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		Non-discretionary	Strategic Alignment Objectives										
	Description		1. PT 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.	2. Decarb 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.	3. Safety This relates to the enhancement of safety across modes on the network for all users.	4. Productivity 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.	5. Resilience 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
Agency		1. Committed and Agreed (incl. Legal) 2. Critical Dependency 3. MOR 4. Ringfenced Funding source	 Travel Time saved Route enhancements / optimisation through bus lanes and dynamic lane operations (and similar) Improving catchments of stations, especially those on RTN Network expansion, especially of RTN Reliability of services to be factored (and maintenance of existing catchments) Relation to current and future growth areas to be factored 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) Sub-Criteria Score	Expected or likely reduction of DSI's (KiwiRAP/ALCAM or similar); ideally from Business case 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) Sub-Criteria Score	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) Sub-Criteria Score	Relates to existing corridor, and its supported modes and services Reduction in hazard exposure (natural or man-made) Increases in network resilience Reduces the future maintenance burden Sub-Criteria Score	-Criteria Sc	Weighted	l Score calc		Sub-Total Score	Sub-Total Score (weighted)
AT	Network Optimisation	N	3	2	2	3	1	3.75		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		L.15 2.4	2.5	12.1	7.26
WK	Auckland Network Optimisation Programme	Ν	2	2	2	3	1	2.5		2.3 3.6	1.25	11.95	7.17
KR	KiwiRail strategic future planning	N	3	2	1	2	2	3.75		L.15 2.4	2.5	12.1	7.26
KR	Progressive fencing	N	1	0	3	1	3	1.25		3.45 1.2	3.75	9.65	5.79
KR KR	Auckland area train control software upgrade (TMS F		3	0	1	1	2	3.75 3.75		L.15 1.2 L.15 2.4	2.5 3.75	8.6 13.35	5.16 8.01
KR	(3) Auckland metro network maintenance depots an (2) Auckland metro plant and equipment	N N	3	2	1	2	3	3.75		L.15 2.4 L.15 2.4	3.75	13.35	8.01 8.01
KR	(1) Single-line running switches	N	3	2	1	2	3	3.75		L.15 2.4 L.15 2.4	3.75	13.35	8.01
AT	Bus Access and Optimisation Programme	N	3	2	1	2	1	3.75		1.15 2.4	1.25	10.85	6.51
AT	Network Operations (ATOC) Programme	Ν	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		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 1.2	1.25	10.6	6.36
AI KR	Midtown Bus Improvements West Stage2	N	3	1	1	2	1	3.75		L.15 2.4 2.3 3.6	1.25 2.5	9.7 14.45	5.82
AT	4 tracking Westfield to Pukekohe Botany Interchange and Link	N N	3	2	2	3	2	3.75 2.5		2.3 3.6 2.3 2.4	2.5	14.45	8.67 7.2
AT	First-and-final Leg for Top 12 RTN Stations	N	2	2	3	2	1	2.5		2.3 2.4 3.45 2.4	1.25	11.9	7.14
AT	Carrington Road Improvements	N	2	2	3	2	1	2.5		3.45 2.4	1.25	11.9	7.14
WK	Northwest Rapid Transit	N	3	2	2	1	2	3.75		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		3.45 2.4	1.25	12	7.2
AT	Community Network Improvements	N	1	1	3	2	1	1.25		3.45 2.4	1.25	9.5	5.7
AI	Auckland Housing Programme Improvements	N	1	2	2	2	1	1.25 1.25		2.3 2.4 2.3 2.4	1.25 1.25	9.5 9.5	5.7 5.7
ΔΤ	Local Board Transport Capital Fund Cycling for Climate Action	N	3	2	1	2	0	3.75		2.3 2.4 1.15 1.2	1.25	9.5	5.04
AT	Decarbonisation of Ferries Stage2	N	2	3	0	1	2	2.5		0 1.2	2.5	9.65	5.79
WK	SH20 Airport to Botany	N	3	2	2	2	1	3.75		2.3 2.4	1.25	12	7.2
AT	Time-of-use Programme (congestion)	Ν	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		L.15 2.4	0	8.45	5.07
AT	Hill Street Intersection Improvement	N	1	0	2	2	0	1.25		2.3 2.4 2.3 2.4	0	5.95	3.57
AT	Property for Route Protection and Encroachments Downtown Crossover Bus East Stage3	N	2	1	2	2	1	2.5 3.75		2.3 2.4 1.15 2.4	0 1.25	8.35 9.7	5.01 5.82
AT	Downtown Crossover Bus West Stage2	N	3	1	1	2	1	3.75		L.15 2.4 L.15 2.4	1.25	9.7	5.82
AT	Downtown Crossover Bus East Stage1	N	3	1	1	2	1	3.75		L.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		L.15 1.2	1.25	9.65	5.79
