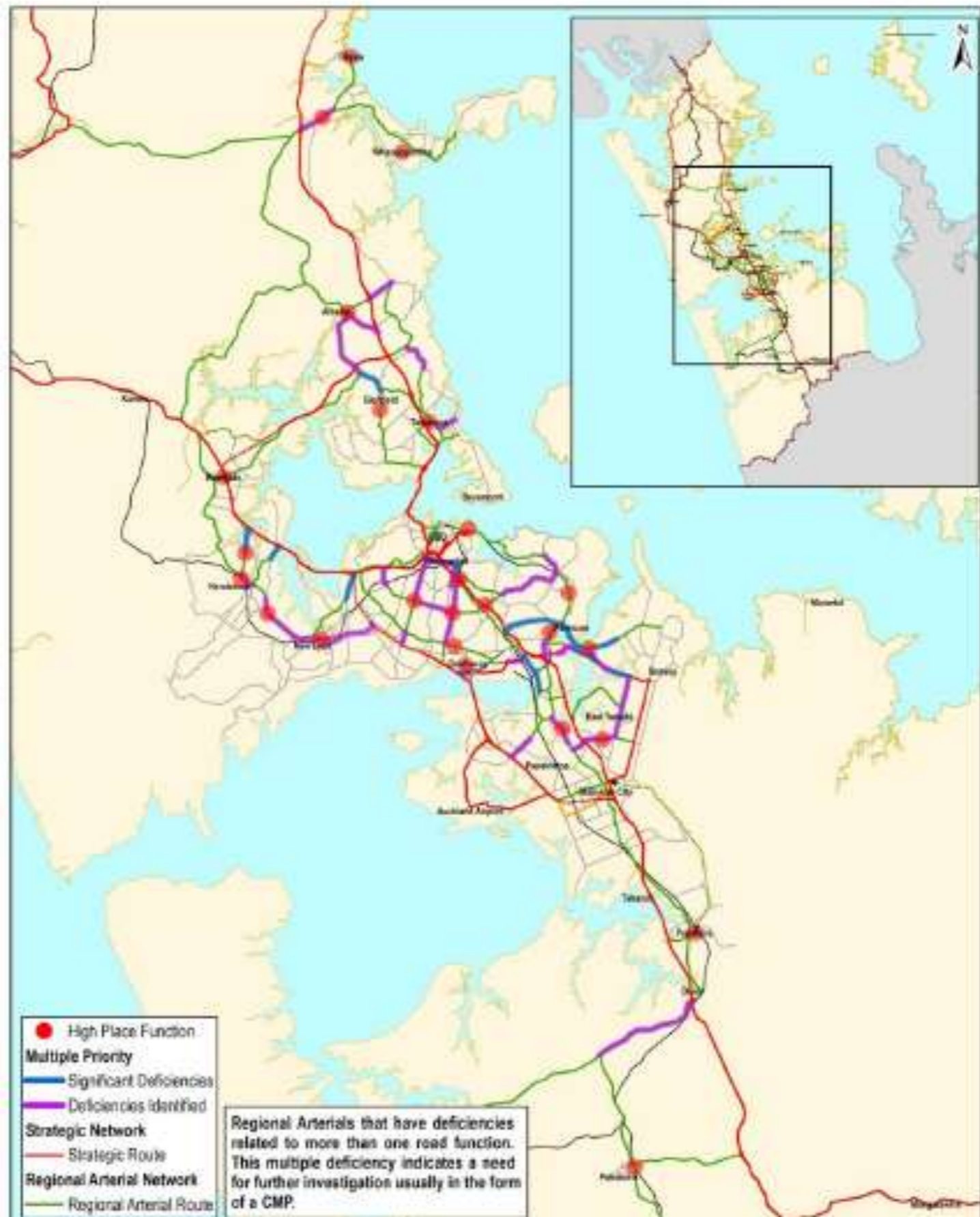


Delivering a Connected Roading Network – Priorities for the Regional Arterial Roads

