionary	Strategic Alignment Objectives															
			1. PT	2. Decarb	3. Safety	4. Productivity	5. Resilience											
Description			This relates to the use of Public Transport network across a variety of aspects such as bus lanes, stations/stops, station access. It should consider current and future demands. This does not include Operational aspects such as fleet improvements.	This relates to the emissions created by a project/ programmes. It reflects Council and Governments to reaching net-zero carbon emissions by 2050/50% below gross 2005 levels by 2030.	This relates to the enhancement of safety across modes on the network for all users.	This relates to the improvement of economic activity, in both quality and quantity. This could capture intra-regional freight if (5) doesn't. It should reflect improvements to current or future growth areas and congestion where possible.	Reflective of GPS direction for greater emphasis on Resilience and Maintenance. To reflect reductions in risk exposure.						1.25	1.15	1.15	1.2	1.25	0.6
Considerations		1. Committed and Agreed (incl. Legal) 2. Critical Dependency 3. MOR 4. Ringfenced Funding source	1. Travel Time saved 2. Route enhancements / optimisation through bus lanes and dynamic lane operations (and similar) 3. Improving catchments of stations, especially those on RTN 4. Network expansion, especially of RTN 5. Reliability of services to be factored (and maintenance of existing catchments) 6. Relation to current and future growth areas to be factored 7. Consequential operational costs to be factored	1. (Relative) Level of direct contribution to the overall reduction of emissions by the Transport system related to the impact of the project o Reduction in Trip length or duration; Mode shift; Avoided emissions 2. (Relative) Level of indirect contribution to the overall reduction of emissions by the Transport system related to the impact of the project o Reduction in Trip length or duration; Mode shift; Avoided emissions 3. Embodied to be considered after others, as this cannot be controlled at this level (supply-chain/national level issue) 4. (If no data available, qualitative assessment to benchmark off those that do referencing project type, scale and other comparable features)	1. Expected or likely reduction of DSI's (KiwiRAP/ALCAM or similar); ideally from Business case 2. Improvements that implement safer infrastructure (evidenced), such as dedicated cycle lanes, median barriers, lighting etc. 3. Consider expected behaviour changes from intervention (if relevant) 4. (If no data available, qualitative assessment to benchmark off those that do referencing project type, scale and other comparable features)	1. Expected or likely contribution to Auckland region, relative to do nothing, to: - improving