	Room to Move Programme	N	2	1	1	3	1	2.5 1.25		L.15 3.6 L.15 3.6	1.25 1.25	9.65 9.55	5.79 5.73
AT	Intelligent Transport Systems Community Cycling and Micromobility	N	1	2	3	1	1	1.25		3.45 3.6 3.45 1.2	1.25	9.55 9.45	5.67
AT	Drury Local Road Improvements	N	2	1	2	2	2	2.5		2.3 2.4	2.5	10.85	6.51
AT	Park and Ride Programme	N	2	1	1	2	1	2.5		L.15 2.4	1.25	8.45	5.07
AT	Rosedale Bus Station and Corridor	N	3	1	2	2	1	3.75		2.3 2.4	1.25	10.85	6.51
KR	ETCS Level 2 - implementation and signalling optimis		2	2	2	2	1	2.5		2.3 2.4	1.25	10.75	6.45
AT	Public Transport Safety and Amenity	N	2	1	2	2	0	2.5 1.25		2.3 2.4 L.15 2.4	0 3.75	8.35 9.7	5.01 5.82
ΔΤ	Network Resilience/Adaptation Airport to Botany Interim Bus Improvements	N	2	2	1	1	2	2.5		L.15 2.4 L.15 1.2	3.75 2.5	9.7 9.65	5.82
AT	Northwest Growth Improvements	N	2	2	2	2	2	2.5		2.3 2.4	2.5	12	7.2
WK	Supporting Growth Implementation	Ν	2	2	2	2	0	2.5		2.3 2.4	0	9.5	5.7
WK	SH1 Dome Valley & Surrounds Slip & Flood Managen		0	0	3	2	2	0		3.45 2.4	2.5	8.35	5.01
AT	Urban Cycleways Glen Innes Links	N	0	1	2	1	1	0		2.3 1.2	1.25	5.9	3.54
WК WK	Cross Town Rapid Transit New Lynn to Onehunga	N	3	2	2	1	2	3.75		2.3 1.2	2.5	12.05 12.05	7.23
	SH18 Upper Harbour Rapid Transit Street Lighting Safety Improvements	N	3	2	2	1	2	3.75 1.25		2.3 1.2 2.3 0	2.5 0	12.05 4.7	7.23 2.82
AT	Walking for Climate Action	N	0	2	3	1	0	0		2.3 0 3.45 1.2	0	6.95	4.17
AT	Parking Programme	N	1	1	0	2	1	1.25		0 2.4	1.25	6.05	3.63
AT	Lake Road/Esmonde Road Improvements	Ν	1	1	2	1	2	1.25		2.3 1.2	2.5	8.4	5.04
AT	Safe Speeds programme	N	1	0	3	1	0	1.25		3.45 1.2	0	5.9	3.54
AT	Road Safety Programme	Ν	1	0	3	1	0	1.25	0 3	3.45 1.2	0	5.9	3.54

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		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	 Travel Time saved Route enhancements / optimisation through bus lanes and dynamic lane operations (and similar) Improving catchments of stations, especially those on RTN Network expansion, especially of RTN Reliability of services to be factored (and maintenance of existing catchments) Relation to current and future growth areas to be factored Consequential operational costs to be factored 	 (Relative) Level of direct contribution to the overall reduction of emissions by the Transport system related to the impact of the project Reduction in Trip length or duration; Mode shift; Avoided emissions (Relative) Level of indirect contribution to the overall reduction of emissions by the Transport system related to the impact of the project 	1. Expected or likely reduction of DSI's (KiwiRAP/ALCAM or similar); ideally from Business case 2. Improvements that implement safer infrastructure	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) Sub-Criteria Score	 Relates to existing corridor, and its supported modes and services Reduction in hazard exposure (natural or man-made) Increases in network resilience Reduces the future maintenance burden 			hted Score o		Sco	ID-I Otal	Sub-Total Score (weighted)
Agency	Item / Activity	N		2	2	300-0116114 30016	1	-Criteria Sc 0	2.3	2.3			8.25	
	SH16/18 Staging Assessment Refresh Regional Bus Denots (commercial)	N	0	2	2	2	1	2.5	2.3 1.15	2.3 1.15		1.25	7.2	4.95 4.32
WK	Regional Bus Depots (commercial) Waitemata Harbour Connections	N	2	1	1	2	2	2.5 0	1.15	1.15 3.45		0 3.75	9.6	4.32 5.76
AT	Community Footpaths Programme	N	1	1	3	0	0	0 1.25	0 1.15	3.45 2.3		3.75	9.6 4.7	2.82
KR	Mid-zone power feed replacement	N	2	2	0	2	1	2.5	2.3	2.3 N	-	1.25	4.7 8.45	5.07
KR	New southern power feed	N	2	2	0	2	1	2.5	2.3	0		1.25	8.45	5.07
AT	Panmure Bus Infrastructure Improvements	N	2	2	1	1	1	2.5	2.3	1.15		1.25	8.4	5.04
AT	Unsealed Road Improvements	N	0	0	2	2	1	0	0	2.3		1.25	5.95	3.57
AT	Urban Cycleways GI to Tamaki Drive Stage4	Ν	0	1	2	1	1	0	1.15	2.3	1.2	1.25	5.9	3.54
AT	Ferry Terminal and Berths Pine Harbour	Ν	3	1	0	1	1	3.75	1.15	0	1.2	1.25	7.35	4.41
WK	SH1 Warkworth to Wellsford	N	0	0	3	2	3	0	0	3.45	2.4	3.75	9.6	5.76
WK	Auckland Share VFM Safety Improvements Program	r N	0	0	3	1	2	0	0	3.45	1.2	2.5	7.15	4.29
