

National Land Transport Programme 2009-2012

Auckland



NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

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Introduction from the Regional Director

I'm pleased to introduce to you this National Land Transport Programme (NLTP) for 2009–2012 – a programme through which the NZ Transport Agency (NZTA) is making a record investment in land transport at a time when New Zealand needs it most.



The global economic situation has changed dramatically in the past 18 months, with significant effects for the New Zealand economy. In response, and as part of its commitment to improving New Zealand's economic outlook and performance, the government has set clear expectations and priorities for the land transport sector. These expectations are articulated in the *Government policy statement on land transport funding* (GPS).

Through this NLTP, the NZTA 'gives effect' to GPS with a focus on supporting economic activity and employment throughout the country. It aims to deliver the best possible returns for New Zealand by prioritising a wide range of national and regional activities.

The NLTP demonstrates an increased focus on efficiency and effectiveness in all spending, a rigorous national approach to setting priorities, and an ongoing focus on improving safety and reducing the adverse environmental effects of land transport. Inevitably there is a greater investment in some areas over others where these expectations are clearly met.

This document details the funding provided for the Auckland region – and as a dynamic document will be reviewed and updated regularly to reflect any approved variations to programmes, with the latest version available on the NZTA's website at www.nzta.govt.nz. For information on funding for the rest of New Zealand (and how the NLTP is developed and managed) please see the 'national' document, which is also available at www.nzta.govt.nz.

Auckland – the context

This NLTP is all about improving the Auckland region's transport system. It prioritises projects that deliver value for money and contribute directly to economic development, improved productivity and safety – and reflects our commitment to delivering value for money in all activities and across all regions, and ensuring we get the best return on our investments.

Unlocking Auckland's economic development potential is a major opportunity for the region – a challenge accentuated by the current global economic climate and Auckland's role as the country's largest regional economy.

This NLTP recognises the need to ease congestion and make Auckland more competitive by providing increased funding for investing in key urban arterial routes, the GPS's 'roads of national significance' (see page 6) and urban public transport routes. This will improve journey time reliability (a key benefit for businesses) as well as access to markets, areas of employment and areas that contribute to economic growth.

We'll ensure value for money by improving capacity on roads with high traffic volumes before considering new infrastructure. Improved infrastructure will result in better connections between communities, workplaces and freight routes and significantly reduce transport costs.

We're also emphasising the integration of land use and transport planning. As Auckland's population grows, it's vital that we ensure identified and prioritised growth areas are served by well planned transport networks that include public transport options.

Public transport is critical to contributing to economic growth by reducing peak time congestion. With our regional partners we will focus on value for money improvements to rail, bus and ferry services matching farebox recovery policies which distribute the financial pressure between central and regional government and users and within GPS limits.

The creation of a new governance structure for Auckland will bring opportunities to further integrate transport management and operation. Our goal during the transition phase will be to maintain the current momentum in achieving a first-class transport system in Auckland.

A strong commitment to value for money has led to changes in how R (regional) funding is used. R funding (regionally distributed) will be used for the highest-priority projects, providing a

guaranteed minimum level of funding for Auckland. R funding comes from a portion of fuel excise duty and light road user charges and is allocated proportionally to regions based on population.

In the past, R funding was used to fund lower-priority projects that would otherwise not qualify for funding. The new approach delivers much greater value for money for all public money invested in land transport. N (nationally distributed) and C (Crown) funding will continue being used to fund the balance of the approved programme, with C funds explicitly tagged to relevant activities in the next three years.

While the prioritisation process has resulted in most projects in Auckland's regional land transport programme (RLTP) being reflected in this NLTP, some are unlikely to receive funding based on current supporting information, such as some walking and cycling programmes, Te Wero Bridge in the Viaduct basin and some proposed public transport operating expenditure. For some projects, a strong business case addressing economic efficiency, affordability and value for money is required (for example Penlink).

The National Land Transport Fund can only be used to fund activities listed in the NLTP. The tables in this NLTP list:

- Activities that have been given funding approval and represent committed funding.
- Activities that the NZTA anticipates may be given funding approval during 2009-12 (category 2 activities). More activities are listed than will be funded because many do not progress as planned.
- Reserve activities that are expected to be funded beyond 2009-12, but might be funded in 2009-12 (if circumstances justify it).
- Activities that are not expected to be funded because they have too low a priority to warrant funding.

Highlights of this NLTP

This NLTP provides an investment of \$2.802 billion for the Auckland region over the 2009-2012 period. The delivery of this first three-year NLTP will be based on achieving the government's economic stimulus objectives. We expect to see significant progress made on projects that improve inter-regional links and freight and tourism routes, and those that reduce congestion.

Projects have been prioritised according to their value for money and ability to support economic activity, employment and productivity. Those that may be funded, subject to affordability and value for money criteria include:

- the State Highway 1 (SH1) Victoria Park Tunnel in central Auckland, on which construction will start this year
- integrated transport improvements for east Auckland between Glen Innes and the Manukau city centre (the Auckland Manukau Eastern Transport Initiative [AMETI]), which will be progressed subject to the funding plan demonstrating ongoing value for money and affordability
- completing the central connector bus route between Newmarket and the Auckland central business district (CBD) by early 2010
- completing the strengthening of Auckland Harbour Bridge by the end of 2010
- completing Waitakere City Council's New Lynn transit-oriented design by 2012/13
- completing two major components of the Western Ring Route – the SH1 to SH20 Manukau Extension by 2010, and the SH20 Manukau Harbour Crossing by 2011
- new or upgraded passenger rail stations at Grafton, Kingsland, Avondale and Onehunga
- providing new rail rolling stock and planning for electrification
- completing the Manukau rail link, station and bus interchange.

For an overview of all projects in the region likely to receive funding in the next three years, see the maps on pages 4-5. More details on these projects are provided later in this document, as well as on Auckland's three roads of national significance whose future development, consistent with the GPS, will have national benefits to the roading network and to national economic development and that require significant development to reduce congestion, improve safety and support economic growth.

The NZTA and the Auckland Regional Transport Authority (ARTA) are also working with Rugby World Cup 2011 organisers to plan the transport support required to move up to 62,000 rugby fans around our city.

Recent achievements

In the past 12-plus months, we've achieved many milestones in making our region's transport system better for the businesses and people that use it every day. These include:

- advancing the Western Ring Route by opening SH20 Mt Roskill in May 2009
- transforming public transport and reducing congestion in Auckland with the opening of the Northern Busway
- opening New Zealand's first fully electronic toll road, helping to close the gap between Auckland and Northland
- starting the widening of SH1 and key intersections in Warkworth, as well as improving the town's walking and cycling facilities
- starting work on widening and replacing the SH1 Newmarket Viaduct
- developing a new train station in Newmarket
- substantially completing the Greenlane and Great South Road intersection improvements
- realigning Great South Road and replacing Beaumont's Bridge
- strengthening Grafton Bridge
- substantially completing ARTA's real-time passenger information system
- advancing Auckland City's Waikaraka cycleway
- helping more than 30 schools in the region to benefit from approximately \$10 million spent on School Travel Plans¹
- spending around \$21 million on a combination of safety projects and safety-related improvements, and initiating around \$4 million of safety-related community programmes.

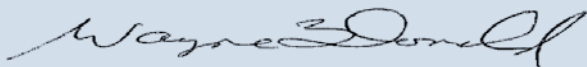
Working with ARTA

I'd like to acknowledge ARTA for its pivotal role in shaping the region's transport future.

One of ARTA's key tasks is to develop Auckland's three-year regional land transport programme (RLTP), which prioritises all of the regional transport activities proposed by the NZTA and regional and local authorities.

This regional perspective enabled the NZTA to build a geographic view of land transport requirements nationwide, and to align regional and national views in deciding on the most appropriate allocations of funds to give effect to the GPS priorities. Public submissions on Auckland's draft RLTP were reflected in the final programme that went to the NZTA Board, which made the ultimate funding decisions for the NLTP.

I believe this NLTP augurs well for Auckland's future as a key contributor to New Zealand's social and economic wellbeing. I look forward to working closely with ARTA, our local authority partners, New Zealand Police and the Auckland community to ensure it is implemented successfully.



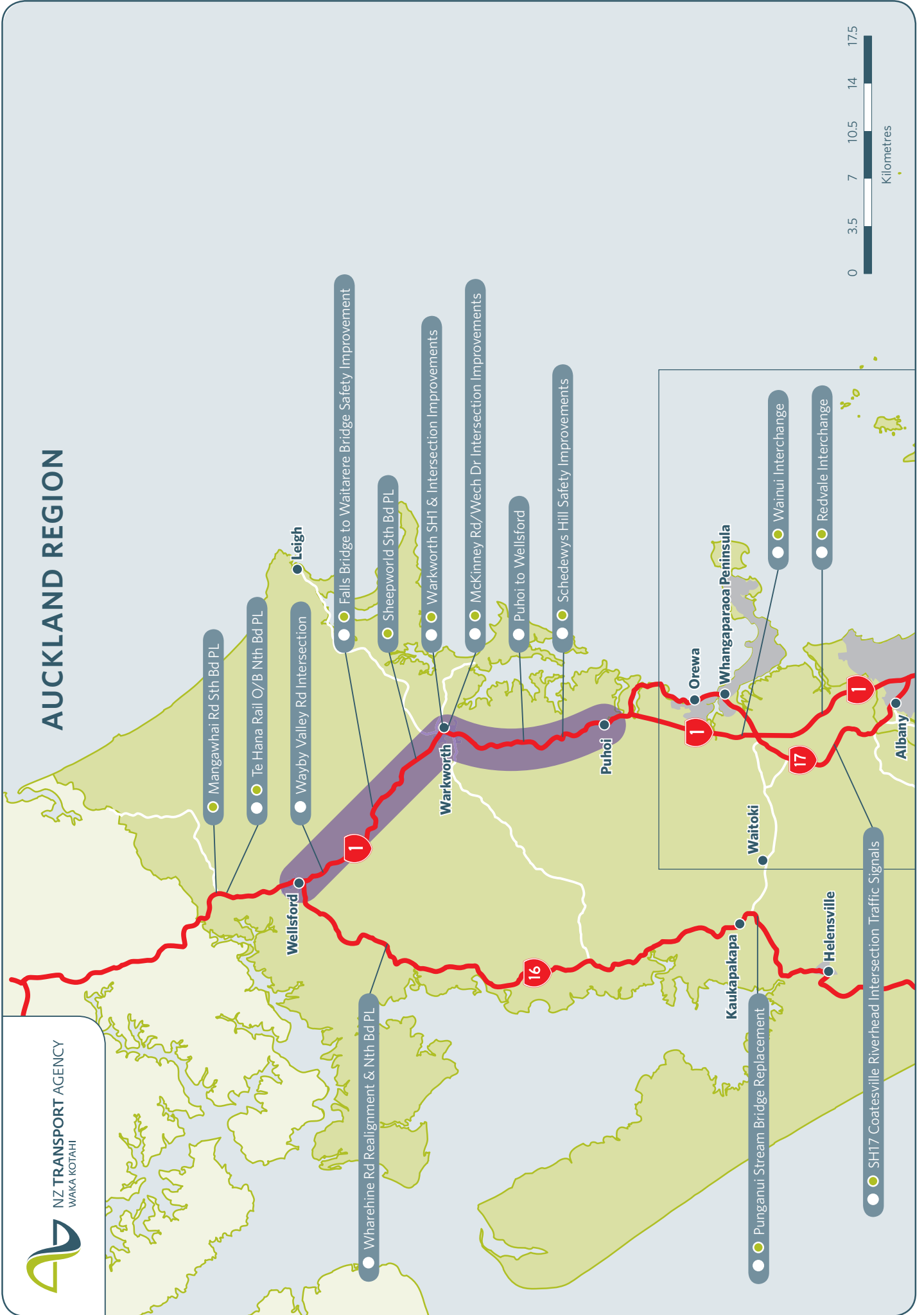
Wayne McDonald
Regional Director

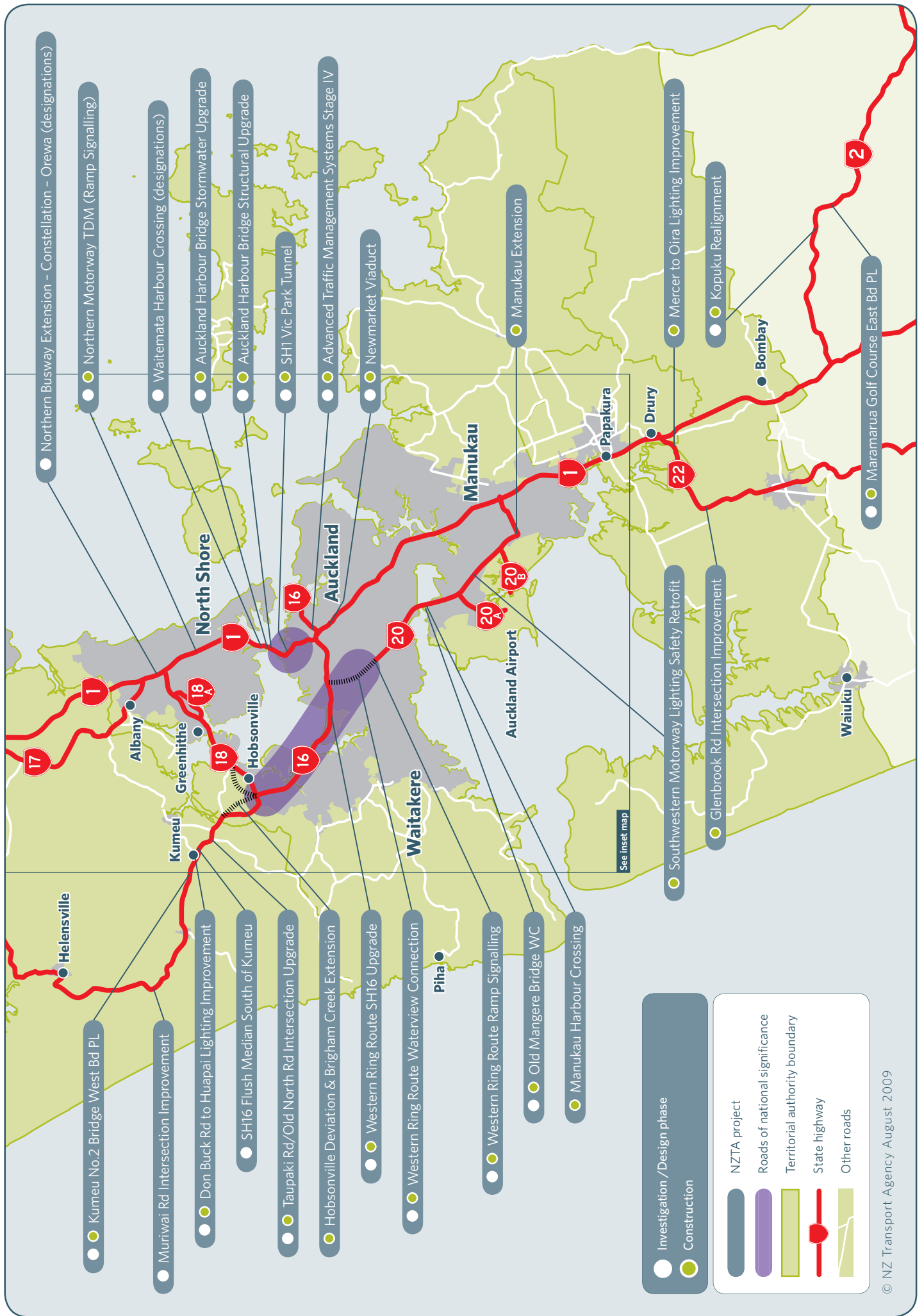
¹ School and Workplace Travel Planning is a community programme in the Auckland region delivered by ARTA and the region's seven local authorities.



NZ TRANSPORT AGENCY
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AUCKLAND URBAN AREAS



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- Investigation / Design phase
- Construction
- NZTA project
- Local authority project
- Roads of national significance
- Territorial authority boundary
- State highway
- Other roads



Regional summary

Overview of transport system

Table 1: Key statistics on the Auckland region (June 2007-July 2008)

	Auckland region	New Zealand	Region as % of NZ
Population	1,432,200	4,268,500	34
Land area (km ²)	5600	275,400	2
Imports (gross tonne) ^{1,2}	14.1 million	79.2 million	18
Exports (gross tonne) ^{1,2}	8.3 million	73.4 million	11
Gross domestic product (GDP) (\$)	42,200 million	155,400 million	27
Passenger transport - bus - boardings	43,165,200	92,777,200	47
Passenger transport - rail - boardings	6,794,100	18,346,600	37
Passenger transport - ferry - boardings	4,374,600	4,695,000	93
Vehicle kilometres travelled	12,200 million	40,200 million	30
Fatalities ³	81	366	15
Serious injuries ³	654	2553	19
Local roads - urban all (km)	4167	17,298	24
Local roads - urban sealed (km)	4149	16,956	24
Local roads - rural all (km)	3659	65,601	6
Local roads - rural sealed (km)	2577	33,698	8
State highways - all (km)	335	10,906	3
State highways - sealed (km)	335	10,850	3
State highways - motorway (km)	106	172	62

Notes:

- 1 Indicative only - based on a ratio determined from a 2002 report on international and inter-regional freight movements.
- 2 Includes both international and inter-regional freight movements.
- 3 Safety data is for the year ending 2008.

Roads of national significance

This NLTP includes a new government initiative: a programme for seven of New Zealand's roads of national significance. The programme aims to reduce congestion, enhance safety and support economic growth.

