

**Urgency:** allowing the incorporation of any external factors that influence the timing of implementation.

Consider the following factors in the assessment of the project/activities that make its implementation urgent, having regard to the following:

- > The extent to which the project/activities are:
- a) The extent to which the project/activities are of regional or transport opportunities if action is not taken?
- b) The extent to which the project/activities are of regional significance, e.g. Rugby World Cup?
- c) The need for the project/activities to be for other high priority activities (e.g. advance land purchase)?

**Effectiveness:** the extent to which the solution (the package or project/activity) contributes to the broad policy objectives set out in the RLTS and in ARTA's statutory objectives.

Objective	Assessment Criteria
Integration of transport networks, services and land use	<ul style="list-style-type: none"> <li>&gt; How effective is the project in contributing to a transport network which integrates all modes?</li> <li>&gt; How effective is the project in increasing the choice of mode?</li> </ul>
Impact on sustainability of transport network	<ul style="list-style-type: none"> <li>&gt; How effective is the project in retaining over time?</li> <li>&gt; To what extent does the project have impacts in other parts of the transport network?</li> </ul>
Contribution to the Regional Growth Strategy	<ul style="list-style-type: none"> <li>&gt; To what extent does the project actively support the RFS and RGS growth concept, including centre intensification and/or high density corridors?</li> </ul>
Economic development	<ul style="list-style-type: none"> <li>&gt; How effective is the project in reducing travel time variability for freight movement between key economic hubs?</li> <li>&gt; To what extent will the project encourage shorter journeys that deliver economic advantages?</li> <li>&gt; To what extent does the project have the potential to unlock private sector investment and development benefits?</li> </ul>
Safety and personal security	<ul style="list-style-type: none"> <li>&gt; To what extent will the project reduce crashes?</li> <li>&gt; How effective is the project in improving the safety and personal security of vulnerable transport users?</li> </ul>
Access and mobility	<ul style="list-style-type: none"> <li>&gt; To what extent will the project improve the transport choices available?</li> <li>&gt; How effective is the project in improving access to appropriate transport for vulnerable users, the transport disadvantaged and their caregivers?</li> <li>&gt; To what extent does the project remove barriers to people's ability to access opportunities for work, education, health and social services (especially the transport disadvantaged)?</li> </ul>
Public health	<ul style="list-style-type: none"> <li>&gt; How effective is the project in increasing the use of active modes?</li> <li>&gt; How effective is the project in reducing harmful air emissions?</li> <li>&gt; How effective is the project in reducing traffic noise and vibration?</li> </ul>
Environmental sustainability	<ul style="list-style-type: none"> <li>&gt; To what extent will the project reduce reliance on non-renewable resources?</li> <li>&gt; To what extent will the project improve fuel efficiency?</li> <li>&gt; How effective is the project in reducing adverse water quality impacts?</li> <li>&gt; To what extent does the project avoid environmental damage and reduce the adverse impacts of transport on the natural and physical environment?</li> <li>&gt; To what extent does the project reduce community dislocation?</li> </ul>

Efficiency: a rating of the economic return on funds invested

Source: Auckland Transport 2010, p. 150

**Strategic Balance:** a factor that allows a structured judgement to be applied to ensure that the overall shape of the Auckland Transport Plan is acceptable, recognises the modal shares and outcomes indicated in the RLTS, and takes account of broader considerations (including national issues) that might influence the priority and timing of projects and packages.

The balance of projects and packages in the ATP will seek to enable:

- > the general allocation of transport resources in the RLTS to be achieved
- > achievement of the expected outcomes of the RLTS
- > the best use of existing transport assets
- > a reasonable balance between rural and urban requirements
- > community aspirations to be met through an equitable balance of transport resources and opportunities between different communities, and socioeconomic groups
- > fundability (i.e. local share, and the ability to gain funding from other sources)
- > projects that contribute to an integrated solution, including the completion of a network
- > options to be kept open for the future, and not foreclosing on opportunities (including corridor protection and advance land purchase)
- > stronger network resilience and reduced risk of network failure, with a particular focus on lifelines, civil emergencies and civil defence evacuation procedures
- > taking proactive actions early to influence future demand in a more sustainable way, or avoid future problems (e.g. early introduction of PT to newly developing areas)
- > sufficient flexibility in the programme to enable other projects to be advanced when projects encounter implementation problems
- > an overall plan that builds for the future (note that a long-term framework (beyond 10 years) is being prepared by ARTA)
- > affordability of the programme as a whole, having regard to available resources, and contingency planning
- > risks to be appropriately managed
- > achievement of Road Safety 2010 outcomes

## Appendix B - Package Descriptions

The tables below show the major projects which make up the packages of work which are shown on Figures 5.1, 5.4-8.