AT	Meadowbank Kohimarama Connectivity Project	N	0	1	2	0	1	0	1.15	2.3		1.25	4.7	2.82
AT	Rail ETCS2 Signalling and Driver Assist	N	2	1	2	1	1	2.5	1.15	2.3		1.25	8.4	5.04
AT	Bus Routes for Climate Action	N	1	1	2	1	0	1.25	1.15	2.3		0	5.9	3.54
AT	Marae and Papakainga (Turnouts) safety programme				3			0	0	3.45	0	0	3.45	2.07
AT	Ferry Terminal Bayswater	N	3	1	0	1	1	3.75	1.15	0		1.25	7.35	4.41
WK	Mill Road	N	0	0	3	2	3	0	0	3.45		3.75	9.6	5.76
AT KR	Whangaparaoa Bus Station	N	2	1	1	2	0	2.5 2.5	1.15	1.15		0	7.2	4.32
WK	Level crossing signal optimisation SH22 Drury Upgrade	N N	2	0	1	2	1	2.5 1.25	0	1.15		1.25 1.25	6.15 6.05	3.69 3.63
ΔΤ	Freight Network Improvements	N	0	0	1	2	1	1.25	0	1.15		1.25	3.65	2.19
WK	Weigh Right Albany	N	0	0	1	1	1	0	0	1.15		1.25	3.6	2.15
AT	Investigations for Rapid Transit Integration	N	2	2	1	2	0	2.5	2.3	1.15	2.4	0	8.35	5.01
AT	Wynyard Quarter Integrated Road Programme	Ν	2	1	2	0	0	2.5	1.15	2.3	0	0	5.95	3.57
WK	East West Link	Ν	0	0	3	2	2	0	0	3.45	2.4	2.5	8.35	5.01
WK	North West Alternate State Highway	N	0	0	3	2	2	0	0	3.45	2.4	2.5	8.35	5.01
AT	Regional Bus Charging Infrastructure	Ν	3	2	0	1	0	3.75	2.3	0	1.2	0	7.25	4.35
AT	Glenvar Road/East Coast Road Intersection	N	1	0	2	1	0	1.25	0	2.3	1.2	0	4.75	2.85
AT	Newmarket Bus Layover	Ν	2	0	0	1	0	2.5	0	0	1.2	0	3.7	2.22
WK	SH1 Drury to Bombay (Route Protection)	N	0	0	2	2	1	0	0	2.3		1.25	5.95	3.57
WK	Auckland Share Pre-imp 2027-30 Bridge Rep	N	0	0	0	1	2	0	0	0		2.5	3.7	2.22
WK	SH1 Drury CVRSC Sylvia Park Bus Improvements	N	U	U	1	1	1	0 2.5	0 1.15	1.15 1.15		1.25	3.6 6	2.16 3.6
AT	National Ticketing System (AT assets)	N	2	1	1	1	0	2.5	1.15	1.15		0	4.85	2.91
WK	Auckland Share Digital engineering/BIM	N	0	0	1	1	0	2.5	0	1.15		0	2.35	1.41
AT	Matiatia Landside (Park and Ride)	N	1	1	2	0	0	1.25	1.15	2.3		0	4.7	2.82
WK	Motorway Bridge Safety Screens	N	0	0	3	0	1	0	0	3.45	-	1.25	4.7	2.82
AT	Network Discharge Improvements	Ν	0	0	0	0	1	0	0	0		1.25	1.25	0.75
WK	SH18 Squadron Drive	Ν	0	0	1	1	1	0	0	1.15	1.2	1.25	3.6	2.16
WK	Auckland Share Data Driven Structure Asset Manage	e N	0	0	0	1	0	0	0	0	1.2	0	1.2	0.72
AT	Wayfinding for Stations and Bus Information	Ν	1	1	1	0	0	1.25	1.15	1.15	•	0	3.55	2.13
KR	Property for passenger fleet stabling	N	1	2	0	0	0	1.25	2.3	0	-	0	3.55	2.13
WK	Strategic multimodal connections and Crossings	N	0	1	2	0	2	0	1.15	2.3		2.5	5.95	3.57
AT	Ti Rakau Drive Depot Electrification	N	1	2	0	0	1	1.25	2.3	0		1.25	4.8	2.88
WK	Auckland System Planning	N	0	U	1	2	1	0	0	1.15 1.15		1.25	4.8	2.88
WK WK	Low Cost Low Risk improvements 2024-27 Auckland Share Environmental PBC	N	0	0	1	0	1	0	0	0	-	0 1.25	1.15 1.25	0.69 0.75
WK	State Highway Planning in response to Port future	N	0	0	0	1	0	0	0	0		0	1.25	0.75
WK	Auckland Noise Mitigation - Consent conditions	N	0	0	0	0	0	0	0	0	0	0	0	0
WK	Auckland Noise Mitigation - Programme	N	0	0	0	0	0	0	0	0	0	0	0	0
AT	Kainga Ora Joint Programme (alternate funding)	N	0	0	0	0	0	0	0	0	0	0	0	0
WK	Auckland Share RoNS Project Development	N	0	0	0	0	0	0	0	0	0	0	0	0
WК	Auckland Share RoNS Property	Ν	0	0	0	0	0	0	0	0	0	0	0	0
KR	Auckland metro rail maintenance, operations, and re	e Y	0	0	0	0	0	0	0	0	0	0	0	0
AT	Core Technology and Renewals	Y	0	0	0	0	0	0	0	0	0	0	0	0
KR	CRL Day One - Infill signalling	Y	0	0	0	0	0	0	0	0	0	0	0	0
KR	CRL Day One - Additional traction feed (West)	Y	0	0	0	0	0	0	0	0	0	0	0	0
KR	CRL Day One - ETCS Level 2 - Business case	Y	0	0	0	0	0	0	0	0	0	0	0	0

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	Considerations	1. Committed and Agreed (incl. Legal) 2. Critical Dependency 3. MOR 4. Ringfenced Funding source	 Travel Time saved Route enhancements / optimisation through bus lanes and dynamic lane operations (and similar) Improving catchments of stations, especially those on RTN Network expansion, especially of RTN Reliability of services to be factored (and maintenance of existing catchments) Relation to current and future growth areas to be factored Consequential operational costs to be factored 	 (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 (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 Embodied to be considered after others, as this cannot be controlled at this level (supply-chain/national level issue) (If no data available, qualitative assessment to benchmark off those that do referencing project type, scale and other comparable features) 	 Expected or likely reduction of DSI's (KiwiRAP/ALCAM or similar); ideally from Business case Improvements that implement safer infrastructure (evidenced), such as dedicated cycle lanes, median barriers, lighting etc. Consider expected behaviour changes from intervention (if relevant) (If no data available, qualitative assessment to benchmark off those that do referencing project type, scale and other comparable features) 	 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) (If no data available, qualitative assessment to benchmark off those that do referencing project type, scale and other comparable features) 	 Relates to existing corridor, and its supported modes and services Reduction in hazard exposure (natural or man-made) Increases in network resilience Reduces the future maintenance burden 			d 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	Criteria Scor	e Sub-Cı	iteria Sc <mark>-Crite</mark> i	ia Sc <mark>-Criteria</mark>	a Sc <mark>ogarithmic s</mark>	core
KR WK	CRL Day One - Integrated rail management centre ar Crown Resilience Low Cost Risk Programme	Y Y	0	0	0	0	0	0	0	U 0	0	0	0
AT	Customer and Business Systems	Y	0	0	0	0	0	0	0	0 0	0	0	0
WK	Debt Repayment	Y	0	0	0	0	0	0	0	0 0	0	0	0
AT	Decarbonisation of Ferries Stage1	Y	0	0	0	0	0	0	0	0 0	0	0	0
AT	Eastern Busway Pakuranga to Botany	Y	0	0	0	0	0	0	0	0 0	0	0	0
AI	EMU Rolling Stock Tranche for CRL EMU Stabling and Depots for CRL	Y Y	0	0	0	0	0	0	0	0 0	0	0	0
AT	Flood Response	Y	0	0	0	0	0	0	0	0 0	0	0	0
AT	Great North Road Improvements	Y	0	0	0	0	0	0	0	0 0	0	0	0
AT	Karangahape Roadside for CRL	Y	0	0	0	0	0	0	0	0 0	0	0	0
WK	Legacy Property Acquisition - Auckland	Y	0	0	0	0	0	0	0	0 0	0	0	0
AT	Level Crossings Removal for CRL	Y	0	0	0	0	0	0	0	0 0	0	0	0
AT	Mangere West and Westmere Cycleways	Y	0	0	0	0	0	0	0	0 0	0	0	0
AT AT	Midtown Bus Improvements for CRL	Ý	0	0	0	0	0	0	0	0 0	0	0	0
WK	Northwest Bus Improvements Northwestern WX1 Other Works	Y Y	0	0	0	0	0	0	0	0 0	0	0	0
AT	Open Loop and HOP Hardware Refresh	Y	0	0	0	0	0	0	0	0 0	0	0	0
AT	Projects for Franklin Paths Targeted Rate	Ŷ	0	0	0	0	0	0	0	0 0	0	0	0
AT	Projects for Rodney Transport Targeted Rate	Y	0	0	0	0	0	0	0	0 0	0	0	0
WK	Puhoi to Warkworth repayment	Y	0	0	0	0	0	0	0	0 0	0	0	0
KR	Rail Network Growth Impact Management (RNGIM) -	Y	0	0	0	0	0	0	0	0 0	0	0	0
KR	Rail Network Growth Impact Management (RNGIM) -	Y	0	0	0	0	0	0	0	0 0	0	0	0
KR	Rail Network Rebuild (RNR) - Renewals backlog	Y	0	0	0	0	0	0	0	U 0	0	0	0
ΔT	Renewals Parking and Other Renewals Public Transport	Y	0	0	0	0	0	0	0	0 0	0	0	0
AT	Renewals Road Pavement	Y	0	0	0	0	0	0	0	0 0	0	0	0
AT	Renewals Streets	Ŷ	0	0	0	0	0	0	0	0 0	0	0	0
AT	Renewals Structures	Y	0	0	0	0	0	0	0	0 0	0	0	0
WK	SH16 Westgate & Brigham Stations	Y	0	0	0	0	0	0	0	0 0	0	0	0
WK	SH16 Brigham creek to Waimauku Safety Works	Y	0	0	0	0	0	0	0	0 0	0	0	0
WK	State highway Maintenance, Operations and renewa	Y	0	0	0	0	0	0	0	0 0	0	0	0
AT ΔT	Stations and Wayfinding for CRL	Y	0	0	0	0	0	0	0	0 0	0	0	0
AI WK	Supporting Growth Post Lodgement (AT) Supporting Growth Post Lodgement (NZTA)	Y	0	U	U	U	0	0	0	0 0	U	0	0
KR	Traction control software system renewal	Y	0	0	0	0	0	0	0	0 0	0	0	0
WK	Weigh Right Bombay	Y	0	0	0	0	0	0	0	0 0	0	0	0
WK	Weigh Right Stanley St	Y	0	0	0	0	0	0	0	0 0	0	0	0
AT Opex	Public Transport Services (Incl. Parking, community	Y Y	0	0	0	0	0	0	0	0 0	0	0	0
AT Opex	Road & Footpaths	Y	0	0	0	0	0	0	0	0 0	0	0	0
AT Opex	AT Opex (Repayments)	Y	0	0	0	0	0	0	0	0 0	0	0	0
DoC	Dept. of Conservation	Y	0	0	0	0	0	0	0	0 0	0	0	0
CRL NZUP	City Rail Link	Ŷ	0	0	0	0	0	0	0	U 0	0	0	0
NZUP	NZUP - KiwiRail Projects NZUP - NZTA Projects	Ŷ	0	0	0	0	0	0	0	0 0	0	0	0
N20F	HEOF HEIRTIGEOLO		U U	v	Ŭ	v	v	0	U	5 0	J	0	