The roads of national significance on which investment will be focused to achieve economic growth and productivity in Auckland are:

Western Ring Route

The SH20/SH16/SH18 Western Ring Route is the motorway connecting Manukau, Auckland, Waitakere and North Shore cities. On completion, it will take traffic from Manukau through Waterview and Hobsonville to Albany. In doing so, it will connect major growth areas in the south, west and north of the region and provide a strategic alternative to SH1 by bypassing the Auckland Harbour Bridge.

Two key components being delivered ahead of the Rugby World Cup are the SH1 to SH20 Manukau extension to link these two motorways, and the SH20 Manukau Harbour crossing to increase Mangere Bridge to eight lanes plus bus shoulder lanes by early 2011.

By 2012, the Hobsonville and Brigham Creek sections of the route will be completed, resulting in reduced congestion and improved safety.

The government has provided greater certainty for the SH20 Waterview connection - the final section of the Western Ring Route that will connect SH16 and SH20. The NZTA Board has selected a preferred route option and the project is moving towards designation. Provision has been made

for widening and upgrading interchanges on SH16 to balance capacity between the new and old sections.

SH1 Victoria Park Tunnel

The five-year Victoria Park Tunnel project to improve capacity and unlock this bottleneck south of Auckland Harbour Bridge starts later this year.

A new three-lane northbound tunnel will be built alongside Victoria Park Viaduct and the existing structure will be used to provide four southbound lanes. Another lane will be added in both directions between the viaduct and the Harbour Bridge, giving 10 lanes in total, plus a southbound bus lane along St Marys Bay. Provision will be included for a northbound bus lane in the future.

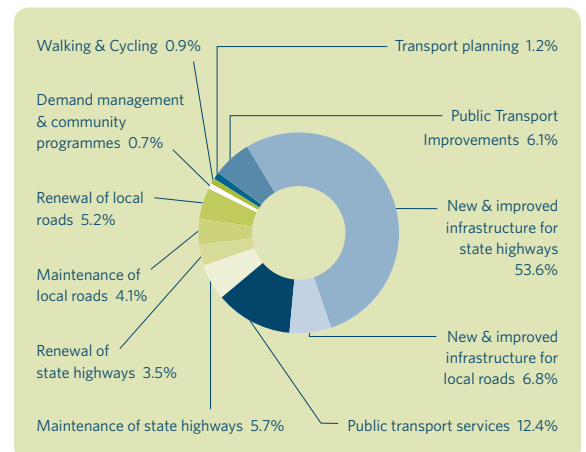
SH1 Puhoi to Wellsford

The Puhoi to Wellsford project follows the success of the Northern Gateway Toll Road. Route planning, with the NZTA working with stakeholders and the community, is expected to take up to five years.

Expected expenditure in Auckland

Table 2: Expected expenditure in Auckland based on NLTP figures

Auckland	2009/12	% of total
Walking and cycling	24.6	0.9%
Transport planning	32.6	1.2%
Public transport improvements	172.1	6.1%
New & improved infrastructure for state highways	1,501.8	53.6%
New & improved infrastructure for local roads	189.4	6.8%
Public transport services	346.5	12.4%
Maintenance of state highways	159.4	5.7%
Renewal of state highways	96.7	3.5%
Maintenance of local roads	113.7	4.1%
Renewal of local roads	144.5	5.2%
Demand management & community programmes	21.0	0.7%
	2,802.2	100%



Note: includes R funds of \$570m, C funds of \$107m

New and improved infrastructure for state highways

Auckland has a large proportion of high-priority state highway projects and is benefiting from a nationwide 30 percent funding increase in this category, compared with 2006–2009. This increase represents \$1 billion more in investment than the previous three years.

The funding focuses on the roads of national significance and roads that are critical to enabling roads of national significance. It also funds work on other key routes that improve freight and tourism and make a major contribution to economic growth and productivity.

In Auckland, improvements are scheduled region-wide, with a particular emphasis on the Western Ring Route and airport. Outside the Auckland metropolitan urban limit, improvements include upgrading existing two-lane highways, seal widening and creating passing lanes. Projects that are likely to be funded include:

- an investigation into SH1 Puhoi to Wellsford (see above)
- replacing and widening the SH1 Newmarket Viaduct to unlock this bottleneck south of the city centre and improve the structure's seismic performance
- Western Ring Route projects (see page 6), including design and construction start on the SH20 Waterview project
- grade-separation and intersection improvements on SH20 Kirkbride Road to improve traffic flow, capacity and safety on this critical airport link and maximise the performance of the surrounding industrial areas

- upgrades on the SH1 Papakura interchange to improve safety, access and travel at this critical motorway access point
- numerous intersection improvements across Auckland's entire network to improve access to state highways and ease congestion
- the highest-priority projects from the state highway 'block' programme (projects with a total cost of less than \$4.5 million).

Investigations into protecting the route of an extended Northern Busway from Constellation Drive to Orewa will also increase state highway capacity long-term, with provision in the meantime for buses on improved motorway shoulders. New state highway projects are being developed in consultation with ARTA to ensure provision for public transport.

State highway operations, maintenance and renewal

State highway maintenance will focus on making the best use of existing infrastructure to extract maximum value for money, and extending the life of the asset base through timely and well planned interventions.

Maintenance for these roads includes repairs and upgrades to carriageways, bridges including the Auckland Harbour Bridge, drainage, road marking, signs and traffic signals. It also includes incident response, litter and graffiti removal and vegetation control. One of Auckland's most significant assets, the Auckland Harbour Bridge is currently undergoing major improvements to strengthen the box girders. This work is scheduled to be completed in 2010.

Timely maintenance avoids delays caused by unplanned closures and improves network safety and resilience. Unplanned incidents, even minor crashes, impose significant costs and threats to productivity, so the NZTA is improving safety and incident response times across the network. The NZTA will continue to install fencing to minimise the incidence of objects being thrown from overbridges, manage over height bridge strikes and deter graffiti.

A focus for Auckland over the period of this plan is to maximise network efficiency, providing safer travel, ensuring better journey time reliability and optimising throughput leading to efficiency gains in terms access to markets, areas of employment and economic growth.

At the operational level, the NZTA manages congestion and safety using technology such as traffic signal phasing, lane signal controls, variable message signs and web-based information systems. Providing road users with quality information on traffic conditions enables them to make informed choices, while on-road information helps to clear delays and prevent further accidents and congestion.

Auckland Traffic Management Unit is due to be relocated in 2009 and will be expanded to incorporate a National Traffic Management Centre.

Since 2006, the NZTA has been installing ramp signals at motorway on-ramps around Auckland. By the end of 2009, all motorways will have signals to provide better traffic flow, safer merging and more reliable trip times.

New and improved infrastructure for local roads

Local road improvements in Auckland will focus on projects that deliver the greatest economic and productivity benefits for local roads that have a critical support role in the operation of roads of national significance and key urban arterial routes.

As part of our commitment to extracting maximum value from past and current investments, the NZTA will fund capacity improvements on high-volume roads before considering expenditure on new infrastructure.

The local road infrastructure funding matches the delivery patterns of the previous three-year period. Significant projects, and their estimated project costs, that are likely to be funded include:

- AMETI (\$472 million): progressing the network in East Auckland. Long term, this project will improve business and freight transport, increase bus and rail patronage and create safe and attractive walking and cycling options
- the Tiverton and Wolverton route upgrade (\$13.5 million), which involves widening a major connecting arterial route between SH20 Mt Roskill and the New Lynn Transport Interchange

- Sandringham Road (\$11.4 million) improvements in preparation for the Rugby World Cup in 2011, and building a new link road to an improved Kingsland rail station
- the New Lynn transit-oriented design stage 2 (\$40 million): the completion of local road improvements to support this new public transport and road hub
- the Albany Highway corridor (\$35 million): upgrading this regional arterial to a higher standard to improve safety and travel time reliability, and reduce congestion for freight and general traffic
- Taharoto Road/ Wairau Road (\$17 million): ongoing construction to relieve congestion, enhance bus and cycle facilities and improve safety and access to the surrounding areas
- Lake Road (\$9.5 million): widening this major arterial route, including bus priority and walking and cycling improvements
- Glenfield Road improvements (\$21 million): reducing congestion on this major arterial between Bentley Avenue and Sunset Road on the North Shore
- Penlink (\$203 million): building a new road between Whangaparaoa Peninsula at Stanmore Bay and the SH1 Northern Motorway near Redvale (providing a funding plan is developed that demonstrates that the project is affordable and represents best value for money)
- Porchester Road (\$11.8 million): upgrading and widening between Walters Road and Airfield Road to accommodate residential growth in the Takanini area and incorporate cycling facilities
- Nesdale Avenue and Liverpool Road (\$30 million): improving connections to SH20, Manukau
- the Mill Road corridor designation (\$3 million): designating land to protect the preferred route identified in the Mill Road corridor study
- Flat Bush (\$80 million): building the roading elements for Flat Bush. Home to around 40,000 people by 2020, Flat Bush is a new planned development that will include well-connected access to schools, shops, parks and workplaces (providing a funding plan is developed that demonstrates that the project is affordable and represents best value for money).

Local road operations, maintenance and renewal

The NLTP allocates increased funding to maintain the region's local road network over the next three years. The pavement rehabilitation and renewals programme is the key driver for this increase.

The Auckland programme has been negotiated with approved organisations to prioritise spending based on the best use of existing infrastructure. Particular focus is placed on key routes; for instance those that provide access to markets or areas of employment or economic growth. The NZTA has approved a three-year allocation and expects organisations to manage the required maintenance, operations and renewal programmes including any changes in costs within that allocation.

The programme's contribution towards network security, resilience and safety has also been carefully scrutinised. A robust system to manage existing infrastructure has been adopted that reflects the findings of reviews of asset management practices.

There is considerable variation in the standard of the road network throughout the region when it is compared with national indicators. Some parts of the network are above or on par with these indicators, whilst some are below. The programme aims to deliver a more consistent standard across the region in the years ahead.

Public transport infrastructure

The NZTA is investing heavily in public transport infrastructure in the region, including providing a loan for the purchase of rail rolling stock. Public transport projects given the highest priority are those that:

- increase peak time public transport patronage
- ease severe congestion in major urban areas
- improve journey reliability on key routes
- extract the maximum value from past and current investments.

While rail development remains a priority, it lies largely outside this programme and will be led by other agencies. Below track rail infrastructure such as the track, signals and platforms is funded by Crown.

Major activities likely to proceed, with their estimated costs, include:

- a number of bus priority measures and park and ride facilities throughout the region. Bus priority components are also highly integrated into the AMETI and Flat Bush developments
- the Central Connector (\$46 million): completing bus lanes and bus priority measures between Newmarket and the Auckland CBD – part of ARTA's Quality Transit Network. This will enable faster and more reliable trip times, create better amenities for passengers and improve cycle and pedestrian facilities
- the New Lynn Transport Interchange (\$28 million), connecting bus, rail, road, pedestrian and cycling networks in the town centre. This project involves lowering the newly double-tracked rail line beneath the town centre so trains can run every 10 minutes with no impact on traffic above. A striking new rail station will link with the new bus interchange for seamless transitions between travel modes. This initiative will provide more transport choices, particularly for those with limited access to cars. It will also complete critical walking and cycling routes
- ferry terminal upgrades (\$23 million): upgrades to existing terminals or new construction at Birkenhead, Hobsonville, Stanley Bay, Half Moon Bay, Bayswater, Beach Haven and Downtown. The project also includes a new wharf and services at Beach Haven and a new terminal at Bayswater in 2010
- the Northern Busway extension designation (\$76 million): investigations into extending the successful Northern Busway from Constellation Drive to Orewa. In the nine months to March 2009 more than 43.6 million public transport trips were completed – the highest for any comparable period since 1985. Extending the busway will encourage this upward trend
- the Manukau Rail Link and Station (\$23 million): a new bus and rail interchange adjacent to Manukau city centre to service the surrounding road network and the yet-to-be constructed Manukau Rail Link
- Dominion Road public transport (\$90 million): investigating and designing a project to improve bus and cycle facilities along this important corridor, enabling faster and more reliable travel times between the Auckland CBD and the airport
- the CBD rail loop (\$6 million): an in-depth investigation into a route for a rail tunnel around the CBD, linking to Britomart
- Newmarket Station (\$35 million): a landmark rail station providing access to the Newmarket shopping centre and other amenities. Five tracks and improved facilities will reduce congestion
- Avondale Station (\$1.5 million) rebuilding the existing rail station to modernise it
- Grafton Station (\$5 million): a new rail station, relocated from Boston Road, to provide improved access to Auckland Hospital and surrounding areas. The station will also feature improved access to the surrounding road network, including new bus facilities on the Central Connector
- Kingsland Station (\$6 million): an upgrade to better service the Rugby World Cup and the refurbished Eden Park, including platform extensions and improved pedestrian facilities to cater for peak demand times.

Public transport services

There is a substantial 30 percent increase in funding for public transport services nationally in 2009–2012 to \$630 million compared with the previous three-year period.

There is also an allowance for small increases in operating costs in the first year of the programme. Beyond the first year, approved organisations¹ will need to manage costs within existing allocations.

As with public transport infrastructure, the emphasis is on services that will ease congestion in major urban areas and deliver the greatest return on investment. Projects given the highest priority will be those that increase farebox recovery rates² and maximise the use of existing services. The NZTA is developing a national farebox policy to assist regional authorities in this area.

¹ An 'approved organisation' is a public organisation approved under section 23 of the Land Transport Management Act 2003. It's usually a regional council, a local authority or another public organisation.

² In farebox recovery, a proportion of total operating costs is recovered through fare revenue.

The block funding approach to public transport programmes will provide regional authorities with flexibility to reassign funding to cover variability in the delivery of activities, provided total expenditure stays within the allocation.

As part of the \$630 million national allocation, \$18 million has been included for new service starts. To obtain funding for any category 2 new service starts, initiatives will be assessed against the NZTA investment priorities and will have to meet the meet strategic fit, effectiveness and efficiency standards.

The major investment in public transport in Auckland will be in rail capital and supporting operational funding over the next three years. As part of this, ARTA requires additional funding to its base programme to support the running costs associated with an expanded rail rolling stock fleet.

ARTA is also looking at additional funding for ferry stations and renewal initiatives, ferry maintenance and some IT initiatives. Funding for these proposals may be possible depending on how they align with the Investment and Revenue Strategy at time of application for category 1 funding approval.

Walking and cycling

National funding for walking and cycling initiatives has increased substantially over the three years of this NLTP compared with the previous three years.

In Auckland this is likely to fund larger and more tightly focused projects in urban areas that reduce congestion by providing viable alternatives to the private car. Historically, funding in this activity class has tended to focus on smaller, more regionally dispersed projects.

Key links will be completed on existing projects. Projects already committed (approximately \$25.7 million) will be progressed and new projects started where they fit new assessment criteria. Projects include:

- the East Coast Road shared pedestrian and cycle path, North Shore (\$1.2 million)
- the Orewa West off-road walk and cycleway (\$3.8 million)
- the Waikaraka Road cycleway on the Onehunga foreshore to connect SH20 Mt Roskill to Manukau (\$5.6 million)
- cycle routes along Great South Road and Chapel Road (\$1.2 million).

Transport planning

Transport planning funding is being maintained at the levels of the previous three-year period. This NLTP prioritises planning for roads of national significance, freight and tourism routes and areas with fast-growing populations and employment. It encourages well focused, regionally coordinated studies that result in higher-priority projects.

The NZTA will continue best practice planning that:

- maximises existing capacity and infrastructure
- promotes safety
- encourages travel behaviour change that eases congestion
- integrates with land use and between modes
- is long term
- manages adverse environmental impacts
- makes a major contribution to economic growth and productivity.

Demand management and community programmes

Demand management and community programmes include the management and purchase of activities that provide safe and effective use of land transport networks.

This NLTP prioritises activities that deliver the greatest economic and/or safety impacts through:

- significant contributions to the Road Safety Strategy³
- travel behaviour change that eases severe congestion in major urban areas.

Funding for this activity class has been reduced from 08/09 levels for the first year of the programme. A review will determine funding priorities for years two and three to ensure best value for money. Clear guidelines will be developed for future funding applications.

Road policing activities

National Land Transport Fund funding for New Zealand Police road policing activities in the Auckland region in 2009/10 totals \$73.4 million. This includes:

- \$51.3 million for strategic policing of the 'fatal five' road safety issues: speeding, drink or drugged driving, restraints, dangerous or careless driving and high-risk drivers
- \$17.9 million for incident and emergency management, crash attendance and investigation, and traffic management.

The NLTP and the detailed 2009/10 Road Policing Programme can be viewed at the New Zealand Police website www.police.govt.nz and programmes for 2010/11 and 2011/12 will be published annually on the site.

Regionally significant projects from 2012/13 onwards

Post 2012/13, the Auckland region will continue to focus on strategies and activities that provide value for money and contribute to economic growth and productivity, as well as improve safety and increase transport choice.