2





High Priority

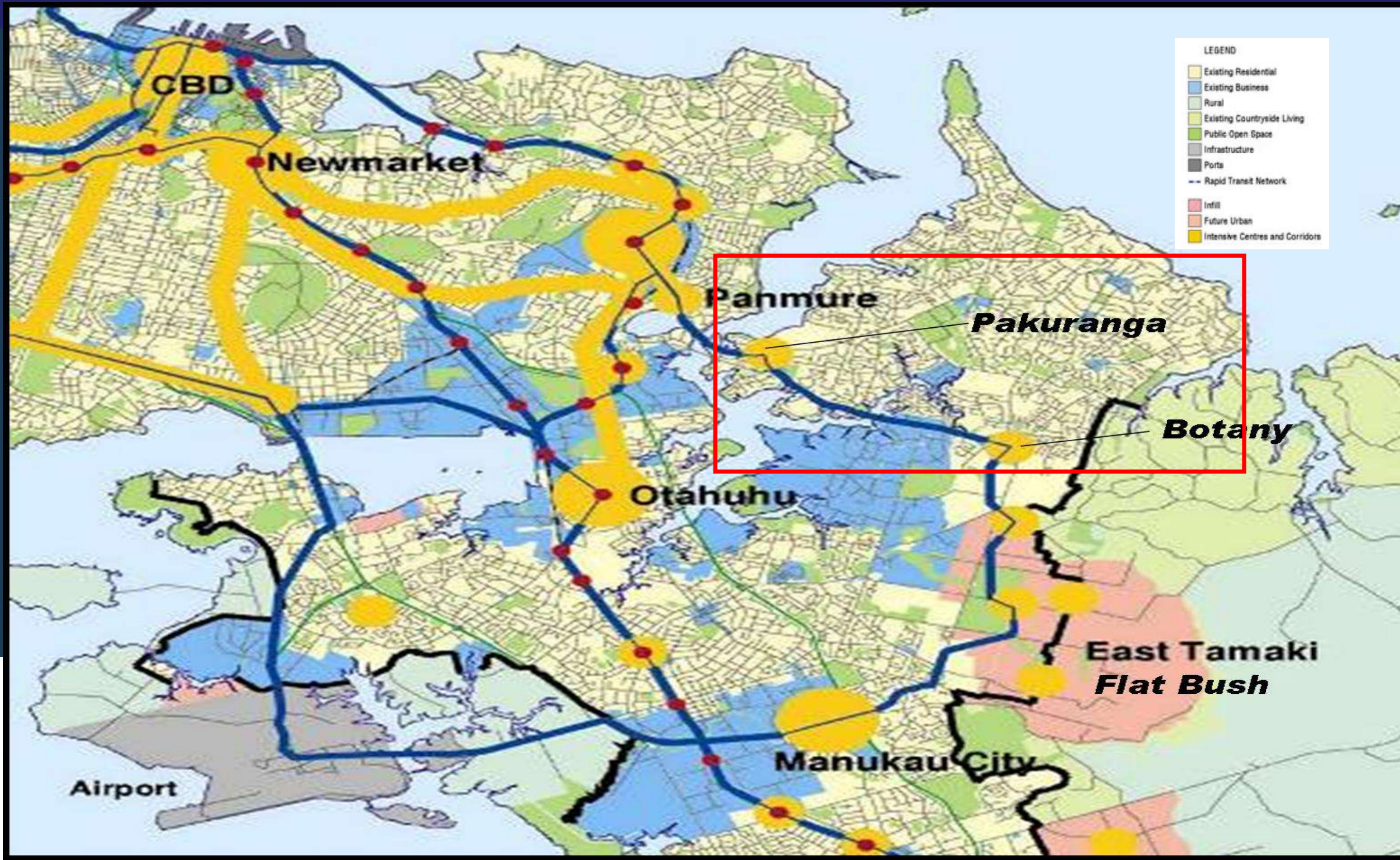
- Lincoln Road: Te Pai Place to SH16 Interchange
- Te Atatu Road: Edmonton Road to SH16
- Great North Road: Blockhouse Bay Road to SH16
- Wolverton Street: TLA boundary to Blockhouse Bay Road
- Broadway: Khyber Pass Road to Manukau Road
- Khyber Pass Road: Symonds Street to Broadway
- Eilerslie Panmure Highway: Panmure Roundabout to Great South Road
- South Eastern Highway: Waipuna Road to Ti Rakau Drive
- Church Street: Neilson Street to Great South Road
- Neilson Street: SH20 Interchange to Onehunga Mall



