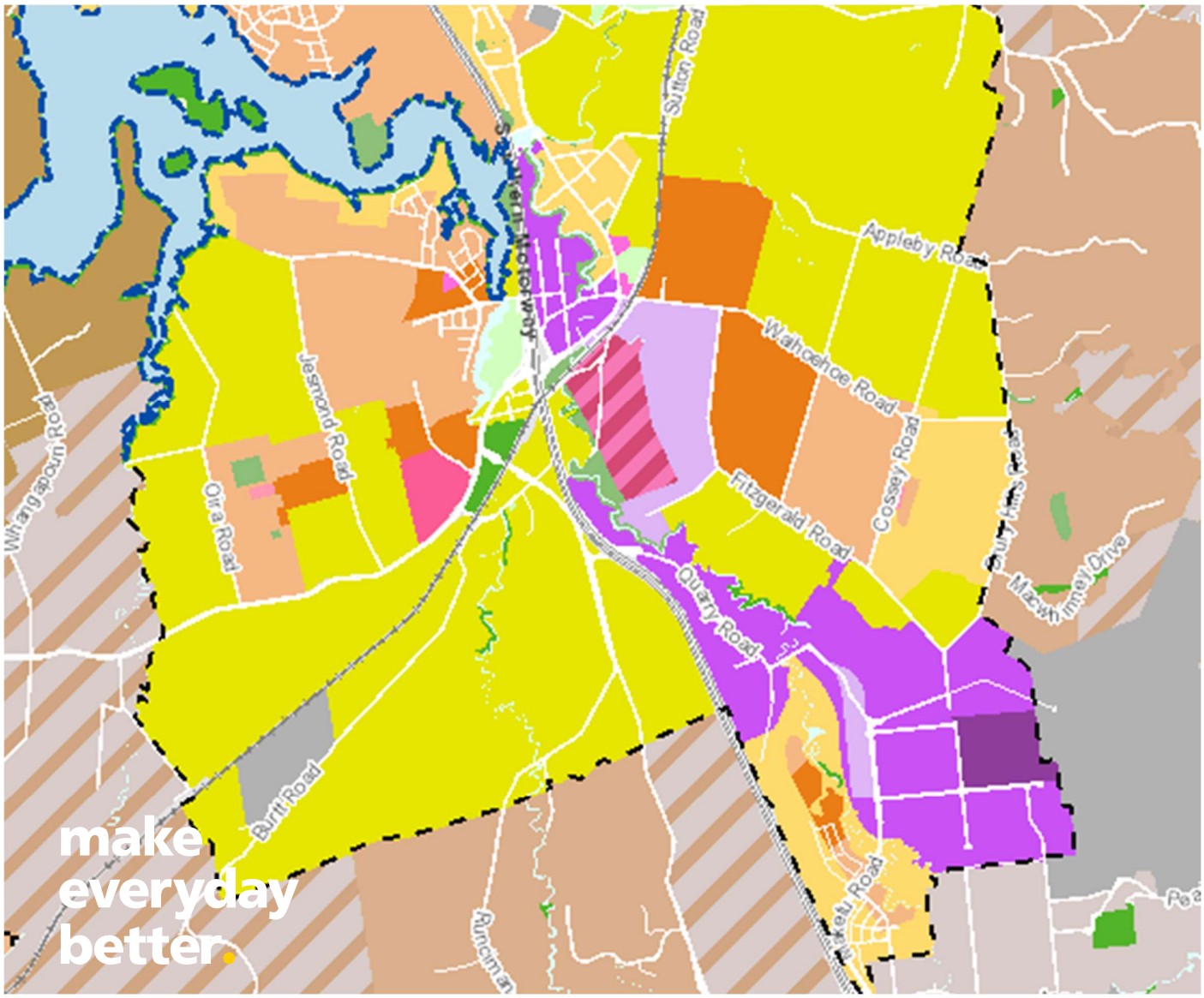
Drury Developer Contributions Policy

Transport Assessment Addendum Report

Prepared for Auckland Council
Prepared by Beca Limited

13 April 2023



Contents

Executive Summary 1

1 Purpose, Context and Scope 3

1.1 Purpose and Background 3
1.2 Scope of this Addendum Report 3
1.3 Report Structure 3

2 Analysis of Revised Growth Forecasts 4

2.1 Growth Forecast Changes 4
2.2 Estimated Change in Travel Activity 6
2.3 Change in Project Scheduling 7
2.4 Review Against Precinct Staging Rules 8
2.5 Update in Growth Share 9