Those planned to start in the seven years beyond 2011/12 (or where construction continues into this period), include:

- AMETI
- Dominion Road public transport: the construction of improved bus and cycle facilities to provide faster and more reliable travel times between the CBD and the airport. Dominion Road forms part of ARTA's Quality Transit Network
- the Albany Highway corridor upgrade: continuing the upgrade of this regional arterial road
- SH1 Newmarket viaduct replacement: this is underway and scheduled for completion in 2013/14
- the SH20 Waterview connection: the final link in the Western Ring Route to connect SH20 to the Northwestern Motorway
- SH1 Puhoi to Wellsford: providing a dual carriageway between Puhoi and Wellsford
- the Waitemata Harbour crossing: the continued development of a future crossing, including property purchases to protect the route by securing a designation. Two sets of twin tunnels are planned to run underneath the Waitemata; one for vehicles, the other for trains. Walking and cycling facilities will be provided on the existing Harbour Bridge
- groups of road safety projects
- Flat Bush transport network.

3 This is currently the Road Safety to 2010 Strategy. The Road Safety to 2020 Strategy is under development.

Regional tables

Key (for tables)

FTE staff	The number of full time equivalent NZ Police staff allocated to the activity.
Phase type	The phase type of the project phase listed on this row.
S	Study
I	Investigation
D	Design
C	Construction
P	Property purchase
NLTP status	The status of the programme within the 2009/12 NLTP.
COM	A commitment carried forward from previous years.
APP	Approved new works, allocations approved for expenditure on the related project or programme.
CAT2	Projects included in the NLTP which have not been given funding approval, but may be considered for funding during 2009/12 and, based on information submitted to the NZTA, are expected to meet the requirements for funding. Funding applications for the projects are expected during the course of 2009/12.
RES	Projects included in the NLTP which have not been given funding approval and are not likely to be promoted for funding during 2009/12 either due to expenditure being programmed beyond 2009/12 or because preliminary assessment of their profile (based on submitted information) gives them a priority below that expected to be funded in 2009/12.
Funding priority	
Probable	Category 2 activities which, based on information submitted to the NZTA, probably have sufficient priority to warrant funding.
Possible	Category 2 activities which, based on information submitted to the NZTA, possibly have sufficient priority to warrant funding, subject to funding being available.
Res. A	Reserve activities indicatively programmed over 2009/12 that, based on the information submitted to the NZTA, have a lower indicative profile and priority and are therefore not expected to be affordable unless there is a significant improvement in priority and funding is available.
Res. B	Reserve activities indicatively programmed to start beyond 2011/12 which would be considered for funding during 2009/12 should circumstances warrant, considering their priority and the availability of funding.
Not fundable	Types of activity that are not funded through the NLTP, or activities with such low priority that funding is not contemplated.
SH	The state highway associated with the project or programme.
WC	Work category.
Profile	A three letter string describing the strategic fit of the activity and the effectiveness and efficiency of the solution. H is High, M is Medium, and L is Low.
Total phase costs \$000	The total cost of the project phase for all years, including local share subsidy.
Prev. spend \$000	The total spent to date on the phase for all years, including local share subsidy.
%FAR	The funding assistance rate applying to the phase.
NLTF	The total cost to be spent in 2009/12 on implementing the phase and the funding from the National Land Transport Fund available for this.
Indicative funding source	The funding source of the project phase. The funding source is definite for commitments or approved new works. It is indicative for Cat 2, and will potentially change.
C	Crown funds allocated in accordance with schedule 2, clause 14 of the Land Transport Amendment Act 2008.
T	Community transport funds allocated in accordance with NZTA policy set out in general circular 08/12 to meet transport needs for communities in areas of high socio-economic deprivation.
R	Regionally distributed funding from the named region.
N	Nationally distributed funds.

Work categories

001 Regional land transport planning and management	215 Structures component replacements	511 Bus services
002 Studies and strategies	221 Environmental renewals	512 Passenger ferry services
003 Activity management plans	222 Traffic services renewals	513 Bus and passenger ferry concession fares
111 Sealed pavement maintenance	231 Associated improvements	514 Passenger transport facilities operations and maintenance
112 Unsealed pavement maintenance	241 Preventive maintenance	515 Passenger rail services
113 Routine drainage maintenance	321 New traffic management facilities	517 Total mobility operations
114 Structures maintenance	322 Replacement of bridges and other structures	519 Wheelchair hoists
121 Environmental maintenance	323 New roads	521 Total mobility flat rate payments
122 Traffic services maintenance	324 Road reconstruction	531 Passenger transport infrastructure
123 Operational traffic management	325 Seal extension	533 Passenger transport road improvements
124 Cycle path maintenance	331 Property purchase (state highways)	711 Strategic road policing
131 Level crossing warning devices	332 Property purchase (local roads)	712 Incident and emergency management
141 Emergency reinstatement	333 Advance property purchase	713 Road policing resolutions
151 Network and asset management	341 Minor improvements	714 Community engagement in land transport
161 Property management (state highways)	421 Demand management	811 Research programme
171 Financial grants	432 Community programmes	812 National education and promotion programmes
211 Unsealed road metalling	442 Sea freight operations	813 Training and support programme
212 Sealed road resurfacing	445 Rail freight infrastructure	911 Programme management
213 Drainage renewals	446 Sea freight infrastructure	912 Performance monitoring
214 Sealed road pavement rehabilitation	451 Pedestrian facilities	913 Crash analysis system
	452 Cycle facilities	

ARTA / Auckland Regional Council		Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
Transport planning													
Regional land transport planning management		Implementation			App.	001	100%	4,389.3	1,509.2	1,440.9	1,439.2		
Auckland City Council													
Renewal of local roads													
Road renewals		Local Roads			App.			97,786.0	13,965.9	14,055.8	14,026.3		N
2009 - 2012 Structural Improvements and Replacements		Construction	119		Cat2	241	43%	4,982.0	714.1	714.1	714.1		
Operation and maintenance of local roads													
Road operations and maintenance		Local Roads			App.			78,881.9	11,356.1	11,350.1	11,298.5		N
New & improved infrastructure for local roads													
AMETI Notice of Requirement and AEE		Investigation	-		Com	324	53%	44,100.0	9,888.0	9,328.0	3,127.0		R
Aotea Seal Extension		Construction	-		Com	325	53%	3,518.0	689.0	486.5	-		N
Ellerslie Panmure Highway Corridor Study		Study	-		Com	311	53%	200.0	104.7	-	-		N
Great North Road Corridor Study		Study	-		Com	311	53%	150.0	34.7	-	-		N
Green Lane/Great South Improvements		Construction	-		Com	324	53%	21,930.0	984.0	-	-		N
Greenlane Transport Improvements - Land		Construction	-		Com	333	53%	7,500.0	381.6	-	-		N
Onehunga Town Centre Study		Study	-		Com	311	53%	100.0	20.7	-	-		N
Riddell Road Culvert No 2		Construction	-		Com	322	53%	450.0	190.8	-	-		N
Selwyn Street Corridor Study		Study	-		Com	311	53%	200.0	26.0	-	-		N
Tiverton Rd/Wolverton St Route Upgrade		Construction	-		Com	324	53%	13,547.0	3,015.7	2,597.0	-		N
Minor improvements 2009/12		Local Roads			App.	341		-	2,025.8	1,808.4	1,775.9		N
2009-12 Sandringham Rd Corridor project		Construction	57	HHM	Cat2	324	53%	4,163.2	1,060.0	1,146.5	-	Probable	R/N
2009-12 Sandringham Rd Corridor project		Property	57	HHM	Cat2	332	53%	3,596.2	1,906.0	-	-	Probable	R/N
2009-12 Dominion Rd PT		Construction	79	HHL	Cat2	324	53%	34,500.0	-	-	3,445.0	Probable	C
2009-12 Dominion Rd PT		Design	79	HHL	Cat2	324	53%	700.0	-	371.0	-	Probable	C
2009-12 Dominion Rd PT		Investigation	79	HHL	Cat2	324	53%	700.0	371.0	-	-	Probable	C
2009-12 Dominion Rd PT		Property	79	HHL	Cat2	333	53%	30,958.0	-	-	8,142.9	Probable	C
AMETI - Panmure (Phase 1)		Design	73	HHL	Cat2	324	53%	6,400.0	-	1,696.0	1,696.0	Probable	N
AMETI - Panmure (Phase 1)		Investigation	73	HHL	Cat2	324	53%	1,000.0	530.0	-	-	Probable	N
AMETI - Panmure (Phase 2)		Investigation	73	HHL	Cat2	324	53%	300.0	-	53.0	-	Probable	N
AMETI - Sylvia Park		Property	73	HHL	Cat2	332	53%	3,000.0	530.0	1,060.0	-	Probable	N
AMETI - Traffic Modelling (ACC/MCC)		Investigation	73	HML	Cat2	324	53%	1,300.0	265.0	106.0	106.0	Possible	N
AMETI - Waipuna/Mt-Wellington/Carbine SEART		Investigation	73	HML	Cat2	324	53%	4,200.0	212.0	424.0	424.0	Possible	N
Strategic network group		Group allocation			Alloc.				600.0	750.0	750.0		
SEART (North Side)		Construction	101	HMH	Cat2	324	53%	197.6	104.7	-	-	Probable	C
Onehunga Harbour Road		Construction	101	HMH	Cat2	324	53%	1,046.5	554.6	-	-	Probable	C
Hobson Street Bridge		Construction	101	HMM	Cat2	324	53%	2,950.0	156.4	-	-	Probable	C
AMETI - Panmure bridge (Joint ACC/MCC)		Investigation	73	HML	Cat2	322	53%	100.0	53.0	-	-	Probable	N
AMETI - Panmure bridge (Joint ACC/MCC)		Design	73	HML	Cat2	322	53%	170.0	90.1	-	-	Probable	N
AMETI - Panmure bridge (Joint ACC/MCC)		Construction	73	HML	Cat2	322	53%	2,620.0	-	996.4	392.2	Probable	N
Improve, expand or replace network group		Group allocation			Alloc.				1,150.0	1,700.0	1,700.0		
Lunn Avenue		Construction	101	MMH	Cat2	324	53%	1,586.1	840.6	-	-	Probable	C
Gavin Street		Construction	101	MMH	Cat2	324	53%	371.8	197.1	-	-	Probable	C

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTF (\$000)	2010/11 NLTF (\$000)	2011/12 NLTF (\$000)	Funding priority	Funding source*
Carr Road - Hayr Road	101	MMH	Cat2	324	53%	90.1	478	-	-	Probable	N
Mangere Road	101	MMH	Cat2	324	53%	406.1	215.2	-	-	Probable	N
Captain Spring Road	101	MMH	Cat2	324	53%	458.1	242.8	-	-	Probable	N
Crickit Ave extension DNU	-	MMM	Cat2	323	53%	200.0	53.0	-	-	Possible	N
Crickit Ave extension DNU	-	MMM	Cat2	332	53%	1,800.0	954.0	-	-	Possible	N
Crickit Ave extension DNU	-	MMM	Cat2	323	53%	1,600.0	318.0	-	-	Possible	N
2009+12 Corridor improvements	121	MMM	Cat2	324	53%	2,100.0	371.0	371.0	371.0	Possible	N
2009+12 Street Light Renewals & OHUG Programme	128	MMM	Cat2	324	53%	9,800.0	519.4	519.4	519.4	Possible	N
2009+12 Advanced Destination Signs	109	MMM	Cat2	321	53%	1,710.0	302.1	302.1	302.1	Possible	N
Quay Street	101	MMM	Cat2	324	53%	630.0	333.9	-	-	Possible	N
Quay Street Eastbound	101	MMM	Cat2	324	53%	1,915.0	1,015.0	-	-	Possible	N
White Swan Road	101	MMM	Cat2	324	53%	633.6	335.8	-	-	Possible	N
Wellington Street	101	MMM	Cat2	324	53%	648.0	343.4	-	-	Possible	N
Programme Development	101	MMM	Cat2	324	53%	1,722.1	912.7	-	-	Possible	N
User benefits improvements group			Alloc.				-	-	-		
Great Barrier Seal Extension Programme	130		Reserve	325	53%	3,376.7	773.4	773.4	242.9	Res. A	
Waiheke Seal Extension Programme	130		Reserve	325	53%	1,368.0	241.7	241.7	241.7	Res. A	
Public transport infrastructure											
2009-12 Sandringham Rd Corridor project	57		Com	533	53%	593.0	49.3	-	-		N
Central Transit Corridor (Construction)	-		Com	533	53%	32,720.0	6,924.5	-	-		N
AMET1 - Sylvia Park	73	HMM	Cat2	533	53%	10,830.0	1,499.9	2,120.0	2,120.0	Probable	C
AMET1 - Sylvia Park	73	HMM	Cat2	533	53%	700.0	159.0	212.0	-	Probable	C
AMET1 - Sylvia Park	73	HMM	Cat2	533	53%	300.0	159.0	-	-	Probable	C
Demand management & community programmes											
2009-12 Community Programme - Auckland City			App.	432	75%	-	384.3	-	-		N
2009-12 School Travel Planning - Auckland City			App.	432	75%	-	156.9	-	-		N
2009-12 Workplace Travel Planning - Auckland City			App.	432	75%	-	69.2	-	-		N
Walking and cycling facilities											
2009-12 Waikaraka Cycleway and Onehunga Cycling Improvements	87		Com	452	53%	1,540.0	180.2	-	-		N
2009-12 Waikaraka Cycleway and Onehunga Cycling Improvements	87		Com	452	53%	546.2	189.4	-	-		N
Cycling & Walking Implementation (2007/08) - Ellerslie	-		Com	452	53%	920.5	211.4	-	-		N
Cycling & Walking Implementation (2008/09)	-		Com	451	53%	235.9	94.0	-	-		N
Cycling & Walking Investigation (2008/09)	-		Com	451	53%	250.0	112.5	-	-		R
School Travel Plan Infrastructure 2008/2009 - Auckland City	-		Com	451	53%	3,500.0	106.0	-	-		N
2009-12 Te Wero Bridge	105		Reserve	452	53%	3,500.0	-	-	530.0	Res. A	
2009-12 Te Wero Bridge	105		Reserve	452	53%	200.0	-	106.0	-	Res. A	
2009-12 Waikaraka Cycleway and Onehunga Cycling Improvements	87		Reserve	452	53%	1,000.0	530.0	-	-	Res. A	
Auckland School Travel Plan Infrastructure			Alloc.				742.0	742.0	742.0		R/N
2009/10 Programme (Investigation)	69	HHM	Cat2	451	53%	500.0	265.0	-	-	Probable	R/N
2009/10 Programme (construction)	69	HHM	Cat2	451	53%	3,000.0	1,590.0	-	-	Probable	R/N
2010/11 Programme (Investigation)	69	HHM	Cat2	451	53%	500.0	-	265.0	-	Probable	R

	Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
2010/11 Programme (Construction)	Construction	69	HHM	Cat2	451	53%	3,000.0	-	1,590.0	-	Probable	R
2011/12 Programme (Investigation)	Investigation	69	HHM	Cat2	451	53%	500.0	-	-	265.0	Probable	R
2011/12 Programme (Construction)	Construction	69	HHM	Cat2	451	53%	3,000.0	-	-	1,590.0	Probable	R
Walking and Cycling - Key safety and congestion	Group allocation			Alloc.				349.8	349.8			
Ian McKinnon C&W Improvements	Construction	87	MMM	Cat2	452	53%	1,500.0	-	265.0	530.0	Possible	N
Pedestrian and cycle improvements	Construction	87	MMM	Cat2	451	53%	1,800.0	318.0	318.0	318.0	Possible	N
Walking and Cycling - Access and community benefits	Group allocation			Alloc.				-	-	-		
Otauhu C&W Improvements	Construction	87		Reserve	452	53%	1,400.0	-	742.0	-	Res. A	
C&W Improvements (Reserve)	Construction	87		Reserve	452	53%	500.0	-	-	265.0	Res. A	
Bike Parking Programme	Construction	87		Reserve	452	53%	175.0	33.9	30.7	28.1	Res. A	
Transport planning												
CBD PT Integration	Study	-		Com	002	75%	485.0	213.8	-	-		N
2009-12 POA Rail Freight Study	Study	26	HM_	App.	002	75%	65.0	48.8	-	-		N
2009-12 Bus priority framework	Study	35	HH_	Cat2	002	75%	100.0	75.0	-	-		N
2009-12 Crash Reduction Studies	Study	38	MM_	Cat2	002	75%	1,005.0	251.3	251.3	251.3		N
2009-12 On-street parking pricing & management study	Study	50	MM_	Cat2	002	75%	200.0	75.0	37.5	37.5		N
2009-12 State Highway Related Studies	Study	51	MM_	Cat2	002	75%	450.0	112.5	112.5	112.5		N
2009-12 Strategic transport studies	Study	42	HM_	Cat2	002	75%	900.0	225.0	225.0	225.0		N
2009-12 Transport model	Study	33	HH_	Cat2	002	75%	200.0	75.0	75.0	-		N
Activity Management Plans 2009/12	Study	36	HM_	Cat2	003	53%	2,190.0	386.9	386.9	386.9		N
2009-12 CBD Fringe Parking management study	Study	-		N/F								
2009-12 CBD Parking management study	Study	-		N/F								
AMETI - Bridge widening study (ACC/MCC)	Study	-		N/F								
AMETI - PPP (ACC/MCC)	Study	-		N/F								
Auckland Highway & Network Operations												
Renewal of state highways												
Road renewals	State Highways			App.			93,083.9	32,152.7	30,465.6	30,465.6		N
Preventive Maintenance 9/12	Construction	3		Cat2	241	100%	2,999.2	698.3	1,127.9	1,173.0		
Scour Investigation 9/12	Construction	64		Cat2	241	100%	256.0	83.0	85.0	88.0		
Operation and maintenance of state highways												
Road operations and maintenance	State Highways			App.			152,730.0	50,887.6	50,921.2	50,921.2		N
EW Heavy Rainfall Auckland North Jul 08	Construction	-		Com	141	100%	-	820.8	-	-		N
New & improved infrastructure for State highways												
AHB Structural Upgrade	Construction	-		Com	322	100%	45,037.1	30,014.5	10,585.5	-		N
ALPURT - Sector B2 Toll Road	Construction	1		Com	323	100%	342,000.0	1,070.2	139.8	-		N
ATMS Stage IV	Construction	-		Com	321	100%	56,565.7	11,011.1	9,932.5	11,846.7		N
ATMS Stage IV	Design	-		Com	321	100%	1,530.0	930.5	499.7	99.8		N
ATMS Stage IV	Investigation	-		Com	321	100%	50.0	20.0	20.0	10.0		N
Hobsonville Deviation	Construction	68		Com	323	100%	210,477.0	69,054.1	59,176.9	8,883.7		N
Hobsonville Deviation	Property	68		Com	331	100%	4,100.0	4,100.0	-	-		N
Kopuku Realignment	Investigation	95		Com	324	100%	1,103.4	1,103.4	-	-		R
Manukau Extension	Construction	-		Com	323	100%	54,004.0	48,323.1	4,498.4	1,112.8		N
Manukau Hbour. Xing	Construction	-		Com	323	100%	232,739.0	88,997.6	47,035.4	-		R

