

Auckland Transport Capital Programme

Categorisation

- 1 Non-Discretionary
- 2 Prioritised
- 3 Projects without Local share

Objectives

- 1: Faster, more reliable PT
 - 2: Decarbonisation
 - 3: Safety
 - 4: Economic Productivity
 - 5: Resilience
- ND. Non-Discretionary



Project Name	Description	Category	Funding Source	Strategic objectives	Duration	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31-2033/34	Total 10-yr cost
Renewals & resilience													\$ millions
Asset renewals													
Renewals Parking and Other	This programme will support any necessary renewals for AT-owned assets, including parking facilities, airfields, and other assets. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively. This programme is not subsidised from the National Land Transport Fund.	1	Local	ND.	2024/25 to 2033/34	9.2	6.1	5.9	6.1	6.4	6.6	29.2	69.5
Renewals Public Transport	This programme will support renewal requirements for AT's public transport assets. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively. Key assets for this programme include: <ul style="list-style-type: none"> • Rail and bus stations, bus stops, other PT facilities • Multi-train units (EMUs) and the Ferry fleet. 	1	Local, NLTF	ND.	2024/25 to 2033/34	35.0	31.2	37.6	39.1	40.7	42.4	187.3	413.3
Renewals Road Pavement	AT regularly plans road renewal to enhance safety and maintain service levels for road users. This programme delivers pavement renewals. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively.	1	Local, NLTF	ND.	2024/25 to 2033/34	188.9	257.2	318.4	331.2	344.6	358.5	1584.9	3383.6
Renewals Streets	This programme will support the renewal of non-pavement network assets in the road reserve/ carriageway. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively.	1	Local, NLTF	ND.	2024/25 to 2033/34	93.0	107.8	132.3	137.6	143.2	149.0	658.6	1421.6
Renewals Structures	This programme will support the renewal of AT's structural assets such as bridges, retaining walls, major culverts and other structures. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively.	1	Local, NLTF	ND.	2024/25 to 2033/34	22.0	24.5	26.1	27.1	28.2	29.4	129.9	287.3

Resilience & adaption

Flood Response	<p>This programme delivers permanent reinstatement activities in a response to region-wide weather events in 2023. The programme has been under way since 2023 and will continue to provide the following activities:</p> <ul style="list-style-type: none"> •Restoring and grading surface water channels and road shoulders •Scour protection works for surface water channels and at culvert inlets/outlets •Removing and clearing debris from road carriageways, surface water channels and bridge abutment. •Temporary protection measures such as AC bunding, covering of slip faces, crack sealing •Cutting back of banks to retreat from underslips •Stabilising slips (e.g. soil nailing, retaining walls, shotcrete, planting, hydroseeding) •Unblocking culverts •Restoring damaged road pavements, footpaths, cycleways, kerb and channel and road drainage structures. 	1	Local, NLTF, Other	N.D	2024/25 to 2026/27	57.2	80.0	48.9	-	-	-	-	186.1
Network Resilience/ Adaptation	This programme will focus on activities to enable the network to withstand extreme weather events and save money on future requirements for repair. This ongoing programme will improve network resilience and adaptation to future climate events.	2	Local, NLTF	1,2,3,4,5	2025/26 to 2033/34	-	3.8	9.8	12.0	14.3	16.6	91.9	148.4
Street Lighting Safety Improvements	This programme will install street lighting for safety and when Vector and Counties Power upgrade from overhead to underground power lines (OHUG Programme). This programme will support the installation of new streetlights and cabling.	2	Local, NLTF	1,2,3	2025/26 to 2033/34	-	2.1	2.2	2.2	2.3	2.3	9.7	20.8
Unsealed Road Improvements	This programme will progressively upgrade unsealed roads in Auckland's network. This programme will provide a safer journey experience for road users on the unsealed road network by reducing natural hazards and increasing traffic due to rural activities such as forestry, farming and quarrying activities.	2	Local, NLTF	3,4,5	2024/25 to 2033/34	12.5	12.5	12.5	12.5	12.5	12.5	50.0	125.0
Network Discharge Improvements	This programme will enhance the treatment of stormwater runoff from existing roads that would otherwise continue to discharge untreated. The programme scope includes the installation of stormwater treatment devices on 23 priority roads at selected locations, which will improve the quality of water run-off from the AT road network.	2	Local, NLTF	5	2024/25 to 2033/34	1.0	1.6	1.2	1.2	1.2	1.3	5.3	12.9

Public transport

\$ millions

Bus city centre

Midtown Bus Improvements for CRL	When CRL opens in 2026, Wellesley Street will become a new gateway to the city with thousands of people arriving by train and high-frequency bus routes. This project will enhance connections between bus services, increase capacity, and significantly improve the customer experience. It aligns with the City Centre Masterplan (CCMP), which designates Wellesley Street as a transit corridor. Additionally, the project establishes a bus-only section of Wellesley Street between Queen Street and Albert Street, reducing through traffic and vehicle numbers in the city centre.	1	Local, NLTF	ND.	2024/25 to 2025/26	19.6	4.4	-	-	-	-	-	24.0
Midtown Bus Improvements West Stage2	This project is the next phase of 'Midtown Bus Improvements for CRL' and will extend the transit corridor between Albert Street and Victoria Park.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2028/29	1.0	4.3	23.9	22.2	22.6	-	-	74.0
Downtown Crossover Bus East Stage1	This programme, aligned with the City Centre Masterplan (CCMP), focuses on enhancing connections between bus services and improving the customer experience by developing new bus priority lanes and facilities in Downtown. Stage1 includes bus priority lanes and layovers in Customs Street (short-term) and Beach Road. The scope also encompasses a new off-street bus layover in Quay Park. A business case process is underway to finalise the scope.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2026/27	4.2	9.6	6.5	-	-	-	-	20.3
Downtown Crossover Bus East Stage3	Downtown Crossover Bus East Stage3 includes upgrades and new bus charging for the Quay Park bus layover as well as bus priority upgrades on Symonds Street to access the Quay Park layover. A business case process is underway to finalise the scope.	2	Local, NLTF	1,2,3,4,5	2027/28 to 2029/30	-	-	-	4.4	22.6	6.9	-	34.0
Downtown Crossover Bus West Stage2	Downtown Crossover Bus East Stage2 includes bus priority works in Lower Hobson, Sturdee and Fanshawe Streets, and a new bus layover at Wynyard Quarter. A business case is under way to finalise the scope.	2	Local, NLTF	1,2,3,4,5	2025/26 to 2029/30	-	1.1	12.0	22.2	28.3	17.3	-	80.8
Albert and Vincent Street Improvements	As part of the Northwestern Bus Improvements programme, this project focuses on enhancing travel time and more reliable PT services between Karang-a-hape Road and Britomart. The scope includes bus priority measures on Albert Street, Vincent Street, Pitt Street, Mayoral Drive and connections between Newton and Downtown. This project is scheduled for implementation between 2024 and 2027.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2027/28	1.0	3.3	2.7	1.7	-	-	-	8.7

Bus projects

Great North Road Improvements	Great North Road is a major Auckland corridor for an increasing number of people in and out of the City Centre. The area is changing with more residential apartments and the population will grow by approximately 24% by 2031. This project will improve access to reliable public transport services and travel choice by providing bus priority lanes and a new cycleway.	1	Local, NLTF	ND.	2024/25	14.8	-	-	-	-	-	-	14.8
Northwest Bus Improvements	The northwestern parts of Auckland continue to be one of the fastest growing areas in New Zealand with approximately 38,000 new residents by 2028 (compared to the number of residents in 2018). This investment aims to support more PT services and travel choices with better access to key destinations along the SH16 corridor. Together with NZTA's 'Northwestern WX1 Other Works' and SH16 Westgate & Brigham Stations, the overall programme delivers Westgate RTN Station, Brigham Creek station and planning for the Brigham Creek Park & Ride, to be delivered in stages over time.	1	Local	ND.	2024/25	10.4	-	-	-	-	-	-	10.4
Bus Access and Optimisation Programme	This programme will improve better public transport access with minor upgrades. The scope includes small-scale bus stop improvements, new neighbourhood interchanges and minor works to support double decker bus access operations by addressing risks such as low hanging power/phone lines or overhanging trees.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	12.0	14.4	14.7	14.9	14.7	15.0	45.8	131.5
Airport to Botany Interim Bus Improvements	The Airport to Botany Interim Bus Improvements project will extend the existing AirportLink bus service to Botany via Te Irirangi Drive. The service currently operates between the airport and Manukau via Puhinui Station. The project will include priority measures to connect with the Eastern Busway.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2029/30	1.0	0.6	1.3	4.1	34.1	11.5	-	52.7
Regional Bus Depots (commercial)	This programme will provide charging infrastructure for public transport and support increasing services and patronage. The programme will identify areas that require more bus services and the growing demand for public transport services.	2	Local, NLTF	1,2,3,4	2025/26 to 2030/31	-	0.3	0.3	18.1	50.9	24.2	44.7	138.6
Panmure Bus Infrastructure Improvements	To enhance the reliability and resilience of Auckland's public transport services, a bus layover and driver facilities at Panmure station is required. The rollout of electric buses, along with the requirements of the Employment Relations Act, necessitates an off-street bus facility. A feasibility and optioneering study, conducted jointly with Eke Panuku, has identified a preferred site within the Panmure Master Plan.	2	Local, NLTF	1,2,3,4,5	2025/26 to 2027/28	-	0.1	2.2	5.5	-	-	-	7.8
Bus Routes for Climate Action	This programme, funded by the Climate Action Targeted Rate, will provide better bus routes and crosstown connections in response to the growing demand for public transport services.	2	Local, NLTF	1,2,3,4	2024/25 to 2029/30	3.1	9.6	13.0	5.5	5.7	5.8	-	42.7

Regional Bus Charging Infrastructure	This programme will provide charging infrastructure for public transport and support increasing services and patronage. The programme will identify areas that require more bus services and the growing demand for public transport services.	2	Local, NLTF	1,2,4	2028/29 to 2032/33	-	-	-	-	9.1	9.2	28.8	47.1
Newmarket Bus Layover	To enhance the reliability and resilience of Auckland's public transport services, AT has identified the need for a bus layover and driver facilities at a strategic location on the south side of Auckland Central. The roll out of the new Central and Northern public transport networks has resulted in additional bus services terminating in Newmarket, requiring a bus layover strategy for the area as space for on-road bus layovers is limited. A new bus layover will provide more spaces for buses and facilities for bus drivers. The scope also includes CCTV surveillance and security for the facility with recording function.	2	Local, NLTF	1,4	2025/26 to 2026/27	-	6.4	5.1	-	-	-	-	11.5
Sylvia Park Bus Improvements	This project will provide bus upgrades at Sylvia Park and surrounding areas, and provide better connections between trains and buses. Investigation and feasibility studies are underway.	2	Local, NLTF	1,2,3,4	2027/28 to 2029/30	-	-	-	0.7	1.8	20.3	-	22.8
Wayfinding for Stations and Bus Information	This programme will provide: <ul style="list-style-type: none"> • More visible beacons, clear catchment signage and information on key corridors to encourage behaviour change, travel time signs for PT, walking and cycling and vehicle users. • Improved digital solutions e.g. digital screens with maps, trip options, departure info and local points of interest & experiences. 	2	Local, NLTF	1,2,3	2024/25 to 2029/30	5.2	10.7	14.1	14.4	14.7	7.5	-	66.6
Ti Rakau Drive Depot Electrification	This programme will support the electrification of Ti Rakau depot. This will support Eastern Busway outcomes as well as other electric bus movements in the local area.	2	Local, NLTF	1,2,5	2027/28	-	-	-	10.5	-	-	-	10.5

Ferry projects

Decarbonisation of Ferries Stage 1	Auckland's ferry fleet is ageing, increasingly unreliable, and lacks passenger capacity to meet the growing demand on a number of routes. Modern electric and electric hybrid ferries offer significant fuel savings (approx. 70% fuel cost reduction), lower maintenance, and significantly reduced emissions compared to traditional diesel ferries. This programme will renew Auckland's ferry fleet, including enabling ferry terminals to accommodate new larger capacity, standardised low emission vessels. Stage 1 includes the procurement of new vessels and the delivery of charging and wharf infrastructure at Downtown Ferry Terminal, Hobsonville Point and Half Moon Bay Ferry Terminals. It will also support minor wharf enablement at Bayswater and Beach Haven ferry terminals.	1	Local, NLTF, Other	ND.	2024/25 to 2029/30	65.0	78.2	71.0	41.0	7.7	18.7	-	281.6
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Decarbonisation of Ferries Stage2	Stage 2 of this programme includes more low-emission ferries. It also plans to support enabling infrastructure at West Harbour and Birkenhead (piling only), to align with planned service contract improvements. A further assessment is required to confirm the final scope.	2	Local, NLTF	1,2,4,5	2026/27 to 2023/24	-	-	5.4	33.3	40.7	14.5	5.9	99.8
Ferry Terminal and Berths Pine Harbour	As the demand for ferry services is growing in Pine Harbour in 2028, this project will support terminal development and/or berth expansion in Pine Harbour to remove existing constraints and enable higher capacity ferry services. A business case is under way and the scope may include terminal development, gangways, pontoons, waiting areas, signage, cycle parking and weather protection.	2	Local, NLTF	1,2,4,5	2024/25 to 2027/28	0.5	4.5	13.0	15.5	4.1	-	-	37.6
Ferry Terminal Bayswater	This project will support the development of a ferry terminal and/or securing permanent marina berths in Bayswater (subject to business case development) to enable future ferry services in 2031. The scope may include terminal development, gangways, pontoons, waiting areas, signage, cycle parking and weather protection.	2	Local, NLTF	1,2,4,5	2025/26 to 2029/30	-	0.5	1.1	11.1	17.0	10.3	-	39.9

Rail projects

EMU Rolling Stock Tranche for CRL	This programme will respond to the growing demand for rail public transport services in Auckland by introducing additional new electric multi-units (EMUs). These EMUs will support the upcoming opening of the City Rail Link in 2026. 23 new EMUs have been contractually committed and will be available on Auckland's metro rail network by 2025.	1	Local, NLTF	ND.	2024/25 to 2025/26	173.3	31.4	-	-	-	-	-	204.7
EMU Stabling and Depots for CRL	This programme will enhance long-term maintenance for the EMUs by adding 20 additional stabling units at the Wiri EMU Depot Stabling Yard. These units will support the new EMUs available for the City Rail Link (CRL). The programme is currently underway and is scheduled for completion in 2025.	1	Local, NLTF	ND.	2024/25 to 2026/27	7.5	12.0	10.0	-	-	-	-	29.5
EMU Stabling Facilities and Other	This project is designed for a new paint booth in the Wiri depot. AT has an obligation to keep EMUs regularly maintained and painted. Currently, this activity is undertaken in different locations that are not purpose built, impacting efficiency and quality, and increasing the time taken to paint a train set. A new paint booth in the Wiri depot will provide for more efficiently maintaining the trains in better condition.	2	Local, NLTF	1	2024/25	6.5	-	-	-	-	-	-	6.5