Project ID	Zone	Project Name	Expected Construction Cost	Delivery Model	2010/2011												2011/12												2012/13											
					Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
					Key: ■ Shortlisting /ROI ■ Tender Period ■ Evaluation Stage ■ Award / Negotiation Stage ■ Rugby World Cup ■ Professional Services ■ Scheme Assessment ■ Investigation Phase ■ Design Phase ■ Construction Phase ■ Consenting/Land Acquisition / Designation																																			
					Note: Project phasing, tendering period and construction cost are indicative.																																			
					Construction Projects > \$4.5m																																			
1	Central	CBD Rail Link (Concept/Investigation \$1m)	\$2B	CA													Investigation Phase (\$1 m)												Design Phase											
2	South / West	South - Western Airport Rail Link (PS - \$2.6m)	\$1.5B														Scheme Assessment																							
3	Central/South	Ameti (construction phases beyond 2014)	\$170m	CA																									2014 →											
4	North/West	Henderson - Albany Busway (PS)	TBA	T (3010)	Professional Services - High Level Study Phase																																			
5	Central	AMETI Package 1 - Panmure Corridor Phase 1	\$88m	T (3010)	Design Phase												RWC												Construction Phase - will be finished by year 2016											
6	Central	Dominion road PT Improvements	\$80m	T (3010)	Design Phase												Detailed Design Phase												Construction Phase											
7	North	Albany Highway Upgrade	\$54m	T (3010)													Detail Design Phase												Construction Phase											
8	Central	Auckland Integrated Fare Solutions (AIFS)	\$38m	T (3010)													RWC																							
9	West	Lincoln Road	\$40m	T (3010)	Prelim Design												Designation/Land Acquisition												Design Phase											
10	South	Papatoetoe Rail Crossing (PS - \$600k)	\$35m	T (3010)													Investigation Phase (\$600k)												Design Phase											
11	Central	AMETI Package 1 - Panmure Corridor Phase 3	\$28m	T (3010)													Design Phase (July 2011 - July 2015 - 4 years)												2016 →											
12	West	New Lynn (Great North Rd, McRae, Option 4 Trench)	\$28m	T (3010)	Design Phase												Construction Phase																							
13	West	Te Atatu Road	\$24m	T (3010)													Design Phase												Consenting/Designation/Land Acquisition											
14	Central	Tiverton / Wolverton Improvements	\$22m	T (3010)													Construction Phase																							
15	North	Glenfield Road	\$20m	T (3010)	Design Phase												Construction Phase												2013 →											
16	Central	AMETI Package 1 - Panmure Corridor Phase 2	\$18m	T (3010)	Design Phase																								2015 →											
17	South	Manukau Car Park	\$14.3m	T (3010)	Design Phase												Construction Phase																							
18	Central	AMETI Package 2 - Sylvia Park Bus Lane	\$12.4m	CA	Design Phase												Construction Phase																							
19	North	Park and ride - Silverdale - Stage 1 & 2	\$11.4m	T (3010)	Design Phase												Construction Phase												Stage 2 Construction											
20	Central	Fort St	\$11m	T (3010)	Construction Phase												RWC												Construction Phase - Stage 2											
21	West	NORSGA- Midgley Road (Phase 1 & 2)	\$10m	T (3010)	Design Phase												Consenting												Construction Phase 1											
22	West	NORSGA- Hobsonville Road & 3 Intersections	\$9.4m	T (3010)	Design Phase												Consenting/Designation/Land Acquisition												Construction Phase											
23	West	NORSGA- Northside Drive East	\$8.8m	T (3010)	Design Phase												Consenting												Construction Phase											
24	West	NORSGA - Northside Drive West	\$7.4m	T (3010)	Design Phase												Construction Phase																							
25	West	NORSGA- Northside Drive Bridge	\$7.8m	T (3010)	Design Phase												Consenting												Construction Phase											
26	West	NORSGA- Hobsonville Road & Fitzherbert & Luckens Int	\$6.9m	T (3010)													Design Phase												Consenting/Land Acquisition											
27	North	Taharoto/Wairau corridor (Stage 6 & 8)	\$6.0m	T (3010)	Design Phase												RWC																							
28	South	Manukau Station/Interchange - Stage II	\$5.9m	T (3010)	Design Phase												Construction Phase																							
29	West	NORSGA- Hobsonville Road & Brigham Creek Road Int	\$5.7m	T (3010)	Design Phase												Land Acquisition												Construction Phase											
30	Central	Lorne St	\$5.5m	T (3010)													Construction Phase												RWC											
31	West	NORSGA- Hobsonville Road & Clark /Wiseley Intersection	\$5.3m	T (3010)	Design Phase												Land Acquisition												Construction Phase											
32	West	NORSGA - Hobsonville Road - Marina View Drive Intersect	\$5.2m	T (3010)	Design Phase												Consenting/Land Acquisition												Construction											
33	West	NORSGA - Hobsonville Road - Suncrest Drive Intersection	\$4.9m	T (3010)	Design Phase												Consenting/Land Acquisition												Construction											
34	West	NORSGA- Westgate Reconstruction	\$4.7m	T (3010)													Design Phase												Construction Phase											
35	Central	Minor Safety Works	\$4.5m	T (3010)	Design Phase												Construction Phase																							
					Construction Projects > \$2m and < \$4.5m																																			
36	West	NORSGA- Hobsonville Road (to interchange)	\$4.3m	T (3010)	Design Phase												Consenting/Land Acquisition												Construction											
37	North	Albany Park and Ride Extension	\$4.2m	T (3010)	Design Phase												AC storm water catchment construction												Construction Phase											
38	West	NORSGA-Tahi North including intersection	\$4.1m	T (3010)	Design Phase												Construction Phase																							
39	Central	Neilson Street Construction SH20 to Mall	\$4m	T (3010)	Design Phase												Construction Phase																							