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
McKinney Road / Wech Drive Intersection improvements	55	Design	Com	323	100%	450.0	250.3	199.7	-		N
Newmarket Viaduct	-	Construction	Com	322	100%	202,013.0	81,232.6	59,409.5	38,416.7		N
Newmarket Viaduct	-	Property	Com	322	100%	1,288.0	1,288.0	-	-		N
Newmarket Viaduct to Greenlane Aux	-	Construction	Com	324	100%	22,700.0	16,860.7	5,778.9	-		N
Newmarket Viaduct to Greenlane Aux	-	Design	Com	323	100%	750.0	480.4	269.6	-		R
Northern Motorway TDM (Ramp Signalling)	-	Construction	Com	321	100%	14,696.0	3,931.5	-	-		N
Pungamui Stream Bridge Replacement	-	Construction	Com	322	100%	6,608.1	4,511.0	2,097.1	-		N
SH 16 Brigham Creek Ext	-	Construction	Com	323	100%	19,000.0	-	16,004.1	2,995.9		R
Southern Motorway TDM	-	Construction	Com	321	100%	27,498.0	2,261.1	-	-		N
Vic Park Tunnel	-	Construction	Com	323	100%	319,000.0	15,630.7	162,641.7	126,331.8		R & N
Vic Park Tunnel	-	Construction	Com	323	100%	40,000.0	40,000.0	-	-		R & N
Vic Park Tunnel	-	Property	Com	331	100%	44,000.0	8,027.4	29,983.5	5,989.0		N
Warkworth Stage 1	-	Construction	Com	324	100%	12,835.0	7,646.8	2,671.5	2,412.2		N
Waterview Connection	77	Investigation	Com	323	100%	3,440.0	3,440.0	-	-		R
Waterview Connection	77	Property	Com	331	100%	88,201.5	25,261.6	41,570.3	21,369.6		R
WRR Ramp Signalling	-	Construction	Com	321	100%	17,088.0	5,004.6	5,002.8	4,016.7		N
Bombay Hills (Mercer) EF	-	Design	Com		100%	157.4	40.5	-	-		N
Don Buck Rd to Huapai Lighting Improvement	-	Design	Com		100%	33.0	33.0	-	-		N
Drury Interchange Traffic Signals	-	Construction	Com		100%	2,200.0	700.0	-	-		N
Ellerslie Panmure Roundabout TS	-	Investigation	Com		100%	200.0	50.0	-	-		N
Glenbrook Rd Int Impvt	-	Design	Com		100%	210.0	180.0	-	-		R
Hoteo River NB PL	-	Construction	Com		100%	1,650.1	150.0	-	-		N
Mangawhai Rd SB PL	-	Construction	Com		100%	3,150.0	1,500.0	266.0	-		N
Muriwai Rd I/1	-	Investigation	Com		100%	199.0	28.0	-	-		N
SH17 / Coatesville Riverhead Intersection Improvements	-	Investigation	Com		100%	210.0	120.0	-	-		N
Southern Motorway Lighting Safety Retrofit Section 2	-	Construction	Com		100%	3,200.0	2,000.0	1,000.0	-		N
Southern Motorway Lighting Safety Retrofit Section 3	-	Construction	Com		100%	2,300.1	1,800.0	326.0	-		N
Taupaki Rd/Old Nth Rd I/S Upgrade	-	Design	Com		100%	200.1	80.0	-	-		N
Te Hana Rail O/B NB PL	-	Investigation	Com		100%	190.0	35.0	-	-		N
Waitaraie SB PL	-	Investigation	Com		100%	99.9	30.3	-	-		N
Wellsford SEDF	-	Construction	Com		100%	500.0	250.0	-	-		N
Warkworth Stage 1	-	Property	App.	324	100%	2,316.0	2,089.0	227.0	-		N
Minor improvements 2009/12	-	State Highways	App.	341		-	5,363.4	5,581.1	5,581.1		N
Kirkbride Rd Grade Separate	95	Design	Cat2	323	100%	3,720.2	-	-	1,092.2	Probable	R/N
Kirkbride Rd Grade Separate	95	Investigation	Cat2	323	100%	4,285.1	752.7	1,586.3	1,946.1	Probable	R/N
Papakura Interchange Upgrade Stage 1	66	Construction	Cat2	324	100%	16,860.3	-	1,916.8	8,109.3	Probable	N
Papakura Interchange Upgrade Stage 1	66	Design	Cat2	324	100%	206.0	206.0	-	-	Probable	N
Papakura Interchange Upgrade Stage 1	66	Property	Cat2	331	100%	206.0	206.0	-	-	Probable	N
SH20A Upgrade	112	Design	Cat2	324	100%	486.0	-	191.4	294.6	Probable	R/N
SH20A Upgrade	112	Investigation	Cat2	324	100%	573.3	340.2	233.1	-	Probable	R/N
SH20A Upgrade	112	Property	Cat2	331	100%	583.2	-	229.6	353.6	Probable	R/N
Lincoln Rd I/C Upgrade	67	Design	Cat2	324	100%	1,623.3	-	526.3	1,097.0	Probable	N
Lincoln Rd I/C Upgrade	67	Investigation	Cat2	324	100%	1,560.4	1,030.0	530.4	-	Probable	N
Lincoln Rd I/C Upgrade	67	Property	Cat2	331	100%	5,750.0	1,427.7	2,124.5	2,197.8	Probable	N
St Lukes to Te Atatu	71	Investigation	Cat2	324	100%	27,413.0	-	5,946.0	12,086.0	Probable	N
St Lukes to Te Atatu	71	Property	Cat2	331	100%	31,517.3	-	-	6,620.3	Probable	N

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
Waterview Connection	77	HHL	Cat2	323	100%	976,322.9	-	-	85,976.7	Probable	N
Waterview Connection		HHL	Cat2			42,436.0	-	42,436.0	-	Probable	N
Waterview Connection	77	HHL	Cat2	323	100%	22,666.0	16,161.0	6,505.0	-	Probable	N
Dome Hill Realign	69	HML	Cat2	324	100%	665.4	-	-	329.2	Probable	N
Falls Bridge Realignment	82	HML	Cat2	324	100%	554.5	-	-	274.3	Probable	N
Falls Bridge Realignment		HML	Cat2			84.9	-	84.9	-	Probable	N
McKinney Road / Wech Drive Intersection improvements	55	HML	Cat2	324	100%	11,922.0	9,490.7	2,431.3	-	Probable	N
Puhoi to Wellsford	65	HML	Cat2	323	100%	49,286.0	2,765.0	10,903.7	15,200.0	Probable	N
Puhoi to Wellsford	65	HML	Cat2	323	100%	57,186.0	-	11,900.0	5,386.0	Probable	N
Sheepworld SB PL	101	HML	Cat2	324	100%	4,500.0	1,430.0	1,799.0	1,271.0	Probable	N
Waitemata Harbour Crossing (Designation only)	80	HML	Cat2	323	100%	11,251.5	1,875.3	3,752.6	3,762.9	Probable	N
Waitemata Harbour Crossing (Designation only)	80	HML	Cat2	331	100%	1,688.8	-	-	544.0	Probable	N
Kopuku Realignment	95	Reserve	Reserve	331	100%	3,262.6	-	1,062.4	1,640.1	Res. A	N
Strategic network group		Alloc.	Alloc.			4,718.8	103.0	5,190.6	5,190.6		C
Ellerslie Panmure Roundabout TS	61	HMH	Cat2	321	100%	209.0	-	-	-	Probable	C
Ellerslie Panmure Roundabout TS	61	HMH	Cat2	321	100%	1,941.0	-	850.0	1,091.0	Probable	C
Mill Rd to SH1/2 Interchange Lighting Improvements	64	HMM	Cat2	324	100%	521.0	309.0	212.0	-	Probable	N
Mill Rd to SH1/2 Interchange Lighting Improvements	64	HMM	Cat2	324	100%	7.0	7.0	-	-	Probable	N
Lincoln Road I/C Priority Improvements Package	101	HHL	Cat2	324	100%	206.0	206.0	-	-	Probable	N
Lincoln Road I/C Priority Improvements Package	101	HHL	Cat2	324	100%	212.0	-	212.0	-	Probable	N
SH16 Bus Shoulder Improvement Group	101	HHL	Cat2	323	100%	212.0	-	212.0	-	Probable	N
SH16 Bus Shoulder Improvement Group	101	HHL	Cat2	323	100%	546.0	-	-	546.0	Probable	N
SH16 Bus Shoulder Improvement Group	101	HHL	Cat2	323	100%	4,181.8	-	2,060.0	2,121.8	Probable	N
Te Atatu I/C Priority Improvements Package	101	HHL	Cat2	324	100%	206.0	206.0	-	-	Probable	N
Te Atatu I/C Priority Improvements Package	101	HHL	Cat2	324	100%	212.0	-	212.0	-	Probable	N
Te Atatu I/C Priority Improvements Package	101	HHL	Cat2	324	100%	4,499.0	-	-	1,460.0	Probable	N
Falls Bridge to Waitarere Bridge Safety Impvt.	118	HML	Cat2	324	100%	103.0	103.0	-	-	Probable	N
Falls Bridge to Waitarere Bridge Safety Impvt.	118	HML	Cat2	324	100%	129.0	129.0	-	-	Probable	N
Falls Bridge to Waitarere Bridge Safety Impvt.	118	HML	Cat2	324	100%	3,219.0	1,074.0	2,145.0	-	Probable	N
Schedewys Hill Safety Improvement	64	HML	Cat2	324	100%	300.0	300.0	-	-	Probable	N
Schedewys Hill Safety Improvement	64	HML	Cat2	324	100%	3,090.0	-	-	3,090.0	Probable	N
Improve, expand or replace network group		Alloc.	Alloc.			11,687.5	12,856.3	12,856.3			N
Bombay Hills (Mercer) EF	118	MMH	Cat2	321	100%	700.0	700.0	-	-	Probable	N
Electronic Warning Signs	61	MMH	Cat2	321	100%	218.0	218.0	-	-	Probable	N
Greville Rd NthBd OFF LT Slip Lane	101	MMH	Cat2	324	100%	209.0	103.0	106.0	-	Probable	N
Greville Rd NthBd OFF LT Slip Lane	101	MMH	Cat2	324	100%	2,415.4	-	824.0	1,591.4	Probable	N
Mercer St to Oira Rd Lighting Improvement	64	MMH	Cat2	324	100%	96.0	96.0	-	-	Probable	N
Mercer St to Oira Rd Lighting Improvement	64	MMH	Cat2	324	100%	2,678.0	-	711.0	1,967.0	Probable	N
South of Crown Road Lighting	64	MMH	Cat2	324	100%	62.0	62.0	-	-	Probable	N
South of Crown Road Lighting	64	MMH	Cat2	324	100%	424.0	-	424.0	-	Probable	N
Auckland Harbour Park	118	MMM	Cat2	322	100%	4,436.0	-	-	2,194.0	Probable	N
Crash Reduction Studies 9/12	118	MMM	Cat2	324	100%	3,090.9	1,000.0	1,030.0	1,060.9	Probable	N
Don Buck Rd to Huapai Lighting Improvement	64	MMM	Cat2	324	100%	887.0	876.0	11.0	-	Probable	N
Glenbrook Rd Int Impvt	64	MMM	Cat2	324	100%	3,520.0	-	756.0	1,171.0	Probable	N
IMLOS 9/12	64	MMM	Cat2	324	100%	3,090.9	1,000.0	1,030.0	1,060.9	Probable	N
Improved Driver Information 9/12	61	MMM	Cat2	321	100%	2,162.5	699.6	720.6	742.2	Probable	N

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
Kumeu No.2 Bridge WB PL	101	MMM	Cat2	324	100%	159.0	-	159.0	-	Probable	N
Old Mangere Bridge Replacement	118	MMM	Cat2	322	100%	134.0	134.0	-	-	Probable	N
Pavement Smoothing 9/12	64	MMM	Cat2	324	100%	190.0	34.6	115.1	40.2	Probable	N
Property Acquisitions 9/12	64	MMM	Cat2	324	100%	1,911.3	618.4	636.9	656.0	Probable	N
Rehabilitation Seal Widening 9/12	101	MMM	Cat2	324	100%	2,703.1	874.5	900.8	927.8	Probable	N
Safety Retrofit 9/12	64	MMM	Cat2	324	100%	3,974.8	2,623.6	1,351.2	-	Probable	N
Seismic Retrofit 9/12	64	MMM	Cat2	322	100%	2,795.0	1,170.0	320.0	1,305.0	Probable	N
South of Crown Road Lighting	64	MMM	Cat2	324	100%	215.0	-	95.0	120.0	Probable	N
Strategic Plan Initiatives 9/12	64	MMM	Cat2	324	100%	4,260.8	2,098.9	2,161.9	-	Probable	N
Taupaki Rd/Old Nth Rd I/S Upgrade	64	MMM	Cat2	324	100%	3,421.0	687.0	1,134.0	1,600.0	Probable	N
Te Hana Rail O/B NB PL	101	MMM	Cat2	324	100%	117.0	-	117.0	-	Probable	N
Te Hana Rail O/B NB PL	101	MMM	Cat2	324	100%	3,766.0	-	386.0	1,241.0	Probable	N
SH16 Flush Median South of Kumeu	64	MMM	Reserve	324	100%	53.0	-	53.0	-	Res. A	N
SH16 Flush Median South of Kumeu	64	MMM	Reserve	324	100%	109.0	-	-	109.0	Res. A	N
Southwestern Motorway Lighting Safety Retrofit	64	MMM	Reserve	324	100%	103.0	103.0	-	-	Res. A	N
Constellation to Albany I/C Upgrade	115	MMM	Reserve	324	100%	11,316.6	-	-	-	Res. B	N
Constellation to Albany I/C Upgrade	115	MMM	Reserve	324	100%	7,909.1	-	-	-	Res. B	N
Kirkbride Rd Grade Separate	95	MMM	Reserve	324	100%	8,689.3	-	-	-	Res. B	N
Constellation to Albany I/C Upgrade	95	MMM	Reserve	324	100%	10,464.6	-	-	-	Res. B	N
Dome Hill Realign	95	MMM	Reserve	324	100%	14,553.4	-	-	-	Res. B	N
Dome Hill Realign	95	MMM	Reserve	324	100%	394.0	-	-	-	Res. B	N
Falls Bridge Realign	95	MMM	Reserve	324	100%	941.3	-	-	-	Res. B	N
Kirkbride Rd Grade Separate	95	MMM	Reserve	324	100%	33,449.8	-	-	-	Res. B	N
Kopuku Realign	95	MMM	Reserve	324	100%	3,397.0	-	-	-	Res. B	N
Lincoln Rd I/C Upgrade	95	MMM	Reserve	324	100%	46,119.6	-	-	-	Res. B	N
Puhoi to Wellsford	95	MMM	Reserve	324	100%	2,167,414.0	-	-	-	Res. B	N
Schedewys Black Spot Mitigation	56	MMM	Reserve	324	100%	3,371.0	-	-	-	Res. B	N
SH16 (Stage 3): Te Atatu to Lincoln Road	56	MMM	Reserve	324	100%	5,143.3	-	-	-	Res. B	N
SH16 (Stage 3): Te Atatu to Lincoln Road	56	MMM	Reserve	324	100%	2,932.9	-	-	-	Res. B	N
SH16 (Stage 3): Te Atatu to Lincoln Road	56	MMM	Reserve	324	100%	579.6	-	-	-	Res. B	N
SH16 (Stage 4): Lincoln Rd to Hobsonville	56	MMM	Reserve	324	100%	176,274.0	-	-	-	Res. B	N
SH16 (Stage 4): Lincoln Rd to Hobsonville	56	MMM	Reserve	324	100%	9,270.3	-	-	-	Res. B	N
SH16 (Stage 4): Lincoln Rd to Hobsonville	56	MMM	Reserve	324	100%	5,617.4	-	-	-	Res. B	N
SH20A Upgrade	56	MMM	Reserve	324	100%	15,056.9	-	-	-	Res. B	N
St Lukes to Te Atatu	56	MMM	Reserve	324	100%	548,571.2	-	-	-	Res. B	N
Vic Park Viaduct Seismic Retrofit	56	MMM	Reserve	324	100%	63,453.8	-	-	-	Res. B	N
Vic Park Viaduct Seismic Retrofit	56	MMM	Reserve	324	100%	5,562.0	-	-	-	Res. B	N
SH16 (Stage 3): Te Atatu to Lincoln Road	56	MMM	Reserve	324	100%	4,194.4	-	-	-	Res. B	N
Old Mangere Bridge WC	-	MMM	N/F	324	100%	-	-	-	-	N/F	N
Old Mangere Bridge WC	-	MMM	N/F	324	100%	-	-	-	-	N/F	N
Old Mangere Bridge WC	-	MMM	N/F	324	100%	-	-	-	-	N/F	N
SH20B Upgrade	-	MMM	N/F	324	100%	-	-	-	-	N/F	N
SH20B Upgrade	-	MMM	N/F	324	100%	-	-	-	-	N/F	N
SH20B Upgrade	-	MMM	N/F	324	100%	-	-	-	-	N/F	N