Karangahape Roadside for CRL	This project will provide better access to and from the CRL station in Mercury Lane via Karang-a-Hape Road when the station opens in 2026. The scope includes streetscape improvements around the two new Karang-a-Hape station entrances.	1	Local, NLTF	ND.	2024/25 to 2025/26	12.1	2.7	-	-	-	-	-	14.7
Level Crossings Removal for CRL	The Level Crossings Removal programme will reduce safety risks for all users and support increased rail frequency for the CRL. The scope includes the road crossing at Church Street East and pedestrian crossings at the following locations to be removal: <ul style="list-style-type: none"> • O'Neill's Road • Corban Estate • Lloyd Avenue • Kingdon Street • Homai Station • Tironui Station Road. 	1	Local, NLTF	ND.	2024/25 to 2027/28	21.8	29.6	5.4	6.0	-	-	-	62.9
Stations and Wayfinding for CRL	This programme will support minor changes and wayfinding updates at rail stations to support CRL Day 1.	1	Local, NLTF	ND.	2024/25 to 2026/27	2.6	12.8	2.2	-	-	-	-	17.6
Level Crossings Removal Takanini Stage1	The Level Crossings Removal programme will reduce safety risks for all users, address capacity constraints on the rail network, and remove bottlenecks on the adjacent road corridor. The scope for the Takanini Level Crossings Removal programme includes: <ul style="list-style-type: none"> • A new grade separated bridge connection between Manuia Road and Oakleigh Avenue/Hitchcock Road to provide direct access to the Takaanini industrial area. • Existing at grade level crossings at Spartan Road and Manuroa Road to be fully closed to vehicular traffic but will be replaced by grade-separated active mode bridges. • Existing at grade level crossings at Taka Street and Walters Road to be closed but will be replaced by grade separated bridges which will accommodate all modes. • Separated walking and cycling facilities to be provided in the bridge footprint at the location where a grade separated crossing is recommended i.e., Manuia Road, Taka Street and Walters Road. Stage1 will involve pre-implementation and part of implementation (e.g. station access, pedestrian crossings) while Stage2 will complete the implementation phase.	2	Local, NLTF	1,2,3,4,5	2025/26 to 2028/29	-	3.2	10.9	16.6	17.0	-	-	47.7

Level Crossings Removal Takanini Stage2	The Level Crossings Removal programme will reduce safety risks for all users, address capacity constraints on the rail network, and remove bottlenecks on the adjacent road corridor. The scope for the Takanini Level Crossings Removal programme includes: <ul style="list-style-type: none"> • A new grade separated bridge connection between Manuia Road and Oakleigh Avenue/Hitchcock Road to provide direct access to the Takaanini industrial area. • Existing at grade level crossings at Spartan Road and Manuroa Road to be fully closed to vehicular traffic but will be replaced by grade-separated active mode bridges. • Existing at grade level crossings at Taka Street and Walters Road to be closed but will be replaced by grade separated bridges which will accommodate all modes. • Separated walking and cycling facilities to be provided in the bridge footprint at the location where a grade separated crossing is recommended i.e., Manuia Road, Taka Street and Walters Road. Stage1 will involve pre-implementation and part of implementation (e.g. station access, pedestrian crossings) while Stage2 will complete the implementation phase.	2	Local, NLTF	1,2,3,4,5	2027/28 to 2030/31	-	-	-	20.9	130.1	134.1	217.7	502.6
Rail ETCS2 Signalling and Driver Assist	KiwiRail is planning to upgrade to the European Train Control System 2 (ETCS2). This system is designed to enhance train signalling and safety measures. AT will need to adapt the trains, simulators and driver training programmes and align with the new system. The project is in its initial stages and is pending approval from AT, NZTA, and KiwiRail before moving forward with implementation.	2	Local, NLTF	1,2,3,4,5	2025/26 to 2033/34	-	3.2	5.4	2.4	2.8	16.6	8.3	38.8

Rapid transit access

First-and-final Leg for Top 12 RTN Stations	This programme will provide safer journey experience, more travel options, and improved access to rapid transit network stations. It is based on AT's Rapid Transit Study, which highlighted various deficiencies related to access to RTN stations in Auckland. The First and Final Leg Business Case identified up to 12 stations with significant deficiencies.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2030/31	1.6	5.3	10.9	11.1	28.3	34.6	22.1	113.9
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Northern Busway Enhancements	By 2038 around 18,000 bus trips from the NorthShore are expected to cross the Waitematā Harbour in the morning peak. Bus stations along the NorthernBusway are reaching capacity with the growing demand for public transport. This programme will optimise the busway and upgrade the stations. The programme scope includes: •Platform length and width extensions at Albany, Constellation, Sunnynook, Smales Farm and Akoranga Stations. •Optimisation and bus stop upgrades on Fanshawe Street. •Busway station upgrades to improve capacity and safety including changes to local bus platforms and bus circulation.	2	Local, NLTF	1,2,3,4	2027/28 to 2030/31	-	-	-	4.7	7.9	34.7	37.9	85.2
Rosedale Bus Station and Corridor	This programme will support the improvement works for a new Rosedale busway station. The scope also includes limited civil works on Rosedale Road between Tawa Drive and Triton Drive intersections (400m section).	2	Local, NLTF	1,2,3,4,5	2024/25 to 2027/28	10.3	25.4	33.6	16.0	-	-	-	85.2
Park and Ride Programme	This programme provides improvements to park and ride facilities and capacity.This includes increasing the park and ride spaces at Drury, Ngākōroa and Paerātā Stations. This programme will provide for additional parking spaces required to accommodate the increasing demand in the area and effectively connect residents and commuters to public transport services.	2	Local, NLTF	1,2,3,4,5	2025/26 to 2033/34	-	1.0	4.9	25.0	24.4	16.6	109.5	181.3
Public Transport Safety and Amenity	This programme will provide safer PT facilities (e.g. rail shelter extensions and station security) and contribute to better customer experience for pedestrians and PT users. Minor improvements to existing PT facilities will support existing PT networks and the growing PT demand.	2	Local, NLTF	1,2,3,4	2024/25 to 2033/34	8.8	11.2	9.8	10.0	10.2	10.4	38.8	99.2
Whangaparaoa Bus Station	This programme will provide a new bus interchange in Whangaparāoa to support the extension of NX2 and growing public transport patronage when O Mahurangi-Penlink opens in 2026. The project will be in the implementation phase subject to funding.	2	Local, NLTF	1,2,3,4	2024/25 to 2028/29	2.1	0.5	3.3	20.0	6.8	-	-	32.6
Investigations for Rapid Transit Integration	This programme will support pipeline planning for integration of key rapid transit network projects including Northwest and Airport to Botany. The scope mainly includes works to support the integration of local roads to the planned rapid transit networks.	2	Local, NLTF	1,2,3,4	2025/26 to 2032/33	-	1.0	3.5	7.2	11.0	11.3	27.2	61.3

Urban development

\$ millions

Cycleway projects

Mangere West Cycleway	This project will connect a cycle path from the Māngere Bridge to the airport. It will facilitate easier bike travel between residential areas in Māngere and connect to the existing shared walking and cycling path to the airport along George Bolt Memorial Drive.	1	Local, NLTF	ND.	2024/25	10.4	-	-	-	-	-	-	10.4
Point Chevalier to Westmere Improvements	This project delivers a corridor upgrade between Point Chevalier and Westmere with improved facilities for walking, cycling and public transport. The project delivers approximately 2.8km of an off-road protected cycleway along Pt Chevalier Road to Garnet Road along with public transport improvements, intersection improvements, side road treatments and associated lighting as well as stormwater upgrades. The cycling component of this project is one of the Urban Cycleways Programme.	1	Local, NLTF	ND.	2024/25	20.8	-	-	-	-	-	-	20.8
Cycleways Programme (lower cost)	This programme will support lower-cost cycleways that prioritise high-impact projects. This programme aims to promote cycling, enhance safety and expand travel options while reducing emissions. The programme aligns with the Cycling & Micromobility Programme Business Case, which outlines AT's investment strategy for cycling and micromobility over the next decade, with the aim of making cycling safer and more appealing. The scope includes Mangere East-Manukau cycling focus areas and others.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	4.6	23.1	27.3	29.4	30.6	28.4	152.3	295.7
Cycling for Climate Action	Similar to the 'Cycleways Programme (lower cost)', this programme supports safe cycle facilities, travel options, access to opportunities, and environmental outcomes. Funded by Auckland Council's Climate Action Targeted Rate, this programme will support the investigation, design, and delivery of several priority cycle projects identified in the Cycling & Micromobility Programme Business Case.	2	Local, NLTF	1,2,3,4	2024/25 to 2028/29	16.6	15.4	22.8	26.8	24.3	-	-	106.0

Urban Cycleways Glen Innes Links	As one of the Urban Cycleways Programme, links to Glen Innes Cycleways will add dedicated cycleways to Glen Innes, linking into the wider Auckland network including the new Glen Innes to Tāmaki Drive Shared Path. These new cycleways will provide a safer and more convenient connection for cyclists to reach Glen Innes train station, the shared path to Orakei Basin and Tāmaki Drive, and neighbouring suburbs. This project is funded through the Urban Cycleways Fund. The scope includes cycleways on: <ul style="list-style-type: none"> • parts of Taniwha Street • Point England Road • Merton Road between Morrin Road and Apirana Avenue • Line Road between Taniwha Street and West Tāmaki Road • South-eastern side of Stonefields Avenue and Morrin Road. 	2	Local, NLTF	2,3,4,5	2024/25	6.4	-	-	-	-	-	-	6.4
Urban Cycleways GI to Tamaki Drive Stage4	As one of the Urban Cycleways Programme, the Glen Innes to Tāmaki Drive Shared Path - Te Ara Ki Uta Ki Tai project will deliver a 7km-long path connecting Auckland's eastern suburbs to the city centre. The path completes a missing link in Auckland's cycle network and connect with cycle routes to Point England, the shared path along Tāmaki Drive and the Tāmaki Drive Cycle Route. This project will complete the remaining section between Ōrākei Basin to Tāmaki Drive for the shared path and will connect people all the way to the waterfront.	2	Local, NLTF	2,3,4,5	2024/25 to 2025/26	27.5	18.5	-	-	-	-	-	45.9
Meadowbank Kohimarama Connectivity Project	The existing rail corridor creates a barrier between the suburb of Meadowbank and Kohimarama. This limits the north-south travel for active modes. St Johns Road and Orakei Road both carry high traffic and are unsafe for active mode. The population in the suburb continues to grow creating a need to provide a better active mode infrastructure. The Meadowbank-Kohimarama Connectivity project, also referred to as 'Gowing Drive walking and cycling connection', will improve cycleway access to/from the suburb by connecting to the existing Glen Innes to Tamaki Drive (Gi2TD) shared-use path and the Meadowbank community to local schools via John Rymer Place.	2	Local, NLTF	2,3,5	2025/26 to 2026/27	-	17.1	7.6	-	-	-	-	24.7

Eastern Busway

Eastern Busway Pakuranga to Botany	The Eastern Busway is a regionally significant programme to transform East Auckland, extending the rapid transit network through a dedicated busway and segregated cycleway between Panmure and Botany Town Centre. This programme includes the following scope in-progress: <ul style="list-style-type: none"> • Implementation of the Pakuranga to Botany busway featuring: <ul style="list-style-type: none"> - 12km of safe and separated walking and cycling routes - 5km of busway between Pakuranga and Botany fully separated from other traffic - 5 new bus stations with quality facilities - A flyover above Reeves Road providing a direct connection between Pakuranga Road and the South Eastern Highway. 	1	Local, NLTF, Other	ND.	2024/25 to 2027/28	264.4	229.2	129.4	85.7	-	-	-	708.7
Botany Interchange and Link	The Eastern Busway is a regionally significant programme that expands the rapid transit network by creating a dedicated busway (along with a segregated cycleway) connecting Panmure and Botany Town Centre. This project the Botany interchange.	2	Local, NLTF	1,2,3,4,5	2026/27 to 2031/32	-	-	1.8	10.1	6.9	8.4	13.6	40.7

Priority growth areas

Wainui and Redhills Growth Improvements	This programme is based on a public-private partnership and will support the provision of necessary transport networks to the housing development areas in Wainui and Redhills.	2	Local, Other	1,2,3,4,5	2024/25 to 2028/29	14.0	9.4	9.8	8.6	6.2	-	-	48.0
Carrington Road Improvements	The Wairaka Precinct (Unitec in Mt Albert) will see housing development for approximately 4,000 households by early 2030s. This programme aims to provide necessary transport infrastructure for public transport, walking & cycling and stormwater treatments that will respond to new residents' travel needs in the area.	2	Local, Other	1,2,3,4,5	2024/25 to 2027/28	4.4	33.0	42.4	42.1	-	-	-	122.0
Auckland Housing Programme Improvements	Kāinga Ora plans to develop 7,000 new households in Māngere and 9,500 in Mt Roskill by 2045, which will bring approximately 43,000 new residents to the area. The scope also includes new households in the Tamaki area. The programme will provide more travel choice, upgrade intersections and improve bus infrastructure to support planned housing development.	2	Local, NLTF, Other	1,2,3,4,5	2024/25 to 2033/34	6.6	11.4	25.7	23.3	23.8	24.2	84.9	199.9
Drury Local Road Improvements	Drury is a significant greenfield development area with over 22,000 proposed dwellings. This project will establish an extensive transport network in Drury, featuring new and improved multi-mode roads. Its purpose is to facilitate movement between local, regional, and inter-regional areas by optimising the existing transport system and connecting to planned train stations.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	20.8	0.5	1.4	2.8	8.5	8.7	54.8	97.4

Northwest Growth Improvements	The rapid growth in the Northwest area requires a robust transport network. This expansion is closely linked to the State Highway network managed by NZTA. Specifically, the inner northwest (including Redhills, Whenuapai, and Westgate) is projected to accommodate more than 28,000 houses and more than 25,000 jobs by 2051. Over 100 transport projects have been identified in this programme to address this growth between now and 2047.	2	Local, NLTF	1,2,3,4,5	2025/26 to 2033/34	-	0.3	1.4	4.2	7.9	6.9	30.2	50.8
Wynyard Quarter Integrated Road Programme	Since 2011 Wynyard Quarter has been transformed from an industrial neighbourhood into a new part of Auckland City Centre, with increasing residential and working populations. This programme will improve Beaumont Street and Westhaven Drive, deliver a high quality streetscape and establish important connections between the Wynyard Quarter, Victoria Park and the city centre.	2	Local	1,2,3	2024/25 to 2030/31	0.5	0.5	1.1	5.5	11.3	17.3	11.8	48.1

Property for growth

Supporting Growth Post Lodgement (AT)	Integrated transport planning is critical to urban development and positively contributes to quality, connected urban and natural environments in the growth area. AT is committed to Supporting Growth Programme activities such as route protection.	1	Local, NLTF	ND.	2024/25 to 2026/27	16.0	12.6	6.6	-	-	-	-	35.2
Property for Route Protection and Encroachments	AT has an obligation to respond to and resolve requests to acquire designated land for transport purposes and encroachments where development is occurring and there is no project or planned project funding. This is a provision to respond to unplanned property acquisitions processes and encroachment requests.	2	Local	1,2,3,4	2024/25 to 2033/34	26.0	26.7	27.7	28.3	28.8	29.4	123.7	290.6

Network & safety

\$ millions

Community response

Community Network Improvements	This programme addresses community requests for corridor and intersection improvements. Its goal is to ensure safe and efficient operation on the arterial network. The programme includes a list of relatively small-scale projects (typically ranging from \$1m to \$3m each) that have a high profile within the community. The programme focuses on, but not limited to, suburban and peri-rural areas that are affected by intensification.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	21.8	22.4	22.8	23.3	23.8	23.1	97.0	234.2
Community Cycling and Micromobility	This programme will enhance existing cycleways across Auckland by improving local cycling and micromobility connections on the strategic cycling network. This programme will also provide more bike parking and wayfinding for the existing cycling network.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	9.4	8.1	7.1	7.2	7.4	7.5	30.8	77.4

Walking for Climate Action	This programme will support up to 35kms of walking connectivity improvements, including improvements to footpaths, additional pedestrian crossings, improved accessibility and increased pedestrian lighting in key locations across Auckland. A specific focus will be on improving the safety and ease of walking in the Manurewa area. This programme will provide safe, convenient and well-connected walking and cycling options for more Aucklanders. It will also invest in planting more trees in parks and on streets to prepare for a warmer future and subsequently reduce our vulnerability to extreme heat.	2	Local, NLTF	2,3,4	2024/25 to 2030/31	3.1	11.9	17.4	17.7	12.7	14.9	6.8	84.6
Community Footpaths Programme	This programme responds to community requests for new and wider footpaths across Auckland. Its goal is to enhance safety in the footpath network and improve access to active modes. The programme includes links to schools and community facilities, among other features. AT receives around 100 new requests annually, which are prioritised from a list of over 700.	2	Local, NLTF	1,2,3	2024/25 to 2033/34	4.2	4.3	5.4	5.5	5.7	5.8	24.3	55.1