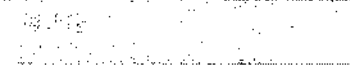

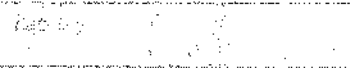


**Figure B.1 – Regional Passenger Transport Packages**

Project Description	Agency
<b>Western Line Duplication</b> Double tracking western line, service upgrades to improve rail frequency, station and surrounding upgrades	ARTA
Western Line Double Tracking – Avondale to Swanson	ONTRACK
Station Upgrades – Above Track	ARTA
Station Upgrades – Below Track	ONTRACK
Station Access, Lighting and Safety Improvements	WCC
Railway Park and Rides	WCC
Eden Park	ONTRACK
Railway Land Purchase and Widening	WCC
Rail Station Precincts	ACC
Railway Station – Contribution to Underground	WCC
Western Line Cycleway – Implementation	ARTA
<b>Manukau Rail Link</b> New Rail link to improve travel options to Manukau City Centre	ARTA
Manukau City Rail Link - Above Track	ARTA
Manukau Rail Link	MCC
Manukau Rail Link - Below Track	ONTRACK

**Figures 5.5-8 (North, Isthmus, South and West Packages)**

Project Description	Agency
<b>Western Ring Route</b>	ARTA
Greenhithe Deviation	TNZ
Upper Harbour Bridge Duplication Stage 2	ARTA
Upper Harbour Bridge Highway Upgrade	ARTA
Hobsonville Deviation	TNZ
Extra Lanes SH16 – Waterview – Royal	ARTA
Waterview Connection	ARTA
Mt Roskill Extension	ARTA
Queenstown Road Roundabout Construction	ARTA
Manukau Harbour Crossing	ARTA
Mangere to Puhinui Six Lining	ARTA
Manukau Extension	ARTA
Roscommon/Wiri Station Rd IFS	ARTA

**Figure 5.4 (Rural Packages)**

<b>Warkworth</b>		
SH1 and local road works to relieve bottleneck and enable town centre		
Local Road Improvements		RDC
Pedestrian Improvements		RDC
SH1/Local Road Intersection Improvements		RDC
Warkworth Eastern Bypass, Feasibility Study		RDC
Warkworth Stage 1		TNZ
Warkworth Western Collector – SH1, construction		RDC
<b>Whitford – Maraetai</b>		
Improvements to alignment to cater for increased traffic and improve safety		
Beachland/Whitford-Maraetai Kerb and Channel and Intersection Improvements		MCC
Whitford – Maraetai Beachlands Intersection Improvement		MCC
Whitford Arterial Road Upgrades		MCC
Whitford Bypass Investigation		MCC
Whitford Sommerville Road Roundabout Improvements		MCC
<b>Clevedon</b>		
Improvements to alignment to cater with increased traffic and improve safety		
Clevedon Arterial Road Upgrades		MCC
Clevedon Road Strategy Study		MCC
Clevedon Rural / Forestry Road Improvements		MCC
<b>Pukekohe Eastern Access</b>		
Intersection capacity and safety improvements on eastern access to Pukekohe		
East Street/Prospect Terrace Intersection		FDC
Manukau Road Capacity Improvements		FDC
Pukekohe East Road/Belgium Road Intersection		FDC
Pukekohe Eastern Access		FDC
Stadium Drive Intersection Improvements		FDC
<b>Silverdale North</b>		
Access to new areas of economic development		
Bankside Motorway Interchange		RDC
Curley Ave Works		RDC
East Coast Road Extension		RDC
Leigh Road Upgrade		RDC
Orewa Pedestrian and Pipe Bridge		RDC
Silverdale Parkway		RDC
Silverdale St Improvements		RDC
Upper Weiti Bridge		RDC
Wainui Rd Upgrading and Intersections		RDC

