

Attachment 1

2 September 2021

Regional Streets for People - DRAFT Assessment Criteria for feedback

Eligibility

To be eligible for the fund, projects must:

- be submitted by a local board, Auckland Council or other CCO. Submitters can partner with third party organisations; however third parties cannot apply on their own
- deliver temporary/semi-permanent infrastructure installations or localised non-infrastructure activations/events/programmes targeted at the uptake of active modes to reduce transport emissions. Permanent infrastructure projects are not eligible for the programme
- align with an Auckland strategy, plan, system planning tool (e.g. Future Connect) and/or an existing programme/project
- fall within the Regional Streets for People project budget limits, which are:
 - Semi-permanent / temporary infrastructure: up to \$700,000 maximum per project, including all costs to develop, adapt, maintain and monitor the intervention over the duration of the fund
 - Non-infrastructure projects: up to \$300,000 maximum per project, including costs to operate the intervention over the duration of the three-year fund (if applicable)
- have a pathway to permanence through the Regional Land Transport Plan or Long Term Plan (for infrastructure projects only)
- be 10% funded by the submitting organisation. Auckland Council and CCOs may provide an equivalent level of support through staff time to support delivery.
- meet or exceed the 'low score' criteria for all Transport Emissions Reduction and Local Enthusiasm assessment criteria
- have a legal pathway to delivery i.e. propose solutions that are within the remit of Auckland Transport to approve for trialling or implementation

Assessment Criteria

Eligible projects will be prioritised using the following assessment criteria, aligned to the programme objectives:

The primary objectives (mandatory) for the programme are to:

- reduce transport emissions and improve air quality co-benefits outside of the city centre by encouraging mode shift to walking and cycling through the creation of more people friendly streets
- respond to local enthusiasm for people friendly streets through undertaking interventions in areas where there is strong local board and community support.

The secondary objectives (desirable) for the programme are to:

- encourage the use of tactical urbanism techniques / initiatives that can be rolled out rapidly and at relatively low cost, with long term funding available to fund a permanent solution if the trial is successful (i.e. specific projects/programmes included for funding in the Regional Land Transport Plan, including the Local Board Transport Capital Fund)
- support Māori outcomes, for example by encouraging active Māori participation, and improving low carbon access to marae, kura kaupapa, kōhanga reo, employment and services.

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Transport Emissions Reduction

Effectiveness of proposal in encouraging mode shift to active modes (sub-weighting = 20%)

High (score=+3)	Proposal provides some evidence (e.g. international or local example/literature) of how a similar type of intervention resulted in mode shift from private vehicles to active modes. Proposal demonstrates strong alignment with the design and scale of the evidence provided and provides confidence that the intervention will reduce transport emissions within the three-year lifespan of the programme with sustained benefits in the medium to long term.
Medium (score=+1)	Proposal provides some evidence (e.g. international or local example/literature) of how a similar type of intervention resulted in mode shift from private vehicles to active modes. Proposal demonstrates some alignment with the design and scale of the evidence provided and provides confidence that the intervention will reduce transport emissions in the medium to long term.
Low (score=0)	Proposal is targeted at the uptake of active modes but provides little/no evidence that the intervention will be effective. Proposal provides low confidence that the intervention will reduce transport emissions in the short, medium or long term.
Ineligible Proposal	Proposal is not targeted at mode shift to active modes, instead focusing on other transport or non-transport outcomes, OR evidence suggests transport emissions will increase as a result of the intervention in the medium to long term.

Scale of potential for active modes uptake (sub-weighting = 30%)

High (score=+3)	Proposal connects or targets multiple significant trip generators/attractors e.g.: <ul style="list-style-type: none"> • Multiple schools, or • Multiple employers, or • High density housing and town/village/metropolitan centre attractors and public transport (PT) hubs, or • A mix of the above
Medium (score=+1)	Proposal connects or targets a significant trip generator/attractor: <ul style="list-style-type: none"> • a school, or • a town/village/metropolitan centre, or • a PT hub, or • a large employer/attractor e.g. a hospital • existing cycleway or shared path
Low (score=0)	Proposal is near but does not connect to or specifically target any significant trip generator/attractors.
Ineligible Proposal	Proposal is not near or targeted at significant trip generators/ attractors.

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Local Enthusiasm (Weighting = 30%)

High (score=+3)	Proposal provides strong evidence of community support from multiple parties e.g. multiple customer requests or feedback from previous engagements that are directly relevant to the project, relevant community partner may also be identified. High level of local board support (75%+) for the project, demonstrated through decision report or letter from local board chair signed by multiple members.
Medium (score=+1)	Proposal provides evidence of community support e.g. customer requests or feedback from previous engagements that are directly relevant to the project or relevant community partner identified. Local board support for the project demonstrated through letter from local board chair.
Low (score=0)	Proposal provides evidence of community support e.g. customer requests or feedback from previous engagements that are not directly relevant to the project. Local board support for the project demonstrated.
Ineligible Proposal	Proposal is not supported by the local board and/or no demonstrable community support or partner.

Tactical Urbanism (Weighting = 10%)

High (score=+3)	Proposal significantly accelerates benefits that would otherwise not be able to be delivered for 5+ years or leverages existing programmes e.g. renewals OR aligns well to Waka Kotahi assessment criteria
Medium (score=+1)	Proposal accelerates benefits by less than 5 years OR is a strong example of another AT use case for tactical urbanism: <ul style="list-style-type: none"> • Pilot new type of intervention • Resolve 'design stalemate' • Where strong engagement with community is required or desired
Low (score=0)	Proposal aligns with AT use cases for tactical urbanism but is not a strong example.
Not Applicable	Non-infrastructure proposal

Supporting Māori Outcomes (Weighting = 10%)

High (score=+3)	Proposal developed in partnership with Māori organisation (Matāwaka or Mana Whenua) and targeted at encouraging active Māori participation, or improving low carbon access to marae, kura kaupapa, kōhanga reo, or employment and services in an area with large Māori population.
Medium (score=+1)	Proposal developed in partnership with Māori organisation (Matāwaka or Mana Whenua) OR Proposal targeted at encouraging active Māori participation, or improving low carbon access to marae, kura kaupapa, kōhanga reo, or employment and services in an area with large Māori population.
Low (score=0)	Proposal or proposed design methodology does not directly support Māori outcomes.

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Confirming the Programme

Shortlisted projects will be assessed via a risk framework to understand feasibility of delivery within the programme constraints. The risk categorisation of a project may result in it being excluded from the final programme. The risk assessment framework will cover:

- Political risk
- Local and wider communities and stakeholders
- Deliverability constraints of physical works
- Interdependencies
- Supply chain
- Health and safety
- Financial risk and affordability

Other Considerations

In assessing the shortlist AT will also consider:

- the capability and resources to achieve the proposed project and outcomes
- potential to achieve all programme objectives
- regional spread of projects outside the city centre
- alignment with and impact on strategic networks as defined by Future Connect
- how well projects in the programme fit together as an aligned region-wide programme
- potential to leverage Waka Kotahi funding
- lessons and recommendations from the Innovating Streets for People programme