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		Non-discretionary	1. Complete	2. Type/Speed	3. Efficiency	Investment Attributes / Policies 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)	1.2 1.2 1.2 1.2 1						
	Considerations	1. Committed and Agreed (incl. Legal) 2. Critical Dependency 3. MOR 4. Ringfenced Funding source	 Must not be a new item. Must be from an existing RLTP 2021 item (whole item or part) 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 Annual programmes do not qualify 	 To consider the speed of delivery and quantity of the item or its sub-components To be mode agnostic To be relative to other items and qualitative; consider the costs associated with the likely delivery speed and quantity These should not be seen as pilot or gold plated in nature (which would score 0 or 1) 	 Programme/previous stage BCR's to be applied, as per Treasury guidance BCR of programme item relates to be used if specific not available (even if LCLR) Adjustments based on age of the BCR to be subject to discussion and agreement LCLR to be 2 or 3 and subject to working group agreement If no BCR is available, then 0 score provided 	benchmark off those that do referencing project type, scale and other comparable features)	 Item 'Seeks to make a positive contribution to Auckland's distinctive Maori identity and Maori Values' 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 This will reflect each organisations respective Maori outcome plan, and the Treaty of Waitangi 		Sub-Total Score Total Score (Sum) (weighted)					
Agency		Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	-Criteria Score Sub-Criteria Sc-Criteria Sc-Criteria						
AT	Network Optimisation	N	0	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		0 3.6 3.6 3.6 0	10.8 4.32 11.58					
WK	Auckland Network Optimisation Programme	N	0	3	3	3		0 3.6 3.6 3.6 0	10.8 4.32 11.49					
KR KR	KiwiRail strategic future planning Progressive fencing	N	3	2	0	3		3.6 2.4 0 3.6 0 3.6 2.4 3.6 3.6 0	9.6 3.84 11.1 13.2 5.28 11.07					
KR	Auckland area train control software upgrade (TMS F	R N	3	2	3	3		3.6 2.4 3.6 3.6 0 3.6 3.6 3.6 3.6 0	13.2 5.28 11.07 14.4 5.76 10.92					
KR	(3) Auckland metro network maintenance depots an		0	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		0 2.4 2.4 2.4 0	7.2 2.88 10.89					
KR	(1) Single-line running switches	Ν	0	2	2	2		0 2.4 2.4 2.4 0	7.2 2.88 10.89					
AT	Bus Access and Optimisation Programme	Ν	0	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		0 3.6 3.6 3.6 0	10.8 4.32 10.77					
KR AT	Avondale to Southdown	N	0	0	2	2		0 0 2.4 2.4 0 36 12 24 24 0	4.8 1.92 10.59					
AT	Wainui and Redhills Growth Improvements	N	3	1	2	2		3.6 1.2 2.4 2.4 0 0 3.6 2.4 3.6 0	9.6 3.84 10.35 9.6 3.84 10.2					
ΔΤ	Cycleways Programme (lower cost) Midtown Bus Improvements West Stage2	N	0	5	2	3		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		0 0 2.4 1.2 0	3.6 1.44 10.11					
AT	Botany Interchange and Link	N	3	0	2	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		0 2.4 2.4 2.4 0	7.2 2.88 10.02					
AT	Carrington Road Improvements	N	0	1	3	2		0 1.2 3.6 2.4 0	7.2 2.88 10.02					
WK	Northwest Rapid Transit	Ν	3	0	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		0 1.2 2.4 2.4 0	6 2.4 9.6					
KR	Level crossings upgrades, grade separation and rem	n N	0	1	2	2		0 1.2 2.4 2.4 0	6 2.4 9.6					
AT	Community Network Improvements	N	0	3	2	3		0 3.6 2.4 3.6 0 3.6 2.4 2.4 1.2 0	9.6 3.84 9.54 9.6 3.84 9.54					
	Auckland Housing Programme Improvements Local Board Transport Capital Fund	N	0	2	2	1		3.6 2.4 2.4 1.2 0 0 3.6 2.4 3.6 0	9.6 3.84 9.54					
AT	Cycling for Climate Action	N	0	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		3.6 0 2.4 2.4 0	8.4 3.36 9.15					
WK	SH20 Airport to Botany	Ν	0	0	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		0 2.4 0 2.4 0	4.8 1.92 9.03					
AT	Northern Busway Enhancements	N	3	1	3	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		3.6 2.4 3.6 3.6 0	13.2 5.28 8.85					
AT AT	Property for Route Protection and Encroachments	N	3	0	2	3		3.6 0 2.4 3.6 0	9.6 3.84 8.85					