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTF (\$000)	2010/11 NLTF (\$000)	2011/12 NLTF (\$000)	Funding priority	Funding source*
Public transport infrastructure											
Construction	-		Com	533	100%	195,876.8	5,650.0	-	-		N
Investigation	76	HHL	Cat2	533	100%	515.0	515.0	-	-	Probable	N
Investigation	76	HHL	Cat2	533	100%	4,244.4	1,031.9	2,121.8	1,090.7	Probable	N
Property	76	HHL	Cat2	533	100%	72,789.9	-	-	2,195.9	Probable	N
Construction	76		Reserve			221,000.0				Res. B	
Design	76		Reserve			7,273.5				Res. B	
Design	76		Reserve			955.4				Res. B	
Demand management & community programmes											
Implementation			App.	432	100%	-	51.3	-	-		N
Walking and cycling facilities											
Investigation	68		Com	452	100%	200.0	195.0	-	-		N
Design	98	MMM	Cat2	452	100%	218.5	-	-	218.5	Possible	N
Investigation	98	MMM	Cat2	452	100%	218.5	-	-	218.5	Possible	N
Construction	68	MMM	Cat2	452	100%	6,010.0	-	-	6,010.0	Possible	N
Design	68	MMM	Cat2	452	100%	265.0	-	265.0	-	Possible	N
Design	98		Reserve	452	100%	109.3	-	-	109.3	Res. A	
Investigation	98		Reserve	452	100%	100.0	-	-	100.0	Res. A	
Group allocation			Alloc.				1,694.0	1,694.0			
Design	98	MMM	Cat2	452	100%	103.0	103.0	-	-	Possible	N
Construction	98	MMM	Cat2	452	100%	2,121.8	-	2,121.8	-	Possible	N
Investigation	98	MMM	Cat2	452	100%	54.6	-	-	54.6	Possible	N
Investigation	98	MMM	Cat2	452	100%	103.0	103.0	-	-	Possible	N
Design	98	MMM	Cat2	452	100%	212.0	-	212.0	-	Possible	N
Construction	98	MMM	Cat2	452	100%	2,185.0	-	-	2,185.0	Possible	N
Investigation	71	MMM	Cat2	451	100%	103.0	103.0	-	-	Possible	N
Design	71	MMM	Cat2	451	100%	156.8	77.3	79.6	-	Possible	N
Construction	71	MMM	Cat2	451	100%	3,824.5	-	-	3,824.5	Possible	N
Design	87		Reserve	452	100%	103.0	103.0	-	-	Res. A	
Construction	87		Reserve	452	100%	2,636.8	515.0	2,121.8	-	Res. A	
Design	98		Reserve	452	100%	103.0	103.0	-	-	Res. A	
Construction	98		Reserve	452	100%	803.0	-	530.0	273.0	Res. A	
Design	98		Reserve	452	100%	20.0	20.0	-	-	Res. A	
Construction	98		Reserve	452	100%	175.1	175.1	-	-	Res. A	
Group allocation			Alloc.								
Design	71		Reserve	452	100%	75.0	75.0	-	-	Res. A	
Construction	71		Reserve	452	100%	1,081.5	1,081.5	-	-	Res. A	
Design	71		Reserve	452	100%	51.5	51.5	-	-	Res. A	
Construction	71		Reserve	452	100%	710.3	-	-	710.3	Res. A	
Investigation	98		Reserve	452	100%	109.0	-	-	109.0	Res. A	
Design	94		Reserve	452	100%	30.9	30.9	-	-	Res. A	
Construction	94		Reserve	452	100%	206.0	206.0	-	-	Res. A	
Design	98		Reserve	452	100%	30.0	30.0	-	-	Res. A	

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
SH16 Rodney District West : Parakai to Commercial Road SH1 Southern Cycleway stg 2	98		Reserve	452	100%	625.0	-	625.0	-	Res. A	
Transport planning											
Additional Waitemata Harbour Crossing Strategy Study			Com	002	100%	1,159.8	188.2	-	-		N
Albany Centre Land use and Transportation Study			Com	002	100%	150.0	96.1	-	-		N
Auckland PFR funding			Com	002	100%	450.0	198.6	-	-		N
Kumeu Huapai Transportation Study			Com	002	100%	440.0	346.7	-	-		N
Managed Priority Lane for HOV's and Freight on Auckland SH N			Com	002	100%	470.1	218.6	-	-		N
Manukau To Pokeno Strategic Study			Com	002	100%	350.0	297.1	-	-		N
SH1/16 Auckland to Wellsford			Com	002	100%	555.1	14.7	-	-		N
SH15A Port Marsden Highway Strategic Study			Com	002	100%	100.0	91.3	-	-		N
SH18 Strategic Transport Improvements			Com	002	100%	350.0	350.0	-	-		N
SH20A & 20B - Airport Access			Com	002	100%	497.9	74.7	-	-		N
Southdale - SH1 Improvements PFR			Com	002	100%	185.1	90.0	-	-		N
Whangarei North Strategic Study			Com	002	100%	140.0	41.2	-	-		N
Activity management plans			Cat2	003	100%	4,077.4	1,323.7	1,376.8	1,376.8		N
Auckland Kwiitap Black Route study	38	MM_	Cat2	002	100%	100.0	34.0	33.0	33.0		N
Demand Management Strategies	38	HM_	Cat2	002	100%	750.0	250.0	250.0	250.0		N
Freight Priority Strategy	38	HM_	Cat2	002	100%	200.0	100.0	50.0	50.0		N
Freight Transhipment Access Study	38	HM_	Cat2	002	100%	106.1	-	-	106.1		N
Helensville Town Centre Transportation Study	41	HM_	Cat2	002	100%	350.0	-	-	350.0		N
Kumeu Huapai Transportation Study	41	MH_	Cat2	002	100%	150.0	150.0	-	-		N
Manukau To Pokeno Strategic Study	41	HM_	Cat2	002	100%	150.0	150.0	-	-		N
Mt Wellington to CMJ Dynamic Traffic Management Study	34	HH_	Cat2	002	100%	313.6	154.5	159.1	-		N
Passing & Overtaking Strategic Study	38	MM_	Cat2	002	100%	50.0	-	50.0	-		N
Ports Access Study	34	HM_	Cat2	002	100%	135.0	35.0	50.0	50.0		N
SH Pedestrian Connectivity Study	39	MM_	Cat2	002	100%	200.0	200.0	-	-		N
State Highway / Land Use Integration Studies	34	HH_	Cat2	002	100%	636.7	206.0	212.2	218.5		N
State Highway Optimisation Strategies	34	HH_	Cat2	002	100%	1,170.5	309.0	424.4	437.1		N
Wellsford Town Centre Transportation Study	40	HM_	Cat2	002	100%	300.0	300.0	-	-		N
Auckland Regional Council											
Transport planning											
Benchmarking Auckland Transport	38	MM_	Cat2	002	75%	50.0	37.5	-	-		N
Corridor Development Guidelines Investigation	30	HH_	Cat2	002	75%	90.0	67.5	-	-		N
Improving transport sustainability of business areas.	36	MM_	Cat2	002	75%	60.0	45.0	-	-		N
Improving transport sustainability of existing suburbs	36	MM_	Cat2	002	75%	60.0	45.0	-	-		N
Interregional Freight	32	MM_	Cat2	002	75%	76.9	-	57.7	-		N
Local Area Freight Management Plan Guidelines	32	MM_	Cat2	002	75%	50.0	37.5	-	-		N
Research into parking levies	32	MM_	Cat2	002	75%	60.0	45.0	-	-		N
Review of Auckland Regional Transport Trends	32	MH_	Cat2	002	75%	60.0	45.0	-	-		N
Transport Modelling	32	HH_	Cat2	002	75%	4,481.4	300.0	307.5	315.2		N
Auckland Regional Transport Authority											
Public transport infrastructure											
Ferry Terminal Upgrades - Birkenhead New Outer Berth	-		Com	531	60%	2,140.6	924.4	-	-		N

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
Ferry Terminal Upgrades - Downtown Remedial Works	-		Com	531	53%	5,603.0	1,528.7	-	-		N
Multi Modal Passenger Information System (MMPIIS)	-		Com	531	60%	4,864.0	1,388.4	1,518.0	-		N
Newmarket Rail Station Construction Completion	-		Com	531	60%	15,274.0	9,164.4	-	-		N
Real Time Passenger Information System (RTPIIS) capex	1		Com	531	53%	12,175.8	2,083.2	-	-		R
Route Scheduling Upgrade Project	-		Com	531	60%	1,990.0	1,154.4	-	-		N
Auckland Integrated Fare Solution (AIFS) Programme	-	HMM	Cat2	531	60%	70,000.0	9,000.0	21,000.0	12,000.0	Probable	C
Avondale Rail Station	83	HMM	Cat2	531	60%	1,520.0	912.0	-	-	Probable	C
Grafton Rail Station	64	HMM	Cat2	531	60%	4,621.0	2,772.6	-	-	Probable	C
New Lynn Rail Station	64	HMM	Cat2	531	60%	13,858.0	5,400.0	2,914.8	-	Probable	C
Ferry Terminal Upgrades - Bayswater 2009/12	82	HMM	Cat2	531	60%	6,608.0	-	-	300.0	Probable	C
Ferry Terminal Upgrades - Beach Haven 2009/12	62	HMM	Cat2	531	60%	2,832.0	1,699.2	-	-	Probable	C
Ferry Terminal Upgrades - Half Moon Bay 2009/12	83	HMM	Cat2	531	60%	8,836.0	60.0	-	-	Probable	C
Ferry Terminal Upgrades - Hobsonville 2009/12	64	HMM	Cat2	531	60%	1,012.0	-	607.2	-	Probable	C
Manukau City Rail Link - ARTA	83	HMM	Cat2	531	60%	13,400.0	6,218.4	1,821.6	-	Probable	C
Manukau City Rail Link - ARTA	83	HMM	Cat2	531	60%	1,400.0	840.0	-	-	Probable	C
Parnell Station	83	HMM	Cat2	531	60%	1,500.0	-	-	900.0	Probable	C
CBD Rail Tunnel	75	HHL	Cat2	531	60%	3,629.1	929.5	616.0	631.9	Probable	N
Kingsland Station Enhancements for RWC	83	HHL	Cat2	531	60%	6,018.0	2,700.0	910.8	-	Probable	C
Peak congestion relief & optimisation PT group			Alloc.				1,088.3	1,088.3			
CCTV Network Development	81	HMM	Cat2	531	60%	1,016.0	-	303.6	306.0	Probable	C
Onehunga Branch stations (DART 19)	64	HMM	Cat2	531	60%	1,550.0	930.0	-	-	Probable	C
Rail Investigations 2009/12	83	HMM	Cat2	531	60%	3,673.1	567.0	532.9	521.3	Probable	C
Pier 2D improvements	83	HMM	Cat2	531	60%	300.0	-	180.0	-	Probable	C
Pier 1C improvements	83	HMM	Cat2	531	60%	750.0	450.0	-	-	Probable	C
Pier 4 improvements	83	HMM	Cat2	531	60%	1,500.0	900.0	-	-	Probable	C
Quay St pedestrian access repairs	83	HMM	Cat2	531	60%	1,500.0	900.0	-	-	Probable	C
Ferry investigations	82	HMM	Cat2	531	60%	887.7	195.0	138.6	199.0	Probable	C
Rail Development Plan Implementation Package - small projects			Alloc.				1,009.6	1,009.6			
Real Time Rail Passenger Information System (RTRPIS) capex	-		N/F								
Public transport services											
Bus & ferry concession fares			App.	513	50%	53,188.1	9,634.8	8,794.7	8,164.5		N
Bus services			App.	511	50%	264,203.3	44,033.9	44,033.9	44,033.9		N
Passenger ferry services			App.	512	50%	18,586.6	3,010.2	3,141.6	3,141.6		N
Passenger rail services			App.	515	60%	108,275.9	18,610.0	22,711.7	23,643.9		N
Public transport facilities maintenance and operations			App.	514	60%	112,182.4	21,135.3	21,577.1	24,597.0		N
Public transport professional services/ administration			App.	521	50%	50,179.4	8,586.6	8,588.1	7,915.0		N
Total mobility flat payments			App.	517	100%	1,333.5	444.5	444.5	444.5		N
Total mobility operations			App.	517	50%	15,234.8	2,286.2	2,639.4	2,691.9		N
Wheelchair hoists			App.	519	60%	300.0	60.0	60.0	60.0		N
Public Transport Improvements - Integrated ticketing operational funding	35	HML	Cat2	514	60%	-	-	3,948.0	6,252.0	Possible	N
Public Transport Improvements - PT operations improvements	35	HML	Cat2	514	60%	-	2,044.6	1,951.6	2,380.6	Possible	N
Demand management & community programmes											
Road Safety & Community Funding Coordination 09/12			App.	432	75%	-	304.2	-	-		N
School Travel Plans 2009-2012 - ARTA			App.	432	75%	-	1,532.3	-	-		N

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
Walking and Cycling Programme			App.	432	75%	-	117.2	-	-		N
Workplace Travel Plans 2009-2012 - ARTA			App.	432	75%	-	514.0	-	-		N
AMETII Travel Behaviour Change Programme			Cat2	432	75%	-	97.5	-	-		N
Transport planning											
ARTA Activity Management Plan	37	MM_	Cat2	003	60%	468.9	91.4	93.8	96.2		N
Auckland Transport Plan review	29	HL_	Cat2	002	75%	1,316.9	317.5	330.9	339.4		N
Corridor and Sector Studies	29	HL_	Cat2	002	75%	3,043.7	737.1	733.8	811.9		N
Land Use Transport Planning	29	HL_	Cat2	002	75%	1,006.9	308.6	220.4	226.1		N
Regional Arterial Road Plan review	28	HL_	Cat2	002	75%	639.7	167.0	136.8	175.9		N
RPTP - PT Strategy and Policy	37	HL_	Cat2	003	75%	1,378.3	378.2	339.2	316.3		N
Sustainable Transport Plan review	29	HL_	Cat2	002	75%	717.0	179.3	179.3	179.3		N
Other Strategies and Plans	-		N/F								
Supergold card											
Supergold trip administration			App.			345.0	115.0	115.0	115.0		N
Supergold trip payments			App.			26,580.0	8,980.0	8,800.0	8,800.0		N
Franklin District Council											
Renewal of local roads											
Road renewals			App.			27,487.8	4,576.4	4,653.9	4,788.5		N
Operation and maintenance of local roads											
Road operations and maintenance			App.			24,863.8	4,294.4	4,192.3	4,221.9		N
New & improved infrastructure for local roads											
Yates Road Bridge Roading Improvement, Linwood Rd	-		Com	322	61%	270.0	154.8	-	-		N
Minor improvements 2009/12			App.	341		-	709.7	629.7	631.8		N
Improve, expand or replace network group			Alloc.				700.0	900.0	900.0		N
Intersection Imp 2009/2010	92	MMH	Cat2	324	61%	67.0	40.9	-	-	Probable	N
Int Imp 2010/2011	92	MMH	Cat2	324	61%	815.0	-	497.2	-	Probable	N
Int Imp 2011/2012	92	MMH	Cat2	324	61%	620.0	-	-	378.2	Probable	N
Reconstruction 2009/2010	129	MMH	Cat2	324	61%	1,000.0	610.0	-	-	Probable	N
Reconstruction 2010/2011	129	MMH	Cat2	324	61%	1,000.0	-	610.0	-	Probable	N
Reconstruction 2011/2012	129	MMH	Cat2	324	61%	1,000.0	-	-	610.0	Probable	N
Manukau Rd/ Stadium Dr/East St Int Imp	107	MMM	Cat2	324	61%	1,290.0	-	786.9	-	Possible	N
Pukekohe Eastern Arterial Route (Stage One)	129	MMM	Cat2	323	61%	600.0	-	366.0	-	Possible	N
Black Bridge	118	MMM	Cat2	322	61%	400.0	244.0	-	-	Possible	N
Harrisville and Browns Gully	118	MMM	Cat2	322	61%	200.0	-	122.0	-	Possible	N
Waitangi Bridge, Glenbrook	118	MMM	Cat2	322	61%	300.0	-	-	183.0	Possible	N
Culvert B Bridge Replacement	118	MMM	Cat2	322	61%	200.0	122.0	-	-	Possible	N
Demand management & community programmes											
Franklin District Community Programme 2009-12			App.	432	75%	-	102.8	-	-		N
School Travel Plan 2009-2012			App.	432	75%	-	5.5	-	-		N
Walking and cycling facilities											
Franklin School Travel Plan Infrastructure			Alloc.				24.4	24.4	24.4		