3 Review of beneficiaries' Analysis 9

4 Project and Cost Allowance Changes 9

4.1 Project Changes 9
4.2 Cost Allowance Changes 11

5 Results Aggregation 11

6 Uncertainty and Sensitivity Tests 13

6.1 Key Areas of Uncertainty 13
6.2 Sensitivity Tests 13

7 Summary 16

Appendices

Appendix A – Project Schedules

Revision History

Revision Nº	Prepared By	Description	Date
0.1	Catherine Rochford	Draft for internal review	05/03/2023
0.2	Catherine Rochford	Revised following Auckland Council comments	06/03/2023
0.3	Andrew Murray	Revised following Auckland Council comments	13/04/2023

Document Acceptance

Action	Name	Signed	Date
Prepared by	Andrew Murray		13/04/2023
Reviewed by	Catherine Rochford		13/04/2023
Approved by	Darren Wu		13/04/2023
on behalf of	Beca Limited		

Executive Summary

Purpose and Scope

This Addendum report presents an update to the previous transport assessment undertaken by Te Tupu Ngātahi (the Supporting Growth Alliance), for Auckland Council's proposed Developer Contributions policy for Drury. That previous (September 2022) Transport Assessment Report identified a recommended staging of transport infrastructure upgrades to support the growth proposed in the Drury area, as well as an assessment of the beneficiaries of the upgrades for various sub-areas. Auckland Council requested an update to that assessment based on their revised growth forecasts and revised project capital cost estimates.

The methodology for this assessment remains unchanged from the previous report, with this update addressing the following new inputs provided by Auckland Council:

- Revised forecasts of land use growth in Drury
- Minor changes to project descriptions and inclusions
- Revised capital cost estimates for the transport projects

In response to these revised inputs, this updated transport assessment included:

- Revised estimates of project timing based on the revised growth forecasts
- Revised estimate of the growth share and re-basing the analysis from 2022 to 2023
- A review of beneficiary/causation analysis (which concluded that no change was required)
- Incorporation of the revised capital cost estimates from Auckland Council to update the allocation to each sub-area
- Updated sensitivity tests on the updated results

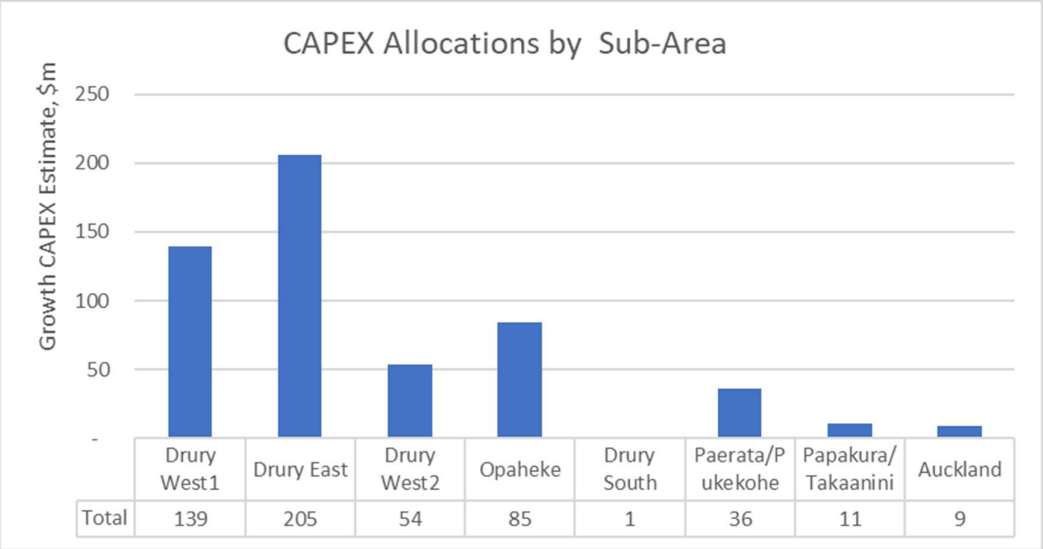
The revised growth forecasts had some earlier development in the early years of Drury East, but followed by a period of reduced growth. Drury West typically had a slightly slower growth than the previous forecasts. These revised forecasts resulted in relatively minor changes in combined growth (typically only ±1-3 years).

The proposed project implementation dates assessed in the 2022 report were then reviewed and accelerated or deferred based on these changes in growth rates. Timing of key projects were then cross-checked against staging provision in the now adopted Precinct Plans for Drury west and east.

The beneficiary/causation assessment was reviewed but found to remain appropriate under the relatively minor changes in project timing.