<b>Whangaparaoa Peninsula Access</b> Alternative access to Whangaparaoa Peninsula with SH1 and local conn- Penlink – dependent on solving		
Construction – Whangaparaoa Rd Access Works and East Coast Road Realignment		RDC
Land Purchase		RDC
Redvale Interchange – SH1		RDC
Weiti Toll Road Design and Investigation		RDC
Whangaparaoa Access		RDC
<b>Long Bay</b> Transport access to newly developing residential area		
Ashley Ave Improvements		NSCC
Beach Road Improvements		NSCC
Bus Priority Measures – Long Bay Catchment Area		NSCC
Glenvar Road		NSCC
Long Bay Cycleways		NSCC
Long Bay Local Roads (east of Beach Road)		NSCC
Okura River Rd/Vaughans Rd Upgrading (including Vaughans Rd)		NSCC
Valley Road Extensions		NSCC
<b>Albany</b> Enhanced access to developing area of economic activity		
Albany Civic Crescent PT Measures		NSCC
Albany Highway Improvements		NSCC
Bus Priority Measures – North Harbour Industrial (including Apollo Dr)		NSCC
Bush Road/Paul Matthews Road (Stage 2)		NSCC
Fairview Avenue		NSCC
Gillis Road		NSCC
Kyle Road Reconstruction		NSCC
Lonely Track Improvements		NSCC
Massey Link – Coliseum to Albany Highway		NSCC
McClymonts Road (Don McKinnon to Medallion Way)		NSCC
Paremoremo Road – Stage Four		NSCC
SH17/The Avenue		NSCC
Suburban Bus Station – Rosedale/Greville stations		NSCC
<b>East Coast Road Corridor</b> Bus priority measures and intersection works to enhance person-carrier		
Bus Priority Measures		NSCC
East Coast Road Improvements		NSCC
Fortesi Hill Road Improvements		NSCC

<b>Wairau Valley</b> Enhanced access to key area of economic activity		
Archers Corridor (Wairau to Cornhalton)		NSCC
Bus Priority Measures – Wairau Valley		NSCC
Chivalry Rd/Diana Drive/Chartwell Avenue Intersection		NSCC
Hillside Rd/Poland Road		NSCC
Target Rd (Wairau to Sunset)		NSCC
Wairau Rd – Improvement Works		NSCC
<b>Glenfield Road Corridor</b> Bus priority measures and intersection works to enhance person-carrying		
Bus Priority Measures – Lower Glenfield		NSCC
Downing Street/Bentley Avenue Intersection Upgrade		NSCC
Glenfield Road Upgrading and Link		NSCC
Glenfield Road Improvements		NSCC
<b>Takapuna</b> Walk, cycle and passenger transport improvements to support growth of city		
Anzac Street Corridor		NSCC
Bracken/Burns/Auburn/Killarney		NSCC
Suburban Bus Station – Takapuna		NSCC
Takapuna – Barry's Point Connection		NSCC
<b>Northern Busway</b> Infrastructure and service improvements to increase SM1 person-carrying		
BRT Bus Stations Operation and Maintenance		NSCC
Bus Priority Measures – Local Roads		NSCC
Capex North Shore Busway		ARTA
Esmonde Rd Interchange and Priority Lane		TNZ
Northern Busway Stations		NSCC
Northern Busway Construction		TNZ
Park and Ride Station Extension		NSCC
Renewals – Northern Busway Stations		NSCC
Stafford – Esmonde Bus Priority Lane		TNZ
<b>Auckland Harbour Bridge</b> Safety and environmental improvements including stormwater treatment Waitemata Harbour water quality		
AHB Northern Approach Southbound Lane Light Trial		TNZ
AHB Structural Upgrade		TNZ
AHB Storm Water Upgrade		TNZ
AHB – Moveable Lane Barrier		TNZ