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
School Travel Plan Infrastructure	69	HHM	Cat2	451	61%	1,150.0	61.0	61.0	61.0	Probable	R
Walking and Cycling - Access and community benefits			Alloc.				-	-	-		
Pedestrian Facilities (2009-2012)	95		Reserve	451	61%	300.0	61.0	61.0	61.0	Res. A	
Transport planning											
Asset Management Plan Review/Update	37	ML_	Cat2	003	61%	1,219.4	64.1	64.7	65.4		N
Crash Reduction Studies	38	MM_	Cat2	002	75%	220.0	15.0	15.0	15.0		N
Franklin District Transport Strategy	32	MM_	Cat2	002	75%	100.0	75.0	-	-		N
Manukau City Council											
Renewal of local roads											
Road renewals			App.			59,947.6	8,473.0	8,642.3	8,662.1		N
Preventive Maintenance Projects	5		Cat2	241	43%	1,287.0	178.9	137.6	236.9		
Operation and maintenance of local roads											
Road operations and maintenance			App.			41,419.0	5,928.4	5,936.1	5,945.6		N
New & improved infrastructure for local roads											
Great South Road Realignment & Beaumonts Bridge Replacement	-		Com	322	53%	8,900.0	798.6	-	-		N
Nesdale Liverpool Construction	-		Com	323	53%	29,600.0	135.3	-	-		N
Minor improvements 2009/12			App.	341		-	1,152.1	1,037.7	1,024.4		N
AMETII - Pakuranga Interim Improvements	73	HHL	Cat2	324	53%	5,200.0	-	1,060.0	1,696.0	Probable	C
AMETII - Pakuranga Interim Improvements	73	HHL	Cat2	324	53%	250.0	132.5	-	-	Probable	C
AMETII - Pakuranga Interim Improvements	73	HHL	Cat2	324	53%	100.0	53.0	-	-	Probable	C
AMETII - Pakuranga Interim Improvements	73	HHL	Cat2	324	53%	2,000.0	-	-	1,060.0	Probable	C
AMETII - Pakuranga Road Bus Lanes	73	HHL	Cat2	324	53%	6,000.0	-	3,180.0	-	Probable	N
AMETII - Ti Rakau Drive at Gossamer and Trugood	73	HHL	Cat2	324	53%	18,800.0	-	-	2,544.0	Probable	N
AMETII - Ti Rakau Drive at Gossamer and Trugood	73	HHL	Cat2	324	53%	1,300.0	212.0	477.0	-	Probable	N
AMETII - Ti Rakau Drive at Gossamer and Trugood	73	HHL	Cat2	324	53%	400.0	212.0	-	-	Probable	N
AMETII - Ti Rakau Drive at Gossamer and Trugood	73	HHL	Cat2	332	53%	7,000.0	-	-	1,590.0	Probable	N
AMETII - Ti Rakau Drive Bus Lanes	73	HHL	Cat2	332	53%	500.0	-	-	106.0	Probable	N
AMETII - Manukau Designations	73	HML	Cat2	324	53%	3,500.0	-	212.0	424.0	Possible	N
Flat Bush School Rd Bridge Replacement	115	MMM	Cat2	322	53%	8,708.0	3,025.2	1,590.0	-	Possible	N
Flat Bush School Rd Bridge Replacement	115	MMM	Cat2	332	53%	1,073.0	568.7	-	-	Possible	N
Mill Rd/Redoubt Rd Stage 2 - Investigation and Reporting	28	MMM	Cat2	323	53%	879.0	302.1	163.8	-	Possible	N
Mill Rd/Redoubt Rd Stage 2 - Investigation and Reporting	28	MM_	Cat2	323	75%	2,557.0	637.5	467.3	399.8		N
Orniston Preston East Tamaki Intersection	91	MMM	Cat2	324	53%	10,879.0	165.4	54.6	2,740.1	Possible	N
Smales Road Widening	74	MMM	Cat2	324	53%	6,022.0	116.1	119.3	1,460.7	Possible	N
Improve, expand or replace network group			Alloc.			1,500.0	1,500.0	1,900.0	1,900.0		N
Flatbush School Road/Murphys Road Intersection Upgrade	56	MMH	Cat2	324	53%	3,020.0	53.0	1,547.6	-	Probable	N
Flatbush School Road/Murphys Road Intersection Upgrade	56	MMH	Cat2	332	53%	3,000.0	-	1,590.0	-	Probable	N
Kolmar Road	100	MMH	Cat2	324	53%	322.0	170.7	-	-	Probable	N
Gills Road	100	MMH	Cat2	324	53%	708.0	375.2	-	-	Probable	N
Beach Road	100	MMH	Cat2	324	53%	389.0	206.2	-	-	Probable	N
Melons Bay Road	100	MMH	Cat2	324	53%	236.0	125.1	-	-	Probable	N
Hill Road	100	MMH	Cat2	324	53%	729.0	386.4	-	-	Probable	N

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
Massey Road	100	MMH	Cat2	324	53%	515.0	273.0	-	-	Probable	N
Ascot Road	100	MMH	Cat2	324	53%	903.0	478.6	-	-	Probable	N
Claude Road	100	MMH	Cat2	324	53%	357.0	189.2	-	-	Probable	N
Cook Street	100	MMH	Cat2	324	53%	446.0	236.4	-	-	Probable	N
Mahia Road/Coxhead Road Roundabout Improvements	-	MMH	Cat2	321	53%	85.0	45.1	-	-	Probable	N
Whitford Maraeai Rd - Jack Lachlan to Okaroro	60	MMM	Cat2	324	53%	2,232.0	53.0	1,130.0	-	Possible	N
Lambie Drive South Improvements	126	MMM	Cat2	324	53%	1,102.0	-	-	584.1	Possible	N
Heavy Vehicle Weigh Stations	104	MMM	Cat2	321	53%	316.0	82.7	84.8	-	Possible	N
Speed Management Strategy	97	MMM	Cat2	321	53%	1,125.0	193.5	198.8	204.1	Possible	N
Named Safety Projects 2009/12	97	MMM	Cat2	324	53%	14,353.0	-	-	876.1	Possible	N
Public transport infrastructure											
AMETI - Pakuranga Road Bus Lanes	73	HHM	Cat2	533	53%	4,600.0	-	1,590.0	848.0	Probable	C
AMETI - Pakuranga Road Bus Lanes	73	HHM	Cat2	533	53%	300.0	53.0	106.0	-	Probable	C
AMETI - Pakuranga Road Bus Lanes	73	HHM	Cat2	533	53%	100.0	53.0	-	-	Probable	C
Manukau Interchange	58	HMM	Cat2	531	53%	7,200.0	1,696.0	2,120.0	-	Probable	N
Manukau Interchange	58	HMM	Cat2	531	53%	1,200.0	636.0	-	-	Probable	N
Peak congestion relief & optimisation PT group			Alloc.				639.7	639.7			
Otahuhu Bus / Rail Interchange	83	HMM	Cat2	531	53%	600.0	318.0	-	-	Probable	R/N
Puhinui Bus / Rail Interchange	-	HMM	Cat2	531	60%	400.0	18.0	222.0	-	Probable	N
Minor public transport interchange improvements	83	HMM	Cat2	533	53%	500.0	132.5	132.5	-	Probable	R/N
Papatoetoe Pedestrian Bridge Crossing	83	HMM	Cat2	531	53%	1,000.0	530.0	-	-	Probable	R/N
Urban transport choice, network improvements & safety PT group			Alloc.				141.7	141.7			
Demand management & community programmes											
Community Road Safety Programme 2009/12			App.	432	75%	-	499.3	-	-		N
Manukau City School Travel Planning Project 2009 - 2012			App.	432	75%	-	89.7	-	-		N
Manukau City Workplace Travel Planning Project 2009/2012			App.	432	75%	-	153.0	-	-		N
MCC Accessibility & Active Travel			App.	432	75%	-	104.3	-	-		N
Flat Bush Active Modes - Education and Promotion			Cat2	432	75%	-	-	-	-		N
Walking and cycling facilities											
Cycle Routes 2008/09 (GSR: Regent St. to Reagan Rd.)	-		Com	452	53%	228.3	78.6	-	-		N
Cycle Routes 2008/09 (T I Drive - Boundary to Belinda)	-		Com	452	53%	448.1	211.0	-	-		N
Cycle Routes 2008/09-Great Sth Rd (Weymouth Rd-Myers Road)	-		Com	452	53%	234.6	104.4	-	-		N
SH 20 Extension - Cycleways Stage 1	-		Com	452	53%	5,650.0	821.5	-	-		N
Flat Bush Active Modes - Pathways	99		Reserve	452	53%	10,278.3	496.7	69.7	589.9	Res. A	
Manukau School Travel Plan Infrastructure			Alloc.				63.6	63.6			
School Travel Plan Engineering Works	71	HHM	Cat2	451	53%	1,900.0	159.0	318.0	530.0	Probable	R
Walking and Cycling - Key safety and congestion			Alloc.				790.0	790.0			
Cycle Routes 2008/09 (GSR: Manukau Super Clinic - Hill Rd)	-	MMH	Cat2	452	53%	743.3	394.0	-	-	Probable	N
Cycle Routes 2008/09 (Chapel Road: Aspiring to Ormiston)	-	MMH	Cat2	452	53%	432.3	229.1	-	-	Probable	N
09/10 Chapel Road: Boundary Road - Ti Raku Drive	108	MMM	Cat2	452	53%	864.5	458.2	-	-	Possible	N
09/10 East Tamaki: Bairds Road - Ormiston Road	108	MMM	Cat2	452	53%	819.0	434.1	-	-	Possible	N

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
09/10 Minor Cycleway Improvements	108	MMM	Cat2	452	53%	540.9	286.7	-	-	Possible	N
10/11 Minor Cycleway Improvements	108	MMM	Cat2	452	53%	393.8	-	208.7	-	Possible	N
10/11 Great South Road - Kevale Place - Mahia Road	108	MMM	Cat2	452	53%	358.3	-	189.9	-	Possible	N
10/11 Wiri Station Rd: Roscommon Rd - Lambie Drive	108	MMM	Cat2	452	53%	277.8	-	147.2	-	Possible	N
11/12 Minor Cycleway Improvements	108	MMM	Cat2	452	53%	111.1	-	-	58.9	Possible	N
10/11 Puhinui Road: Roscommon Road - SH20	108	MMM	Cat2	452	53%	306.5	-	162.5	-	Possible	N
11/12 Roscommon Rd: Cavendish Rd - Wiri Station Rd	108	MMM	Cat2	452	53%	1,528.1	-	-	809.9	Possible	N
11/12 Mahia Road: Weymouth Road - Great South Road	108	MMM	Cat2	452	53%	506.2	-	-	268.3	Possible	N
09/10 Lambie Drive (Ronwood to Wiri Station Road)	108	MMM	Cat2	452	53%	407.5	216.0	-	-	Possible	N
Cycle Routes 2008/09 (Lambie Drive North)	-		Reserve	452	53%	1,100.1	530.1	-	-	Res. A	
Walking and Cycling - Access and community benefits			Alloc.								
09/10 Local Schemes	108		Reserve	452	53%	405.1	214.7	-	-	Res. A	
10/11 Local Schemes	108		Reserve	452	53%	827.5	-	438.6	-	Res. A	
11/12 Local Schemes	108		Reserve	452	53%	91.6	-	-	48.6	Res. A	
Rotary Path Extension	113		Reserve	451	53%	822.0	53.0	185.5	197.1	Res. A	
List Minor Walkways Improvements	113		Reserve	451	53%	702.0	107.1	132.5	132.5	Res. A	
Papakura Stream Path	113		Reserve	451	53%	803.6	53.0	185.5	187.4	Res. A	
Bucklands Beach to Half Moon Bay Ferry Terminal	113		Reserve	451	53%	400.0	53.0	159.0	-	Res. A	
Neighbourhood Accessibility Plans - Physical works	112		Reserve	451	53%	1,923.4	-	113.0	292.1	Res. A	
Transport planning											
Mill Rd/Redoubt Rd Corridor Study (MPP)	-		Com	002	53%	718.7	69.8	-	-		N
Activity Management Plans 2009/12	35	ML	Cat2	003	53%	2,550.0	450.5	450.5			N
Manukau Road Safety Plan 2012-15	38	MM	Cat2	002	53%	40.0	-	-	21.2		N
Study - Bus Priority - Whole Route Implementation Plans	31	MM	Cat2	003	75%	240.0	60.0	60.0	60.0		N
Study - Cycle and Walking Strategy Interim Review	34	MM	Cat2	002	75%	50.0	37.5	-	-		N
Study - Papatoetoe Rail Crossing	45	MM	Cat2	002	75%	60.0	45.0	-	-		N
Study - Park n Ride Bus/Rail Interchange Implementation plan	27	MM	Cat2	002	75%	50.0	-	37.5	-		N
Study - Passenger Transport Accessibility Study	27	MM	Cat2	002	75%	50.0	-	-	37.5		N
Study - Sustainable Travel Social Marketing	48	HM	Cat2	002	75%	80.0	-	60.0	-		N
Study - Town Centre Parking Strategy	31	MM	Cat2	002	75%	140.0	105.0	-	-		N
North Shore City Council											
Renewal of local roads											
Road renewals			App.			34,650.8	4,835.3	4,972.9	5,091.7		N
Operation and maintenance of local roads											
Road operations and maintenance			App.			34,615.8	4,960.9	4,961.6	4,962.2		N
New & improved infrastructure for local roads											
2009/12 Anzac Street Corridor	-		Com	332	53%	2,300.0	187.6	-	-		N
2009/12 Taharoto/Wairau Corridor (2005/06)	52		Com	324	53%	1,309.5	429.0	-	-		N
2009/12 Taharoto/Wairau Corridor (2005/06)	52		Com	324	53%	1,300.0	424.0	-	-		N
Albany Civic Crescent PT Measures 06/07	-		Com	324	53%	3,162.1	1,166.0	-	-		N
East Coast Rd Widening (Hastings - Rosedale)	-		Com	324	53%	7,152.0	1,379.6	2,065.8	-		N
Esmonde Rd Widening 2004/05	-		Com	324	53%	12,472.2	53.0	-	-		N
Forrest Hill Transit and Cycle Lanes 06/07	-		Com	324	53%	3,971.7	38.0	-	-		R

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
Glenhu Rd Upgrading & Link 05/06	-		Com	324	77%	430.0	231.7	-	-		N
Glenfield Rd (Bentley-Sunset) 06/07	-		Com	324	53%	21,377.0	2,754.9	353.6	-		N
Lake Road Widening (LP)	-		Com	333	48%	2,900.0	253.4	-	-		N
Lake Road Widening 06/07	-		Com	324	53%	9,479.6	2,915.0	1,791.2	-		N
Massey Link Road (Coliseum Drive Extension) 06/07	-		Com	323	53%	370.0	103.7	-	-		N
Taharoto/Wairau Corridor LP	-		Com	332	53%	4,200.0	167.4	-	-		N
Minor improvements 2009/12	-		App.	341	-	-	783.7	707.2	705.0		N
2009/12 Taharoto/Wairau Corridor (2005/06)	52	HHH	Cat2	332	53%	2,999.0	1,589.5	-	-	Probable	R
2009/12 Albany Highway (Sunset to SH18)	85	MMH	Cat2	324	53%	469.0	68.9	88.0	91.7	Probable	N
2009/12 Albany Highway Corridor Upgrade	54	MMH	Cat2	324	53%	32,539.0	890.4	1,755.9	1,224.8	Probable	N
2009/12 Albany Highway Corridor Upgrade	54	MMH	Cat2	324	53%	530.0	84.8	-	196.1	Probable	N
2009/12 Albany Highway Corridor Upgrade	54	MMH	Cat2	324	53%	160.0	84.8	-	-	Probable	N
2009/12 Albany Highway Corridor Upgrade	54	MMH	Cat2	332	53%	1,831.0	970.4	-	-	Probable	N
2009/12 East Coast/Glenvar/Lonely Track	-		Cat2	324	53%	58.0	-	-	30.7	Probable	N
2009/12 Glenvar Road	93	MMM	Cat2	324	53%	315.0	167.0	-	-	Possible	N
2009/12 Long Bay Development	93	MMM	Cat2	324	53%	3,150.0	-	556.5	1,113.0	Possible	N
2009/12 Long Bay Development	93	MMM	Cat2	324	53%	1,102.0	389.6	194.5	-	Possible	N
2009/12 Okura River Rd/Vaughans Rd	93	MMM	Cat2	324	53%	1,824.0	129.9	415.5	421.4	Possible	N
Improve, expand or replace network group			Alloc.				760.0	1,055.0	1,185.0		N
2009/12 Gills Rd (Living Str. Ave to Oteha Valley Rd)	-	MMH	Cat2	324	53%	347.0	66.8	117.1	-	Probable	N
2009/12 Tristram Ave Road Improvement	105	MMM	Cat2	321	53%	495.0	262.4	-	-	Probable	N
Intersections programme	97	MMM	Cat2	324	53%	552.0	-	292.6	-	Possible	N
Other safety programme	97	MMM	Cat2	324	53%	552.0	-	-	292.6	Possible	N
Crashes on bends programme	97	MMM	Cat2	324	53%	787.0	417.1	-	-	Possible	N
2009/12 Kyle Road Reconstruction / Upgrading	125	MMM	Cat2	323	53%	436.0	111.3	58.8	61.0	Possible	N
2009/12 Chivalry Rd/Diana Drv /Chartwell Ave intersection	-	MMM	Cat2	324	53%	116.0	-	-	61.5	Possible	N
2009/12 Lonely Track / Gills / Albany Heights	89	MMM	Cat2	324	53%	108.0	28.1	29.2	-	Possible	N
2009/12 Glenfield Rd / Kaipatiki	122	MMM	Cat2	324	53%	1,926.0	-	1,020.8	-	Possible	N
2009/12 PT Safety and security programme	110	MMM	Cat2	321	53%	280.0	76.9	71.6	-	Possible	N
2009/12 Street light programme	97	MMM	Cat2	324	53%	1,655.0	278.3	292.6	306.3	Possible	N
Public transport infrastructure											
Carlisle Road BPM (East Coast Rd to Browns Bay)	-		Com	533	53%	860.0	227.9	-	-		N
2009/12 Taharoto/Wairau Corridor (2005/06)	52	HHH	Cat2	533	53%	12,445.0	426.7	1,024.5	2,221.8	Probable	R
Peak congestion relief & optimisation PT group			Alloc.				1,643.3	1,643.3			
2009/12 College Road HOV Lanes	79	HMM	Cat2	533	53%	1,104.0	-	585.1	-	Probable	R/N
2009/12 College Road HOV Lanes	79	HMM	Cat2	533	53%	420.0	222.6	-	-	Probable	R/N
North Harbour Industrial - phase 1 west	78	HMM	Cat2	533	53%	574.0	-	304.2	-	Probable	R/N
North Harbour Industrial - phase 2 east	78	HMM	Cat2	533	53%	955.0	83.2	116.6	306.3	Probable	R/N
Bus priority improvements	78	HMM	Cat2	533	53%	2,936.0	417.1	526.3	612.7	Probable	R/N
Indented bus bays	78	HMM	Cat2	533	53%	659.0	138.9	114.0	96.5	Probable	R/N
Bayswater wharf	83	HMM	Cat2	533	53%	3,286.0	-	761.1	980.5	Probable	R/N
Stanley Bay wharf	83	HMM	Cat2	533	53%	640.0	-	339.2	-	Probable	R/N
Devonport - terminal upgrade	83	HMM	Cat2	533	53%	489.0	-	259.2	-	Probable	R/N
Millford bus station	79	HMM	Cat2	531	60%	657.0	63.0	331.2	-	Probable	R/N
Sunny Bus Station Accessway	79	HMM	Cat2	531	60%	439.0	-	263.4	-	Probable	R/N

	Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
Albany Busway Station Park and Ride Extension	Construction	79	HMM	Cat2	531	60%	2,730.0	-	1,638.0	-	Probable	R/N
Advanced Investigation	Investigation	-	N/F									
Demand management & community programmes												
2009/12 Community Programme - North Shore City	Implementation			App.	432	75%	-	745.2	-	-		N
2009/12 School Travel Planning - North Shore City	Implementation			App.	432	75%	-	3671	-	-		N
2009/12 Workplace Travel Plans - North Shore City	Implementation			App.	432	75%	-	301.8	-	-		N
Walking and cycling facilities												
2008/09 East Coast Road Shared Pedestrian/Cycle Path	Construction	-		Com	452	53%	1,200.0	606.0	-	-		N
2009/10 Albany Highway Corridor (Oteha Footbridge)	Construction	-		Com	451	53%	1,122.8	595.1	-	-		N
Lake road cycleway (Takapuna to Devonport)	Construction	1		Com	452	53%	951.0	64.8	-	-		N
Travelwise to School Programme	Construction	-		Com	451	53%	473.9	75.9	-	-		R
Travelwise to School Programme 05/06 - Kristin School	Construction	-		Com	451	53%	120.0	54.6	-	-		N
North Shore School Travel Plan Infrastructure	Group allocation			Alloc.				139.8	139.8			
2009/12 Travelwise to School Programme	Construction	67	HHM	Cat2	451	53%	1,978.0	361.5	380.5	306.3	Probable	R
Walking and Cycling - Key safety and congestion	Group allocation			Alloc.				155.8	155.8			
Pt1 Stg1 Albany off-road cyclepath	Construction	93		Reserve	452	53%	546.0	55.7	233.7	-	Res. A	
Pt1 Stg2 Albany off-road cyclepath	Construction	93		Reserve	452	53%	651.0	-	122.4	222.6	Res. A	
Pt1 Stg3 Albany off-road cyclepath	Construction	93		Reserve	452	53%	619.0	-	33.4	111.3	Res. A	
Walking and Cycling - Access and community benefits	Group allocation			Alloc.				-	-	-		
Devonport to Takeapuna Off-Rd cycle route Imp	Construction	93		Reserve	452	53%	2,200.0	106.0	1,060.0	-	Res. A	
2009/10 Programme	Construction	109		Reserve	451	53%	105.0	55.7	-	-	Res. A	
2009/10 Programme	Construction	92		Reserve	451	53%	210.0	111.3	-	-	Res. A	
2010/11 Programme	Construction	109		Reserve	452	53%	166.0	-	88.0	-	Res. A	
2010/11 Programme	Construction	92		Reserve	451	53%	221.0	-	117.1	-	Res. A	
2011/12 Programme	Construction	109		Reserve	451	53%	231.0	-	-	122.4	Res. A	
2011/12 Programme	Construction	92		Reserve	451	53%	231.0	-	-	122.4	Res. A	
Transport planning												
New Strategy Studies 2004/05	Study	-		Com	002	53%	47.5	25.2	-	-		N
NSCC Freight Study 08-09	Study	-		Com	002	75%	100.0	52.5	-	-		N
Strategic Corridor Study 08-09	Study	-		Com	002	53%	265.0	76.9	-	-		N
2009/12 Braeken / Burns / Auburn / Killarney	Study	29	MH_	Cat2	002	75%	120.0	-	-	90.0		N
2009/12 NSCC Asset Management Plan	Study	35	MM_	Cat2	003	53%	720.0	123.0	127.2	131.4		N
2009/12 Safety improvement studies	Study	38	MM_	Cat2	002	75%	100.0	37.5	37.5	-		N
2009/12 Strategic transport studies	Study	46	MH_	Cat2	002	75%	1,200.0	300.0	300.0	300.0		N
2009/12 Wharf management resolution study	Study	44	MM_	Cat2	003	75%	100.0	75.0	-	-		N
Papakura District Council												
Renewal of local roads												
Road renewals	Local Roads			App.			10,398.7	1,481.4	1,492.6	1,601.4		N
Preventative Maintenance	Construction	5		Cat2	241	44%	100.0	44.0	-	-		
Preventative Maintenance	Construction	5		Cat2	241	44%	100.0	-	44.0	-		
Preventative Maintenance	Construction	5		Cat2	241	44%	100.0	-	-	44.0		
Operation and maintenance of local roads												
Road operations and maintenance	Local Roads			App.			7,894.2	1,151.3	1,159.1	1,163.0		N

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
New & improved infrastructure for local roads											
Hingaia Rd Hinau Rd to Pararek Rd improvements	-		Com	324	54%	1,775.1	658.5	-	-	R	
Minor improvements 2009/12			App.	341		-	210.6	188.8	193.9	N	
Manuroa Road - Rail Overbridge and Approaches	76	HMM	Cat2	322	54%	20,000.0	-	-	5,400.0	Probable	R/N
Manuroa Road - Rail Overbridge and Approaches	76	HMM	Cat2	322	54%	480.0	259.2	-	-	Probable	R/N
Manuroa Road - Rail Overbridge and Approaches	76	HMM	Cat2	332	54%	5,000.0	-	2,700.0	-	Probable	R/N
Porchester Rd Construction Walters Rd to Airfield Rd	117	MMM	Cat2	324	54%	2,745.1	1,482.3	-	-	Possible	N
Porchester Rd Construction Walters Rd to Airfield Rd	117	MMM	Cat2	324	54%	3,394.2	-	1,832.9	-	Possible	N
Improve, expand or replace network group			Alloc.				750.0	1,400.0	1,300.0		
Papakura Interchange Local Road Associated Works	126	MMM	Cat2	324	54%	100.0	-	-	54.0	Probable	R/N
Hingaia Rd Improvements	93	MMM	Cat2	324	54%	1,044.4	-	564.0	-	Possible	N
Mill Road corridor route Protection	78	MMM	Cat2	323	54%	450.0	27.0	108.0	108.0	Possible	N
Great South Rd - Manuroa Rd - Beaumaris Way Intersection	126	MMM	Cat2	324	54%	525.0	-	283.5	-	Possible	N
Pavement reconstruction 2009/2010	127	MMM	Cat2	324	54%	1,000.0	540.0	-	-	Possible	N
Pavement reconstruction 2010/2011	127	MMM	Cat2	324	54%	1,025.0	-	553.5	-	Possible	N
Pavement Reconstruction 2011/2012	127	MMM	Cat2	324	54%	1,050.6	-	-	567.3	Possible	N
District way finding signs	109	MMM	Cat2	321	54%	657.7	-	175.0	180.1	Possible	N
Hunua Gorge Winstone Quarry Realignment	128	MMM	Cat2	324	54%	250.0	-	-	135.0	Possible	N
East St - Elloit St Intersection	97	MMM	Cat2	324	54%	600.0	-	-	108.0	Possible	N
East St - Queen St Intersection	97	MMM	Cat2	324	54%	660.0	-	-	140.4	Possible	N
Wood St - Railway St. West Intersection	97	MMM	Cat2	324	54%	220.0	-	-	118.8	Possible	N
Great South Rd - Wood St Intersection	97	MMM	Cat2	324	54%	275.0	-	-	148.5	Possible	N
Great South Rd - Walters Rd - Longford Park Dr	97	MMM	Cat2	324	54%	330.0	-	178.2	-	Possible	N
Hingaia Rd - Oakland Rd Intersection	97	MMM	Cat2	324	54%	100.0	54.0	-	-	Possible	N
Railway St West Link	122	MMM	Cat2	323	54%	1,175.0	-	634.5	-	Possible	N
Great South Rd - Beach Rd Intersection Land	123	MMM	Cat2	332	54%	1,000.0	540.0	-	-	Possible	N
Great South Rd - Beach Rd Construction	123	MMM	Cat2	324	54%	1,800.0	-	972.0	-	Possible	N
Clevedon Rd - Marne Rd - Pricor St Intersection	123	MMM	Cat2	324	54%	1,030.0	556.2	-	-	Possible	N
Mill Rd - Alfriston Rd Intersection	123	MMM	Cat2	324	54%	250.0	-	-	135.0	Possible	N
Clevedon Broadway Rail Over Bridge	116	MMM	Cat2	322	54%	280.0	151.2	-	-	Possible	N
Clevedon Broadway Rail Over Bridge	116	MMM	Cat2	322	54%	2,305.5	-	833.5	411.5	Possible	N
Public transport infrastructure											
Papakura Rail Station Park and Ride	-		N/F								
Demand management & community programmes											
Papakura District School Travel Plan			App.	432	75%	-	15.3	-	-	N	
Papakura Three Year Community Safety Programme			App.	432	75%	-	147.7	-	-	N	
Papakura Work Place Travel Plan			N/F								
Walking and cycling facilities											
Papakura School Travel Plan Infrastructure			Alloc.				32.4	32.4	32.4		
School Travel Plan Infrastructure 2009/2010	63	HMM	Cat2	451	54%	150.0	81.0	-	-	Probable	R
School Travel Plan Infrastructure 2010/11	63	HMM	Cat2	451	54%	150.0	-	81.0	-	Probable	R
School Travel Plan Infrastructure 2011/12	63	HMM	Cat2	451	54%	150.0	-	-	81.0	Probable	R
Walking and Cycling - Key safety and congestion			Alloc.				117.7	117.7	117.7		

	Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
Great South Rd Gatland Road to Slippery Creek	Construction	92	MMM	Cat2	452	54%	1,090.0	-	-	588.6	Possible	N
Walking and Cycling - Access and community benefits	Group allocation			Alloc.								
Cycleway design and Consultation	Design	92		Reserve	452	54%	182.6	35.4	50.3	13.0	Res. A	
Cycleway construction 2009-2010	Construction	92		Reserve	452	54%	589.5	318.3	-	-	Res. A	
Cycleway construction 2010-2011	Construction	92		Reserve	452	54%	837.9	-	452.5	-	Res. A	
Cycleway construction 2011-2012	Construction	92		Reserve	452	54%	216.0	-	-	116.6	Res. A	
Transport planning												
Corridor Study for Mill Road Link via MCC & PDC	Study	-		Com	002	54%	374.0	39.8	-	-		N
Activity Management Plan	Study	36	LL_	Cat2	003	54%	750.0	105.3	140.4	159.3		N
Great South Rd Corridor Study	Study	30	HL_	Cat2	002	75%	250.0	-	187.5	-		N
Hingaia Rd Corridor Strategy	Study	-	MH_	Cat2	002	75%	30.0	22.5	-	-		N
Manuroa Rd and Airfield Rd Corridor Study	Study	39	HL_	Cat2	002	75%	250.0	187.5	-	-		N
Papakura East West Corridor Studies	Study	35	HL_	Cat2	002	75%	300.0	-	-	225.0		N
Papakura Transport Strategy	Study	24	HL_	Cat2	002	75%	385.0	217.5	71.3	-		N
Porchester Rd Corridor Management Plan	Study	39	HM_	Cat2	002	75%	100.0	75.0	-	-		N
Rodney District Council												
Renewal of local roads												
Road renewals	Local Roads			App.			49,263.8	7,821.4	7,895.2	7,930.1		N
Preventive Maintenance - Slips 2009-12	Construction	5		Cat2	241	48%	4,365.0	698.4	698.4	698.4		N
Operation and maintenance of local roads												
Road operations and maintenance	Local Roads			App.			37,474.1	5,871.5	6,101.6	6,163.2		N
Emergency Slip Repair, Shepherd Road RP 1600, Wellsford	Construction	-		Com	141	48%	-	135.5	-	-		N
New & improved infrastructure for local roads												
Bridge Renewal - Waitakere Rd #4	Construction	-		Com	322	58%	450.0	251.2	-	-		N
HBC Traffic Corridor Study	Study	-		Com	311	58%	550.0	144.3	-	-		N
Warkworth SH1 Intersection Improvements	Construction	-		Com	324	58%	5,470.0	1,392.0	696.0	388.6		N
Minor improvements 2009/12	Local Roads			App.	341		-	1,095.4	996.3	988.3		N
Mahurangi River Link - Woodcocks Road to Falls Road	Construction	128	MMM	Cat2	323	58%	5,676.0	-	3,292.1	-	Possible	N
Penlink Construction (2009 version)	Construction	90	MMM	Cat2	323	58%	203,400.0	28,536.0	53,012.0	36,424.0	Possible	N
Improve, expand or replace network group	Group allocation			Alloc.				400.0	650.0	650.0		N
09 Coates-Riv Highway realignment - nr Goldflats	Construction	64	MMH	Cat2	324	58%	300.0	174.0	-	-	Probable	N
09 Waitakere No 4 bridge	Construction	118	MMH	Cat2	322	58%	880.0	510.4	-	-	Probable	N
09 Major Arterial Route Improvements - R&T	Investigation	64	MMM	Cat2	324	58%	2,000.0	-	580.0	580.0	Possible	N
10 Matakana Road - Green Road intersection upgrade	Construction	64	MMM	Cat2	324	58%	300.0	-	174.0	-	Possible	N
09 Richards No. 2 Bridge	Construction	118	MMM	Cat2	322	58%	333.0	193.1	-	-	Possible	N
10 Bochers Bridge	Construction	118	MMM	Cat2	322	58%	278.0	-	161.2	-	Possible	N
10 Anderson No 1 Bridge	Construction	118	MMM	Cat2	322	58%	345.0	-	200.1	-	Possible	N
11 Wrights Bridge	Construction	118	MMM	Cat2	322	58%	215.0	-	-	124.7	Possible	N
Wainui Rd / Silverdale St intersection Improvements (11/12)	Construction	127	MMM	Cat2	324	58%	650.0	-	-	377.0	Possible	N
Driver environment modification - Snells Beach	Construction	91	MMM	Cat2	321	58%	1,000.0	-	290.0	290.0	Possible	N
Public transport infrastructure												
Park & Ride Station - Silverdale	Construction	78	HML	Cat2	531	60%	5,000.0	1,428.0	1,572.0	-	Possible	N
Park & Ride Station - Silverdale	Design	78	HML	Cat2	531	60%	250.0	150.0	-	-	Possible	N