Local board priority

Projects for Franklin Paths Targeted Rate	The Transport Targeted Rate is newly introduced from FY2024/25 to accelerate investment in transport in the Franklin Local Board area. The local board makes decisions regarding funds raised through the rate. The council receives the rates payments and AT provides technical advice and administers the funds on behalf of the local board.	1	Local, NLTF	ND.	2025/26 to 2033/34	-	1.3	1.3	1.3	1.4	1.4	5.8	12.5
Projects for Rodney Transport Targeted Rate	The Rodney Local Board Transport Targeted Rate was introduced in 2018 by Auckland Council after extensive community consultation to accelerate investment in transport in the Rodney Local Board area. This programme is currently scheduled to run for ten years (2018 – 2028). The local board makes decisions regarding funds raised through the rate. The council receives the rates payments and AT provides technical advice and administers the funds on behalf of the local board.	1	Local, NLTF	ND.	2024/25 to 2027/28	3.1	8.5	2.2	0.6	-	-	-	14.4
Local Board Transport Capital Fund	The Local Board Transport Capital Fund started in late 2012 to enable locally important transport projects to receive appropriate priority and provide local boards with a more direct ability to influence local transport initiatives. This programme prioritises smaller, locally significant projects that may not prominently be featured in AT's prioritisation process. Examples include new kerb and channel projects, footpaths in rural villages, wayfinding signage, and small town centre streetscape upgrades.	1	Local, NLTF	ND.	2024/25 to 2033/34	19.8	21.3	21.7	22.2	22.6	23.1	97.0	227.7

Matiatia Landside (Park and Ride)	This project will provide safer movements for public transport and increasing traffic to/from the Waiheke Ferry Terminal. It will also provide public drop-off away from the keyhole and bike/scooter parking and storage with better stormwater treatments. The project scope also includes the removal of the existing carpark from the scheduled Māori heritage site / koiwi / foreshore area. This project, included in the Waiheke 10-year Transport Plan, will improve the island's main gateway, benefiting 1 million users per year. A business case is under way.	2	Local, NLTF	1,2,3	2026/27 to 2028/29	-	-	1.1	13.3	10.2	-	-	24.6
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Network optimisation

Network Optimisation	The Network Optimisation programme will improve Auckland's road network and achieve better throughput and connections for multi-modal travel options. This programme will support congestion reduction and improved freight connections on Auckland's strategic transport network by making best use of existing network. The programme scope includes: <ul style="list-style-type: none"> • Maioro Street Special Vehicle Lane • Weymouth Road roundabout improvements • Delivery of dynamic lane and dynamic timings projects. This programme also includes a number of smart technology initiatives. E.g. installation of new CCTV cameras across the network, smart queue detection, cycle detection and pedestrian detection technology and a Real-time Network Performance Monitoring System for AT and NZTA.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	12.5	12.8	13.0	20.8	21.2	21.6	94.3	196.3
Bus and Transit Lanes programme (dynamic lanes)	As part of the Auckland Network Optimisation programme, this programme is specifically designed to provide bus priority projects. The scope focuses on removing 'pain points' along corridors and includes the optimisation of road layout, dynamic traffic lanes and managing traffic restrictions.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	3.1	9.6	9.8	16.6	17.0	28.8	123.1	208.1
Network Operations (ATOC) Programme	This programme will support selected improvements in the network and the Auckland Transport Operation Centre (ATOC) and transport network operations. ATOC will help provide a safer and more efficient transport network.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	1.7	1.9	2.0	1.4	1.5	1.5	4.3	14.3

Hill Street Intersection Improvement	As the Ara Tuhono - Puhoi to Warkworth motorway and Te Honohono ki Tai - Matakana Link Road opened in 2023, the anticipated growth in Warkworth will lead to more local trips using the Hill Street intersection. By 2028, traffic volumes are projected to exceed the current capacity at the Hill Street intersection, resulting in significant delays during peak hours. This project will reduce traffic congestion while enhancing safety for travellers. The project scope includes: <ul style="list-style-type: none"> • Upgraded footpaths • Walking and cycling facilities • Traffic calming measures • Enhanced intersections with safe roundabouts. 	2	Local, NLTF	1,3,4	2024/25 to 2026/27	14.6	4.1	1.1	-	-	-	-	19.7
Intelligent Transport Systems	This programme will deliver innovative services related to different modes of transport and traffic management. It will enable road users to be better informed and make safer, more coordinated, and smarter use of transport networks.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	5.2	7.5	7.6	5.5	7.0	7.1	33.6	73.5
Lake Road/ Esmonde Road Improvements	This project will enhance travel options to and around the Devonport Peninsula, with a primary focus on Lake Road, Esmonde Road, and Bayswater Avenue. The project scope may include T2 lanes, intersection upgrades, and shared walking and cycling paths.	2	Local, NLTF	1,2,3,4,5	2026/27 to 2030/31	-	-	1.1	3.3	19.6	18.5	9.6	52.1
Freight Network Improvements	As part of the Network Optimisation programme, this programme will enhance freight connections within Auckland's strategic transport network. It aligns with the Auckland Freight Plan and addresses key outcomes by providing special vehicle lanes and safe environments to support freight movements.	2	Local, NLTF	4,5	2024/25 to 2023/24	1.0	2.1	3.3	6.7	6.8	6.9	30.4	57.2
Glenvar Road/ East Coast Road Intersection	This project will enhance the intersection of Glenvar and East Coast roads to improve safety and capacity to support the Long Bay development area.	2	Local, NLTF	1,3,4	2025/26 to 2027/28	-	1.4	12.0	39.9	-	-	-	53.3

Parking & demand

Time-of-use Programme (congestion)	This programme will support the efficient use of Auckland's transport network. AT started a business case which will provide the locations and timing for implementation.	2	Local, NLTF	1,2,3,4	2024/25 to 2027/28	4.4	76.7	28.9	48.5	-	-	-	158.5
Room to Move Programme	Tāmaki Makaurau Auckland's Parking Strategy 2023 meets current (and emerging) challenges, and aligns with Council directions. This programme will deliver changes to how road space and parking will be managed while developing policies detailing how AT will plan, provide and manage public parking.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	2.6	2.7	2.5	3.3	2.3	4.0	6.8	24.2
Parking Programme	This programme will deliver AT's parking strategy and initiatives. It will support various parking activities, including residential parking permits, both on-street and off-street paid parking and enforcement processes.	2	Local	1,2,4,5	2024/25 to 2033/34	3.6	4.3	7.1	7.2	7.4	7.5	24.2	61.2

Road safety

Road Safety Programme	Following a change in direction from Central Government this programme will provide safety interventions at high-risk areas that have been identified as part of our deep dive into safety issues across Auckland. A draft proposal for the programme includes signalised crossings/intersections, audible tactile line markings and many other interventions.	2	Local, NLTF	1,3,4	2024/25 to 2033/34	37.0	51.2	58.1	59.2	60.4	61.6	224.2	551.8
Safe Speeds programme	This programme will be dependant on the new speed rule and guidance provided by NZTA. The main focus will be on safe school speeds, providing safe and appropriate speeds that will protect our most vulnerable road user and be responsive to development and growth. AT has received a high number of requests to implement safe and appropriate speeds across a number of local boards and from communities across Auckland. This programme is also proposed to address reactive school requests to allow quick responses to safety concerns at schools.	2	Local, NLTF	1,3,4	2024/25 to 2033/34	3.8	7.8	7.9	8.1	8.3	8.4	35.4	79.7
Marae and Papakainga (Turnouts) safety programme	This programme will improve road safety around marae and to access marae from main roads.	1	Local	ND	2024/25 to 2033/34	1.0	1.7	1.7	1.7	1.8	1.8	7.5	17.2

Technology & change

\$ millions

Core Technology and Renewals	This programme focuses on core systems and customer-facing IT assets. These assets include customer service equipment and communications infrastructure.	1	Local, NLTF	ND.	2024/25 to 2033/34	14.0	14.4	15.8	18.9	19.8	20.2	92.2	195.2
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Customer systems

Customer and Business Systems	This programme will enhance the user experience by ensuring reliable and up-to-date information, improving customer interactions, and accommodating various travel options. This programme includes development of AT's systems including Metro & HOP, customer experience & digital channels, parking systems, enterprise solutions, and network management technology.	1	Local, NLTF	ND.	2024/25 to 2033/34	34.5	38.1	37.9	40.5	43.3	44.1	185.5	423.9
Open Loop and HOP Hardware Refresh	The Open Loop project is scheduled for go-live by FY25. The project will refresh the PT fare payment system and allow the use of mobile phone/wearable devices, credit/debit card and digital wallets on buses, ferries and rail.	1	Local, NLTF	ND.	2024/25	10.0	-	-	-	-	-	-	10.0

National Ticketing System (AT assets)	The National Ticketing System is New Zealand's next generation public transport ticketing solution. It will give New Zealanders the ability to pay for their public transport using a variety of ways - by mobile phone, credit card or a nationally issued transit card. This programme will provide IT systems and processes to support: <ul style="list-style-type: none"> • Ability to quickly introduce/change fare products & policies • Patronage growth and flow on effects through mode shift. AT is working with NZTA to implement the National Ticketing System.	2	Local, NLTF	1,2,4	2024/25 to 2025/26	6.2	8.4	-	-	-	-	-	-	14.5
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Auckland Transport total

1458.8 1533.9 1475.0 1573.8 1553.8 1469.4 4937.7 14002.4

Rail infrastructure projects funded outside of the RNIP

Project Name	Description	Category	Funding Source	Duration	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31-2033/34	Total Cost (\$m)
Rail Network Growth Impact Management (RNGIM) - Committed	Also known as the Rail Network Rebuild, this is the NLTF amount already funded and committed, to progress the first phase of the historic renewals backlog resulting from legacy underinvestment in the Auckland network. AT is the approved organisation and will direct the funds to KiwiRail (pass through cost)	1	NLTF (to KiwiRail)	2024/25 - 2026/27	62.9	12.0	14.3	-	-	-	-	89.1

NZ Transport Agency Capital Programme

Categorisation

- 1 Non-Discretionary
- 2 Prioritised
- 3 Projects without Local share

Objectives

- 1: Faster, more reliable PT
- 2: Decarbonisation
- 3: Safety
- 4: Economic Productivity
- 5: Resilience
- ND. Non-Discretionary



Project Name	Description	Category	Funding Source	Strategic objectives	Duration	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31-2033/34	Total 10-yr Cost (\$m)
Safety													
SH16 Brigham creek to Waimauku Safety Works	SH16 safety improvements between Brigham Creek and Waimauku including road and bridge widening, service undergrounding and installation of median and roadside barriers. This relates to Stage 1 of the project with Stage 2 still under consideration.	1	NLTF	ND.	2024/25 to 2026/27	33.0	6.0	15.0	0.0	0.0	0.0	0.0	54.0
Auckland Share VFM Safety Improvements Programme	Specific safety improvements across the Auckland State Highway network that aren't addressed through other projects and programmes	2	NLTF	3,4,5	2024/25 to 2033/34	1.5	1.5	1.5	1.5	1.5	1.5	6.0	15.1
Preventing Wrong Way Drivers on Auckland Motorways	Preventing Wrong Way Driver (WWD) project on Auckland Motorways intends to deliver a network wide solution to prevent, detect and reduce the number of WWD incidences. As a result, reduce the number of death and serious injuries on the network.	2	NLTF	3,5	2024/25 to 2026/27	2.0	4.0	2.5	0.0	0.0	0.0	0.0	8.5
Motorway Bridge Safety Screens	Safety screens for State Highway 1 overbridges to prevent objects and self harm	2	NLTF	3,5	2030/31 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	21.8	21.8
Rapid Transit													
SH16 Westgate & Brigham Stations	Development of interim bus station at Westgate to support Western Express services and growth. Part of the initial stages of delivering the North West Rapid Transit solution.	1	Crown	ND.	2024/25	54.5	0.0	0.0	0.0	0.0	0.0	0.0	54.5
Northwest Rapid Transit	Providing a rapid transit corridor linking North West Auckland to the City Centre. This project has been identified as a major PT project in the GPS 2024	2	NLTF	1,2,3,4,5	2024/25 to 2033/34	163.5	230.2	240.8	267.2	315.4	450.2	2,637.2	4,304.4

SH20 Airport to Botany	Horizon 3 includes Airport to Botany RTN programme and complementary measures including new ramp from SH20B to SH20 south enabling A2B. A2B is currently in route-protection phase (led by the Supporting Growth Alliance). Notices of requirement (NOR) have either been completed or in progress and the programme will be delivered in partnership with AT. Identified as a major PT project in the GPS 2024	2	NLTF	1,2,3,4,5	2024/25 to 2033/34	0.0	0.0	5.3	5.3	5.3	27.0	346.7	389.6
SH18 Upper Harbour Rapid Transit	Rapid Transit services between Northwest Growth Area and Albany and connecting key RTN corridors (Northern and Northwest RTN). Includes technical assessment and some funds for route protecting the station locations given the need to integrate with the surrounding land use	2	NLTF	1,2,3,4,5	2028/29 to 2029/30	0.0	0.0	0.0	2.8	5.8	6.0	27.3	41.9

Operational Capital Programmes

Crown Resilience Low Cost Risk Programme	Crown allocation for proactive resilience Low Cost Low Risk activities over four years. To be managed and prioritised to target resilience at high risk sites.	1	Crown	ND.	2025/26	0.0	3.3	0.0	0.0	0.0	0.0	0.0	3.3
Debt Repayment	Government debt repayment on the Southern Corridor Improvement & SH20A to Airport projects	1	NLTF	ND.	2024/25 to 2026/27	117.0	118.0	118.0	0.0	0.0	0.0	0.0	353.0
Northwestern WX1 Other Works	Bus improvements to support the interim Northwest RTN (WX1) and Westgate Station	1	NLTF	ND.	2024/25	5.5	0.0	0.0	0.0	0.0	0.0	0.0	5.5
Puhoi to Warkworth repayment	PPP payments on the Puhoi to Warkworth project	1	NLTF	ND.	2024/25 to 2026/27	97.0	97.0	97.0	97.0	97.0	97.0	388.0	970.0
SH1 Dome Valley & Surrounds Slip & Flood Management	Crown funded resilience works for State Highway 1 Dome Valley to manage flooding and slips. Rebuilding of roading infrastructure damaged by 2023 cyclone and weather events	2	Crown	3,4,5	2024/25 to 2029/30	41.4	38.2	32.7	32.7	32.7	29.4	0.0	207.1

Commercial vehicle safety centre (CVSC) - Stanley St	CVSCs, once called Weigh Stations, are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is Stanley St, Parnell	1	NLTF	ND.	2024/25	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Commercial vehicle safety centre (CVSC) - Bombay	CVSCs, once called Weigh Stations, are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is in Bombay	1	NLTF	ND.	2024/25 to 2025/26	12.0	4.0	0.0	0.0	0.0	0.0	0.0	16.0
Auckland Network Optimisation Programme	Optimisation and efficiency measures to improve system operation, safety and resilience	2	NLTF	1,2,3,4,5	20254/25 to 2033/34	0.0	20.7	20.7	20.7	20.7	20.7	62.1	165.7
Commercial vehicle safety centre (CVSC) - Albany	CVSCs, once called Weigh Stations, are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is in Albany	2	NLTF	3,4,5	2024/25 to 2025/26	11.2	3.5	0.0	0.0	0.0	0.0	0.0	14.7
Commercial vehicle safety centre (CVSC) - SH1 Drury	CVSCs, once called Weigh Stations, are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is in Drury.	2	NLTF	3,4,5	2027/28 to 2028/29	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.4
Auckland Share Digital engineering/ BIM	Digital Engineering may be defined as the use made of the convergence of emerging technologies such as Building Information Modelling (BIM), Geographic Information Systems (GIS) Asset Management Information Systems (AMIS) and related systems to derive better business, project and asset management outcomes. Digital Engineering is about capturing, sharing, analysing and presenting digital asset information that provides the evidence for asset management decisions.	2	NLTF	3,4	2024/25 to 2029/30	1.3	0.9	0.9	1.0	1.0	1.0	0.0	6.3