**Figure 5.6 (West Packages)**

<b>SH16 West</b> Passing lanes and intersection improvements to improve safety and efficiency	Responsible Agency
Burns Lane Old North Road Collector	RDC
Kumeu Bypass	TNZ
State Highway 16 Passing Lanes	TNZ
SH 16/Muriwai Rd Int Upgrade – Feasibility Study and design	RDC
Taupaki Rd/Old Nth Rd VS Upgrade	TNZ
Waimauku South West Collector	RDC
Waimauku South West Cul de Sac	RDC
<b>Hobsonville Road</b> Transport access to support new employment and residential growth	Responsible Agency
Bus Park and Ride	WCC
Hobsonville 200 Space Park and Ride	WCC
Hobsonville Bus Interchange (land, signs, shelters)	WCC
Hobsonville Esplanade Walkway	WCC
Hobsonville Ferry and Upgrades	WCC/ARTA
<b>Westgate</b> Walk, cycle and passenger transport improvements to support emerging growth	Responsible Agency
Westgate Bus Priority and Park and Ride	WCC
Westgate Drive / Route Improvement	WCC
Westgate Pedestrian Facility	TNZ
Westgate Town Centre – 200 Space Park and Ride	WCC
Westgate Town Centre – Bus Interchange	WCC
Westgate Town Centre – Road Network	WCC
<b>Henderson</b> Walk, cycle and passenger transport improvements to support growth	Responsible Agency
Alderman Drive Bridge	WCC
Corban Estate Access Road	WCC
Coronation Bridge	WCC
Edmonton/Alderman Roundabout	WCC
Great North Road	WCC
Pedestrian Amenity	WCC
Henderson Signs and Wayfinding Plan	WCC
Henderson Station Bus Priority	WCC
Henderson Town Centre Improvements	WCC
Henderson Transit Exchange	WCC
Streetscape: Great North Road – Henderson Valley to Edmonton	WCC

<b>Te Atatu Road Corridor</b> Bus priority measures and intersection works to enhance person		WCC
Edmonton Bus Priority		WCC
Great North Road Improvements		WCC
Te Atatu Improvements		WCC

Figure 5.7 (Isthmus Packages)

<b>Central Motorway Improvements</b> Connect missing links in strategic network and improve network efficiency		TNZ
Central Motorway Improvements Stage 1		TNZ
Newton Rd to Western Springs Auxiliary lane		TNZ
Central Motorway Improvements Stage 2		TNZ
Newmarket Viaduct to Greenlane Auxiliary		TNZ
Newmarket Viaduct		TNZ
Victoria Park Tunnel		TNZ
Victoria Park Viaduct Retrofit (Seismic)		TNZ
Quay St – Ronayne Upgrade		TNZ

<b>Eastern Access to New Lynn</b> Improving linkages between New Lynn/west Auckland and Mt Roskill		WCC
Clerk – Widen Crown Lynn to Rankin		WCC
Clark Extension – Bridge over Railway		WCC
Portage/Wolverton/Clark/Astley – Enlarge		WCC
Tiverton/Wolverton		ACC

Figure 5.8 (South Packages)

<b>Waiohuru Access and Highbrook</b> Completion of access to new area of economic development		MCC
Highbrook Drive Land and Carriageway		MCC
Smales Road		MCC
Waiohuru Connection Interchange (MPP)		TNZ
Waiohuru Peninsula to SH1 Connection		MCC

<b>SH20 Manukau Extension (WRP)</b> SH20-SH1 link and local road connections to bypass Manukau city key		MCC
Cavendish Liverpool-Nesdale Connection		MCC
Manukau Extension		TNZ
Roscommon/Wiri Station Rd I/S		TNZ
SH20 Local Road Improvements		MCC

<b>Flat Bush</b> Transport access to support major new greenfield growth area		
Chapel Road Upgrade, Realignment and Bridge Replacement		MCC
Flat Bush School Road Upgrade and Bridge Replacement		MCC
Murphy's Road Upgrade and Bridge Improvements		MCC
Ormiston and Murphy's Road Intersection Improvements		MCC
Ormiston and Preston East Tamaki Intersection Realignment		MCC
Ormiston Road Reconstruction and East Bridge		MCC
<b>Mill Road Corridor</b> Route protection for alternative southern corridor		
Dominion Road Extension and Intersection Improvements		PDC
Hollyford Drive Upgrading		MCC
Implementation of Mill Road Corridor and Related Projects		PDC
Mill Road Upgrading		MCC
Redoubt Road Upgrade		MCC
<b>Takanini</b> Transport access to support mixed use growth area		
Alfriston Road – Porchester Road – Manukau Boundary		PDC
Glenora Road Stage 1 Id Pur. GSR-Rail		PDC
Intersection Improvement at Great South Road/Walters/Longford		PDC
Old Wairoa Road Extension		PDC
Realignment of Papakura Clevedon Road		PDC
Takanini Grade Separation		PDC
<b>Central Papakura</b> Transport improvements to support growth centre		
Five-way Interchange-Clevedon Rd		PDC
Clevedon Railway Bridge (including property purchase)		PDC
Ingam Street Widening		PDC
Intersection Improvements		PDC
New Link via Railway Street West		PDC
Town Centre Revitalisation and Amenity		PDC
Upgrade Pavement and Stormwater for Broadway		PDC
<b>Hingia</b> Transport access to support major new greenfield growth centre		
Land Purchase		PDC
Intersection Improvements (including signalisation)		PDC
Local Road Widening		PDC
Papakura Interchange Upgrade and Signals		TNZ