2

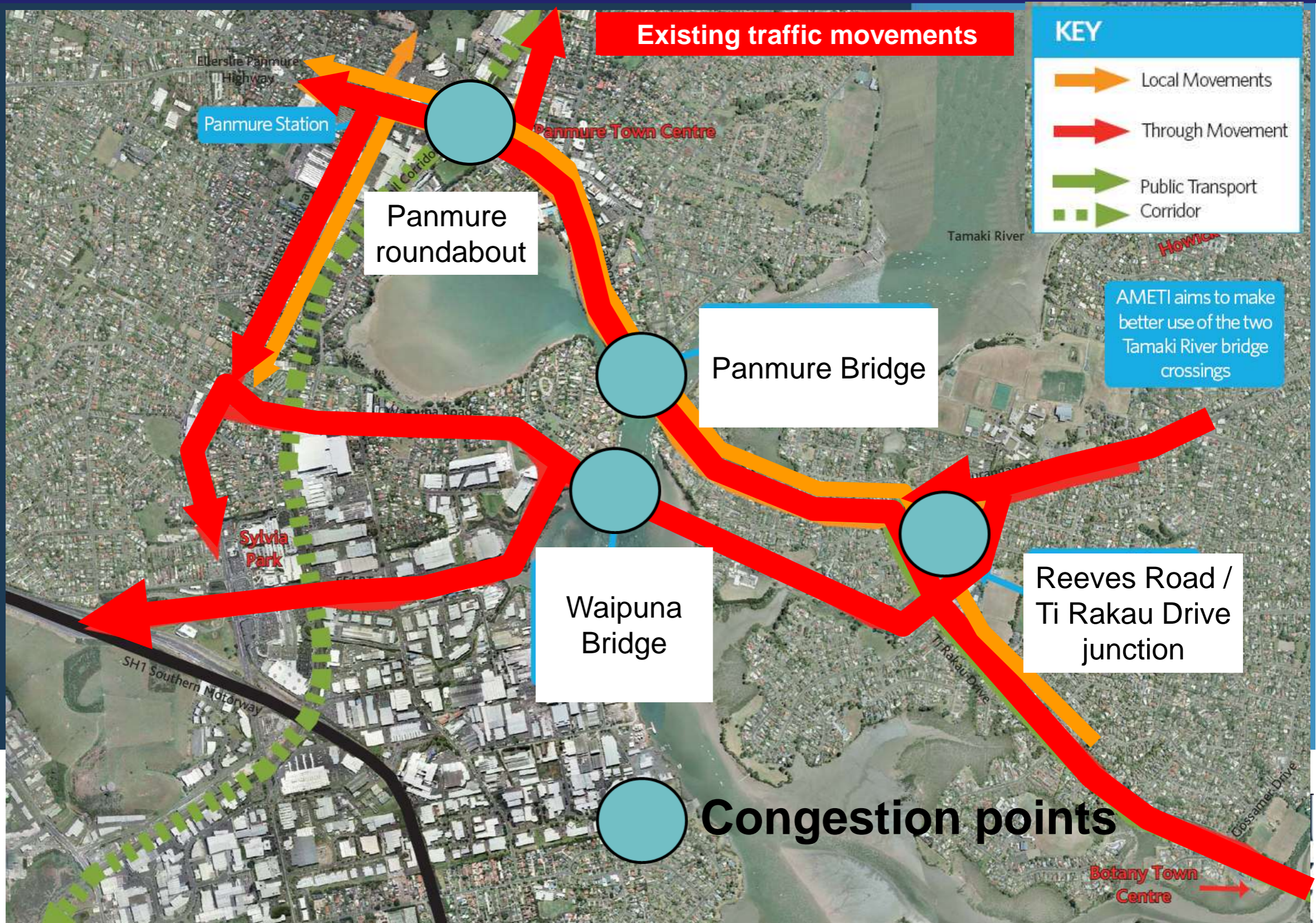
Transport Improvement Area for AMETI



Why AMETI

- Identified as Highest Priority in the RARP
- 20,000 - 25,000 population growth over 20 years in AMETI area
- capacity for approx 40,000 new jobs on land opened up by AMETI and for developments already planned in AMETI area
- congestion impacting on strategic corridors and constraining economic growth
- lack of viable transport choices – very low PT and active mode shares

The overall strategy for AMETI



The overall strategy for AMETI

Proposed traffic movements



Manage the use of the Road Network

3

Optimising traffic signals on our congested arterials has massive benefits

The annual benefits of optimising a single major arterial corridor like Dominion Road will be:

- Fuel savings of 10% or 215,000 litres
- CO2 reduction of 10% or 550 tonnes
- Total time saving 64,000 hours
- Benefit/Cost ratio of 30.