Auckland Share Data Driven Structure Asset Management	The new structures asset management framework includes the production of a collection of processes that will capture and assess risks in a comprehensive and consistent manner, and forecast maintenance and renewals costs in an accurate manner.	2	NLTF	4	2024/25 to 2026/27	0.4	0.7	0.1	0.0	0.0	0.0	0.0	1.3
Auckland System Planning	Region wide planning for the State Highway Network	2	NLTF	3,4,5	2024/25 to 2026/27	1.2	2.4	0.0	0.0	0.0	0.0	0.0	3.6
Low Cost Low Risk improvements 2024-27	Low Cost Low Risk projects are improvements projects (construction or implementation) with a total approved cost of up to \$2m for each project.	2	NLTF	3	2024/25 to 2026/27	8.0	8.0	8.0	0.0	0.0	0.0	0.0	24.0
Auckland Share Environmental PBC	Applying a national approach to environmental practices such as fish passage, stormwater management etc	2	NLTF	5	2024/25 to 2026/27	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Auckland Noise Mitigation - Projects	For new roads and alterations to existing roads NZTA will assess noise exposure and noise mitigation as required for new projects	2	NLTF	-	2026/27 to 2028/29	0.0	6.8	14.0	24.3	0.0	0.0	0.0	45.0
Auckland Noise Mitigation - Wider Programme	Alterations to existing roads NZTA will assess noise exposure and noise mitigation as required as part of a programme	2	NLTF	-	2033/34	0.0	0.0	0.0	0.0	0.0	0.0	16.4	16.4

Mode Choice

Cross Town Rapid Transit New Lynn to Onehunga	Cross isthmus Rapid Transit services have not yet been adequately assessed as part of the RTN story in Auckland. Arataki 30-year view (Land Transport Modes and Networks) identifies this as needing investigation. With growth expected to be more widespread as well as concentrated in key locations in the Central Isthmus there is a need to identify at a high level the nature, extent and requirement for such a corridor, the benefits (outcomes) delivered and an implementation pathway.	2	NLTF	1,2,3,4,5	2027/28	0.0	0.0	0.0	7.1	0.0	0.0	0.0	7.1
Strategic multimodal connections and Crossings	Resilience supporting multi modal solutions through the creation of green bridges across the State Highway network	2	NLTF	1,2,5	2027/28 & 2030/31 to 2033/34	0.0	0.0	0.0	3.7	0.0	0.0	8.2	11.9

Growth

Supporting Growth Post Lodgement (NZTA)	Completion of Supporting Growth Alliance activities to route protect the strategic network to support the future growth in the future urban areas of Auckland	1	NLTF	ND.	2024/25 to 2026/28	5.0	7.3	0.0	0.0	0.0	0.0	0.0	12.3
SH16/18 Staging Assessment Refresh	Assessment using past work to confirm best staging of SH16/SH18 given growth in households and Westgate Metro Centre	2	NLTF	2,3,4,5	2024/25 & 2030/34	2.7	0.0	0.0	0.0	0.0	0.0	1.5	4.3
Supporting Growth Implementation	Commencement of design, on-site investigations and early property purchase to enable delivery of parts of the strategic network to support the future growth in the future urban areas of Auckland after 2034	2	NLTF	1,2,3,4	2029/30 to 2033/34	0.0	0.0	0.0	0.0	0.0	5.2	58.9	64.1
SH22 Drury Upgrade	Delivery of SH22 improvements to support urbanisation, growth and increased vehicle / freight demand. This will complement the NZUP projects in the geographic area currently being delivered by NZTA and KiwiRail.	2	NLTF	1,3,4,5	2024/25 to 2026/27	10.3	21.8	38.4	27.5	28.0	12.6	0.0	138.6
SH18 Squadron Drive	West facing ramps and walking and cycling shared path	2	NLTF	3,4,5	2030/31 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	40.0	40.0

Better Connections

Legacy Property Acquisition - Auckland	Ongoing Property Acquisition activity to ensure NZTA Waka Kotahi is meeting its statutory and legal obligations for property	2	NLTF	ND.	2024/25 to 2025/26	9.0	4.2	0.0	0.0	0.0	0.0	0.0	13.2
Waitemata Harbour Connections	Northern Busway upgrades to the current fleet, stations and corridor to provide additional busway capacity (with AT). Resilience and efficiency upgrades to SH1 including new road infrastructure across the harbour between Akoranga Drive and the central motorway junction, raising the existing SH1 corridor to address inundation and sea level rise resilience, as well as major Auckland Harbour Bridge (AHB) renewal works, followed by reconfiguration of traffic lanes and the extension of the Northern Busway to the city centre.	2	NLTF	3,4,5	2024/25 to 2030/34	76.3	82.7	78.7	656.6	622.5	882.9	4,850.5	7,250.2
SH1 Warkworth to Wellsford (RoNS)	A new State Highway, offline from the existing SH1, to connect Warkworth and Wellsford. Has been identified as a RONS in the 2024 GPS.	2	NLTF	3,4,5	2024/25 to 2030/34	79.5	79.5	216.6	411.1	411.1	411.1	1,370.3	2,979.3
Mill Road (RoNS)	Upgrade of the Mill Road corridor (Redoubt Road) Identified as a RONS in the GPS 2024	2	NLTF	3,4,5	2025/26 to 2030/34	0.0	28.1	79.0	120.4	86.9	149.9	1,068.2	1,532.6

East West Link (RoNS)	This project involves the establishment of a new section of State Highway between existing SH20 and SH1 to support economic productivity and faster travel times. This project has been identified as a RONS in the 2024 GPS.	2	NLTF	3,4,5	2028/29 to 2029/34	0.0	0.0	0.0	0.0	40.4	40.4	570.6	651.4
North West Alternate State Highway (RoNS)	Four lane State Highway between Brigham Creek and Fosters Road in Huapai, Interchanges at Brigham Creek and Tawa Road. This project is a new connection and has been identified as a RONS in the GPS 2024	2	NLTF	3,4,5	2030/31 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	84.8	84.8
SH1 Drury to Bombay (Route Protection)	Route protecting for additional motorway lanes in both the north and southbound directions and future interchange improvements at Ramarama and Bombay	2	NLTF	3,4,5	2024/25 to 2030/34	4.6	10.6	6.7	5.3	8.5	10.6	180.5	226.9
State Highway planning in response to port future	To better understand the likely land transport implications of possible major changes to the upper North Island's Port network, regarding land transport: Investment implications (timing and nature and cost of potential future upgrades to the land transport system)	2	NLTF	4	2024/25 to 2025/26	2.4	3.6	0.0	0.0	0.0	0.0	0.0	6.0
Auckland Share RoNS Project Development	Preparatory work for the identified RoNS to ensure the pipeline is prepared appropriately. This relates to first stages of Mill Road and East-West Link, with equivalent work already complete for Warkworth to Wellsford. Some work has already been completed for the Northwest Alternative State Highway as part of the Supporting Growth Programme, but needs further project development.	2	NLTF	-	2024/25 to 2029/30	7.1	7.1	7.1	1.2	1.2	1.2	0.0	25.0
Auckland Share RoNS Property	Item to cover initial property purchases relating to the identified RoNS projects. Some projects already have allocated funding, such as Warkworth to Wellsford and East-West link which are identified in their line items.	2	NLTF	-	2024/25 to 2030/34	106.7	106.7	106.7	167.8	167.8	167.8	401.7	1,225.4

Maintenance, Operations and Renewals

State highway Maintenance, Operations and renewals	State Highway maintenance, operations and renewals	1	NLTF	ND.	2024/25 to 2030/34	285.1	282.9	276.9	366.2	378.6	396.0	1,720.9	3,706.7
Auckland Share Pre-imp 2027-30 Bridge Rep	38 bridges on the State Highway network are currently over 100 years old, and this is set to increase to more than 260 by 2030. There is a need form the pipeline of this improvements activity ahead of the next NLTP for EOL bridge replacements.	2	NLTF	4,5	2024/25 to 2026/27	0.6	0.8	0.6	0.0	0.0	0.0	0.0	2.1
NZ TRANSPORT AGENCY TOTAL						1,142.0	1,180.6	1,367.4	2,219.6	2,224.9	2,710.7	13,861.6	24,706.8

KiwiRail Capital Programme

Categorisation

- 1 Non-Discretionary
- 2 Prioritised
- 3 Projects without Local share

Objectives

- 1: Faster, more reliable PT
- 2: Decarbonisation
- 3: Safety
- 4: Economic Productivity
- 5. Resilience
- ND. Non-Discretionary



Project name	Description	Category	Funding source	Strategic objectives	Duration	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31 - 2033/34	Total 10-yr cost (\$m)
KiwiRail improvements projects													
CRL Day One - ETCS Level 2 - Business case	Initiating an investigation of the next phase of electronic train control (ETCS Level 2). A component of the Infrastructure Package required to support CRL.	1	NLTF	ND.	2024/25 to 2025/26	2.6	1.1	0.0	0.0	0.0	0.0	0.0	3.7
CRL Day One - Infrastructure package - Additional traction feed (West)	Completion of an additional traction feed in the West to power additional trains. A component of the Infrastructure Package required to support CRL.	1	NLTF	ND.	2024/25	20.7	0.0	0.0	0.0	0.0	0.0	0.0	20.7
CRL Day One - Resilience and Asset Maintenance Programme - Infill Signalling	Installs additional signals to improve network resilience and reliability. A component of the Resilience and Asset Maintenance Programme required to support CRL.	1	NLTF	ND.	2024/25	2.8	0.0	0.0	0.0	0.0	0.0	0.0	2.8
CRL Day One - Resilience and Asset Maintenance Programme - Integrated rail management centre and emergency management systems	Enabling completion of an Auckland Control Centre for all aspects of the Auckland network to be managed from Auckland, improving coordination, resilience and reliability.	1	NLTF	ND	2024/25 to 2025/26	8.7	0.3	0.0	0.0	0.0	0.0	0.0	9.0
KiwiRail strategic future planning	Continuation of strategic future planning for the future development and long-term requirements of the Auckland network. This includes input into regional and all of government projects and policy initiatives, business case and feasibility study development, urban development, and stakeholder engagement.	2	NLTF	1,2,3,4,5	2024/25 to 2033/34	5.9	5.5	5.7	5.8	5.9	6.1	25.5	60.4

Progressive fencing	Continuation of fencing of the network to support efficient network operation by increasing the safety and security of the network and reducing the risk of track incursions that can create disruptions.	2	NLTF	1,3,4,5	2024/25 to 2033/34	2.6	2.2	2.3	2.3	2.4	2.4	10.2	24.4
Auckland area train control software upgrade (TMS R9K)	Commencement to completion of upgrading Auckland's traffic management system to optimise planning and management of train operations.	2	NLTF	1,3,4,5	2025/26 to 2026/27	0.0	5.5	5.7	0.0	0.0	0.0	0.0	11.2
(1) Single-line running switches	Continuation of a switch implementation programme started by W2QP and RNGIM that allows single-line running during maintenance windows. This is necessary to extend the maintenance window and improve productivity.	2	NLTF	1,2,3,4,5	2024/25 to 2033/34	3.5	1.8	1.6	1.6	2.0	1.7	3.8	16.0
(2) Auckland metro plant and equipment	New maintenance accessways, network maintenance facilities, stabling yards and sidings for plant and equipment. This leverages investment in plant and improves the productivity and safety of network maintenance.	2	NLTF	1,2,3,4,5	2024/25 to 2033/34	0.3	0.6	1.4	7.7	18.6	19.0	403.9	451.5
(3) Auckland metro network maintenance depots and access tracks	Investing in plant that introduces new functionality or increases productivity to enable safer and more efficient maintenance practices and reduce disruption.	2	NLTF	1,2,3,4,5	2024/25 to 2033/34	0.3	0.6	5.5	23.3	63.6	65.3	226.0	384.6
Avondale to Southdown	Investigation, design and pre-implementation to protect the existing designation and progress activation of the Avondale-Southdown rail corridor, to create greater long term segregation of all-stop and non-stop train services for both freight and metro passengers and new cross-isthmus connectivity options	2	NLTF	1,2,3,4,5	2024/25 to 2033/34	1.1	4.5	4.6	2.4	9.5	17.0	31.7	70.8
4 tracking Westfield to Pukekohe	Investigation and design, route protection and initial construction of additional track, to increase capacity for expected growth, resulting in competitive and reliable services for freight, regional, and metro passengers along the Southern corridor and at the Westfield Junction bottleneck.	2	NLTF	1,2,3,4,5	2024/25 to 2033/34	3.8	6.7	8.0	16.5	27.5	23.7	1807.6	1893.8
Level crossings upgrades, grade separation and removal programme (Auckland)	KiwiRail's engineering design and modelling to support AT's level crossing programme in Auckland. Options could include grade separations through over and under-passes, more barrier arms and other safety measures, and some outright closures.	2	NLTF	1,2,3,4,5	2024/25 to 2026/27	2.2	2.8	4.6	0.0	0.0	0.0	0.0	9.6

Southern power feed upgrade	SFC installation and other upgrades to traction power supply capacity, to meet demand from increased metro services and conversion to electric freight.	2	NLTF	1,2,4,5	2027/28 to 2031/32	0.0	0.0	0.0	11.6	3.0	3.0	81.0	98.6
ETCS Level 2 - implementation and signalling optimisation	Commencement of implementation of ETCS Level 2 signalling improvements in Auckland to maximise productivity of the existing system and support resilience.	2	NLTF	1,2,3,4,5	2027/28 to 2033/34	0.0	0.0	0.0	18.5	47.5	65.9	73.0	204.9
Mid-zone power feed replacement	Replacement of existing power feed and other upgrades to traction power supply capacity, to meet demand from increased metro services and conversion to electric freight.	2	NLTF	1,2,4,5	2030/31 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	25.6	25.6
New southern power feed	Further SFC installation and upgrades to traction power supply capacity to meet demand from increased metro services and conversion to electric freight.	2	NLTF	1,2,4,5	2032/33 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	15.1	15.1
Level crossing signal optimisation	Signal replacement and repositioning required after level crossings are removed prior to the implementation of ETCS Level 2. This is required to re-align the rail benefits of level crossing removals especially near stations.	2	NLTF	1,3,4	2027/28 to 2032/33	0.0	0.0	0.0	7.8	8.0	8.1	21.5	45.4
Property for passenger fleet stabling	Expansion of stabling for inter-regional fleet and metro fleet (if required), including construction and any additional property needed	2	NLTF	1,2	2030/31 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	20.8	20.8
Maintenance, operations and renewals													
Auckland metro rail maintenance, operations, and renewals	Estimated KiwiRail share of annual network maintenance and renewals costs to be agreed through the ANAA process. This does not include the AT contribution.	1	NLTF	ND.	2024/25 - 2033/34	14.9	14.5	17.8	17.4	14.7	15.2	65.1	159.6
Overdue renewals	Commencement of a programme to address the remaining renewals backlog for the Auckland network, due to both historic underinvestment and more recent funding shortfalls.	1	NLTF	ND.	2024/25 - 2033/34	23.7	23.4	26.0	34.5	21.6	21.9	92.5	243.6

Rail Network Rebuild	Also known as the Rail Network Growth Impact Management cost scope adjustment, this is the remaining, funded value required to complete the first phase of the historic renewals backlog resulting from legacy underinvestment in the Auckland network. This is in addition to the amount already funded and committed, which will come through AT's programme as the approved organisation.	1	NLTF/ Crown	ND.	2024/25 - 2025/26	95.6	63.6	0.0	0.0	0.0	0.0	0.0	159.2
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Traction control software system renewal	Commencement to completion of renewing the system that controls the Auckland electrical network to enable its safe and efficient operation.	1	NLTF	ND.	2024/25 - 2026/27	1.1	2.2	2.3	0.0	0.0	0.0	0.0	5.6
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KiwiRail total