Revised capital cost estimates were provided by Auckland Council for each project, primarily based on their revised approach to property costs and developer mitigation works. Those updated capital costs were then allocated to the same sub-areas used in the previous assessment, to provide estimated capital cost shares to the sub-areas.

The total CAPEX provided by Auckland Council for inclusion in this assessment was assessed as $609.4m. This was reduced to $540.4m after removal of renewal and level of service uplift estimates, with $483.0m allocated to the combined Drury/Opaheke area. The allocation by sub-area was found in the following Figure.


CAPEX Allocations by Sub-Area
Growth CAPEX Estimate, $m
250
200
150
100
50
-
Drury West1
Drury East
Drury West2
Opaheke
Drury South
Paerata/Pukekohe
Papakura/Takaanini
Auckland
Total
139
205
54
85
1
36
11
9

1 Purpose, Context and Scope

1.1 Purpose and Background

In September 2022 Te Tupu Ngātahi (the Supporting Growth Alliance), produced a Transport Assessment report to support the Developer Contributions Policy for Drury being developed by Auckland Council. That report identified a recommended staging of transport infrastructure upgrades to support the growth proposed in the Drury area and was named as follows:

Drury Development Contributions Policy, Transport Assessment, Te Tupu Ngātahi, September 2022

In 2023 Auckland Council commissioned Beca Limited (Beca), to provide this addendum to that report with using revised growth forecasts and capital cost estimates provided by Auckland Council.

1.2 Scope of this Addendum Report

The scope of this updated transport assessment was:

- Analysis of revised growth assumptions provided by Auckland Council to identify any changes in likely project scheduling
- Review beneficiary/causation assessment as necessary
- Update capital cost allocations to sub-areas using refined capital costs estimates provided by Auckland Council

This addendum report describes these changes, but details on the methodology for the overall transport assessment remains unchanged from the previous report. Specifically, no changes were made to the following key items:

- The sub-areas for assessment
- The method for estimating the growth component of project works (by removing estimated renewal works and the level of service uplift to existing activities)
- Project classification

The description of the methodology for the transport assessment is not repeated in this report, so this Addendum should be read in conjunction with that previous report.

1.3 Report Structure

The remainder of this report is structured as follows:

Chapter 2	Contains analysis of the revised growth forecasts and the methodology for revising the recommended project staging
Chapter 3	Reviews the beneficiary/causation analysis
Chapter 4	Describes the project and capital cost estimates provided by Council
Chapter 5	Provides a summary of overall aggregated and allocated costs
Chapter 6	Contains sensitivity tests
Chapter 7	Provides a summary of the updated assessment

2 Analysis of Revised Growth Forecasts

2.1 Growth Forecast Changes

Revised growth forecasts were provided by Auckland Council for the Drury/Opaheke area, in the form of household, population and employment projections for the spatial units used in the regional growth and transportation models[1]. A comparison has been undertaken with the previous September 2022 forecasts provided by Council. This comparison for households and employment is shown in the following graphs, for Drury East (with and without Opaheke), Drury West area 1 and Drury West area 2.

Figure 2-1 – Household Growth Comparison

[1] Specifically the zone system used in the Macro Strategic Model (MSM)

Figure 2-2 – Employment Growth Comparison

The graphs show that generally:

Drury East:

- The revised growth (Feb 2023) shows a slightly faster household growth in the earlier years, followed by a period of slower growth. The rate of growth then accelerates to reach the same full-buildout point by 2060
- The revised employment growth shows a smaller scale change, with slightly faster growth than previously

Opaheke:

- The rate of growth for both households and employment is the same for the first few years, with the revised growth (2023) then showing a slightly slower rate for the next period, but the accelerates to reach the same full-buildout point by 2060

Drury West 1:

- Both household and employment forecasts how a very small decrease in the first decade

Drury West 2:

- Both household and employment forecasts how a notable decrease in growth, but with faster growth in the last decade to reach the same build-out by 2060

2.2 Estimated Change in Travel Activity

The project staging is based on estimates of overall travel demands across all activities, however the changes in employment and household forecasts do not show exactly the same pattern. This meant that changes in travel movements (and hence project staging), can't be estimated considering them in isolation. The impact on combined travel demands was therefore estimated by combining the household and employment forecasts into forecasts of 'activity levels'. This was done using the same weighting to estimate Household Unit Equivalents (HUE) used in the previous report, namely: Activity = Households + 50% of employment. The following graphs compare the previous and revised forecasts for Drury East and Drury West.