**Table 5.12 (Other Transport Activities)**

<b>Road Reconstruction</b>	
Rural Road Improvements and Passing Lanes	
Streetlight Upgrades	
Road Drainage Works	
Bridge Repairs, Renewals, Replacements	
Seal Extensions	
Seal Widening	
Traffic Signals	
CCTV	
Signage Upgrading	
Transport Studies, including:	
> Crash reduction studies	
> Strategy studies	
Bus Priority Works, including:	
> signal pre-emption	
> bus shelters	
> Park and Rides	
> bus signs	
Town Centre Revitalisation	
Industrial Centre Revitalisation	
Commercial Area Development	
Intersection Upgrades	
Ferry Terminal Upgrades	
Subdivisional Works	

# ARTA'S MISSION:

"TO DELIVER A WORLD-CLASS TRANSPORT SYSTEM  
THAT MAKES AUCKLAND AN EVEN BETTER PLACE  
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Auckland Regional  
Transport Authority

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Project	Agency	Total 10 Year Spend (000's)	Category	Seriousness							Total	Seriousness	Effectiveness							Total	Effectiveness	Seriousness	Effectiveness	Efficiency	Priority (1)	Integration	Impact	Urgency			
				Congestion	Choice	Land Use	Economic Development	Safety	Environment	Public Health			Other	Congestion	Choice	Land Use	Economic Development	Safety	Environment										Public Health	Other	
Tiverton / Walverton	ACC	14,001	LR	2	1	1	1	1	1		6	H	1	2	1	1	1	1		6	VH	H	VH			2				1	
AMETI	ACC/MCC	834,000	LR	2	1	2	2	2			7	VH	1	2	1	1		1		6	VH	VH	VH			1	1			1	
Nelson Street 4 Lining	ACC	24,120	LR	2	2	2	2	2			4	VH	2	2	2					4	VH	VH	VH			1	1			1	
Orewa Road - Corridor Improvements	NSCC	10,834	LR	1	1	1	1	2			5	H	1	1	1	2				5	VH	H	VH			2	1			1	
Warkworth SH1 and other Intersections	RDC	20,000	LR	2	2	1	1	2			4	H	1	1	1	2				5	VH	H	VH			2	1			1	
Taharoto/Wairau Corridor	NSCC	24,494	LR	2	2	1	1	1			6	VH	1	1	1	1				5	M	VH	M			3	1			1	
Anzac Street Corridor	NSCC	11,642	LR	1	2	2	1	1			3	H	1	2	2	1				6	H	H	H			3	1				
Wynyard Pt Access	ACC	166,300	LR	1	1	1	1	1			3	H	1	1	1	1				6	H	H	H			3	1				
Mt Wellington	ACC	79,065	LR	1	1	1	1	1			6	H	1	1	1	1				5	M	M	M			3	1				
Whangaparaoa Access	RDC	200,000	LR	1	1	1	1	1			4	M	1	2	1	1		2		6	H	M	H			5	1				
Mill Road Corridor and Related Projects	PDC/MCC	13,428	LR	1	1	1	1	1			4	M	1	1	1	1				4	M	M	M			5	1				
Whitford Arterial Road Upgrades	MCC	20,033	LR	1	1	1	1	1			2	H	1	1	1	1				1	M	H	M			4	1				
Henderson Town Centre - Hickory/Dora or	WCC	10,528	LR	1	1	2	1	1			5	H	1	1	1	1				4	M	H	M			4	1				
Bracken / Burns / Auburn / Killarney	NSCC	15,225	LR	1	1	2	1	1			4	H	1	1	1	1				3	M	H	M			4	1				
Lincoln Rd Corridor	WCC	22,248	LR	2	1	2	1	1			6	H	1	1	1	1		1		5	M	H	M			4	1				
Warkworth Western collector	RDC	30,000	LR	1	1	1	2				3	H	1	1	1	1				3	M	H	M			4	1				
Takanini Grade Separation	PDC	11,322	LR	1	1	1	1	2			3	M	1	1	1	1				5	M	M	M			5	1				
Kyle Road reconstruction	NSCC	10,877	LR	1	1	1	1	1			3	M	1	1	1	1				3	M	M	M			5	1				