access to jobs - improving network resilience - improving the efficient movement of goods and commuters via optimisation or capacity solutions (can be travel time predictability / congestion related) 2. (If no data available, qualitative assessment to benchmark off those that do referencing project type, scale and other comparable features)	1. Relates to existing corridor, and its supported modes and services 2. Reduction in hazard exposure (natural or man-made) 3. Increases in network resilience 4. Reduces the future maintenance burden	Weighted Score calc					Sub-Total Score	Sub-Total Score (weighted)				
Agency	Item / Activity	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score
AT	Network Optimisation	N	3	2	2	3	1	3.75	2.3	2.3	3.6	1.25	13.2	7.92				
AT	Bus and Transit Lanes programme (dynamic lanes)	N	3	2	1	2	2	3.75	2.3	1.15	2.4	2.5	12.1	7.26				
WK	Auckland Network Optimisation Programme	N	2	2	2	3	1	2.5	2.3	2.3	3.6	1.25	11.95	7.17				
KR	KiwiRail strategic future planning	N	3	2	1	2	2	3.75	2.3	1.15	2.4	2.5	12.1	7.26				
KR	Progressive fencing	N	1	0	3	1	3	1.25	0	3.45	1.2	3.75	9.65	5.79				
KR	Auckland area train control software upgrade (TMS R	N	3	0	1	1	2	3.75	0	1.15	1.2	2.5	8.6	5.16				
KR	(3) Auckland metro network maintenance depots and	N	3	2	1	2	3	3.75	2.3	1.15	2.4	3.75	13.35	8.01				
KR	(2) Auckland metro plant and equipment	N	3	2	1	2	3	3.75	2.3	1.15	2.4	3.75	13.35	8.01				
KR	(1) Single-line running switches	N	3	2	1	2	3	3.75	2.3	1.15	2.4	3.75	13.35	8.01				
AT	Bus Access and Optimisation Programme	N	3	2	1	2	1	3.75	2.3	1.15	2.4	1.25	10.85	6.51				
AT	Network Operations (ATOC) Programme	N	2	2	2	2	1	2.5	2.3	2.3	2.4	1.25	10.75	6.45				
KR	Avondale to Southdown	N	3	2	2	3	2	3.75	2.3	2.3	3.6	2.5	14.45	8.67				
AT	Wainui and Redhills Growth Improvements	N	2	1	2	2	2	2.5	1.15	2.3	2.4	2.5	10.85	6.51				
AT	Cycleways Programme (lower cost)	N	1	3	3	1	1	1.25	3.45	3.45	1.2	1.25	10.6	6.36				
AT	Midtown Bus Improvements West Stage2	N	3	1	1	2	1	3.75	1.15	1.15	2.4	1.25	9.7	5.82				
KR	4 tracking Westfield to Pukekohe	N	3	2	2	3	2	3.75	2.3	2.3	3.6	2.5	14.45	8.67				
AT	Botany Interchange and Link	N	2	2	2	2	2	2.5	2.3	2.3	2.4	2.5	12	7.2				
AT	First-and-final Leg for Top 12 RTN Stations	N	2	2	3	2	1	2.5	2.3	3.45	2.4	1.25	11.9	7.14				
AT	Carrington Road Improvements	N	2	2	3	2	1	2.5	2.3	3.45	2.4	1.25	11.9	7.14				
WK	Northwest Rapid Transit	N	3	2	2	1	2	3.75	2.3	2.3	1.2	2.5	12.05	7.23				
AT	Level Crossings Removal Takanini Stage1	N	2	2	2	2	2	2.5	2.3	2.3	2.4	2.5	12	7.2				
KR	Level crossings upgrades, grade separation and rem	N	3	1	3	2	1	3.75	1.15	3.45	2.4	1.25	12	7.2				
AT	Community Network Improvements	N	1	1	3	2	1	1.25	1.15	3.45	2.4	1.25	9.5	5.7				
AT	Auckland Housing Programme Improvements	N	1	2	2	2	1	1.25	2.3	2.3	2.4	1.25	9.5	5.7				