Figure 2-3 – Activity Growth Comparison

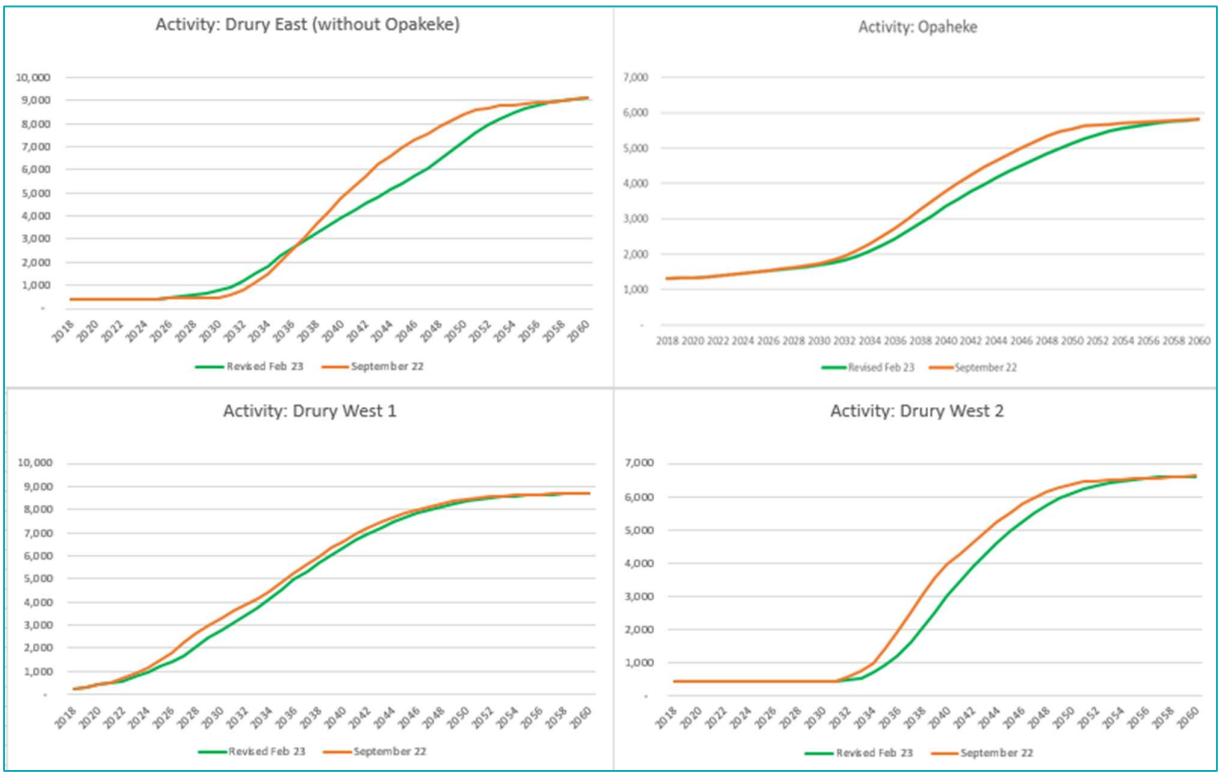
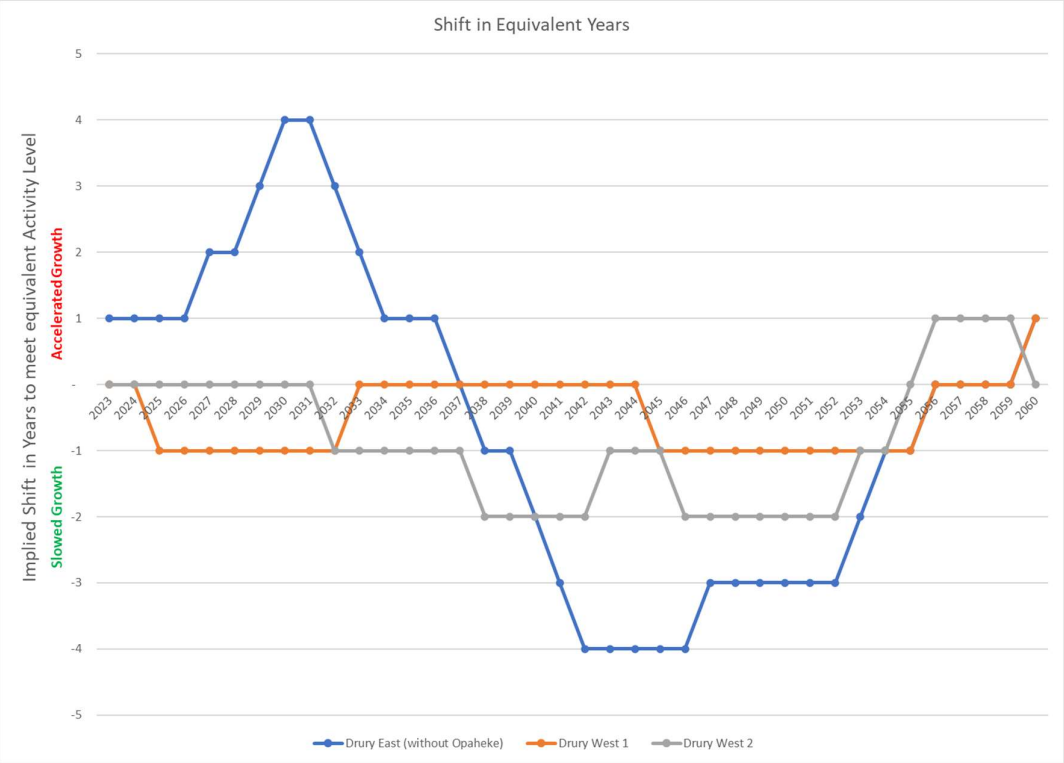