AT	Downtown Crossover Bus East Stage3 Downtown Crossover Bus West Stage2	N	0	1	3	2		0 1.2 3.6 2.4 0 0 1.2 3.6 2.4 0	7.2 2.88 8.7 7.2 2.88 8.7					
AT	Downtown Crossover Bus East Stage1	N	0	1	3	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		0 2.4 2.4 2.4 0	7.2 2.88 8.7					
AT	Albert and Vincent Street Improvements	Ν	0	2	2	2		0 2.4 2.4 2.4 0	7.2 2.88 8.67					
AT	Room to Move Programme	Ν	0	3	0	3		0 3.6 0 3.6 0	7.2 2.88 8.67					
AT	Intelligent Transport Systems	N	0	3	0	3		0 3.6 0 3.6 0	7.2 2.88 8.61					
AT	Community Cycling and Micromobility	N	0	2	2	2		0 2.4 2.4 2.4 0 0 0 2.4 2.4 0	7.2 2.88 8.55 4.8 1.92 8.43					
AT	Drury Local Road Improvements Park and Ride Programme	N	3	1	2	2		0 0 2.4 2.4 0 3.6 1.2 2.4 1.2 0	4.8 1.92 8.43 8.4 3.36 8.43					
AT	Rosedale Bus Station and Corridor	N	0	0	2	2		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	6.4 3.30 6.43 4.8 1.92 8.43					
KR	ETCS Level 2 - implementation and signalling optimis	s N	0	1	2	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		0 2.4 2.4 3.6 0	8.4 3.36 8.37					
AT	Network Resilience/Adaptation	Ν	0	3	0	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		0 2.4 2.4 1.2 0	6 2.4 8.19					
AT WK	Northwest Growth Improvements	N	0	0	1	1		0 0 1.2 1.2 0	2.4 0.96 8.16					
WK	Supporting Growth Implementation SH1 Dome Valley & Surrounds Slip & Flood Managen		3	1	1	1		3.6 0 1.2 1.2 0 3.6 1.2 0 2.4 0	6 2.4 8.1 7.2 2.88 7.89					
AT	Urban Cycleways Glen Innes Links	N	3	1	2	3		3.6 1.2 0 2.4 0 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		0 0 0 1.2 0	1.2 0.48 7.71					
WК	SH18 Upper Harbour Rapid Transit	Ν	0	0	0	1		0 0 0 1.2 0	1.2 0.48 7.71					
AT	Street Lighting Safety Improvements	Ν	3	3	2	2		3.6 3.6 2.4 2.4 0	12 4.8 7.62					
AT AT	Walking for Climate Action	N	0	2	2	3		0 2.4 2.4 3.6 0	8.4 3.36 7.53					
AT AT	Parking Programme Lake Road/Esmonde Road Improvements	N	0	3	2	3		0 3.6 2.4 3.6 0 0 1.2 2.4 2.4 0	9.6 3.84 7.47 6 2.4 7.44					
AT	Safe Speeds programme	N	0	2	2	2		0 1.2 2.4 2.4 0	9.6 3.84 7.38					
AT	Road Safety Programme	N	0	2	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		0 0 3.6 2.4 0	6 2.4 7.35					
AT	Regional Bus Depots (commercial)	Ν	0	2	3	1		0 2.4 3.6 1.2 0	7.2 2.88 7.2					
WK	Waitemata Harbour Connections	N	0	0	2	1		0 0 2.4 1.2 0	3.6 1.44 7.2					
AT	Community Footpaths Programme	N	0	3	3	3		0 3.6 3.6 3.6 0	10.8 4.32 7.14					
KR	Mid-zone power feed replacement	Ν	0	1	2	1		0 1.2 2.4 1.2 0	4.8 1.92 6.99					
KR	New southern power feed	Ν	0	1	2	1		0 1.2 2.4 1.2 0	4.8 1.92 6.99					
AT	Panmure Bus Infrastructure Improvements	Ν	0	3	0	1		0 3.6 0 1.2 0	4.8 1.92 6.96					

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		Non-discretionary	1. Complete	2. Type/Speed	3. Efficiency	Investment Attributes / Policies 4. Urgency	5. Key outcome - Maori							
	Description		Finish what we have started before embarking on new	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)	1.2	1.2	1.2	1.2 1	2	0.4	
	Considerations	1. Committed and Agreed (incl. Legal) 2. Critical Dependency 3. MOR 4. Ringfenced Funding source	3. Annuar programmes do not quality	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)	 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) Programme/previous stage BCR's to be applied, as per Treasury guidance BCR of programme item relates to be used if specific not available (even if LCLR) Adjustments based on age of the BCR to be subject to discussion and agreement LCLR to be 2 or 3 and subject to working group agreement If no BCR is available, then 0 score provided 	penchmark off those that do referencing project type, scale and other comparable features)	 Item 'Seeks to make a positive contribution to Auckland's distinctive Maori identity and Maori Values' 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 This will reflect each organisations respective Maori outcome plan, and the Treaty of Waitangi 			hted Score		Sub-Total Score	Sub-Total Score (weighted)	Total Score (Sum)