AT	Local Board Transport Capital Fund	N	1	2	2	2	1	1.25	2.3	2.3	2.4	1.25	9.5	5.7				
AT	Cycling for Climate Action	N	3	2	1	1	0	3.75	2.3	1.15	1.2	0	8.4	5.04				
AT	Decarbonisation of Ferries Stage2	N	2	3	0	1	2	2.5	3.45	0	1.2	2.5	9.65	5.79				
WK	SH20 Airport to Botany	N	3	2	2	2	1	3.75	2.3	2.3	2.4	1.25	12	7.2				
AT	Time-of-use Programme (congestion)	N	2	3	2	3	0	2.5	3.45	2.3	3.6	0	11.85	7.11				
AT	Northern Busway Enhancements	N	3	1	1	2	0	3.75	1.15	1.15	2.4	0	8.45	5.07				
AT	Hill Street Intersection Improvement	N	1	0	2	2	0	1.25	0	2.3	2.4	0	5.95	3.57				
AT	Property for Route Protection and Encroachments	N	2	1	2	2	0	2.5	1.15	2.3	2.4	0	8.35	5.01				
AT	Downtown Crossover Bus East Stage3	N	3	1	1	2	1	3.75	1.15	1.15	2.4	1.25	9.7	5.82				
AT	Downtown Crossover Bus West Stage2	N	3	1	1	2	1	3.75	1.15	1.15	2.4	1.25	9.7	5.82				
AT	Downtown Crossover Bus East Stage1	N	3	1	1	2	1	3.75	1.15	1.15	2.4	1.25	9.7	5.82				
KR	Southern power feed upgrade	N	3	2	0	2	1	3.75	2.3	0	2.4	1.25	9.7	5.82				
AT	Albert and Vincent Street Improvements	N	3	2	1	1	1	3.75	2.3	1.15	1.2	1.25	9.65	5.79				
AT	Room to Move Programme	N	2	1	1	3	1	2.5	1.15	1.15	3.6	1.25	9.65	5.79				
AT	Intelligent Transport Systems	N	1	2	1	3	1	1.25	2.3	1.15	3.6	1.25	9.55	5.73				
AT	Community Cycling and Micromobility	N	1	2	3	1	1	1.25	2.3	3.45	1.2	1.25	9.45	5.67				
AT	Drury Local Road Improvements	N	2	1	2	2	2	2.5	1.15	2.3	2.4	2.5	10.85	6.51				
AT	Park and Ride Programme	N	2	1	1	2	1	2.5	1.15	1.15	2.4	1.25	8.45	5.07				
AT	Rosedale Bus Station and Corridor	N	3	1	2	2	1	3.75	1.15	2.3	2.4	1.25	10.85	6.51				
KR	ETCS Level 2 - implementation and signalling optimis	N	2	2	2	2	1	2.5	2.3	2.3	2.4	1.25	10.75	6.45				
AT	Public Transport Safety and Amenity	N	2	1	2	2	0	2.5	1.15	2.3	2.4	0	8.35	5.01				
AT	Network Resilience/Adaptation	N	1	1	1	2	3	1.25	1.15	1.15	2.4	3.75	9.7	5.82				
AT	Airport to Botany Interim Bus Improvements	N	2	2	1	1	2	2.5	2.3	1.15	1.2	2.5	9.65	5.79				
AT	Northwest Growth Improvements	N	2	2	2	2	2	2.5	2.3	2.3	2.4	2.5	12	7.2				
WK	Supporting Growth Implementation	N	2	2	2	2	0	2.5	2.3	2.3	2.4	0	9.5	5.7				
WK	SH1 Dome Valley & Surrounds Slip & Flood Managem	Y	0	0	3	2	2	0	0	3.45	2.4	2.5	8.35	5.01				
AT	Urban Cycleways Glen Innes Links	N	0	1	2	1	1	0	1.15	2.3	1.2	1.25	5.9	3.54				
WK	Cross Town Rapid Transit New Lynn to Onehunga	N	3	2	2	1	2	3.75	2.3	2.3	1.2	2.5	12.05	7.23				
WK	SH18 Upper Harbour Rapid Transit	N	3	2	2	1	2	3.75	2.3	2.3	1.2	2.5	12.05	7.23				
AT	Street Lighting Safety Improvements	N	1	1	2	0	0	1.25	1.15	2.3	0	0	4.7	2.82				
AT	Walking for Climate Action	N	0	2	3	1	0	0	2.3	3.45	1.2	0	6.95	4.17				
AT	Parking Programme	N	1	1	0	2	1	1.25	1.15	0	2.4	1.25	6.05	3.63				
AT	Lake Road/Esmonde Road Improvements	N	1	1	2	1	2	1.25	1.15	2.3	1.2	2.5	8.4	5.04				
AT	Safe Speeds programme	N	1	0	3	1	0	1.25	0	3.45	1.2	0	5.9	3.54				