189.8 135.3 85.5 149.4 224.3 249.3 2903.3 3936.9

Rail infrastructure projects funded outside of the RNIP

Project Name	Description	Category	Funding Source	Duration	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31- 2033/34	Total Cost (\$m)
Rail Network Growth Impact Management (RNGIM) - Committed	Also known as the Rail Network Rebuild, this is the NLTF amount already funded and committed, to progress the first phase of the historic renewals backlog resulting from legacy underinvestment in the Auckland network. AT is the approved organisation and will direct the funds to KiwiRail.	1	NLTF via AT	ND.	62.9	12.0	14.3	0.0	0.0	0.0	0.0	89.2

Department of Conservation Capital Programme



Project Name	Description	Category	Funding Source	Duration	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31-2033/34	Total 10-yr Cost (\$th)
Department of Conservation Projects					\$ thousands							
Local Road Improvements					0	0	0	0	0	0	0	0.0
Local Road Maintenance				to 2033/34	5.3	5.3	5.3	5.3	5.3	5.3	21.2	53.0

NZ Upgrade Programme & Roads of Regional Significance Capital Projects

Project name	Description	Delivery Agency	Funding source	Total 10-yr cost (\$m)
NZUP Improvements Projects				
Drury Stations	Construction of three new rail stations at Drury Central, Drury West and Paerata and the associated bus interchange, park and ride facilities and connecting roads.	KiwiRail	NZUP	444.8
Papakura to Pukekohe Electrification	Electrification of 19km of track between Papakura and Pukekohe, including installation of overhead equipment, a new traction power feed and signalling upgrades.	KiwiRail	NZUP	57.2
Wiri to Quay Park	Provides a third rail (third main) to ease the bottleneck between Wiri and Westfield, increase capacity around Westfield Junction and improve rail access to the Ports of Auckland at Quay Park.	KiwiRail	NZUP	35.0
NZTA Improvements Projects (RoRS)				
Penlink (RoRS)	A new transport link between SH1 and Whangaparaoa Peninsula. A separated, shared walking and cycling lane adjacent to the new state highway will provide travel choice for those living in or visiting the peninsula.	NZTA	RoRS	567.0
State Highway 1 Papakura to Drury Stage One (RoRS)	Part of the Papakura to Bombay project, this is implementation of SH1 improvements from Papakura to Drury South, widening the highway to three lanes in each direction to provide better travel time reliability.	NZTA	RoRS	402.0
Investment in Drury (RoRS)	Package of works to provide more transport choices, connect people to Drury Railway Station, and support the development of additional housing (incl. Waihoehoe Road upgrade)	NZTA	RoRS	124.0
NZ UPGRADE PROGRAMME & ROADS OF REGIONAL SIGNIFICANCE TOTAL				1630.0

Other projects considered by RLTP for NLTF funding

Agency	Project	Category			
AT	Britomart Bay Platform and Egress Capacity	3	AT	Harbour Crossing -future Network Dependencies	3
AT	City Centre Access for Everyone Programme	3	AT	Henderson Rail-Bus Station Improvements	3
AT	Cycleway Connections Programme	3	AT	Henderson to Constellation Rapid Transit	3
AT	Devonport Terminal Upgrade Stage3	3	AT	Level Crossings Investigation and Protection	3
AT	Downtown Bus Stops and Footpaths	3	AT	Level Crossings Removal Groups 3-5	3
AT	Drury Rail Stations (additional to NZUP)	3	AT	Lincoln Road Corridor Improvements	3
AT	Eastern Busway Integration -future Dependencies	3	AT	Median Barrier Acceleration Programme	3
AT	EMU Rolling Stock Tranche4	3	AT	Middlemore Rail Station Upgrade	3
AT	EMU Stabling and Depots Tranche4	3	AT	Murphys Road Corridor Improvement	3
AT	Environmental Sustainability Infrastructure	3	AT	New North Road Corridor	3
AT	Ferry Maintenance and Charging Depot	3	AT	Northwest RTN -future Network Dependencies	3
AT	First-and-final Leg for Tier2 RTN Stations	3	AT	Point Chev Towncentre Layover	3
AT	Glen Innes Station Underpass Improvement	3	AT	Rail Station Capacity Programme	3
AT	Half Moon Bay Vehicle Terminal Upgrade	3	AT	Residential Speed Management	3

AT	Seismic Strengthening Programme	3
AT	Smales Allens Road Widening and Intersection Upgrade	3
AT	Supporting Electric Vehicles	3
AT	Takanini Rail Station Upgrade	3
AT	Unplanned Natural Events	3
AT	Urban Cycleways Waitemata Safe Routes	3
AT	Vaughans Road and Okura Improvement	3
AT	Waiheke Ten-Year Transport Plan	3
AT	Walking Connections Programme	3
AT	Wayfinding for Cycling Improvements	3
AT	Whangaparaoa Road Transition to Penlink	3

Post-consultation additions

AT	Albany Network Improvements Plan: Lucas Creek Bridge & The Avenue Intersection Improvements	3
AT	Chapel Rd realignment	3
NZTA	Airport to Botany (property and full implementation)	3

Appendix 7: Multi-Agency Capital Programme (for RLTP 2024)

RLTP 2024 Item	Org	Final Rank	Final Total 10-Yr Cost (\$)	Descriptions
NON-DISCRETIONARY - Committed & Renewals (In alphabetical order)				
AT Opex (Repayments)	AT Opex	1=	327.0 m	Repayments for the current fleet of trains (Electric Motorised Units - EMU's)
Auckland metro rail maintenance, operations, and renewals	KR	1=	159.6 m	Estimated KiwiRail share of annual network maintenance and renewals costs to be agreed through the ANAA process. This does not include the AT contribution.
City Rail Link	CRL	1=	1202.0 m	Completion of the new heavy rail connection between Waitemata (Britomart) and Mt. Eden stations.
Commercial vehicle safety centre (CVSC) - Bombay	NZTA	1=	16.0 m	CVSCs, once called Weigh Stations, are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is in Bombay
Commercial vehicle safety centre (CVSC) - Stanley St	NZTA	1=	3.0 m	CVSCs, once called Weigh Stations, are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is Stanley St, Parnell
Core Technology and Renewals	AT	1=	195.2 m	This programme focuses on core systems and customer-facing IT assets. These assets include customer service equipment and communications infrastructure.
CRL Day One - ETCS Level 2 - Business case	KR	1=	3.7 m	Initiating an investigation of the next phase of electronic train control (ETCS Level 2). A component of the Infrastructure Package required to support CRL.
CRL Day One - Infrastructure package - Additional traction feed (West)	KR	1=	20.7 m	Completion of an additional traction feed in the West to power additional trains. A component of the Infrastructure Package required to support CRL.
CRL Day One - Resilience and Asset Maintenance Programme - Infill Signalling	KR	1=	2.8 m	Installs additional signals to improve network resilience and reliability. A component of the Resilience and Asset Maintenance Programme required to support CRL.
CRL Day One - Resilience and Asset Maintenance Programme - Integrated rail management centre and emergency management systems	KR	1=	9.0 m	Enabling completion of an Auckland Control Centre for all aspects of the Auckland network to be managed from Auckland, improving coordination, resilience and reliability.
Crown Resilience Low Cost Risk Programme	NZTA	1=	3.3 m	Crown allocation for proactive resilience Low Cost Low Risk activities over four years. To be managed and prioritised to target resilience at high risk sites.
Customer and Business Systems	AT	1=	423.9 m	This programme will enhance the user experience by ensuring reliable and up-to-date information, improving customer interactions, and accommodating various travel options. This programme includes development of AT's systems including Metro & HOP, customer experience & digital channels, parking systems, enterprise solutions, and network management technology.
Debt Repayment	NZTA	1=	353.0 m	Government debt repayment on the Southern Corridor Improvement & SH20A to Airport projects
Decarbonisation of Ferries Stage1	AT	1=	281.6 m	Auckland's ferry fleet is ageing, increasingly unreliable, and lacks passenger capacity to meet the growing demand on a number of routes. Modern electric and electric hybrid ferries offer significant fuel savings (approx. 70% fuel cost reduction), lower maintenance, and significantly reduced emissions compared to traditional diesel ferries. This programme will renew Auckland's ferry fleet, including enabling ferry terminals to accommodate new larger capacity, standardised low emission vessels. Stage 1 includes the procurement of new vessels and the delivery of charging and wharf infrastructure at Downtown Ferry Terminal, Hobsonville Point and Half Moon Bay Ferry Terminals. It will also support minor wharf enablement at Bayswater and Beach Haven ferry terminals.
Dept. of Conservation	DoC	1=	0.1 m	Maintenance and Improvements for local roads on Aotea/Great Barrier
Eastern Busway Pakuranga to Botany	AT	1=	708.7 m	The Eastern Busway is a regionally significant programme to transform East Auckland, extending the rapid transit network through a dedicated busway and segregated cycleway between Panmure and Botany Town Centre. This programme includes the following scope: <ul style="list-style-type: none"> • Pakuranga to Botany (in-progress) - featuring the implementation of: <ul style="list-style-type: none"> - 12km of safe and separated walking and cycling routes - 5km of busway between Pakuranga and Botany fully separated from other traffic - 5 new bus stations with quality facilities - A flyover above Reeves Road providing a direct connection between Pakuranga Road and the South Eastern Highway.
EMU Rolling Stock Tranche for CRL	AT	1=	204.7 m	This programme will respond to the growing demand for rail public transport services in Auckland by introducing additional new electric multi-units (EMUs). These EMUs will support the upcoming opening of the City Rail Link in 2026. 23 new EMUs have been contractually committed and will be available on Auckland's metro rail network by 2025.
EMU Stabling and Depots for CRL	AT	1=	29.5 m	This programme will enhance long-term maintenance for the EMUs by adding 20 additional stabling units at the Wiri EMU Depot Stabling Yard. These units will support the new EMUs available for the City Rail Link (CRL). The programme is currently underway and is scheduled for completion in 2025.
Flood Response	AT	1=	186.1 m	This programme delivers permanent reinstatement activities in a response to region-wide weather events in 2023. The programme has been under way since 2023 and will continue to provide the following activities: <ul style="list-style-type: none"> • Restoring and grading surface water channels and road shoulders • Scour protection works for surface water channels and at culvert inlets/outlets • Removing and clearing debris from road carriageways, surface water channels and bridge abutment. • Temporary protection measures such as AC bunding, covering of slip faces, crack sealing • Cutting back of banks to retreat from underslips • Stabilising slips (e.g. soil nailing, retaining walls, shotcrete, planting, hydroseeding) • Unblocking culverts • Restoring damaged road pavements, footpaths, cycleways, kerb and channel and road drainage structures.
Great North Road Improvements	AT	1=	14.8 m	Great North Road is a major Auckland corridor for an increasing number of people in and out of the City Centre. The area is changing with more residential apartments and the population will grow by approximately 24% by 2031. This project will improve access to reliable public transport services and travel choice by providing bus priority lanes and a new cycleway.
Karangahape Roadside for CRL	AT	1=	14.7 m	This project will provide better access to and from the CRL station in Mercury Lane via Karang-a-Hape Road when the station opens in 2026. The scope includes streetscape improvements around the two new Karang-a-Hape station entrances.
Legacy Property Acquisition - Auckland	NZTA	1=	13.2 m	Ongoing Property Acquisition activity to ensure Waka Kotahi is meeting its statutory and legal obligations for property

Appendix 7

Level Crossings Removal for CRL	AT	1=	62.9 m	The Level Crossings Removal programme will reduce safety risks for all users and support increased rail frequency for the CRL. The scope includes the road crossing at Church Street East and pedestrian crossings at the following locations to be removal: <ul style="list-style-type: none"> • O'Neill's Road • Corbans Estate • Lloyd Avenue • Kingdon Street • Homai Station • Tironui Station Road.
Local Board Transport Capital Fund	AT	1=	227.7 m	The Local Board Transport Capital Fund started in late 2012 to enable locally important transport projects to receive appropriate priority and provide local boards with a more direct ability to influence local transport initiatives. This programme prioritises smaller, locally significant projects that may not prominently be featured in AT's prioritisation process. Examples include new kerb and channel projects, footpaths in rural villages, wayfinding signage, and small town center streetscape upgrades.
Mangere West Cycleway	AT	1=	10.4 m	This project will connect a cycle path from the Māngere Bridge to the airport. It will facilitate easier bike travel between residential areas in Māngere and connect to the existing shared walking and cycling path to the airport along George Bolt Memorial Drive.
Metropolitan Rail Network Management Plan Government top-up funding - Auckland	KR	1=	-	This initiative supports KiwiRail by providing funding for the Auckland NMP, enabling works to be delivered to lift service reliability while the Minister of Transport's Metro Rail Operating Model review addresses respective funding responsibilities and definitions.
Midtown Bus Improvements for CRL	AT	1=	24.0 m	When CRL opens in 2026, Wellesley Street will become a new gateway to the city with thousands of people arriving by train and high-frequency bus routes. This project will enhance connections between bus services, increase capacity, and significantly improve the customer experience. It aligns with the City Centre Masterplan (CCMP), which designates Wellesley Street as a transit corridor. Additionally, the project establishes a bus-only section of Wellesley Street between Queen Street and Albert Street, reducing through traffic and vehicle numbers in the city centre.
Northwest Bus Improvements	AT	1=	10.4 m	The northwestern parts of Auckland continue to be one of the fastest growing areas in New Zealand with approximately 38,000 new residents by 2028 (compared to the number of residents in 2018). This investment aims to support more PT services and travel choices with better access to key destinations along the SH16 corridor. Together with NZTA's 'Northwestern WX1 Other Works' and SH16 Westgate & Brigham Stations, the overall programme delivers Westgate RTN Station, Brigham Creek station and planning for the Brigham Creek Park & Ride, to be delivered in stages over time.
Northwestern WX1 Other Works	NZTA	1=	5.5 m	Bus improvements to support the interim Northwest RTN (WX1) and Westgate Station
NZUP - KiwiRail Projects	NZUP	1=	537.0 m	Projects delivered by KiwiRail for the NZ Upgrade Programme. This includes Drury Stations, Wiri to Quay Park and Papakura to Pukekohe Electrification
Open Loop and HOP Hardware Refresh	AT	1=	10.0 m	The Open Loop project is scheduled for go-live by FY25. The project will refresh the PT fare payment system and allow the use of mobile phone/wearable devices, credit/debit card and digital wallets on buses, ferries and rail.
Overdue renewals	KR	1=	243.6 m	Commencement of a programme to address the remaining renewals backlog for the Auckland network, due to both historic underinvestment and more recent funding shortfalls.
Point Chevalier to Westmere Improvements	AT	1=	20.8 m	This project delivers a corridor upgrade between Point Chevalier and Westmere with improved facilities for walking, cycling and public transport. The project delivers approximately 2.8km of an off-road protected cycleway along Pt Chevalier Road to Garnet Road along with public transport improvements, intersection improvements, side road treatments and associated lighting as well as stormwater upgrades.
Projects for Franklin Paths Targeted Rate	AT	1=	12.5 m	The Transport Targeted Rate is newly introduced from FY2024/25 to accelerate investment in transport in the Franklin Local Board area. The local board makes decisions regarding funds raised through the rate. The council receives the rates payments and AT provides technical advice and administers the funds on behalf of the local board.
Projects for Rodney Transport Targeted Rate	AT	1=	14.4 m	The Rodney Local Board Transport Targeted Rate was introduced in 2018 by Auckland Council after extensive community consultation to accelerate investment in transport in the Rodney Local Board area. This programme is currently scheduled to run for ten years (2018 – 2028). The local board makes decisions regarding funds raised through the rate. The council receives the rates payments and AT provides technical advice and administers the funds on behalf of the local board.
Public Transport Services (Incl. Parking, community transport etc.)	AT Opex	1=	14188.0 m	All Public Transport services, as shown in Auckland Council's Long-term Plan and includes parking and enforcement and community transport activities.
Puhoi to Warkworth repayment	NZTA	1=	970.0 m	PPP payments on the Puhoi to Warkworth project
Rail Network Growth Impact Management (RNGIM) - Committed	KR	1=	89.1 m	Also known as the Rail Network Rebuild, this is the NLTF amount already funded and committed, to progress the first phase of the historic renewals backlog resulting from legacy underinvestment in the Auckland network. AT is the approved organisation and will direct the funds to KiwiRail.
Rail Network Rebuild	KR	1=	159.2 m	Also known as the Rail Network Rebuild, this is the remaining, currently unfunded value required to complete the first phase of the historic renewals backlog resulting from legacy underinvestment in the Auckland network. This is in addition to the amount already funded and committed, which will come through AT's programme as the approved organisation.
Renewals Parking and Other	AT	1=	69.5 m	This programme will support any necessary renewals for AT-owned assets, including parking facilities, airfields, and other assets. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively. This programme is not subsidised from the National Land Transport Fund.
Renewals Public Transport	AT	1=	413.3 m	This programme will support renewal requirements for AT's public transport assets. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively. Key assets for this programme includes: <ul style="list-style-type: none"> • Rail and bus stations, bus stops, other PT facilities • Multi-train units (EMUs) and the Ferry fleet
Renewals Road Pavement	AT	1=	3383.6 m	AT regularly plans road renewal to enhance safety and maintain service levels for road users. This programme delivers pavement renewals. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively.
Renewals Streets	AT	1=	1421.6 m	This programme will support the renewal of non-pavement network assets in the road reserve/carriageway. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively.
Renewals Structures	AT	1=	287.3 m	This programme will support the renewal of AT's structural assets such as bridges, retaining walls, major culverts and other structures. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively.
Road & Footpaths	AT Opex	1=	3016.0 m	Maintenance activities within road corridors (E.g. Street cleaning, Drainage clearing, Bus stop maintenance)
RoRS Projects (NZTA)	RoRS	1=	1093.0 m	Projects delivered by NZTA for the NZ Upgrade Programme. This includes Penlink, SH1 Papakura to Drury Stage 1 and Investment in Drury (Local roads - SH22 Upgrades & Waihoehoe)
SH1 Dome Valley & Surrounds Slip & Flood Management	NZTA	1=	207.1 m	Crown funded resilience works for State Highway 1 Dome Valley to manage flooding and slips. Rebuilding of roading infrastructure damaged by 2023 cyclone and weather events
SH16 Brigham creek to Waimauku Safety Works	NZTA	1=	54.0 m	SH16 safety improvements between Brigham Creek and Waimauku including road and bridge widening, service undergrounding and installation of median and roadside barriers. This relates to Stage 1 of the project with Stage 2 still under consideration.
SH16 Westgate & Brigham Stations	NZTA	1=	54.5 m	Development of interim bus station at Westgate to support Western Express services and growth. Part of the initial stages of delivering the North West Rapid Transit solution.
State Highway Maintenance, Operations and renewals	NZTA	1=	3706.7 m	State Highway maintenance, operations and renewals
Stations and Wayfinding for CRL	AT	1=	17.6 m	This programme will support minor changes and wayfinding updates at rail stations to support CRL Day 1.
Supporting Growth Post Lodgement (AT)	AT	1=	35.2 m	Integrated transport planning is critical to urban development and positively contributes to quality, connected urban and natural environments in the growth area. AT is committed to Supporting Growth Programme activities such as route protection.
Supporting Growth Post Lodgement (NZTA)	NZTA	1=	12.3 m	Completion of Supporting Growth Alliance activities to route protect the strategic network to support the future growth in the future urban areas of Auckland

