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APPENDIX L – INVESTMENT ASSESSMENT FRAMEWORK  
ASSESSMENT

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Results Alignment		
Activity Class	Requirement Description	RPI Discussion
Road safety promotion and demand management programmes	<p>A promotion of road safety and demand management activity may be given a <b>High</b> Results Alignment rating if the activity addresses as many of the following criteria as possible:</p> <p>Access – liveable cities:</p> <ul style="list-style-type: none"> <li>• targets the uptake of technology for the purposes of improved demand management in major metros</li> <li>• targets system user and community awareness and use of optimal travel choices at peak system use periods</li> <li>• supports agreed integrated land use and multi-modal plans in major metros</li> <li>• targets mode shifting and ride sharing to improve access to economic and social opportunities and improve amenity in major metros</li> </ul> <p>Environment:</p> <ul style="list-style-type: none"> <li>• targets the use of active modes for health and environmental benefits</li> </ul>	<p>High</p> <p>The RPI signals the adaptation of nationally led technology innovations, including MaaS, integrated ticketing, and integrated transport operating systems, into the Wellington Context. Its multi modal planning integrates with local government land use planning.</p> <p>The RPI delivers on objectives related to increased system occupancy through mode neutral mode shift as a means of improving access and liveability within the central city. The resulting increased uptake of active modes is expected to deliver notable health and environmental benefits.</p>
Walking and cycling improvement activities	<p>A walking and cycling improvement activity may be given a <b>High</b> results alignment rating if the activity addresses one or more of the following criteria:</p> <p>Safety</p> <ul style="list-style-type: none"> <li>• addresses a high predicted walking or cycling safety risk</li> <li>• addresses a high perceived safety risk to use of the mode</li> </ul> <p>Access – liveable cities</p> <ul style="list-style-type: none"> <li>• targets the completion and promotion of networks in major metros to enable access to social and economic opportunities</li> <li>• supports agreed integrated land use and multi-modal plans in major metros</li> </ul> <p>Environment</p> <ul style="list-style-type: none"> <li>• enables a significant modal shift from private motor vehicles to active modes</li> </ul>	<p>High</p> <p>While active mode safety risk has recently trended downwards for Wellington City, it still accounts for 8% and 5% of national collective risk for cyclist involved and pedestrian involved DSIs nationally. Within Wellington City, cyclists account for 1% of distance travelled, but make up 20% of deaths and serious injuries.</p> <p>Wellington City has a network plan for a connected cycling network that will cover the whole city over the next 10 years. Let’s Get Wellington Moving’s cycling investment is focused on providing a connected network of safe cycleways through the central area. This investment will ‘join the dots’ by choosing routes that best connect suburbs to and within the central city. Appendix C shows the potential for level of service improvement.</p> <p>In addition, RPI investment in pedestrian facilities has focused on routes that support liveability and place function, as well as creating improved ‘first and last mile’ journeys to support increased focus on public transport and modal shift. Pedestrian improvements as part of placemaking an/or retail enhancement focus might be more appropriate as having medium results alignment.</p>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Public transport improvement activities, including rapid transit and transitional rail</p>	<p>A public transport, rapid transit or transitional rail activity may be given a <b>Very High</b> results alignment rating if the activity addresses one or more of the following criteria:</p> <p>Access – liveable cities:</p> <ul style="list-style-type: none"> <li>• enables a substantial increase in access to social and economic opportunities for large numbers of people along dedicated key corridors in and enables transit-oriented development.</li> </ul> <p><i>NOTE: Rapid transit improvement proposals need to demonstrate that they will substantially increase the movement of large numbers of passengers on dedicated key major metro corridors.</i></p> <p>A public transport, rapid transit or transitional rail activity may be given a <b>High</b> results alignment rating if the activity addresses one or more of the following criteria:</p> <p>Access – liveable cities:</p> <ul style="list-style-type: none"> <li>• addresses a significant gap in level of service in accessing social or economic opportunities and makes a significant contribution</li> <li>• address significant gap in access to new housing in high growth urban areas</li> <li>• supports agreed integrated land use, multi-modal plans and mode shift in major metros</li> <li>• improves intermodal connectivity where this enhances the appropriate use of public transport</li> <li>• makes best use of the public transport service operations and connection to other services</li> <li>• supports technology to enhance public transport user experience</li> <li>• address significant resilience risk to continued operation of the public transport network</li> </ul> <p>Environment:</p> <ul style="list-style-type: none"> <li>• enables significant reductions in environmental and public health harms, particularly arising from land transport-related air pollution and noise</li> <li>• enables long term reductions in greenhouse gas emissions from land transport.</li> </ul>	<p>Mass transit – Very High</p> <p>The mass transit elements of the RPI met the very high requirements of the IAF. They provide a step change in public transport service and capacity through the central city. Forecasts are for a peak load of 4000-5000 people through the most congested part of the dedicated mass transit corridor in the 2036 morning peak.</p> <p>The indicative mass transit alignment is designed to activate urban regeneration and transit oriented development through Te Aro, Newtown, Kilbirnie and Miramar, supporting the city’s vision for urban growth. High level analysis has suggested population distribution increases of 1995, 1234 and 1042 for Newtown South, Miramar and Kilbirnie respectively.</p> <p>Together with supporting investment in the wider public transport network (including heavy rail and bus services signalled within the RPI), mass transit provides regional opportunities for modal choice that would otherwise become limited as the public transport system approaches capacity over the next five years.</p> <p>Wider public transport improvement elements – High</p> <p>Assessment of the wider public transport improvements would meet the High description. However, it is worth noting that they have been designed to support mass transit investment and maximise returns in creating a connected public transport system with good coverage.</p>
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Results Alignment		
Activity Class	Requirement Description	RPI Discussion
Road improvement activities	<p>A road improvement activity may be given a <b>High</b> results alignment rating if the activity addresses one or more of the following criteria:</p> <p>Access – liveable cities:</p> <ul style="list-style-type: none"> <li>• supports high priority elements in agreed integrated land use and multi-modal plans</li> <li>• addresses a significant resilience risk to continued operation of the network</li> <li>• makes best use of key corridors that prioritise multi-modal use and freight</li> <li>• provides significant operational efficiencies to reduce the costs of meeting appropriate levels of service without impacting benefits adversely</li> </ul>	<p>High</p> <p>The RPI contains selected road improvements to ensure reliable access to regionally significant destinations and enable liveability objectives with the central city. In this way the road elements of the RPI enable the creation of the wider multi-modal network and urban development vision of the city. The road elements also address resilience risks, particularly towards the high impact low probability end of the spectrum, that are still expected to be present following investment in parallel public transport routes. This will create resilient transport corridors connecting communities and key recovery locations.</p> <p>The RPI is also staged to optimise investment in the transport system, with large scale demand management in the short to medium term and decision points and monitoring established prior to investment in some of the larger RPI elements.</p>