A Step change improvement in public transport

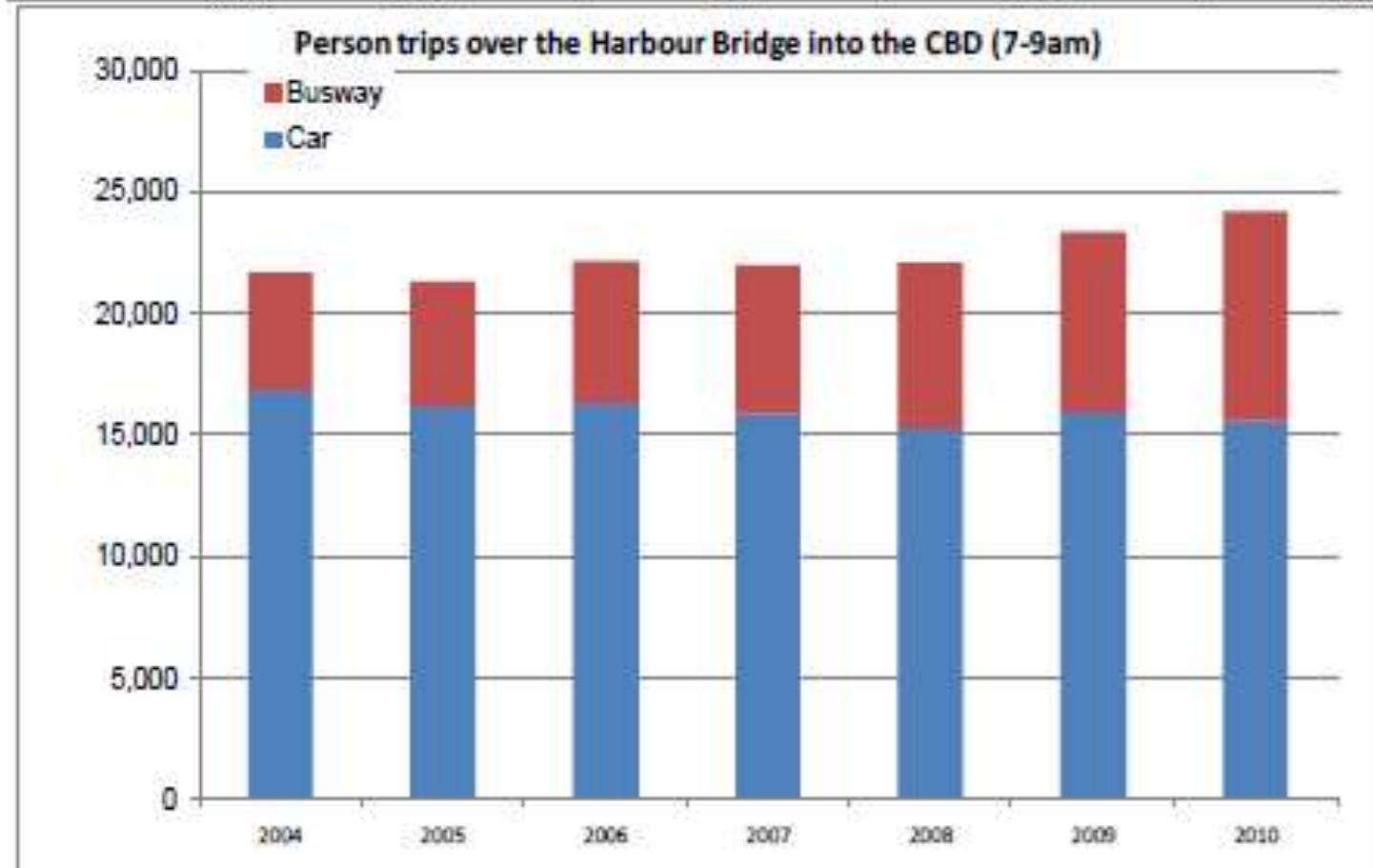
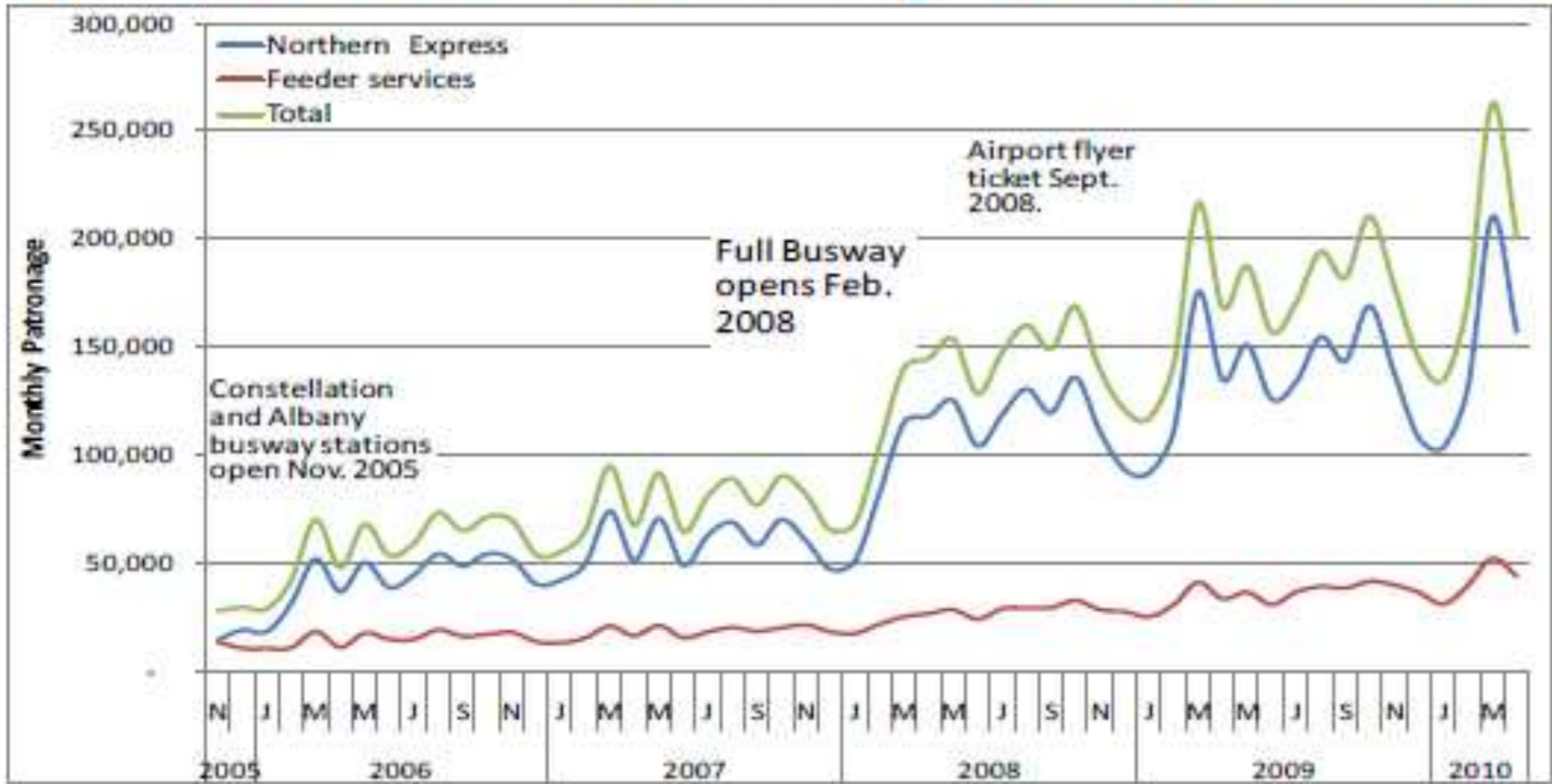
4