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Traction control software system renewal	KR	1=	5.6 m	Commencement to completion of renewing the system that controls the Auckland electrical network to enable its safe and efficient operation.
DISCRETIONARY (In priority order)				
Auckland Network Optimisation Programme	NZTA	2	165.7 m	Optimisation and efficiency measures to improve system operation, safety and resilience The Network Optimisation programme will improve Auckland's road network and achieve better throughput and connections for multi-modal travel options. This programme will support congestion reduction and improved freight connections on Auckland's strategic transport network by making best use of existing network. The programme scope includes: <ul style="list-style-type: none"> • Maoro Street Special Vehicle Lane • Weymouth Road roundabout improvements • Delivery of dynamic lane and dynamic timings projects. This programme also includes a number of smart technology initiatives. E.g. installation of new CCTV cameras across the network, smart queue detection, cycle detection and pedestrian detection technology and a Real-time Network Performance Monitoring System for AT and NZTA.
Network Optimisation	AT	3	196.3 m	
Bus and Transit Lanes programme (dynamic lanes)	AT	4	208.1 m	As part of the Auckland Network Optimisation programme, this programme is specifically designed to provide bus priorities. The scope focuses on removing 'pain points' along corridors and includes the optimisation of road layout, dynamic traffic lanes and managing traffic restrictions.
KiwiRail strategic future planning	KR	5	60.4 m	Continuation of strategic future planning for the future development and long-term requirements of the Auckland network. This includes input into regional and all of government projects and policy initiatives, business case and feasibility study development, urban development, and stakeholder engagement.
Progressive fencing	KR	6	24.4 m	Continuation of fencing of the network to support efficient network operation by increasing the safety and security of the network and reducing the risk of track incursions that can create disruptions.
Auckland area train control software upgrade (TMS R9K)	KR	7	11.2 m	Commencement to completion of upgrading Auckland's traffic management system to optimise planning and management of train operations.
(1) Single-line running switches	KR	8=	16.0 m	Continuation of switch implementation programme started by W2QP and RNGIM that allows single-line running during maintenance windows. This is necessary to extend the maintenance window and improve productivity.
(2) Auckland metro plant and equipment	KR	8=	384.6 m	Investing in plant that introduces new functionality or increases productivity to enable safer and more efficient maintenance practices and reduce disruption.
(3) Auckland metro network maintenance depots and access tracks	KR	8=	451.5 m	New maintenance accessways, network maintenance facilities, stabling yards and sidings for plant and equipment. This leverages investment in plant and improves the productivity and safety of network maintenance.
Bus Access and Optimisation Programme	AT	11	131.5 m	As part of the Auckland Network Optimisation programme, this programme will improve customer experience and bus accessibility with minor changes (e.g. bus shelters, neighbourhood interchanges, bus route mitigations, optimising bus operations).
Network Operations (ATOC) Programme	AT	12	14.3 m	This programme will support selected improvements in the network and the Auckland Transport Operation Centre (ATOC) and transport network operations. ATOC will help provide a safer and more efficient transport network.
Avondale to Southdown	KR	13	70.8 m	Investigation, design and pre-implementation to protect the existing designation and progress activation of the Avondale-Southdown rail corridor, to create greater long term segregation of all-stop and non-stop train services for both freight and metro passengers and new cross-isthmus connectivity options
Wainui and Redhills Growth Improvements	AT	14	48.0 m	This programme is based on a public-private partnership and will support the provision of necessary transport networks to the housing development areas in Wainui and Redhills.
Cycleways Programme (lower cost)	AT	15=	295.7 m	This programme will support lower-cost cycleways that prioritise high-impact projects. This programme aims to promote cycling, enhance safety and expand travel options while reducing emissions. The programme aligns with the Cycling & Micromobility Programme Business Case, which outlines AT's investment strategy for cycling and micromobility over the next decade, with the aim of making cycling safer and more appealing. The scope includes Mangere East-Manukau cycling focus areas and others.
Midtown Bus Improvements West Stage2	AT	15=	74.0 m	This project is the next phase of 'Midtown Bus Improvements for CRL' and will extend the transit corridor between Albert Street and Victoria Park.
4 tracking Westfield to Pukekohe	KR	17	1893.8 m	Investigation and design, route protection and initial construction of additional track, to increase capacity for expected growth, resulting in competitive and reliable services for freight, regional, and metro passengers along the Southern corridor and at the Westfield Junction bottleneck.
Botany Interchange and Link	AT	18	40.7 m	The Eastern Busway is a regionally significant programme that expands the rapid transit network by creating a dedicated busway (along with a segregated cycleway) connecting Panmure and Botany Town Centre. This project the Botany interchange.
Carrington Road Improvements	AT	19=	122.0 m	The Wairaka Precinct (Unitec in Mt Albert) will see housing development for approximately 4,000 households by early 2030s. This programme aims to provide necessary transport infrastructure for public transport, walking & cycling and stormwater treatments that will respond to new residents' travel needs in the area.
First-and-final Leg for Top 12 RTN Stations	AT	19=	113.9 m	This programme will provide safer journey experience, more travel options, and improved access to rapid transit network stations. It is based on AT's Rapid Transit Study, which highlighted various deficiencies related to access to RTN stations in Auckland. The First and Final Leg Business Case identified up to 12 stations with significant deficiencies.
Northwest Rapid Transit	NZTA	21	4304.4 m	Providing a rapid transit corridor linking North West Auckland to the City Centre. This project has been identified as a major PT project in the GPS 2024
Level crossings upgrades, grade separation and removal programme (Auckland)	KR	22	9.6 m	KiwiRail's engineering design and modelling to support AT's level crossing programme in Auckland. Options could include grade separations through over and under-passes, more barrier arms and other safety measures, and some outright closures. The Level Crossings Removal programme will reduce safety risks for all users, address capacity constraints on the rail network, and remove bottlenecks on the adjacent road corridor. The scope for the Takanini Level Crossings Removal programme includes: <ul style="list-style-type: none"> • A new grade separated bridge connection between Manuia Road and Oakleigh Avenue/Hitchcock Road to provide direct access to the Takaanini industrial area. • Existing at grade level crossings at Spartan Road and Manuroa Road to be fully closed to vehicular traffic but will be replaced by grade-separated active mode bridges. • Existing at grade level crossings at Taka Street and Walters Road to be closed but will be replaced by grade separated bridges which will accommodate all modes. • Separated walking and cycling facilities to be provided in the bridge footprint at the location where a grade separated crossing is recommended i.e., Manuia Road, Taka Street and Walters Road. Stage1 will involve pre-implementation and part of implementation (e.g. station access, pedestrian crossings) while Stage2 will complete the implementation phase.
Level Crossings Removal Takanini Stage1	AT	23=	47.7 m	The Level Crossings Removal programme will reduce safety risks for all users, address capacity constraints on the rail network, and remove bottlenecks on the adjacent road corridor. The scope for the Takanini Level Crossings Removal programme includes: <ul style="list-style-type: none"> • A new grade separated bridge connection between Manuia Road and Oakleigh Avenue/Hitchcock Road to provide direct access to the Takaanini industrial area. • Existing at grade level crossings at Spartan Road and Manuroa Road to be fully closed to vehicular traffic but will be replaced by grade-separated active mode bridges. • Existing at grade level crossings at Taka Street and Walters Road to be closed but will be replaced by grade separated bridges which will accommodate all modes. • Separated walking and cycling facilities to be provided in the bridge footprint at the location where a grade separated crossing is recommended i.e., Manuia Road, Taka Street and Walters Road. Stage1 will involve pre-implementation and part of implementation (e.g. station access, pedestrian crossings) while Stage2 will complete the implementation phase.
Level Crossings Removal Takanini Stage2	AT	23=	502.6 m	The Level Crossings Removal programme will reduce safety risks for all users, address capacity constraints on the rail network, and remove bottlenecks on the adjacent road corridor. The scope for the Takanini Level Crossings Removal programme includes: <ul style="list-style-type: none"> • A new grade separated bridge connection between Manuia Road and Oakleigh Avenue/Hitchcock Road to provide direct access to the Takaanini industrial area. • Existing at grade level crossings at Spartan Road and Manuroa Road to be fully closed to vehicular traffic but will be replaced by grade-separated active mode bridges. • Existing at grade level crossings at Taka Street and Walters Road to be closed but will be replaced by grade separated bridges which will accommodate all modes. • Separated walking and cycling facilities to be provided in the bridge footprint at the location where a grade separated crossing is recommended i.e., Manuia Road, Taka Street and Walters Road. Stage1 will involve pre-implementation and part of implementation (e.g. station access, pedestrian crossings) while Stage2 will complete the implementation phase.
Community Network Improvements	AT	25	234.2 m	This programme addresses community requests for corridor and intersection improvements. Its goal is to ensure safe and efficient operation on the arterial network. The programme includes a list of relatively small-scale projects (typically ranging from \$1m to \$3m each) that have a high profile within the community. The programme focuses on, but not limited to, suburban and peri-rural areas that are affected by intensification.
Auckland Housing Programme Improvements	AT	26	199.9 m	Kāinga Ora plans to develop 7,000 new households in Māngere and 9,500 in Mt Roskill by 2045, which will bring approximately 43,000 new residents to the area. The programme will provide more travel choice, upgrade intersections and improve bus infrastructure to support planned housing development.
Cycling for Climate Action	AT	27	106.0 m	Similar to the 'Cycleways Programme (lower cost)', this programme supports safe cycle facilities, travel options, access to opportunities, and environmental outcomes. Funded by Auckland Council's Climate Action Targeted Rate, this programme will support the investigation, design, and delivery of several priority cycle projects identified in the Cycling & Micromobility Programme Business Case.
Decarbonisation of Ferries Stage2	AT	28=	99.8 m	Stage 2 of this programme includes more low-emission ferries. It also plans to support enabling infrastructure at West Harbour and Birkenhead (piling only), to align with planned service contract improvements. A further assessment is required to confirm the final scope.