Figure 2-3 shows that although the revised February 2023 growth forecasts show faster growth in Drury East in the early years, this then becomes delayed – however, by 2026 it reaches the same overall level as the earlier September 2022 forecasts. **Figure 2-3** also compares the activity growth in Opaheke, Drury West 1 and Drury West 2. These figures show that the revised February 2023 growth shows slightly slower growth than the previous September 2022 forecast, but by 2060 the level of growth is the same

From these comparisons of Activity Levels, the shift in growth can be estimated by considering the change in predicted year in which the activity level is reached. This change is shown in the following **Figure 2-4**. For example, it indicates that the 2023 growth forecasts in Drury East are reached up to 4 years earlier by the early 2030's, but then growth falls behind the previous forecast by up to 4 years. This information was used to inform changes in project staging.

Figure 2-4 Implied Change in Years of Activity Growth



2.3 Change in Project Scheduling

The suggested staging of each project in the previous report was reviewed and modified on the following basis:

- Accelerated or deferred changes suggested by the changes in growth forecast
- Projects required at the earliest stages of development were retained with nominal dates typically in mid-late 2020's (noting that the exact start and build rate of each development area is not certain, and subject to various planning, design and approval processes, and likely also influenced by prevailing economic conditions)
- If interim project works were indicated to be deferred, but later upgrades to the same corridor were not, a reasonable time gap between the two stages was maintained by also deferring the later upgrades (e.g. it wouldn't make sense to have an ultimate upgrade within 5 years of the interim upgrade)
- Key projects were checked against staging provisions in the recently adopted Precinct Plans for the area (as described below)

This review therefore resulted in changes in project scheduling typically of less than 5 years, and typically only 1-3 years.

2.4 Review Against Precinct Staging Rules

A number of the projects are specifically included in the Auckland Unitary Plan Precinct provisions as staging rules, that indicate the maximum amount of development that can occur before specific transport upgrades are required. Those Precincts only apply to specific areas for which Plan Changes have been approved, and do not include the full area considered in this assessment. As such, these were used only as a guide and cross-check on likely project timing, rather than a definitive scheduling for the whole area.

2.4.1 Drury East

Common staging rules apply across three Precincts in Drury East (Waihoehoe, Drury East and Drury Central)[2]. Those staging rules apply to business activities measured in Gross Floor Area (GFA), rather than the regional employment forecasts provided by Auckland Council. Therefore this check was undertaken via the following steps:

1. Estimate the trip generation for the combined household and GFA thresholds in the Precincts
2. Estimate the percentage of the total build-out implied at each stage
3. Compare those percentages to those using the Activity Level estimates from the Council forecasts
4. Estimate the likely year that the projects included in each stage would be required

Steps 1 and 2 are indicated in **Table 2-1**, where for example, Stage (d) is required at approximately[3] 54% of the total development yield.

Table 2-1 Estimation of Growth in Trip Generation

Peak Trip Rate	Activity	Stage (a)	Stage (b)	Stage (c)	Stage (d)	Stage (e)	Stage (f)
0.5/HH	Dwellings	710	1,300	1,800	3,300	3,800	5,800
2.7/100m^2	Retail GFA	-	24,000	32,000	56,000	64,000	97,000
1.8/100m^2	Commercial GFA	-	6,000	8,700	17,900	21,000	47,000
1.0/100m^2	Community GFA	-	800	1,000	2,000	2,400	10,000
	Sum GFA	-	30,800	41,700	75,900	87,400	154,000
	Est Generation	355	1,414	1,931	3,504	4,030	6,465
	% of Total	5%	22%	30%	54%	62%	100%

Steps 3 and 4 are indicated in **Table 2-2**. For example, the motorway access ramp is required in stage (c) when households exceed the 1,300 maximum households or 22% of activity/generation in the preceding stage (b). These limits are estimated to be reached in 2033/34, so the recommended date of operation for the ramp was adopted as 2035, being the year following when the threshold is reached.