- 14	tem / Activity	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score	Sub-Criteria Score 2	Sub-Criteria Score	Sub-Criteria Score	Criteria Sco	ore Sub- 2.4		-Criteria Sc <mark>-Criteria</mark> 3.6 0			Summed Score
_	nsealed Road Improvements ban Cycleways GI to Tamaki Drive Stage4	N N	0 3	2	2	3		0 3.6	2.4 0	2.4 1.2	3.6 0 3.6 0	8.4 8.4	3.36 3.36	6.93 6.9
Ferry	y Terminal and Berths Pine Harbour	N	0	2	0	3		0	2.4	0	3.6 0	6	2.4	6.81
	arkworth to Wellsford nd Share VFM Safety Improvements Programr	N	0	0	1	1		0	0 2.4	1.2 0	1.2 0 3.6 0	2.4 6	0.96	6.72 6.69
	wbank Kohimarama Connectivity Project	N	3	2	2	1		3.6	2.4	2.4	3.6 0 1.2 0	9.6	3.84	6.66
Rail ET	CS2 Signalling and Driver Assist	N	0	2	0	1		0	2.4	0	1.2 0	3.6	1.44	6.48
	outes for Climate Action e and Papakainga (Turnouts) safety programme	N	0	1 3	2	3	3	0	1.2 3.6	2.4 0	3.6 0 3.6 3.6	7.2	2.88 4.32	6.42 6.39
Ferry	y Terminal Bayswater	N	0	2	0 0	2		0	2.4	0	2.4 0	4.8	1.92	6.33
	Road	N	0	0	0	1		0	0	0	1.2 0	1.2	0.48	6.24
	angaparaoa Bus Station el crossing signal optimisation	N	0	0	2	2		0	0 1.2	2.4 2.4	2.4 0 2.4 0	4.8 6	1.92 2.4	6.24 6.09
SH22	Prury Upgrade	N	0	1	2	2		0	1.2	2.4	2.4 0	6	2.4	6.03
	t Network Improvements	N	0	2	3	3		0	2.4 2.4	3.6 3.6	3.6 0 3.6 0	9.6 9.6	3.84 3.84	6.03 6
	h Right Albany stigations for Rapid Transit Integration	N	0	1	0	3		0	2.4 1.2	3.6 0	3.6 0 1.2 0	2.4	0.96	5.97
Wyr	iyard Quarter Integrated Road Programme	N	0	2	0	3		0	2.4	0	3.6 0	6	2.4	5.97
_	st West Link rth West Alternate State Highway	N N	0	0	1	1		0	0	1.2 1.2	1.2 0 1.2 0	2.4 2.4	0.96 0.96	5.97 5.97
	gional Bus Charging Infrastructure	N	0	2	Ō	1		0	2.4	0	1.2 0 1.2 0	3.6	1.44	5.79
Glen	war Road/East Coast Road Intersection	N	0	1	2	2		0	1.2	2.4 2.4	2.4 0	6 7.2	2.4	5.25
	narket Bus Layover Drury to Bombay (Route Protection)	N N	0	0	2	3		0	1.2 0	2.4 2.4	3.6 0 1.2 0	7.2	2.88	5.1 5.01
	and Share Pre-imp 2027-30 Bridge Rep	N	0	2	0	3		0	2.4	0	3.6 0	6	2.4	4.62
	rury CVRSC	N	0	1	3	1		0	1.2	3.6	1.2 0 1.2 0	6 2.4	2.4 0.96	4.56
	a Park Bus Improvements onal Ticketing System (AT assets)	N	0	0	0	3		0	0	0	1.2 0 3.6 0	3.6	1.44	4.35
Auck	land Share Digital engineering/BIM	N	0	1	3	2		0	1.2	3.6	2.4 0	7.2	2.88	4.29
	atia Landside (Park and Ride) prway Bridge Safety Screens	N	0	1	0	2		0	1.2 2.4	0 0	2.4 0 1.2 0	3.6 3.6	1.44 1.44	4.26 4.26
	rk Discharge Improvements	N	0	2	2	3		0	2.4	2.4	3.6 0	8.4	3.36	4.11
	8 Squadron Drive	N	0	0	3	1		0	0	3.6	1.2 0	4.8	1.92	4.08
	and Share Data Driven Structure Asset Manage nding for Stations and Bus Information	N N	0	1	3	2		0	1.2 2.4	3.6 0	3.6 0 2.4 0	8.4 4.8	3.36	4.08 4.05
Prop	perty for passenger fleet stabling	N	0	1	2	1		0	1.2	2.4	1.2 0	4.8	1.92	4.05
	egic multimodal connections and Crossings	N	0	0	0	1		0	0	0	1.2 0 1.2 0	1.2	0.48	4.05
	akau Drive Depot Electrification ckland System Planning	N	0	0	0	1		0	1.2 0	0	1.2 0 1.2 0	2.4 1.2	0.96 0.48	3.84 3.36
	v Cost Low Risk improvements 2024-27	N	0	3	0	2		0	3.6	0	2.4 0	6	2.4	3.09
	uckland Share Environmental PBC rate Highway Planning in response to Port future	N	0	0	0	3		0	0	0	3.6 0 2.4 0	3.6 2.4	1.44 0.96	2.19 1.68
Auc	ckland Noise Mitigation - Consent conditions	N	0	0	0	3		0	0	0	3.6 0	3.6	1.44	1.44
	ckland Noise Mitigation - Programme inga Ora Joint Programme (alternate funding)	N	0	0	0	1		0	0	0	1.2 0 0 0	1.2	0.48	0.48
	nga Ora Joint Programme (atternate funding) ckland Share RoNS Project Development	N	0	0	0	0		0	0	0	0 0	0	0	0
Aι	ickland Share RoNS Property	N	0	0	0	0		0	0	0	0 0	0	0	0
	uckland metro rail maintenance, operations, and re pre Technology and Renewals	Y	0	0	0	0		0	0	0	0 0 0 0	0	0	0
_	L Day One - Infill signalling	Y	0	0	0	0		0	0	0	0 0	0	0	0
CR	L Day One - Additional traction feed (West)	Y	0	0	0	0		0	0	0	0 0	0	0	0
	L Day One - ETCS Level 2 - Business case L Day One - Integrated rail management centre ar	Y Y	0	0	0	0		0	0	U 0	U 0 0 0	0	0	0
Cr	own Resilience Low Cost Risk Programme	Y	0	0	0	0		0	0	0	0 0	0	0	0
	ustomer and Business Systems	Y	0	0	0	0		0	0	0	0 0	0	0	0
-	ebt Repayment ecarbonisation of Ferries Stage1	Y	0	0	0	0		0	0	0	0 0	0	0	0
E	astern Busway Pakuranga to Botany	Y	0	0	0	0		0	0	0	0 0	0	0	0