AT	Road Safety Programme	N	1	0	3	1	0	1.25	0	3.45	1.2	0	5.9	3.54				

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This often noting reasons why it could be subject to inclusion or change in final scoring

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		Non-discretionary	Investment Attributes / Policies												
			1. Complete	2. Type/Speed	3. Efficiency	4. Urgency	5. Key outcome - Maori								
Description			Finish what we have started before embarking on new large-scale investment	A back-to-basics approach of smaller scale, tactical, faster and lower cost solutions	Reflective of the Mayor and Ministers desire for quantitative measures and robustness in government spending	Immediacy of addressing identified problem/s	Binary score to ensure that projects that contribute directly to Maori outcomes are recognised. (This may also be used for additional criteria after Consultation)						0.4		
Considerations		1. Committed and Agreed (incl. Legal) 2. Critical Dependency 3. MOR 4. Ringfenced Funding source	1. Must not be a new item. Must be from an existing RLTP 2021 item (whole item or part) 2. Must be an item that is the next stage of a broader programme/project that is currently under design/construction or was completed within the last year 3. Annual programmes do not qualify	1. To consider the speed of delivery and quantity of the item or its sub-components 2. To be mode agnostic 3. To be relative to other items and qualitative; consider the costs associated with the likely delivery speed and quantity 4. These should not be seen as pilot or gold plated in nature (which would score 0 or 1)	1. Use of BCR to be applied where possible (N/A = 0 <1 = 1 1-2.99 = 2 3+ = 3) (If older than 2020, then 1 point is removed for 2s and 3s) 2. Programme/previous stage BCR's to be applied, as per Treasury guidance 3. BCR of programme item relates to be used if specific not available (even if LCLR) 4. Adjustments based on age of the BCR to be subject to discussion and agreement 5. LCLR to be 2 or 3 and subject to working group agreement 6. If no BCR is available, then 0 score provided	1. Reflect the expected delivery date and when identified problem is fully addressed (N/A = 0 0-3 yr = 3 4-6yr = 2 7+yr = 1) 2. AP's to score 3 by default as they deliver continually and not in full. Working group to adjust 3 if deemed too high for a specific item 3. (If no data available, qualitative assessment to benchmark off those that do referencing project type, scale and other comparable features)	1. Item 'Seeks to make a positive contribution to Auckland's distinctive Maori identity and Maori Values' 2. Secondary assessment provides chance to add greater detail / amendment based on this in the context of other factors such as phasing/staging and complementary projects 3. This will reflect each organisations respective Maori outcome plan, and the Treaty of Waitangi	Weighted Score calc					Sub-Total Score	Sub-Total Score (weighted)	Total Score (Sum)