Table 2-2 Estimate of Project Timing

Precinct Stage	Projects	Max Precinct HH's	Max Precinct Generation Share	Est Year for HH	Est Year from Generation	Adopted
a	Interim Waihoehoe Upgrades	710	5%	2024	2024	2024
b	Interim Waihoehoe + SH1 Widening	1,300	22%	2031	2030	2031
c	Station, Mway Ramp access	1,800	30%	2033	2035	2034
d	Waihoehoe Ultimate form	3,300	54%	2034	2037	2035
e	Mill Road south and interchange	3,800	62%	2042	2043	2043
f	Mill Road North to Papakura	5,800	100%	2044	2046	2045

[2] For example, see Table I451.6.2.1 in the Drury East Precinct

[3] These are approximate as simple trip generation estimates were used rather than detailed rates that would vary by area, activity and time horizon.

2.4.2 Drury West

The Precinct staging rules were less able to be used for this purpose in Drury West, as the available Precinct Plans cover only a portion of Drury West, with no Precincts yet available for other areas. It also has a broader transport system with more access points and a state highway function, making use of individual precinct rules less applicable to the whole area than is the case in Drury East.

2.5 Update in Growth Share

The growth share of the project costs was updated from the new forecasts, using the same method as used previously, albeit with the base year revised from 2022 to 2023. The resulting results for Households (HH), employment (EMP) and the weighted activity level is shown in **Table 2-3**. It can be seen that this resulted in growth shares very similar to those used in the 2022 report.

Table 2-3 Updated Growth Share Estimates

Area	2023 Est HH	2023 Est Emp	2060 HH	2060 EMP	HH Growth	Emp Growth	2023 HH+0.5E MP	2060 HH+0.5E MP	HH+0.5E MP Growth	Growth % of 2060	Previous 2022 Growth
Drury/Opaheke	1,791	2,344	24,630	11,271	22,838	8,927	2,963	30,265	27,302	90.2%	90.6%
Combined Drury West	802	710	13,181	4,322	12,379	3,612	1,156	15,342	14,185	92.5%	92.9%
Drury East/Opaheke	990	1,634	11,449	6,949	10,459	5,315	1,807	14,923	13,116	87.9%	88.2%
Drury East	294	197	7,187	3,840	6,893	3,643	392	9,107	8,715	95.7%	95.8%
Drury West 1	576	313	7,809	1,828	7,234	1,515	732	8,724	7,991	91.6%	92.3%
Drury West 2	226	397	5,371	2,494	5,146	2,097	424	6,618	6,194	93.6%	93.6%
Opaheke	696	1,437	4,262	3,109	3,566	1,672	1,415	5,817	4,402	75.7%	76.3%

3 Review of beneficiaries' Analysis

The beneficiary and causation assessments provided in the previous report were based on an allocation of benefits (or causation) to each sub-area, and as such was not highly sensitive to project timing. Various projects have an interim, then final version which is based on implied timing. However, the scale of growth changes was not found to be of such a significant scale that the allocation of beneficiaries/causation would be likely to change. The beneficiary/causation allocations were therefore retained from the 2022 assessment.

4 Project and Cost Allowance Changes

4.1 Project Changes

Auckland Council advised the following changes to the project assumptions indicated in **Table 4-1**, with locations indicated on **Figure 4-1**. Please note that this map is for project referencing only, and does not represent accurate project alignment or extent.