Greenhithe Streets Upgrading	NSCC	12,209	LR	1	1	1	1	1			2	M	1	1	1	1				4	M	M	M			5	1				
Takapuna to Barry's Point	NSCC	18,024	LR	1	1	1	1	1			3	M	1	1	1	1				4	M	M	M			5	1				
Clevedon Railway Bridge	PDC	11,985	LR	1	1	1	1	1			2	L	1	1	1	1		1		3	M	M	M			5	1				
Great North Rd Corridor	WCC	18,708	LR	1	1	1	1	1			4	M	1	1	1	1				4	M	M	M			5	1				
Silverdale North	RDC	20,000	LR	1	1	1	1	1			3	M	1	1	1	1				3	M	M	M			5	1				
Akoranga Drive - Stage Two	NSCC	18,211	LR	1	1	1	1	1			3	H	1	1	1	2				5	VH	H	VH			2	1				
Newmarket Station Upgrade	ONTRACK	17,000	PT	1	2	2	2	1			6	VH	1	2	2	1	1			7	VH	VH	VH			1	1				
CTC	ACC	18,511	PT	2	2	2	2	2			9	VH	2	2	2	2				8	VH	VH	VH			1	1				
Rail Electrification	ARTA	169,900	PT	1	2	2	2			1	6	VH	1	1	2					5	VH	VH	VH			1	1				
Rail Rolling Stock - Long Term (electrification)	ARTA	284,000	PT	1	2	2	2			1	6	VH	1	1	2					5	VH	VH	VH			1	1				
New Bus Services - North	ARTA	163,200	PT	1	2	1					4	H	1	2	1				1	4	VH	H	VH			2	1				
Manukau Rail Link	ONTRACK	45,300	PT	2	1	2	1				6	VH	1	2	2	1				6	VH	VH	VH			1	1				
Integrated Ticketing	ARTA	29,000	PT	2	2	2					2	H	2	2	2					2	VH	H	VH			2	1				
Real Time Passenger Information System	ARTA	10,285	PT	2	2	2					2	H	2	2	2					2	VH	H	VH			2	1				
Rail Rolling Stock - Interim	ARTA	266,000	PT	1	2	2	2				5	VH	1	2	1					4	VH	VH	VH			1	1				
New Rail Services	ARTA	133,041	PT	1	2	2					5	VH	1	2	1					4	VH	VH	VH			1	1				
Half Moon Bay Ferry Terminal Upgrade	ARTA	2,670	PT	1	1	1				2	4	H	1	1	1					4	VH	H	VH			2	1				
New Bus Services - Isthmus	ARTA	129,384	PT	1	2	1					4	H	1	2	1				2	4	VH	H	VH			2	1				
New Bus Services - West	ARTA	69,593	PT	1	2	1					4	H	1	2	1					4	VH	H	VH			2	1				
New Bus Services - South	ARTA	127,914	PT	1	2	1					4	H	1	2	1					4	VH	H	VH			2	1				
New Lynn Station undergrounning	ONTRACK	41,886	PT	1	1	2	1				6	H	1	1	2	1	1			6	VH	H	VH			2	1				
Dominion Road	ACC	77,759	PT	2	1	1				1	6	H	1	1	1	1	1		1	8	H	H	H			3	1				
Civic Bus Station Improvements	ACC	10,000	PT	1	1	2	1				5	H	2	1	1					4	H	H	H			3	1				
New Ferry Services	ARTA	28,325	PT	2	1	1					3	H	1	2						3	H	H	H			3	1				

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## **Auckland Transport Plan.**

### **Project prioritisation: explanation of scoring**

The attached table shows details of the scoring that has been used to develop the indicative priority for each of the major projects in the Auckland Transport Plan (ATP). This note provides an explanation of how those scores have been applied, and the overall priority ranking developed.

Only major projects, with a total expenditure exceeding \$10 million have been prioritised in the ATP. The attached table shows local roads (LR) and passenger transport (PT) projects. Travel demand management projects were all below the \$10 million threshold, and the priorities used in the ATP for State Highway projects were based on those developed by Transit New Zealand.