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SH20 Airport to Botany	NZTA	28=	389.6 m	Horizon 3 includes Airport to Botany RTN programme and complementary measures including new ramp from SH20B to SH20 south enabling A2B. A2B is currently in route-protection phase (led by the Supporting Growth Alliance). Notices of requirement (NOR) have either been completed or in progress and the programme will be delivered in partnership with AT. Identified as a major PT project in the GPS 2024
Time-of-use Programme (congestion)	AT	30	158.5 m	This programme will support the efficient use of Auckland's transport network. AT started a business case which will provide the locations and timing for implementation.
SH16/18 Staging Assessment Refresh	NZTA	31	4.3 m	Assessment using past work to confirm best staging of SH16/SH18 given growth in households and Westgate Metro Centre
Northern Busway Enhancements	AT	32	85.2 m	By 2038 around 18,000 bus trips from the North Shore are expected to cross the Waitematā Harbour in the morning peak. Bus stations along the Northern Busway are reaching capacity with the growing demand for public transport. This programme will optimise the busway and upgrade the stations. The programme scope (with NZTA) includes: <ul style="list-style-type: none">
Waitemata Harbour Connections	NZTA	33	7250.2 m	Northern Busway upgrades to the current fleet, stations and corridor to provide additional busway capacity (with AT). Resilience and efficiency upgrades to SH1 including new road infrastructure across the harbour between Akoranga Drive and the central motorway junction, raising the existing SH1 corridor to address inundation and sea level rise resilience, as well as major Auckland Harbour Bridge (AHB) renewal works, followed by reconfiguration of traffic lanes and the extension of the Northern Busway to the city centre. <p>As the Ara Tuhono - Puhoi to Warkworth motorway and Te Honohono ki Tai - Matakana Link Road opened in 2023, the anticipated growth in Warkworth will lead to more local trips using the Hill Street intersection. By 2028, traffic volumes are projected to exceed the current capacity at the Hill Street intersection, resulting in significant delays during peak hours. This project will reduce traffic congestion while enhancing safety for travellers. The project scope includes:</p> <ul style="list-style-type: none"> Upgraded footpaths Walking and cycling facilities Traffic calming measures Enhanced intersections with safe roundabouts.
Hill Street Intersection Improvement	AT	34	19.7 m	
Property for Route Protection and Encroachments	AT	35	290.6 m	AT has an obligation to respond to and resolve requests to acquire designated land for transport purposes and encroachments where development is occurring and there is no project or planned project funding. This is a provision to respond to unplanned property acquisitions processes and encroachment requests.
Downtown Crossover Bus East Stage1	AT	36=	20.3 m	This programme, aligned with the City Centre Masterplan (CCMP), focuses on enhancing connections between bus services and improving the customer experience by developing new bus priority lanes and facilities in Downtown. Stage1 includes bus priority lanes and layovers in Customs Street (short-term) and Beach Road. The scope also encompasses a new off-street bus layover in Quay Park. A business case process is underway to finalise the scope.
Downtown Crossover Bus East Stage3	AT	36=	34.0 m	Downtown Crossover Bus East Stage3 includes upgrades and new bus charging for the Quay Park bus layover as well as bus priority upgrades on Symonds Street to access the Quay Park layover. A business case process is underway to finalise the scope.
Downtown Crossover Bus West Stage2	AT	36	80.8 m	Downtown Crossover Bus East Stage2 includes bus priority works in Lower Hobson, Sturdee and Fanshawe Streets, and a new bus layover at Wynyard Quarter. A business case is under way to finalise the scope.
Southern power feed upgrade	KR	39	98.6 m	SFC installation and other upgrades to traction power supply capacity, to meet demand from increased metro services and conversion to electric freight.
Albert and Vincent Street Improvements	AT	40=	8.7 m	As part of the Northwestern Bus Improvements programme, this project focuses on enhancing travel time and more reliable PT services between Karang-a-hape Road and Britomart. The scope includes bus priority measures on Albert Street, Vincent Street, Pitt Street, Mayoral Drive and connections between Newton and Downtown. This project is scheduled for implementation between 2024 and 2027.
Room to Move Programme	AT	40=	24.2 m	Tāmaki Makaurau Auckland's Parking Strategy 2023 meets current (and emerging) challenges, and aligns with Council directions. This programme will deliver changes to how road space and parking will be managed while developing policies detailing how AT will plan, provide and manage public parking.
Intelligent Transport Systems	AT	42	73.5 m	This programme will deliver innovative services related to demand management and network optimisation. It will enable road users to be better informed and coordinated to improve traffic flow.
Community Cycling and Micromobility	AT	43	77.4 m	This programme will enhance existing cycleways across Auckland by improving local cycling and micromobility connections on the strategic cycling network. This programme will also provide more bike parking and wayfinding for the existing cycling network.
Rosedale Bus Station and Corridor	AT	44	85.2 m	This programme will support the improvement works for a new Rosedale busway station. The scope also includes limited civil works on Rosedale Road between Tawa Drive and Triton Drive intersections (400m section).
Drury Local Road Improvements	AT	45=	97.4 m	Drury is a significant greenfield development area with over 22,000 proposed dwellings. This project will establish an extensive transport network in Drury, featuring new and improved multi-mode roads. Its purpose is to facilitate movement between local, regional, and inter-regional areas by optimising the existing transport system and connecting to planned train stations.
Park and Ride Programme	AT	45=	181.3 m	This programme provides improvements to park and ride facilities and capacity. This includes increasing the park and ride spaces at Drury, Ngākōroa and Paerātā Stations. This programme will provide for additional parking spaces required to accommodate the increasing demand in the area and effectively connect residents and commuters to public transport services.
SH1 Warkworth to Wellsford (RoNS)	NZTA	47	2979.3 m	A new State Highway, offline from the existing SH1, to connect Warkworth and Wellsford. Has been identified as a RONS in the 2024 GPS.
Public Transport Safety and Amenity	AT	48	99.2 m	This programme will provide safer PT facilities (e.g. shelters and station security) and contribute to better customer experience for pedestrians and PT users. Minor improvements to existing PT facilities will support existing PT networks and the growing PT demand.
ETCS Level 2 - implementation and signalling optimisation	KR	49	204.9 m	Commencement of implementation of ETCS Level 2 signalling improvements in Auckland to maximise productivity of the existing system and support resilience.
Network Resilience/Adaptation	AT	50	148.4 m	This programme will focus on activities to enable the network to withstand extreme weather events and save money on future requirements for repair. This ongoing programme will improve network resilience and adaptation to future climate events.
Airport to Botany Interim Bus Improvements	AT	51	52.7 m	The Airport to Botany Interim Bus Improvements project will extend the existing AirportLink bus service to Botany via Te Irirangi Drive. The service currently operates between the airport and Manukau via Puhinui Station. The project will include priority measures to connect with the Eastern Busway.
Northwest Growth Improvements	AT	52	50.8 m	The rapid growth in the Northwest area requires a robust transport network. This expansion is closely linked to the State Highway network managed by NZTA. Specifically, the inner northwest (including Redhills, Whenuapai, and Westgate) is projected to accommodate 28,000 houses and 25,000 jobs by 2051. Over 100 transport projects have been identified in this programme to address this growth between now and 2047.
Supporting Growth Implementation	NZTA	53	64.1 m	Commencement of design, on-site investigations and early property purchase to enable delivery of parts of the strategic network to support the future growth in the future urban areas of Auckland after 2034
Mill Road (RoNS)	NZTA	54	1532.6 m	Upgrade of the Mill Road corridor (Redoubt Road) Identified as a RONS in the GPS 2024
Urban Cycleways Glen Innes Links	AT	55	6.4 m	Links to Glen Innes Cycleways will add dedicated cycleways to Glen Innes, linking into the wider Auckland network including the new Glen Innes to Tāmaki Drive Shared Path. These new cycleways will provide a safer and more convenient connection for cyclists to reach Glen Innes train station, the shared path to Orakei Basin and Tāmaki Drive, and neighbouring suburbs. This project is funded through the Urban Cycleways Fund. The scope includes cycleways on: <ul style="list-style-type: none"> parts of Taniwha Street Point England Road Merton Road between Morrin Road and Apirana Avenue Line Road between Taniwha Street and West Tāmaki Road South-eastern side of Stonefields Avenue and Morrin Road.
Cross Town Rapid Transit New Lynn to Onehunga	NZTA	56=	7.1 m	Cross isthmus Rapid Transit services have not yet been adequately assessed as part of the RTN story in Auckland. Arataki 30-year view (Land Transport Modes and Networks) identifies this as needing investigation. With growth expected to be more widespread as well as concentrated in key locations in the Central Isthmus there is a need to identify at a high level the nature, extent and requirement for such a corridor, the benefits (outcomes) delivered and an implementation pathway.
SH18 Upper Harbour Rapid Transit	NZTA	56=	41.9 m	Rapid Transit services between Northwest Growth Area and Albany and connecting key RTN corridors (Northern and Northwest RTN). Includes technical assessment and some funds for route protecting the station locations given the need to integrate with the surrounding land use
SH22 Drury Upgrade	NZTA	56=	138.6 m	Delivery of SH22 improvements to support urbanisation, growth and increased vehicle / freight demand. This will complement the NZUP projects in the geographic area currently being delivered by NZTA and KiwiRail.

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East West Link (RoNS)	NZTA	59=	651.4 m	This project involves the establishment of a new section of State Highway between existing SH20 and SH1 to support economic productivity and faster travel times. This project has been identified as a RONS in the 2024 GPS.
North West Alternate State Highway (RoNS)	NZTA	59=	84.8 m	Four lane State Highway between Brigham Creek and Fosters Road in Huapai, Interchanges at Brigham Creek and Tawa Road. This project is a new connection and has been identified as a RONS in the GPS 2024
Street Lighting Safety Improvements	AT	61	20.8 m	This programme will install street lighting for safety and when Vector and Counties Power upgrade from overhead to underground power lines (OHUG Programme). This programme will support the installation of new streetlights and cabling.
Walking for Climate Action	AT	62	84.6 m	This programme will support up to 35kms of walking connectivity improvements, including improvements to footpaths, additional pedestrian crossings, improved accessibility and increased pedestrian lighting in key locations across Auckland. A specific focus will be on improving the safety and ease of walking in the Manurewa area. This programme will provide safe, convenient and well-connected walking and cycling options for more Aucklanders. It will also invest in planting more trees in parks and on streets to prepare for a warmer future and subsequently reduce our vulnerability to extreme heat.
Parking Programme	AT	63	61.2 m	This programme will deliver AT's parking strategy and initiatives. It will support various parking activities, including residential parking permits, both on-street and off-street paid parking and enforcement processes.
Lake Road/Esmonde Road Improvements	AT	64	52.1 m	This project will enhance travel options to and around the Devonport Peninsula, with a primary focus on Lake Road, Esmonde Road, and Bayswater Avenue. The project scope may include T2 lanes, intersection upgrades, and shared walking and cycling paths.
Road Safety Programme	AT	65=	551.8 m	In collaboration with NZTA, this programme will provide safety interventions at high risk areas. Interventions include signalised intersections and roundabouts following an assessment of each area.
Safe Speeds programme	AT	65=	79.7 m	This programme will deliver speed limit changes, monitor and evaluate the impact of the changes. The Safe Speeds programme looks specifically outside schools, town centres and at locations that are of the highest risk.
Regional Bus Depots (commercial)	AT	67	138.6 m	This programme will secure bus depots to cater for increasing PT buses. Suitable options and locations may consider various commercial arrangements.
Community Footpaths Programme	AT	68	55.1 m	This programme responds to community requests for new and wider footpaths across Auckland. Its goal is to enhance safety in the footpath network and improve access to active modes. The programme includes links to schools and community facilities, among other features. AT receives around 100 new requests annually, which are prioritised from a list of over 700.
Mid-zone power feed replacement	KR	69=	25.6 m	Replacement of existing power feed and other upgrades to traction power supply capacity, to meet demand from increased metro services and conversion to electric freight.
New southern power feed	KR	69=	15.1 m	Further SFC installation and upgrades to traction power supply capacity to meet demand from increased metro services and conversion to electric freight.
Panmure Bus Infrastructure Improvements	AT	71	7.8 m	To enhance the reliability and resilience of Auckland's public transport services, a bus layover and driver facilities at Panmure station is required. The rollout of electric buses, along with the requirements of the Employment Relations Act, necessitates an off-street bus facility. A feasibility and optioneering study, conducted jointly with Eke Panuku, has identified a preferred site within the Panmure Master Plan.
Unsealed Road Improvements	AT	72	125.0 m	This programme will progressively upgrade unsealed roads in Auckland's network. This programme will provide a safer journey experience for road users on the unsealed road network by reducing natural hazards and increasing traffic due to rural activities such as forestry, farming and quarrying activities.
Urban Cycleways GI to Tamaki Drive Stage4	AT	73	45.9 m	The Glen Innes to Tāmaki Drive Shared Path - Te Ara Ki Uta Ki Tai project will deliver a 7km-long path connecting Auckland's eastern suburbs to the city centre. The path completes a missing link in Auckland's cycle network and connect with cycle routes to Point England, the shared path along Tāmaki Drive and the Tāmaki Drive Cycle Route. This project will complete the remaining section between Ōrākei Basin to Tāmaki Drive for the shared path and will connect people all the way to the waterfront.
Ferry Terminal and Berths Pine Harbour	AT	74	37.6 m	As the demand for ferry services is growing in Pine Harbour in 2028, this project will support terminal development and/or berth expansion in Pine Harbour to remove existing constraints and enable higher capacity ferry services. A business case is under way and the scope may include terminal development, gangways, pontoons, waiting areas, signage, cycle parking and weather protection.
Auckland Share VFM Safety Improvements Programme	NZTA	75=	15.1 m	Specific safety improvements across the Auckland State Highway network that aren't addressed through other projects and programmes
SH1 Drury to Bombay (Route Protection)	NZTA	75=	226.9 m	Route protecting for additional motorway lanes in both the north and southbound directions and future interchange improvements at Ramarama and Bombay
Preventing Wrong Way Drivers on Auckland Motorways	NZTA	77	8.5 m	Preventing Wrong Way Driver (WWD) project on Auckland Motorways intends to deliver a network wide solution to prevent, detect and reduce the number of WWD incidences. As a result, reduce the number of death and serious injuries on the network.
Meadowbank Kohimarama Connectivity Project	AT	78	24.7 m	The existing rail corridor creates a barrier between the suburb of Meadowbank and Kohimarama. This limits the north-south travel for active modes. St Johns Road and Orakei Road both carry high traffic and are unsafe for active mode. The population in the suburb continues to grow creating a need to provide a better active mode infrastructure. The Meadowbank-Kohimarama Connectivity project, also referred to as 'Gowing Drive walking and cycling connection', will improve cycleway access to/from the suburb by connecting to the existing Glen Innes to Tamaki Drive (GI2TD) shared-use path and the Meadowbank community to local schools via John Rymer Place.
Marae and Papakainga (Turnouts) safety programme	AT	79	17.2 m	This programme will improve road safety around marae and to access marae from main roads.
Rail ETCS2 Signalling and Driver Assist	AT	80	38.8 m	KiwiRail is planning to upgrade to the European Train Control System 2 (ETCS2). This system is designed to enhance train signalling and safety measures. AT will need to adapt the trains, simulators and driver training programmes and align with the new system. The project is in its initial stages and is pending approval from AT, NZTA, and KiwiRail before moving forward with implementation.
Bus Routes for Climate Action	AT	81	42.7 m	This programme, funded by the Climate Action Targeted Rate, will provide better bus routes and crosstown connections in response to the growing demand for public transport services.
Ferry Terminal Bayswater	AT	82	39.9 m	This project will support the development of a ferry terminal and/or securing permanent marina berths in Bayswater (subject to business case development) to enable future ferry services in 2031. The scope may include terminal development, gangways, pontoons, waiting areas, signage, cycle parking and weather protection.
Whangaparaoa Bus Station	AT	83	32.6 m	This programme will provide a new bus interchange in Whangaparāoia to support the extension of NX2 and growing public transport patronage when O Mahurangi-Penlink opens in 2026. The project will be in the implementation phase subject to funding.
Level crossing signal optimisation	KR	84	45.4 m	Signal replacement and repositioning required after level crossings are removed prior to the implementation of ETCS Level 2. This is required to realise the rail benefits of level crossing removals especially near stations.
Freight Network Improvements	AT	85	57.2 m	As part of the Network Optimisation programme, this programme will enhance freight connections within Auckland's strategic transport network. It aligns with the Auckland Freight Plan and addresses key outcomes by providing special vehicle lanes and safe environments to support freight movements.
Commercial vehicle safety centre (CVSC) - Albany	NZTA	86	14.7 m	CVSCs, once called Weigh Stations, are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is in Albany
Wynyard Quarter Integrated Road Programme	AT	87	48.1 m	Since 2011 Wynyard Quarter has been transformed from an industrial neighbourhood into a new part of Auckland City Centre, with increasing residential and working populations. This programme will improve Beaumont Street and Westhaven Drive, deliver a high quality streetscape and establish important connections between the Wynyard Quarter, Victoria Park and the city centre.
Investigations for Rapid Transit Integration	AT	88	61.3 m	This programme will support pipeline planning for integration of key rapid transit network projects including Northwest and Airport to Botany. The scope mainly includes works to support the integration of local roads to the planned rapid transit networks.
Regional Bus Charging Infrastructure	AT	89	47.1 m	This programme will provide charging infrastructure for public transport and support increasing services and patronage. The programme will identify areas that require more bus services and the growing demand for public transport services.
SH18 Squadron Drive	NZTA	90	40.0 m	West facing ramps and walking and cycling shared path
Glenvar Road/East Coast Road Intersection	AT	91	53.3 m	This project will enhance the intersection of Glenvar and East Coast roads to improve safety and capacity to support the Long Bay development area.
Newmarket Bus Layover	AT	92	11.5 m	To enhance the reliability and resilience of Auckland's public transport services, AT has identified the need for a bus layover and driver facilities at a strategic location on the south side of Auckland Central. The roll out of the new Central and Northern public transport networks has resulted in additional bus services terminating in Newmarket, requiring a bus layover strategy for the area as space for on-road bus layovers is limited. A new bus layover will provide more spaces for buses and facilities for bus drivers. The scope also includes CCTV surveillance and security for the facility with recording function.
Auckland Share Pre-imp 2027-30 Bridge Rep	NZTA	93	2.1 m	38 bridges on the State Highway network are currently over 100 years old, and this is set to increase to more than 260 by 2030. There is a need form the pipeline of this improvements activity ahead of the next NLTP for EOL bridge replacements.
Sylvia Park Bus Improvements	AT	94	22.8 m	This project will provide bus upgrades at Sylvia Park and surrounding areas, and provide better connections between trains and buses. Investigation and feasibility studies are underway.