Figure 4-1 - Project number referencing

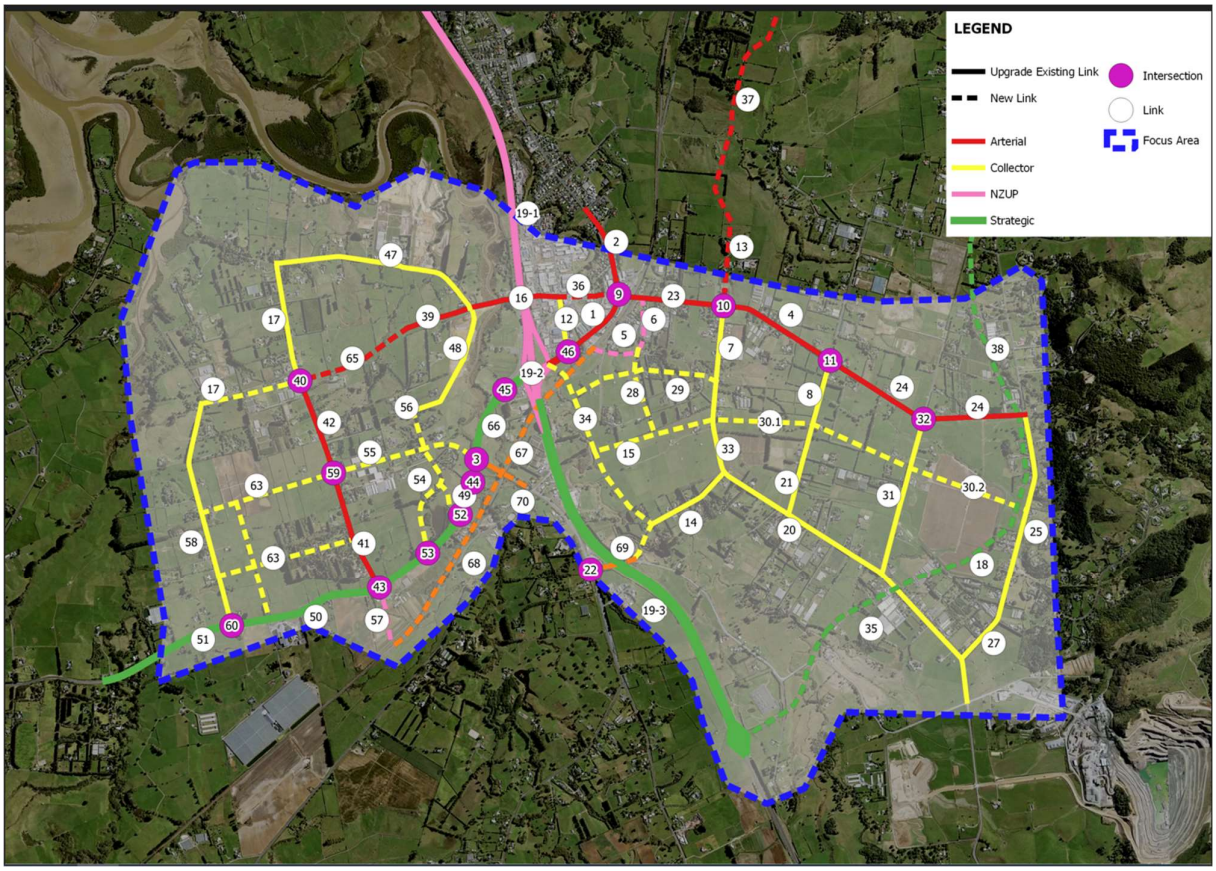


Table 4-1 - Project Changes Advised by Auckland Council

Ref	Project Name	Project Stage	What has changed?
37a	N-S Opaheke Arterial from Oyster development to Ponga Rd (alternative project 38)	Interim	property sizes reviewed
37b	N-S Opaheke Arterial from Oyster development to Ponga Rd (alternative project 38)	Interim	property sizes reviewed
12	Interim walking and cycling and bus connections within Drury Centre (includes Bremner/Norrie/Firth Intersection upgrades, active mode on Norrie) -overlap with project 36 and 46)	Interim	Changed from an “upgrade collector” category to “New Collector (AT)” category
55			Project should be excluded (greenfield collector)
55a	New E-W Collector Jesmond to Burbury Road	Ultimate	included as a “included new collector (AT)”.
20b			Remove
44	Intersection at SH22/Burberry Rd (likely to close entirely)	Ultimate	Remove
52	Intersection upgrade- on SH22/ McPherson Rd/Karaka Rd (Auranga B1)	Ultimate	Remove

53	New intersection east of Jesmond Rd (Auranga B1 main street)	Ultimate	Remove
60a	SH22 Intersection upgrade - Oira Rd (3 leg)	Ultimate	Remove
60b	SH22 Intersection upgrade - Oira Rd (4 leg)	Ultimate	Remove

4.2 Cost Allowance Changes

For this update, Auckland Council provided updated capital cost estimates based on revised assumptions and methods around treatment of property costs and developer mitigation works.

5 Results Aggregation

The overall CAPEX estimates for the in-scope projects are indicated in **Table 5-1**.