For each LR and PT project, an assessment was made of its seriousness and effectiveness. For seriousness, an assessment was made of the project rationale, to determine the problems or issues that the project is aiming to address, based on the issues identified in the ATP (congestion, choice, land use, economic development, safety, environment, and public health). Provision was also made for other issues, which projects may have been designed to address outside of these categories. A score was then identified for each of the relevant issues. Where the issue is very serious, the score is 2, and where the issue is moderately serious, the score is 1.

These scores were then converted into an overall rating for seriousness. For projects that scored 2 for 2 or more issues, the overall rating for seriousness was assessed as very high (VH). For projects that scored 2 for one issue, the overall assessment was high (H). An overall assessment of high was also attached to projects with a score of 1 on five or more issues. Projects with a score of 1 for three or four issues were given an overall assessment of medium (M), and projects with a score of 1 for two issues or less were given an overall assessment of low (L).

A similar approach to scoring was taken for effectiveness. In this case, however, greater weight was given to projects where there was a highly effective solution to a very serious issue. If the project was assessed to provide a highly effective solution to an issue that had been scored 2 for seriousness (ie a very serious issue), it was given an overall assessment of VH for effectiveness. In other cases, the overall assessment for effectiveness followed the same process as that for seriousness.

No attempt was made to include a score for efficiency at this stage, in recognition of the lack of good information on the benefit/cost ratios for most projects. Efficiency will be taken into account in the development of annual expenditure programmes.

The overall scores for seriousness and effectiveness were then combined into an initial priority ranking, as set out below.

<b>Seriousness</b>	<b>Effectiveness</b>	<b>Initial Priority Ranking</b>
VH	VH	1
VH	H	2
H	VH	2
VH	M	3
H	H	3
M	H	4
H	M	4
M	M	5
L	L	6

The final step in the process was to promote the overall priority ranking for urgent projects. This was done by moving the indicative priority ranking up one place for projects identified as being urgent. For example, a project with an overall score of H for both seriousness and effectiveness received an initial priority ranking of 3, but this was elevated to a ranking of 2 in situations where the project was assessed as being urgent.

The final rankings are shown in the right hand column of the attached table, and are also set out in Tables 7.2 and 7.4 of the ATP.



# Waitakere City Council

*Office of the Chief Executive, Harry O'Rourke, MNZM, JP, ANZI*

21 December 2006

Rick van Barneveld  
Chief Executive  
Transit New Zealand  
PO Box 5084  
**WELLINGTON**

**COPY FOR YOUR  
INFORMATION**

*Crabtree Campbell  
Kevin Wright*

Dear Rick

## **UPPER HARBOUR MOTORWAY - HOBSONVILLE DEVIATION**

I am writing to express my concern about the delay in tendering for the design and construction of the Hobsonville Deviation section of State Highway 18. The tender should not be delayed to take into account a decision whether or not to toll the Western Ring route. I strongly urge Transit New Zealand to reapply to Land Transport NZ to secure funding to enable the tender to proceed without delay.

Transit New Zealand officers have advised that the tender documentation has been prepared and preferred contractors have been short listed for the tender. The Council has done everything required of it in relation to this project and in accordance with the Memorandum of Understanding agreed by the Transit NZ Board. The MoU certainly raised our expectation that the construction of SH18 would proceed as expeditiously as possible. Council land required for the project has been secured. There has been satisfactory resolution of matters arising from the transport audit in relation to the Council's proposed shift of the Metropolitan Urban Limit. There has been an exchange of letters in relation to cost sharing which is satisfactory to Land Transport NZ.

There are pressing demands in the region to complete the Hobsonville Deviation as soon as possible. There are also several developments in Waitakere, such as Housing New Zealand's Hobsonville Airbase development, which are dependent on completion of State Highway 18 and the diversion of traffic off Hobsonville Road. The Greenhithe section of State Highway 18 has commenced and its completion will add congestion onto Hobsonville Road. The congestion and safety risks arising from a delay in the Hobsonville Deviation project are unacceptable and can be avoided by progressing with the tender as soon as possible. The economic development benefits that will accrue from the development are of local and national significance.

