

ROWING NO.	ROAD NAME/ SECTION	PROJECT COSTS	CUMULATIVE TOTAL	COMMENTS/JUSTIFICATION	CALENDAR YEAR
1 Tendered	Great North Road: Sabulite Road to Hepburn Road	\$600,000	\$600,000	Links existing underground sections. Completes Great North Road conversion. Accidents: 19 poles hit in 10 years.	2002
2	Various: Power Lines Obstructions to Transportation	\$600,000	\$1,200,000	Raising aerial road crossings on conversion to underground will assist in providing efficient boat haulage. a. Bruce McLaren Road between Corban to Rail line. b. Corban Avenue. c. Henderson Valley Road between Great North Road to Keeling. d. Bridge Avenue Te Atatu. e. Bethells Road between Erangi Place to end.	2002/2003
3	Hobsonville Road: Luckens Road to Buckley Avenue	\$3,631,000	\$4,831,000	Current plans for Hobsonville Road to remain a major city route even after development of a new motorway. This is a key section for any proposed future optic cable route and service to Northern area.	2003

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4	West Coast Road: Westward Ho to Janet Clews Place	\$680,000	\$5,511,000	Links existing underground sections. Completes West Coast Road conversion between Great North Road and Glendale Road. Accidents: 10 poles hit in 10 years	2004
5	West Coast Road: Karimu Stream to Shaw Road	\$396,000	\$5,907,000	Removes overhead lines from historic Oak trees. Accidents: 1 pole hit in 10 years.	2004
6	Titirangi Road: Arawa Street to Golf Road	\$1,702,000	\$7,609,000	Extends existing underground on Great North Road/Rata Street. Accidents: 14 poles hit in 10 years.	2004
7	Edmonton Road: Alderman Drive to Bosnyak Drive	\$1,352,000	\$8,961,000	Links existing underground sections and Central Park Drive. Completes Edmonton Road conversion. Accidents: 9 poles hit in 10 years	2005
8	Te Atatu Road: Edmonton Road to Bridge Avenue	\$1,320,000	\$10,311,000	Overhead lines unsightly and dominates landscape maybe required before roading upgrade. Accidents: 9 poles hit in 10 years.	

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9	Titirangi Road: Golf Road to Rangiwai Road	\$1,322,000	\$11,633,000	Overhead reticulation is not visually predominant on this section as poles and conductors are within bush and not readily visible from Titirangi Road. Accidents: 7 poles hit in 10 years.	
10	Swanson Road: Lincoln Road to Universal Drive	\$1,728,000	\$13,361,000	Not a major entry route to the city. Accidents: 19 poles hit in 10 years.	
11	SH16/Hobsonville Rd Don Buck Road to Oriel Avenue	\$512,000	\$13,873,000	Although a major entry route to the city, the overhead reticulation is not usually dominant except for an 11,000 volt crossing near Oriel Avenue. Accidents: 4 poles hit in 10 years.	
12	Te Atatu Road: Great North Road to Edmonton Road	\$2,360,000	\$16,233,000	Not a major entry point to the city, traffic volume low compared to Edmonton Road. Accidents: 32 poles hit in 10 years.	

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13 Swanson Road: Universal Drive to Glenardon Way, Arney Road to Birdwood Road	\$2,011,000	\$18,244,000	Not a major entry point to the city. Section from Glenardon Way to Arney Road is covered in Item 2. Accidents: 4 poles hit in 10 years.	
14 Don Buck Road: Swanson Road to Triangle Road	\$2,984,000	\$21,228,000	Although provides access between Henderson and SH16, traffic volume not high compared to Lincoln Road. Accidents: 7 poles hit in 10 years.	
15 Don Buck Road: Triangle Road to SH16	\$1,402,000	\$22,630,000	Although provides access between Henderson and SH16, traffic volume not high compared to Lincoln Road. Note – Section at shops (Don Buck Road/Triangle Road) previously completed.	
16 Henderson Valley Road: Great North Road to Pine Avenue	\$2,402,000	\$25,032,000	Not a major entry point to the city.	

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17	Portage Road: Clark Street to Godley Road	\$1,608,000	\$26,640,000	Would provide a link between previously converted sections on Clark Street and Godley Road, but is not a major entry route to the city.	
18	Harbour View Road: Beach Road to end	\$184,000	\$26,824,000	Reticulation is on one side only with no aerial road crossings.	
19	Karekare Road/Lone Kauri Road: Watchmans Road to Waterfall Track	\$198,000	\$27,022,000	Short section from bridge to Waterfall track is visually predominant, remainder of section masked by bush. However conversion of this section would still leave visually predominant Telecom equipment.	