Agency	Item / Activity	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Criteria Score	Sub-Criteria Score	Criteria Score	Criteria Score	Cumulative score	Summed Score		
AT	Network Optimisation	N	0	3	3	3	3	0	3.6	3.6	3.6	0	10.8	4.32	12.24
AT	Bus and Transit Lanes programme (dynamic lanes)	N	0	3	3	3	3	0	3.6	3.6	3.6	0	10.8	4.32	11.58
WK	Auckland Network Optimisation Programme	N	0	3	3	3	3	0	3.6	3.6	3.6	0	10.8	4.32	11.49
KR	KiwiRail strategic future planning	N	3	2	0	3	3	3.6	2.4	0	3.6	0	9.6	3.84	11.1
KR	Progressive fencing	N	3	2	3	3	3	3.6	2.4	3.6	3.6	0	13.2	5.28	11.07
KR	Auckland area train control software upgrade (TMS R	N	3	3	3	3	3	3.6	3.6	3.6	3.6	0	14.4	5.76	10.92
KR	(3) Auckland metro network maintenance depots and	N	0	2	2	2	2	0	2.4	2.4	2.4	0	7.2	2.88	10.89
KR	(2) Auckland metro plant and equipment	N	0	2	2	2	2	0	2.4	2.4	2.4	0	7.2	2.88	10.89
KR	(1) Single-line running switches	N	0	2	2	2	2	0	2.4	2.4	2.4	0	7.2	2.88	10.89
AT	Bus Access and Optimisation Programme	N	0	3	3	3	3	0	3.6	3.6	3.6	0	10.8	4.32	10.83
AT	Network Operations (ATOC) Programme	N	0	3	3	3	3	0	3.6	3.6	3.6	0	10.8	4.32	10.77
KR	Avondale to Southdown	N	0	0	2	2	2	0	0	2.4	2.4	0	4.8	1.92	10.59
AT	Wainui and Redhills Growth Improvements	N	3	1	2	2	2	3.6	1.2	2.4	2.4	0	9.6	3.84	10.35
AT	Cycleways Programme (lower cost)	N	0	3	2	3	3	0	3.6	2.4	3.6	0	9.6	3.84	10.2
AT	Midtown Bus Improvements West Stage2	N	3	1	3	2	2	3.6	1.2	3.6	2.4	0	10.8	4.32	10.14
KR	4 tracking Westfield to Pukekohe	N	0	0	2	1	1	0	0	2.4	1.2	0	3.6	1.44	10.11
AT	Botany Interchange and Link	N	3	0	2	1	1	3.6	0	2.4	1.2	0	7.2	2.88	10.08
AT	First-and-final Leg for Top 12 RTN Stations	N	0	2	2	2	2	0	2.4	2.4	2.4	0	7.2	2.88	10.02
AT	Carrington Road Improvements	N	0	1	3	2	2	0	1.2	3.6	2.4	0	7.2	2.88	10.02
WK	Northwest Rapid Transit	N	3	0	1	1	1	3.6	0	1.2	1.2	0	6	2.4	9.63
AT	Level Crossings Removal Takanini Stage1	N	0	1	2	2	2	0	1.2	2.4	2.4	0	6	2.4	9.6
KR	Level crossings upgrades, grade separation and rem	N	0	1	2	2	2	0	1.2	2.4	2.4	0	6	2.4	9.6
AT	Community Network Improvements	N	0	3	2	3	3	0	3.6	2.4	3.6	0	9.6	3.84	9.54
AT	Auckland Housing Programme Improvements	N	3	2	2	1	1	3.6	2.4	2.4	1.2	0	9.6	3.84	9.54
AT	Local Board Transport Capital Fund	N	0	3	2	3	3	0	3.6	2.4	3.6	0	9.6	3.84	9.54
AT	Cycling for Climate Action	N	0	3	3	3	3	0	3.6	3.6	3.6	0	10.8	4.32	9.36
AT	Decarbonisation of Ferries Stage2	N	3	0	2	2	2	3.6	0	2.4	2.4	0	8.4	3.36	9.15
WK	SH20 Airport to Botany	N	0	0	2	2	2	0	0	2.4	2.4	0	4.8	1.92	9.12
AT	Time-of-use Programme (congestion)	N	0	2	0	2	2	0	2.4	0	2.4	0	4.8	1.92	9.03
AT	Northern Busway Enhancements	N	3	1	3	1	1	3.6	1.2	3.6	1.2	0	9.6	3.84	8.91