- Once work underway to deliver a connected roading network is completed there will be no more designations for major roads in our built up urban areas.
- Major new roads will be much more expensive, environmentally challenging and impact more on communities than ever.
- Public transport, particularly rapid transit, has the ability to move more people more efficiently than other modes, freeing up our congested motorways and arterials for freight, commercial, and other trips vital to economic development that cannot use public transport.

	Capacity per Hour
A single lane of motorway	2,400 people
Bus lanes	7,500 people
Dedicated busway	12,000 people
Dedicated light rail	12,000 people
Auckland's rail corridors	20,000 – 25,000 people



A Step change improvement in public transport: The Northern Busway Success Story



A Step change improvement in public transport: Transforming Auckland's rail network

4

Newmarket Before



Newmarket After



A Step change improvement in public transport: Transforming Auckland's rail network

Grafton After

Grafton before



A Step change improvement in public transport: Transforming Auckland's rail network

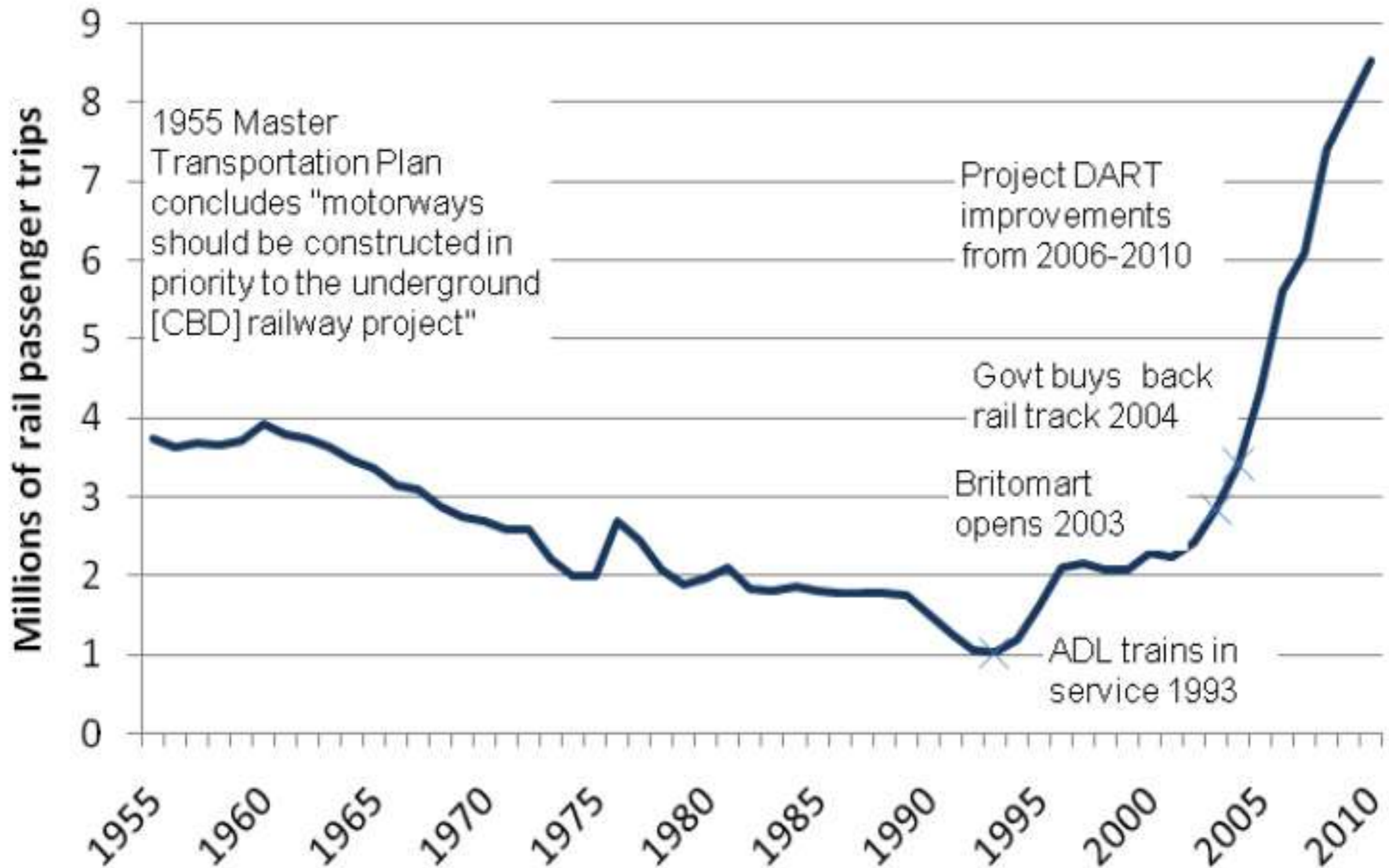
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New Lynn After

New Lynn before



A Step change improvement in public transport: Transforming Auckland's rail network