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
Demand management & community programmes											
Road Safety CFA- Rodney District			App.	432	75%	-	406.2	-	-		N
School Travel Plans-CFA-Rodney 2009/12			App.	432	75%	-	80.0	-	-		N
Work Place Travel Plan CFA- Rodney 2009/12			App.	432	75%	-	28.5	-	-		N
Walking and cycling facilities											
Cycleway/Walkway - Kumeu Walkway(Riverhead to Weza)	-		Com	452	58%	393.0	155.4	-	-		N
Orewa West Walkway/Cycleway	-		Com	452	58%	3,847.0	279.6	293.5	1,052.7		N
Rodney School Travel Plan Infrastructure			Alloc.				146.2	146.2			
STP-Infrastructure- Rodney- 2009/10	72	HHM	Cat2	451	58%	630.0	365.4	-	-	Probable	R
STP-Infrastructure- Rodney- 2010/11	72	HHM	Cat2	451	58%	630.0	-	365.4	-	Probable	R
STP-Infrastructure- Rodney- 2011/12	72	HHM	Cat2	451	58%	630.0	-	-	365.4	Probable	R
Transport planning											
Rodney District Transport Strategy	-		Com	002	79%	250.0	128.6	-	-		N
Asset Inventory - Retaining walls and culverts	36	MH_	App.	003	58%	60.0	34.8	-	-		N
Asset Valuation	36	MH_	App.	003	58%	50.0	29.0	-	-		N
Activity Mgt Plan - Ongoing	36	MM_	Cat2	003	58%	450.0	87.0	87.0			N
Asset Condition Analysis and Renewals Planning	36	MM_	Cat2	003	58%	270.0	52.2	52.2			N
Crash Reduction Study 2009-2012	38	MM_	Cat2	002	75%	150.0	37.5	37.5			N
Strategy Study - Major Rural Arterial Routes	43	MM_	Cat2	002	75%	50.0	37.5	-	-		N
Waitakere City Council											
Renewal of local roads											
Road renewals			App.			37,932.0	5,312.3	5,436.1	5,562.4		N
Titirangi Beach Rd Slip Repairs	-		Com	241	43%	67.0	28.8	-	-		
Titirangi Rd Slip Repairs	-		Com	241	43%	81.0	34.8	-	-		
Preventative Maintenance (09/10)	5		Cat2	241	43%	2,124.0	913.3	-	-		
Preventative Maintenance (10/11)	5		Cat2	241	43%	950.8	-	408.8	-		
Preventative Maintenance (11/12)	5		Cat2	241	43%	978.3	-	-	420.7		
Operation and maintenance of local roads											
Road operations and maintenance			App.			23,531.4	3,341.7	3,381.9	3,421.3		N
New & improved infrastructure for local roads											
40km/h Variable Speed Zones for School Areas	-		Com	321	53%	540.0	286.2	-	-		N
Advanced Traffic Management 06/07	-		Com	321	53%	1,000.0	53.0	53.0	53.0		N
New Lynn ToD Project - Stage 1	53		Com	324	53%	25,400.0	7,878.5	4,311.6	-		N
New Lynn ToD Project - Stage 1	53		Com	323	53%	5,780.0	2,597.0	-	-		N
Road Reconstruction 2008/09	-		Com	324	53%	1,630.0	150.0	-	-		N
Waitakere Central City Traffic Modelling -	-		Com	311	75%	275.0	52.5	-	-		N
Minor improvements 2009/12			App.	341		-	692.3	627.7	630.0		N
New Lynn ToD Project - Stage 2	53	HHM	Cat2	323	53%	34,336.4	-	-	6,492.5	Probable	C
New Lynn ToD Project - Stage 2	53	HHM	Cat2	332	53%	5,712.0	-	-	3,027.4	Probable	C
Sturges Road Bridge Replacement and Widening	-	MMM	Cat2	322	53%	6,784.0	3,595.5	-	-	Possible	N
Strategic network group			Alloc.				500.0	250.0	250.0		
SH18 - Buckley Interchange	126	HMM	Cat2	323	53%	823.2	436.3	-	-	Probable	R/N

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
Hobsonville Interchange	84	HMM	Cat2	324	53%	1,337.7	-	709.0	-	Probable	N
Improve, expand or replace network group			Alloc.				350.0	1,000.0			
CRS Implementation PW (09/10)	97	MMM	Cat2	324	53%	650.0	344.5	-	-	Possible	N
CRS Implementation PW (10/11)	97	MMM	Cat2	324	53%	668.9	-	354.5	-	Possible	N
CRS Implementation PW (11/12)	97	MMM	Cat2	324	53%	688.2	-	-	364.8	Possible	N
Street Lighting Improvements 2009/10-2011/12	128	MMM	Cat2	324	53%	1,389.5	238.5	245.4	252.5	Possible	N
SCATS and CCTV - Optimisation (2009/10 - 2011/12)	88	MMM	Cat2	321	53%	185.3	31.8	32.7	33.7	Possible	N
Central Park Dr Extension - (Intersection Improvements)	126	MMM	Cat2	323	53%	1,422.6	-	754.0	-	Possible	N
Road Reconstruction (09/10)	127	MMM	Cat2	324	53%	2,000.0	1,060.0	-	-	Possible	N
Road Reconstruction (10/11)	127	MMM	Cat2	324	53%	2,058.0	-	1,090.7	-	Possible	N
Road Reconstruction (11/12)	127	MMM	Cat2	324	53%	2,117.6	-	-	1,122.3	Possible	N
Advance Direction Signs - Physical Works	109	MMM	Cat2	321	53%	448.2	71.6	81.8	84.2	Possible	N
Public transport infrastructure											
New Lynn TOD Passenger Transport Interchange	-	HHL	Cat2	531	60%	10,828.9	3,573.5	2,923.8	-	Probable	C
Peak congestion relief & optimisation PT group			Alloc.				190.1	190.1			
Waitakere Station Park n Ride	97	HMM	Cat2	531	60%	1,161.7	-	61.7	635.3	Probable	R/N
Glen Eden Park n Ride	97	HMM	Cat2	531	60%	2,274.3	-	-	63.5	Probable	R/N
Demand management & community programmes											
2009/12 WCC STARS School Travel Programme			App.	432	75%	-	52.2	-	-		N
2009/12 WCC STARS Workplace Travel Programme			App.	432	75%	-	41.0	-	-		N
WCC 09/12 STARS Community Programmes			App.	432	75%	-	385.9	-	-		N
NAP - Massey East and Ranui			Com	432	75%	-	90.0	-	-		N
Walking and cycling facilities											
Cycleway - Triangle Rd thru Central Park Dr	-		Com	452	53%	563.0	170.5	-	-		N
Cycleway - Twin Streams Walk and Cycleway	-		Com	452	53%	3,400.0	500.0	-	-		N
Waitakere School Travel Infrastructure			Alloc.				139.7	139.7			
School Travel Plan 09/10	70	HMM	Cat2	451	53%	640.0	339.2	-	-	Probable	R
School Travel Plan 10/11	70	HMM	Cat2	451	53%	658.6	-	349.0	-	Probable	R
School Travel Plan 11/12	70	HMM	Cat2	451	53%	677.6	-	-	359.1	Probable	R
Walking and Cycling - Key safety and congestion			Alloc.				248.5	248.5			
Hobsonville Road Cycleway	95	MMM	Cat2	452	53%	720.0	-	-	381.6	Possible	N
Pioneer Street to West Wave (Walkway & Cycleway Connection)	96	MMM	Cat2	452	53%	629.3	-	109.1	224.5	Possible	N
Westgate Pedestrian and Cycle Bridge	87	MMM	Cat2	451	53%	1,852.2	-	981.7	-	Possible	N
Walking and Cycling - Access and community benefits			Alloc.				-	-	-		
Triangle Road Cycleway	95	Reserve	Reserve	452	53%	1,100.0	583.0	-	-	Res. A	
Central Park Drive cycleway	95	Reserve	Reserve	452	53%	600.0	318.0	-	-	Res. A	
Rathgar Road Cycleway	95	Reserve	Reserve	452	53%	830.0	439.9	-	-	Res. A	
Pomaria Road Cycleway	95	Reserve	Reserve	452	53%	385.0	204.1	-	-	Res. A	
Te Pai Place Cycleway	95	Reserve	Reserve	452	53%	185.0	98.1	-	-	Res. A	
Don Buck Road Cycleway	95	Reserve	Reserve	452	53%	277.8	-	147.2	-	Res. A	
Universal Drive Cycleway	95	Reserve	Reserve	452	53%	1,492.1	-	790.8	-	Res. A	
Rankin Avenue Cycleway	95	Reserve	Reserve	452	53%	158.8	-	-	84.2	Res. A	
Portage Road Cycleway	95	Reserve	Reserve	452	53%	317.6	-	-	168.3	Res. A	

Phase		Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
Transport planning												
Study	Activity Management Planning	37	LL_	Cat2	003	53%	321.1	55.1	56.7	58.4		N
Study	AIS(Crash Reduction Study) 2011/12	38	MM_	Cat2	002	75%	169.4	-	-	127.1		N
Study	Local Area Freight Management Plan	31	MM_	Cat2	002	75%	30.9	-	23.2	-		N
Study	Town Centre Parking Management Plan	33	MM_	Cat2	002	75%	41.2	15.0	-	15.9		N
Study	Waitakere City Cycleways Feasibility Study	39	ML_	Cat2	002	75%	51.5	-	38.6	-		N
Study	Waitakere City Transport Strategy Update	32	MM_	Cat2	002	75%	70.3	45.0	7.7	-		N
Study	Waitakere City Walking Study	39	LM_	Cat2	002	75%	55.3	33.8	7.7	-		N
Study	Waitakere Rural Transport Plan	47	ML_	Cat2	002	75%	42.4	-	-	31.8		N
Study	Town Centre Parking Management Plan	33	MM_	Cat2	002	75%	41.2	15.0	-	15.9		N
Study	Waitakere City Cycleways Feasibility Study	39	ML_	Cat2	002	75%	51.5	-	38.6	-		N
Study	Waitakere City Transport Strategy Update	32	MM_	Cat2	002	75%	70.3	45.0	7.7	-		N
Study	Waitakere City Walking Study	39	LM_	Cat2	002	75%	55.3	33.8	7.7	-		N
Study	Waitakere Rural Transport Plan	47	ML_	Cat2	002	75%	42.4	-	-	31.8		N

Police

	2009/10 FTE staff	2009/10 Funding (\$'000)	2009/10 FTE staff	2009/10 Funding (\$'000)	2009/10 FTE staff	2009/10 Funding (\$'000)
Auckland						
Police district managed activities						
Traffic camera operations	22.3	3,564.4				
Strategic road policing - urban arterial routes	3.0	479.5				
Enhanced alcohol CBT project	34.4	5,493.1				
Police community services	4.0	639.4				
Court orders	2.7	436.9				
NZTA Highway and Network Operations						
Speed control	7.5	1,199.9				
Drinking or drugged driver control	6.8	1,081.6				
Restraint device control	2.0	319.7				
Visible road safety and general enforcement	15.9	2,535.0				
Police community services	0.7	106.6				
School road safety education						
Crash attendance and investigation	6.0	959.0				
Traffic management	21.9	3,505.8				
Highway patrol	26.0	4,155.8				
Auckland City						
Speed control	20.0	3,196.8				
Drinking or drugged driver control	28.7	4,582.1				
Restraint device control	6.7	1,065.6				
Visible road safety and general enforcement	26.4	4,225.1				
Police community services	2.9	468.9				
School road safety education	4.2	671.3				
Crash attendance and investigation	28.7	4,582.1				
Traffic management	8.9	1,417.2				
Franklin District						
Speed control	2.1	331.4				
Drinking or drugged driver control	3.0	481.6				
Restraint device control	0.7	106.6				
Visible road safety and general enforcement	2.7	433.7				
Police community services	0.3	48.0				
School road safety education	0.7	111.9				
Crash attendance and investigation	2.8	452.9				
Traffic management	0.4	58.6				
Manukau City						
Speed control	9.8	1,566.4				
Drinking or drugged driver control	13.3	2,131.2				
Restraint device control	4.0	639.4				
Visible road safety and general enforcement	12.7	2,024.6				
Police community services	0.7	111.9				
School road safety education	3.1	490.2				
Crash attendance and investigation	16.3	2,605.4				
Traffic management	2.9	468.9				
North Shore City						
Speed control	6.9	1,095.4				
Drinking or drugged driver control	8.0	1,279.8				
Restraint device control	1.3	215.2				
Visible road safety and general enforcement	7.1	1,128.5				
Police community services	1.5	234.4				
School road safety education	1.4	218.4				
Crash attendance and investigation	8.0	1,278.7				
Traffic management	1.0	154.5				
Papakura District						
Speed control	2.4	391.1				
Drinking or drugged driver control	4.7	757.6				
Restraint device control	1.2	193.9				
Visible road safety and general enforcement	4.6	740.6				
Police community services	0.3	53.3				
School road safety education	0.5	85.2				
Crash attendance and investigation	2.9	463.5				
Traffic management	0.7	111.9				
Rodney District						
Speed control	4.6	734.2				
Drinking or drugged driver control	5.9	947.3				
Restraint device control	1.1	182.2				
Visible road safety and general enforcement	2.7	427.3				
Police community services	0.2	26.6				
School road safety education	0.6	95.9				
Crash attendance and investigation	2.9	458.2				
Traffic management	0.4	58.6				
Waikare City						
Speed control	4.1	652.1				
Drinking or drugged driver control	9.1	1,459.9				
Restraint device control	1.6	258.9				
Visible road safety and general enforcement	7.5	1,198.8				
Police community services	1.1	170.5				
School road safety education	1.6	250.4				
Crash attendance and investigation	6.7	1,076.2				
Traffic management	1.3	213.1				

Glossary

Activity	A land transport output or capital project, or both.
Activity class	A grouping of similar activities.
Approved organisation	A public organisation approved under section 23 of the LTMA. It's usually a regional council, a local authority or another public organisation.
ARTA	Auckland Regional Transport Authority.
ATMS	Advanced traffic management system.
Benefit cost ratio	The ratio that compares the benefits accruing to land transport users and the wider community from implementing a project or providing a service, with that project's or service's costs.
Betterment	The increased value of land arising from improved access.
Category 1 activity	An activity that is ready for funding approval.
Category 2 activity	An activity that the NZTA can anticipate funding within the three years of the NLTP, but does not currently meet category 1 requirements.
Crash book	An analytical document that provides long-term risk profiles of stretches of roads, groups of intersections and geographical areas within police districts or areas.
Farebox recovery	An arrangement in which a proportion of total operating costs is recovered through public transport fare revenue.
Fuel excise duty	A tax imposed by the government on fuel that is used to fund land transport activities.
Funding assistance rate	The percentage of the total cost of an approved activity that the NZTA pays.
GPS	The Government policy statement on land transport funding - the government's statement of its short- to medium-term goals for transport investment.
Impact	The contribution made to help achieve the government's economic, social and environmental objectives.
Investment and Revenue Strategy	A high-level direction-setting and prioritisation tool that helps the NZTA to balance competing priorities and select the best possible mix of activities for funding.
Land transport	Transport on land by any means and the infrastructure, goods and services facilitating that transport, including: <ul style="list-style-type: none"> coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure the infrastructure, goods and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to that transport.
Local road	A road (other than a state highway) in the district, and under the control, of a local authority.
Local share	The portion of the total cost of an activity that is provided by an approved organisation.
Long-term council community plan (LTCCP)	Produced by each local authority, a plan that describes its activities and provides a long term focus for its decision-making. It must cover a period of 10 consecutive financial years though it is prepared every three years.
Land Transport Management Act 2003 (LTMA)	The main act governing the land transport planning and funding system.
Ministry of Transport	The government's principal transport policy adviser that both leads and generates policy, and helps to set the vision and strategic direction for the future of transport in New Zealand.
Model community	A community that aims to reduce congestion by providing user-friendly environments for walking and cycling.

Motor vehicle registration and licensing fees	The Motor Vehicle Register is established under the Transport (Vehicle and Driver Registration and Licensing) Act 1986, and records details of vehicles that are registered to operate on the road. Motor vehicle registration and licensing fees are defined as land transport revenue.
NLTF/National Land Transport Fund	The set of resources, including land transport revenue, that are available for land transport activities under the NLTP.
NLTP/National Land Transport Programme	A three-yearly programme of investment in land transport infrastructure and services from the NLTF.
Pavement	The road structure that is constructed on the subgrade and supports the traffic loading.
Public transport	Passenger transport services provided or subsidised by local and central government.
Regional Transport Committee	A committee required to be established by every regional council or unitary authority comprising a range of representatives, including from the regional council, local authorities, the NZTA, one representing each of the five transport objectives and one from a cultural perspective. Its main functions are to prepare an RLTS and an RLTP.
Regional land transport programme (RLTP)	A three-yearly land transport infrastructure and services proposal for funding from the National Land Transport Fund prepared by a Regional Transport Committee. In Auckland, the RLTP is prepared by ARTA.
Regional land transport strategy (RLTS)	A strategy that every Regional Transport Committee, on behalf of the regional council, must prepare, and consult on to provide guidance on the land transport outcomes the region seeks. The RLTS must be produced every six years, cover 30 years and contribute to its vision.
Road-controlling authorities	Authorities and agencies, including the NZTA, local authorities, the Waitangi Trust and the Department of Conservation, that have a legal responsibility for roading.
Road user charges	Charges on diesel and heavy vehicles paid to the government and used to fund land transport activity.
Roads of national significance	Seven New Zealand roads identified by the GPS whose further development 'will have national benefits to the roading network and to national economic development' and that 'require significant development to reduce congestion, improve safety and support economic growth'.
RPP/Road Policing Programme	The programme of land transport enforcement activities delivered by New Zealand Police.
RSAP/Road safety action plan	A plan developed at the local level to address road safety issues in the area.
RTPP/Risk-targeted patrol plan	New Zealand Police operational tasking documents used to allocate strategic road policing resources to known safety risks by location and time.
State highway	A road operated by the NZTA, as defined by the LTMA.
Unitary authority	A local authority that undertakes the additional functions of a regional council.
Vehicle kilometres travelled	The total annual vehicle kilometres travelled in an area.

Key to map abbreviations

4L	Four-laning
PL	Passing lane
SH	State highway
Nth Bd	Northbound
Nth	North
Sth Bd	Southbound
Sth	South
East Bd	Eastbound
West Bd	Westbound

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