A decision about tolling will have very little effect on the tender process – if tolling is approved then an additional toll gantry and any toll related infrastructure requirements would need to be added as a variation. The Government's six year funding guarantee must surely give Transit New Zealand the confidence to proceed. It is appropriate for Transit New Zealand to seek direction from Land Transport NZ so that the tender can proceed without delay. This is critical so that earthworks can proceed in 2007 and the project doesn't fall behind by a year.

If a toll arrangement for the Western Ring Route is not approved, I would encourage Transit New Zealand to complete those projects in the Western Ring Route that are funded out of the National Land Transport Fund. As history has shown, additional sources of revenue may become available which will allow completion of all of the Western Ring Route. Surely Transit New Zealand is not going to delay a project which is ready to go and is ranked high in priority in the draft Auckland Transport Plan.

This is a vital matter for Waitakere. I would appreciate an opportunity to discuss this with you. I encourage you to reapply to Land Transport NZ to secure funding to enable the tender to proceed without delay.

Yours sincerely



Harry O'Rourke, MNZM, JP, ANZIM  
**CHIEF EXECUTIVE OFFICER**

cc: *Hon Chris Carter, MP for Te Atatu*  
*Hon David Cunliffe, MP for New Lynn*  
*Mr Bryan Mogridge ONZM, Chairperson, Waitakere Enterprise Trust Board*  
*Mr Michael Williams, Member, Waitakere Enterprise Trust Board*

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31 JAN 2007

*Graeme Campbell*  
*Kevin Wright*

PR6-1006  
KC00013  
KD:SM

686957

26 January 2007

Harry O'Rourke  
Office of the Chief Executive  
Waitakere City Council  
Private Bag 93109  
Henderson 0650  
Waitakere City

Dear Harry

#### UPPER HARBOUR MOTORWAY - HOBSONVILLE DEVIATION

I am writing in response to your letter dated 21 December 2006 on the subject of Transit's Hobsonville Deviation project.

As you mentioned in your letter the Hobsonville Deviation project is a high priority to Transit being ranked as a top 10 project. In Transit's current State Highway Forecast Hobsonville is identified for a substantive construction start with at least one year of construction within five years.

Under the Land Transport Management Act, Transit is required to ensure best value for money is achieved in the delivery of the State Highway Forecast. To ensure this is achieved it is recognised that the limited industry tendering resource must be considered in the timing for tendering these larger projects. With the Tauranga Harbour Link tender now complete, Transit is now progressing the Manukau Harbour Crossing project, which will provide additional capacity on SH20 between the airport and the Auckland CBD. At our recent supplier forum, contractors indicated that they would not be capable of resourcing the tendering of both the Manukau Harbour Crossing and Hobsonville projects in parallel. Transit shares the view that these projects must not be tendered in parallel, having previously experienced some of the detrimental effects that can be caused by excessive tendering activity.

In addition we have taken into account Transit's wider capital improvement programme, and the current market capacity limits, noting that demand for construction resource will reach an all time high within the next five years. With a

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significant quantum of infrastructure still to be built in Auckland over the next five to 10 years, including the likes of ALPURT, SH20 to 1, Mt Roskill Extension, Waterview Connection, Victoria Park Tunnel, and Newmarket Viaduct, the careful programming of these works is critical to their successful delivery. The combined influence of these important factors has led to a programmed tender start for Hobsonville of mid 2007.

We have already made good progress on the project through the use of three enabling works packages. These enabling works packages will facilitate a rapid construction start for the main Hobsonville contract. Contracts for these enabling works have been awarded, with one of the enabling packages already complete. The remaining two packages are underway with works due to be completed in the first half of 2007.

We appreciate Waitakere City Council's (WCC) support in relation to the Hobsonville project to date. WCC and Transit have met regularly during the past year to discuss the project and Council has provided documentation in a timely manner to formalise cost-share arrangements.

I trust this responds to your concerns and suggest a meeting with the Transit Auckland team should you wish to discuss in more detail.

Yours sincerely



Rick van Barneveld  
Chief Executive

Chief Executive	<input checked="" type="checkbox"/>
Corporate Services	<input type="checkbox"/>
City Services Moselle	<input type="checkbox"/>
Consultancy Services	<input type="checkbox"/>
ECO - WATER	<input type="checkbox"/>
Strategic Group	<input type="checkbox"/>
Consent Services	<input type="checkbox"/>
Field Services	<input type="checkbox"/>
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