Combobulator Business Case

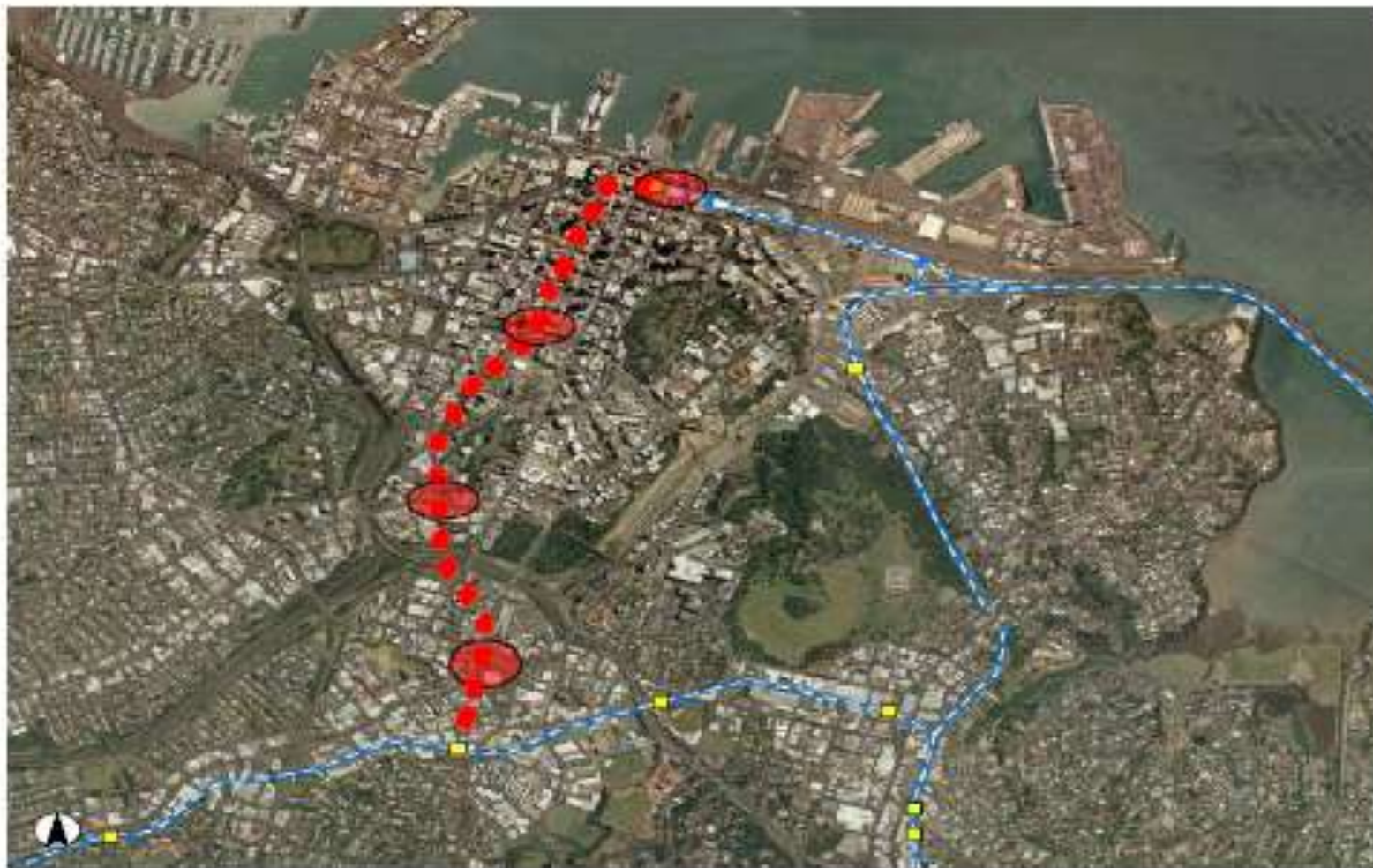
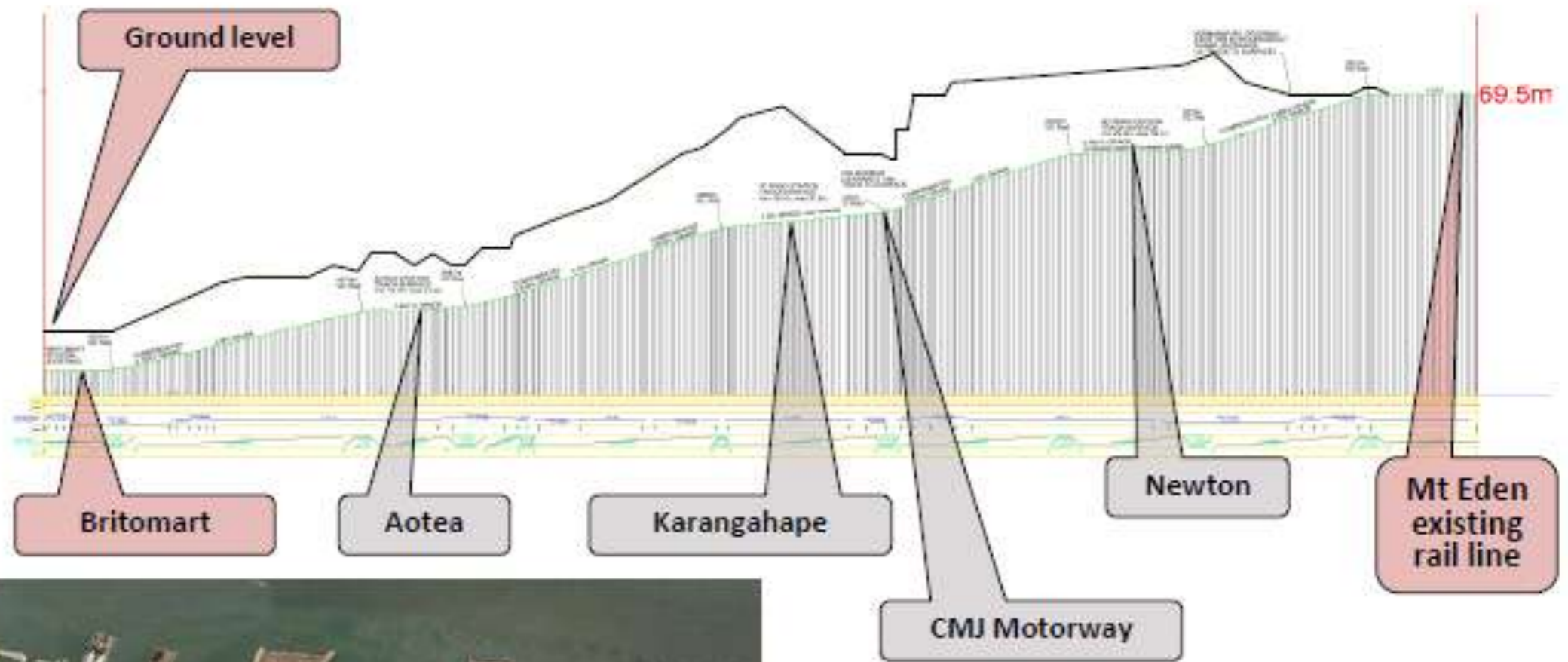
A Step change improvement in public transport: Transforming Auckland's rail network – The CBD Underground Rail Loop

- The CBD Loop – More than just a rail project, about economic transformation.
- Relieves the Britomart constraint.
- 3 underground stations in the heart of the CBD.
- Easy access to CBD commercial, educational, entertainment and other opportunities unaffected by road congestion.
- Maximises current rail investment.
- Congested CBD arterials can't cope with more buses



Topography - 70m difference in ground level

4



Urban transformation opportunity – Aotea Station