AT	Hill Street Intersection Improvement	N	3	2	3	3	3	3.6	2.4	3.6	3.6	0	13.2	5.28	8.85
AT	Property for Route Protection and Encroachments	N	3	0	2	3	3	3.6	0	2.4	3.6	0	9.6	3.84	8.85
AT	Downtown Crossover Bus East Stage3	N	0	1	3	2	2	0	1.2	3.6	2.4	0	7.2	2.88	8.7
AT	Downtown Crossover Bus West Stage2	N	0	1	3	2	2	0	1.2	3.6	2.4	0	7.2	2.88	8.7
AT	Downtown Crossover Bus East Stage1	N	0	1	3	2	2	0	1.2	3.6	2.4	0	7.2	2.88	8.7
KR	Southern power feed upgrade	N	0	2	2	2	2	0	2.4	2.4	2.4	0	7.2	2.88	8.7
AT	Albert and Vincent Street Improvements	N	0	2	2	2	2	0	2.4	2.4	2.4	0	7.2	2.88	8.67
AT	Room to Move Programme	N	0	3	0	3	3	0	3.6	0	3.6	0	7.2	2.88	8.67
AT	Intelligent Transport Systems	N	0	3	0	3	3	0	3.6	0	3.6	0	7.2	2.88	8.61
AT	Community Cycling and Micromobility	N	0	2	2	2	2	0	2.4	2.4	2.4	0	7.2	2.88	8.55
AT	Drury Local Road Improvements	N	0	0	2	2	2	0	0	2.4	2.4	0	4.8	1.92	8.43
AT	Park and Ride Programme	N	3	1	2	1	1	3.6	1.2	2.4	1.2	0	8.4	3.36	8.43
AT	Rosedale Bus Station and Corridor	N	0	0	2	2	2	0	0	2.4	2.4	0	4.8	1.92	8.43
KR	ETCS Level 2 - implementation and signalling optimis	N	0	1	2	1	1	0	1.2	2.4	1.2	0	4.8	1.92	8.37
AT	Public Transport Safety and Amenity	N	0	2	2	3	3	0	2.4	2.4	3.6	0	8.4	3.36	8.37
AT	Network Resilience/Adaptation	N	0	3	0	2	2	0	3.6	0	2.4	0	6	2.4	8.22
AT	Airport to Botany Interim Bus Improvements	N	0	2	2	1	1	0	2.4	2.4	1.2	0	6	2.4	8.19
AT	Northwest Growth Improvements	N	0	0	1	1	1	0	0	1.2	1.2	0	2.4	0.96	8.16
WK	Supporting Growth Implementation	N	3	0	1	1	1	3.6	0	1.2	1.2	0	6	2.4	8.1
WK	SH1 Dome Valley & Surrounds Slip & Flood Managem	Y	3	1	0	2	2	3.6	1.2	0	2.4	0	7.2	2.88	7.89
AT	Urban Cycleways Glen Innes Links	N	3	1	2	3	3	3.6	1.2	2.4	3.6	0	10.8	4.32	7.86
WK	Cross Town Rapid Transit New Lynn to Onehunga	N	0	0	0	1	1	0	0	0	1.2	0	1.2	0.48	7.71
WK	SH18 Upper Harbour Rapid Transit	N	0	0	0	1	1	0	0	0	1.2	0	1.2	0.48	7.71
AT	Street Lighting Safety Improvements	N	3	3	2	2	2	3.6	3.6	2.4	2.4	0	12	4.8	7.62
AT	Walking for Climate Action	N	0	2	2	3	3	0	2.4	2.4	3.6	0	8.4	3.36	7.53
AT	Parking Programme	N	0	3	2	3	3	0	3.6	2.4	3.6	0	9.6	3.84	7.47
AT	Lake Road/Esmonde Road Improvements	N	0	1	2	2	2	0	1.2	2.4	2.4	0	6	2.4	7.44
AT	Safe Speeds programme	N	0	2	3	3	3	0	2.4	3.6	3.6	0	9.6	3.84	7.38
AT	Road Safety Programme	N	0	2	3	3	3	0	2.4	3.6	3.6	0	9.6	3.84	7.38
WK	SH16/18 Staging Assessment Refresh	N	0	0	3	2	2	0	0	3.6	2.4	0	6	2.4	7.35
AT	Regional Bus Depots (commercial)	N	0	2	3	1	1	0	2.4	3.6	1.2	0	7.2	2.88	7.2
WK	Waitemata Harbour Connections	N	0	0	2	1	1	0	0	2.4	1.2	0	3.6	1.44	7.2
AT	Community Footpaths Programme	N	0	3	3	3	3	0	3.6	3.6	3.6	0	10.8	4.32	7.14
KR	Mid-zone power feed replacement	N	0	1	2	1	1	0	1.2	2.4	1.2	0	4.8	1.92	6.99
KR	New southern power feed	N	0	1	2	1	1	0	1.2	2.4	1.2	0	4.8	1.92	6.99
AT	Panmure Bus Infrastructure Improvements	N	0	3	0	1	1	0	3.6	0	1.2	0	4.8	1.92	6.96