Appendix 7

Commercial vehicle safety centre (CVSC) - SH1 Drury	NZTA	95	0.4 m	CVSCs, once called Weigh Stations, are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is in Drury.
National Ticketing System (AT assets)	AT	96	14.5 m	The National Ticketing System is New Zealand's next generation public transport ticketing solution. It will give New Zealanders the ability to pay for their public transport using a variety of ways - by mobile phone, credit card or a nationally issued transit card. This programme will provide IT systems and processes to support: <ul style="list-style-type: none"> • Ability to quickly introduce/change fare products & policies • Patronage growth and flow on effects through mode shift. AT is working with NZTA to implement the National Ticketing System.
Auckland Share Digital engineering/BIM	NZTA	97	6.3 m	Digital Engineering may be defined as the use made of the convergence of emerging technologies such as Building Information Modelling (BIM), Geographic Information Systems (GIS) Asset Management Information Systems (AMIS) and related systems to derive better business, project and asset management outcomes. Digital Engineering is about capturing, sharing, analysing and presenting digital asset information that provides the evidence for asset management decisions.
Matiatia Landside (Park and Ride)	AT	98=	24.6 m	This project will achieve safer movements to/from the Waiheke Ferry Terminal. It will also provide public drop-off away from the keyhole and bike/scooter parking and storage with better stormwater treatments. The project scope also includes the relocation of the existing carpark on a tapu burial site near the Terminal.
Motorway Bridge Safety Screens	NZTA	98=	21.8 m	Safety screens for State Highway 1 overbridges to prevent objects and self harm
Network Discharge Improvements	AT	100	12.9 m	This programme will enhance the treatment of stormwater runoff from existing roads that would otherwise continue to discharge untreated. The programme scope includes the installation of stormwater treatment devices on 23 priority roads at selected locations, which will improve the quality of water run-off from the AT road network.
Auckland Share Data Driven Structure Asset Management	NZTA	101	1.3 m	The new structures asset management framework includes the production of a collection of processes that will capture and assess risks in a comprehensive and consistent manner, and forecast maintenance and renewals costs in an accurate manner.
Wayfinding for Stations and Bus Information	AT	102	66.6 m	This programme will provide: <ul style="list-style-type: none"> • More visible beacons, clear catchment signage and information on key corridors to encourage behaviour change, travel time signs for PT, walking and cycling and vehicle users. • Improved digital solutions e.g. digital screens with maps, trip options, departure info and local points of interest & experiences.
Property for passenger fleet stabling	KR	103=	20.8 m	Expansion of stabling for inter-regional fleet and metro fleet (if required), including construction and any additional property needed
Strategic multimodal connections and Crossings	NZTA	103=	11.9 m	Resilience supporting multi modal solutions through the creation of green bridges across the State Highway network
Ti Rakau Drive Depot Electrification	AT	105	10.5 m	This programme will support the electrification of Ti Rakau depot. This will support Eastern Busway outcomes as well as other electric bus movements in the local area.
Auckland System Planning	NZTA	106	3.6 m	Region wide planning for the State Highway Network
EMU Stabling Facilities and Other	AT	107	6.5 m	This project is designed for a new paint booth in the Wiri depot. AT has an obligation to keep EMUs regularly maintained and painted. Currently, this activity is undertaken in different locations that are not purpose built, impacting efficiency and quality, and increasing the time taken to paint a train set. A new paint booth in the Wiri depot will provide for more efficiently maintaining the trains in better condition.
Low Cost Low Risk improvements 2024-27	NZTA	108	24.0 m	Low Cost Low Risk projects are improvements projects (construction or implementation) with a total approved cost of up to \$2m for each project.
Auckland Share Environmental PBC	NZTA	109	0.1 m	Applying a national approach to environmental practices such as fish passage, stormwater management etc
State Highway planning in response to Port future	NZTA	110	6.0 m	To better understand the likely land transport implications of possible major changes to the upper North Island's Port network, regarding land transport: Investment implications (timing and nature and cost of potential future upgrades to the land transport system)
Auckland Noise Mitigation - Projects	NZTA	111	45.0 m	For new roads and alterations to existing roads NZTA will assess noise exposure and noise mitigation as required for new projects
Auckland Noise Mitigation - Wider Programme	NZTA	112	16.4 m	Alterations to existing roads NZTA will assess noise exposure and noise mitigation as required as part of a programme
Auckland Share RoNS Project Development	NZTA	113=	25.0 m	Preparatory work for the identified RoNS to ensure the pipeline is prepared appropriately. This relates to first stages of Mill Road and East-West Link, with equivalent work already complete for Warkworth to Wellsford. Some work has already been completed for the Northwest Alternative State Highway as part of the Supporting Growth Programme, but needs further project development.
Auckland Share RoNS Property	NZTA	113=	1225.4 m	Item to cover initial property purchases relating to the identified RoNS projects. Some projects already have allocated funding, such as Warkworth to Wellsford and East-West link which are identified in their line items.

↑
see inset A

↗
see inset B

Auckland Regional Land Transport Plan 2024-2034

Key strategic projects and programmes

4
Upgrades driven and funded by the
Local Board across Rodney
(e.g. improved bus facilities and footpaths)

Inset D

Inset C


















64
Footpath improvements driven and
funded by Local Boards across Franklin

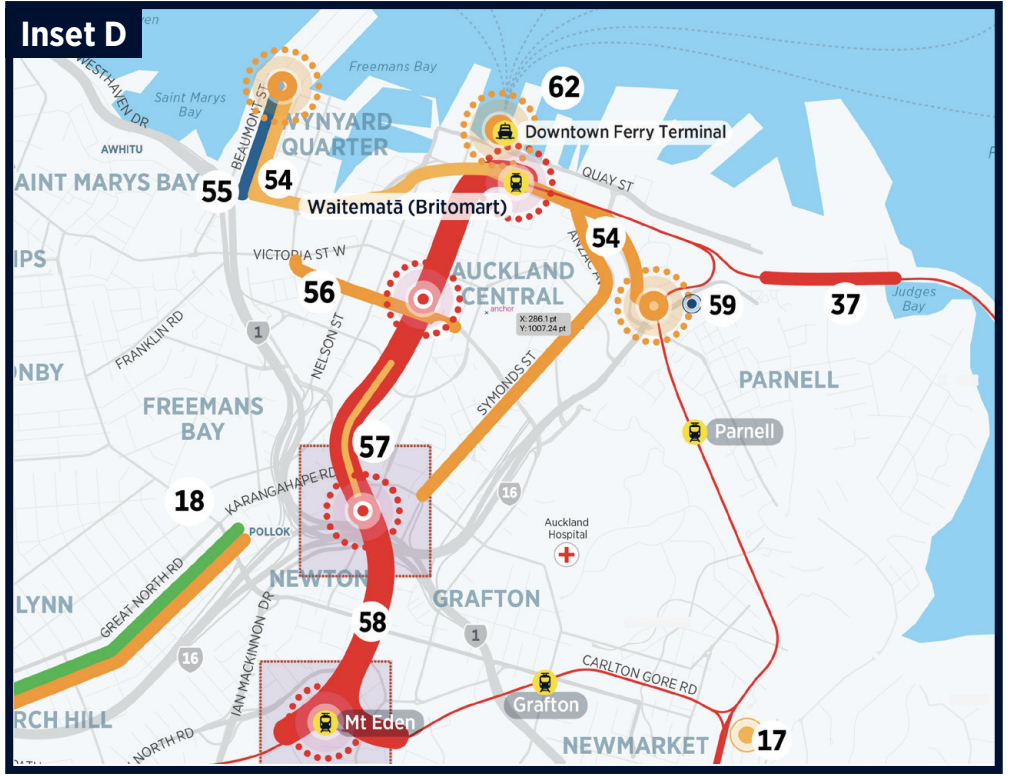
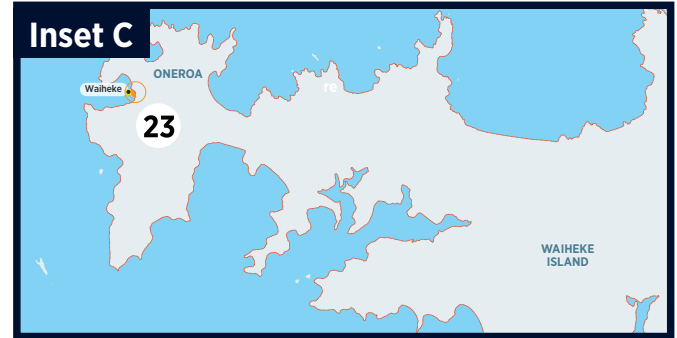
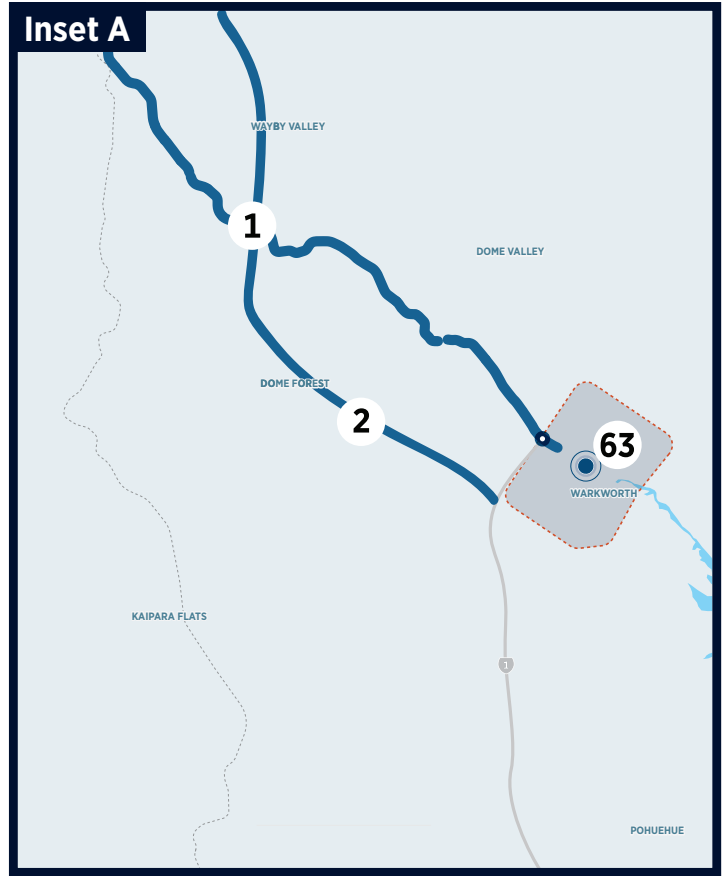


*Business case phase only

- 1 SH1 Dome Valley & Surrounds Slip & Flood Management (NZTA/Crown)
- 2 SH1 Warkworth to Wellford (NZTA - RoNS)
- 3 Whangaparaoa Bus Station (AT)
- 4 Projects for Rodney Transport Target Rate (AT)
- 5 Walnut Growth Improvements (AT)
- 6 Penlink (NZTA - RoRS)
- 7 Glenvar Road/East Coast Road Intersection Improvements (AT)
- 8 Commercial vehicle safety centre (CVSC) - Albany
- 9 Rosedale Bus Station and Corridor (AT)
- 10 *SH18 Upper Harbour Rapid Transit (NZTA)
- 11 Northern Busway Enhancements (AT)
- 12 SH16 Brigham Creek to Waimauku Safety Works (NZTA)
- 13 North West Alternate State Highway (NZTA - RoNS)
- 14 SH18 Squadron Drive Interchange Upgrade (NZTA)
- 15 Greenfield transport infrastructure - Northwest (AT) and Northwest Growth Improvements (AT)
- 16 Northwest Rapid Transit and Interim works (NZTA/AT)
- 17 Newmarket Bus Layover (AT)
- 18 Great North Road Improvements (AT)
- 19 Redhills Growth Improvements (AT)
- 20 Waitematā Harbour Connections (NZTA)
- 21 Lake Road/Esmonde Road Improvements (AT)
- 22 Ferry Terminal and Berths Bayswater (AT)
- 23 Matiatia Park and Ride (AT)
- 24 Urban Cycleways Glen Innes to Tamaki Cycleway Stage 4 (AT)
- 25 Urban Cycleways Glen Innes Links (AT)
- 26 Ferry Terminal and Berths Pine Harbour (AT)
- 27 Meadowbank Kohimarama Connectivity Project (AT)
- 28 Projects Supporting Auckland Housing Programme Improvements (Tamaki) (AT)
- 29 Eastern Busway Pakuranga to Botany (AT)
- 30 Sylvia Park Bus Improvements (AT)
- 31 Avondale to Southdown (KiwiRail)
- 32 Projects Supporting Auckland Housing Programme Improvements (Mt Roskill) (AT)
- 33 *Cross Town Rapid Transit New Lynn to Onehunga (NZTA)
- 34 Māngere West and Westmere Cycleways (AT)
- 35 Projects Supporting Auckland Housing Programme Improvements (Māngere) (AT)
- 36 East West Link (NZTA - RoNS)
- 37 Wiri to Quay Park (KiwiRail/NZUP)
- 38 Botany Interchange & Link (AT)
- 39 Airport to Botany Interim Bus Improvements (AT)
- 40 Panmure Bus Infrastructure Improvements (AT)
- 41 Tī Rakau Drive Depot Electrification (AT)
- 42 SH20 Airport to Botany (NZTA)
- 43 Hill Road (NZTA - RoNS)
- 44 SH22 Drury Upgrade (NZTA)
- 45 Investment in Drury Network (NZTA - RoRS)
- 46 SH1 Papakura to Drury South Stage One (NZTA - RoRS)
- 47 SH1 Drury to Bombay (route protection) (NZTA)
- 48 Drury Stations (KiwiRail / NZUP)
- 49 Drury Local Road Improvements (AT)
- 50 Papakura to Pukekohe Electrification (KiwiRail/NZUP)
- 51 4 Tracking Westfield to Pukekohe (KiwiRail/NZUP)
- 52 Commercial vehicle safety centre (CVSC) - SH1 Drury
- 53 Commercial vehicle safety centre (CVSC) - Bombay
- 54 Downtown Crossover Bus Facilities (AT)
- 55 Wynyard Quarter Integrated Road Programme (AT)
- 56 Midtown Bus Improvements (AT)
- 57 Albert and Vincent Street Bus Priority Improvements (AT)
- 58 City Rail Link (CRL) and Day One projects (AT/KiwiRail)
- 59 Commercial vehicle safety centre (CVSC) - Stanley St
- 60 Carrington Road Improvements (AT)
- 61 Level Crossing Removal Takanini Stage 1 and 2 (AT)
- 62 Decommissioning of Ferries Stage 1 (AT)
- 63 Hill Street Intersection Improvement (AT)
- 64 Projects for Franklin Transport Target Rate (AT)

Key

	Planning		New intersection
	Road		Improvement
	Planning preconstruction phase		Upgraded or new interchange
	Bus and Ferry		Improvement
	Planning preconstruction phase		Upgraded or new interchange
	Rail		Improvement
	Planning preconstruction phase		Improvement
	Active		
	Spatial priority growth areas		
	Other growth areas		



Key Regional Programmes

Regional programmes are typically more tactical, lower-cost interventions delivered throughout the region. Due to their smaller size they are not mapped.

- A** Cycleways Programmes (AT)
- B** Network Optimisation Programmes (AT/NZTA)
- C** Bus Access and Optimisation Programme (AT)
- D** Bus and Transit Lanes Programme (Dynamic Lanes) (AT)
- E** Flood Response (AT)
- F** Freight Network Improvements (AT)
- G** Local Board Transport Capital Fund (AT)
- H** Marae and Papakainga (turnouts) Safety Programme (AT)
- I** Parking Programmes (AT)
- J** Time-of-use Programme (congestion) (AT)
- K** Unsealed Road Improvements (AT)
- L** Road Safety Improvement Programmes (AT/NZTA)
- M** Various Rail Network Improvements (AT/KiwiRail)