-	MU Rolling Stock Tranche for CRL MU Stabling and Depots for CRL	Y	0	0	0	0		0	0	0	0 0	0	0	0
-	lood Response	Y	0	0	0	0		0	0	0	0 0	0	0	0
Gr	reat North Road Improvements	Y	0	0	0	0		0	0	0	0 0	0	0	0
	Karangahape Roadside for CRL _egacy Property Acquisition - Auckland	Y	0	0	0	0		0	0	0	0 0	0	0	0
	Level Crossings Removal for CRL	Y	0	0	0	0		0	0	0	0 0	0	0	0
	Mangere West and Westmere Cycleways	Y	0	0	0	0		0	0	0	0 0	0	0	0

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		Non discretioners												
		Non-discretionary	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)	1.2	1.2	1.2 1.:	2 1.2		0.4	
		1. Committed and Agreed (incl. Legal) 2. Critical Dependency 3. MOR 4. Ringfenced Funding source	 Must not be a new item. Must be from an existing RLTP 2021 item (whole item or part) 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 Annual programmes do not qualify 	 To consider the speed of delivery and quantity of the item or its sub-components To be mode agnostic To be relative to other items and qualitative; consider the costs associated with the likely delivery speed and quantity These should not be seen as pilot or gold plated in nature (which would score 0 or 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) Programme/previous stage BCR's to be applied, as per Treasury guidance BCR of programme item relates to be used if specific not available (even if LCLR) Adjustments based on age of the BCR to be subject to discussion and agreement LCR to be 2 or 3 and subject to working group agreement If no BCR is available, then 0 score provided 	 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) 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 (If no data available, qualitative assessment to benchmark off those that do referencing project type, scale and other comparable features) 	 Item 'Seeks to make a positive contribution to Auckland's distinctive Maori identity and Maori Values' 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 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 Sco	e Sub-Crite	eria Sc <mark>-Criteria</mark> S	Sc <mark>-Criteria</mark> Sc	Cumulative sco	re	Summed Score
AT	Midtown Bus Improvements for CRL	Y	0	0	0	0		0	0	0 0	0	0	0	0
AT	Northwest Bus Improvements	Y	0	0	0	0		0	0	0 0	0	0	0	0
WK	Northwestern WX1 Other Works	Y	0	0	0	0		0	0	0 0	0	0	0	0
AT	Open Loop and HOP Hardware Refresh	Y	0	0	0	0		0	0	0 0	0	0	0	0
AT	Projects for Franklin Paths Targeted Rate	Y	0	0	0	0		0	0	0 0	0	0	0	0
AT	Projects for Rodney Transport Targeted Rate	Y	0	0	0	0		0	0	0 0	0	0	0	0
WK	Puhoi to Warkworth repayment	Y	0	0	0	0		0	0	0 0	0	0	0	0
KR	Rail Network Growth Impact Management (RNGIM) -	Y	0	0	0	0		0	0	0 0	0	0	0	0
KR	Rail Network Growth Impact Management (RNGIM) -	Y	0	0	0	0		0	0	0 0	0	0	0	0
KR	Rail Network Rebuild (RNR) - Renewals backlog	Y	0	0	0	0		0	0	0 0	0	0	0	0
AT	Renewals Parking and Other	Y	0	0	0	0		0	0	0 0	0	0	0	0
AT	Renewals Public Transport	Y	0	0	0	0		0	0	0 0	0	0	0	0
AT	Renewals Road Pavement	Y	0	0	0	0		0	0	0 0	0	0	0	0
	Renewals Streets	Y	0	0	0	0		0	0	0 0	0	0	0	0
	Renewals Structures	Y	0	0	0	0		0	0	0 0	0	0	0	0
	SH16 Westgate & Brigham Stations	Y	0	0	0	0		0	0	0 0	0	0	0	0
	SH16 Brigham creek to Waimauku Safety Works	Y	0	0	0	0		0	0	0 0	0	0	0	0
	State highway Maintenance, Operations and renewa	Y	0	0	0	0		0	0	0 0	0	0	0	0
	Stations and Wayfinding for CRL	Y	0	0	0	0		0	0	0 0	0	0	0	0
	Supporting Growth Post Lodgement (AT)	Y	0	0	0	0		0	0	0 0	0	0	0	0
	Supporting Growth Post Lodgement (NZTA)	Y	0	0	0	0		0	0	0 0	0	0	0	0
	Traction control software system renewal	Y	0	0	0	0		0	0	0 0	0	0	0	0
	Weigh Right Bombay	Y	0	0	0	0		0	0	0 0	0	0	0	0
	Weigh Right Stanley St	Y	0	0	0	0		0	0	0 0	0	0	0	0
	Public Transport Services (Incl. Parking, community t	Y	0	0	0	0		0	0	0 0	0	0	0	0
AT Opex	Road & Footpaths	Y	0	0	0	0		0	0	0 0	0	0	0	0
-	AT Opex (Repayments)	Y	0	0	0	0		0	0	0 0	0	0	0	0
	Dept. of Conservation	Y	0	0	0	0		0	0	0 0	0	0	0	0
	City Rail Link	Y	0	0	0	0		0	0	0 0	0	0	0	0
	NZUP - KiwiRail Projects	Y	0	0	0	0		0	0	0 0	0	0	0	0
NZUP	NZUP - NZTA Projects	Y	0	0	0	0		0	0	U 0	0	0	0	0