As part of advice provided to the Ministry of Transport, the following indication of IAF alignment for RPI elements was developed:

Component	IAF Assessment
<b>RPI as a whole</b>	<b>High/Very High – whole of programme aligns strongly with GPS</b>
Walking improvements	High - Supports mode shift and multi-modal plans. Some routes may be found to be lower priority during later investigation phases (e.g. limited multi-modal and retail focused outcomes). On balance, the overall results alignment rating is probably high.
Cycling connections	High - Improves several critical strategic links in the cycle network for access, as well as improving actual and perceived safety.
Public Transport: City Improvements	High - Catering for growth in public transport demand supports the agreed multi-modal plans and mode shift.
Public Transport: Northern corridor improvements	High - Catering for growth in public transport demand supports the agreed multi-modal plans and mode shift.
Basin Reserve	High - The issues related to multi-modal conflict at the Basin are of High significance. The final form of solution needs to match the wider programme. For example, grade separation may be deferrable if a parallel mass transit route results in significantly fewer buses and other traffic around the Basin Reserve.
Mt Victoria/ Ruahine St	High - The issues related to multi-modal access to the east and a resilient transport system are of High significance. The final form of solution needs to match the wider programme. For example, tunnel duplication may be deferrable if a parallel mass transit route creates an additional link elsewhere.
Road pricing	High - Demand management tool that targets mode shift and ride sharing
Network operations	Medium/High - Additional investigation is needed to confirm how network operations will be managed and delivered. Individual projects, such as Mobility as a Service, might be a Very High.
Mass transit Station- Newtown	Very High - Step change in access for large numbers of people, coupled with land use transformation and transit oriented development. Note this component includes wider bus route changes necessary to support mass transit.
Mass transit Newtown-Airport	High - Step change in access for large numbers of people with some opportunities for land use changes in Miramar.
SH1 Te Aro	Medium – Some corridor safety issues and opportunities to support land use planning. May be required for realising wider programme outcomes. If so this will be assessed with the results alignment of the wider programme.
SH1 Ngauranga-Aotea	Low - May be required as part of Multi-User Ferry Terminal or for wider programme public transport outcomes. If so this will be assessed with the results alignment of the wider programme.
Terrace Tunnel	Low - May be required for enabling wider programme outcomes. If so this will be assessed with the results alignment of the wider programme.