Table 5-1 CAPEX estimates

Item	Value, $m
Total CAPEX for in-scope projects provided by Auckland Council	609.4
Renewal estimate	-10.3
Level of service uplift	-58.7
Net Growth CAPEX for DCs	540.4

The total CAPEX provided by Auckland Council for inclusion in this assessment was assessed as $609.4. This was reduced to $540.4 after removal of renewal and level of service uplift estimates. This growth component was then allocated to sub-areas via the causation/beneficiary assessments, as shown in **Figure 5-3** (by sub-area) and **Figure 5-2** (by sub-area and project type**)**.

Figure 5-1 Growth CAPEX by Sub-Area

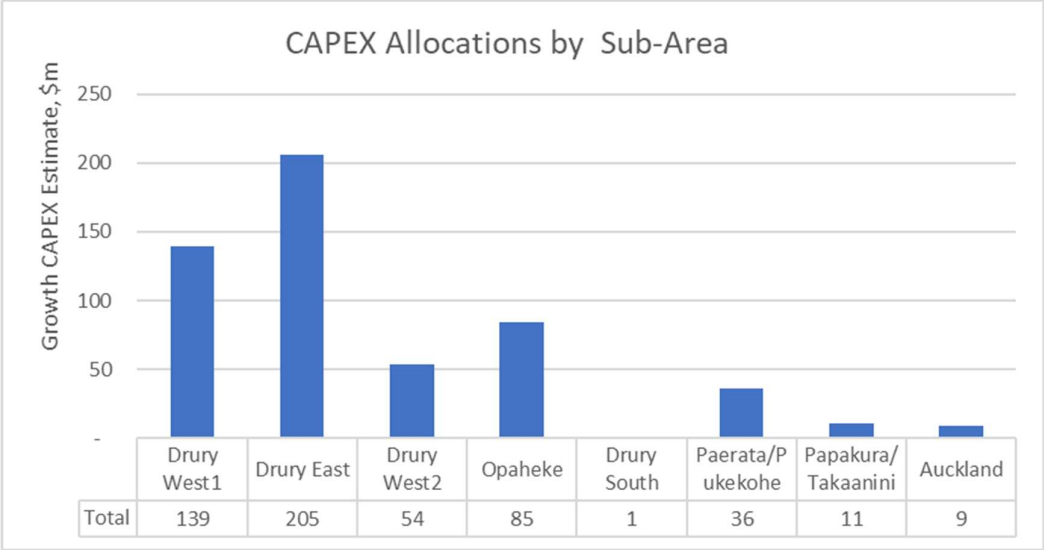
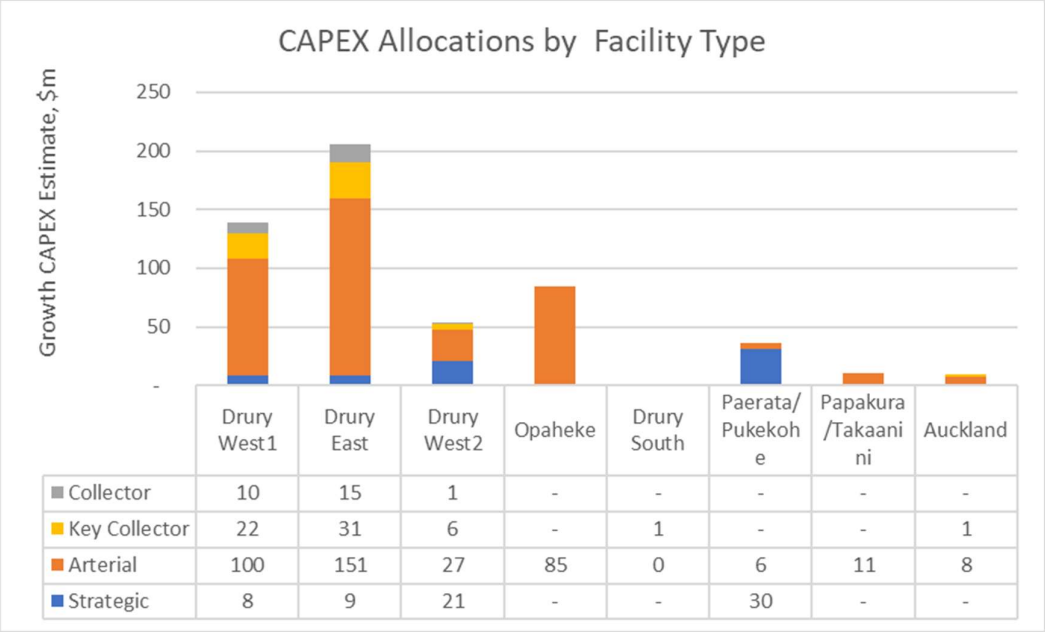
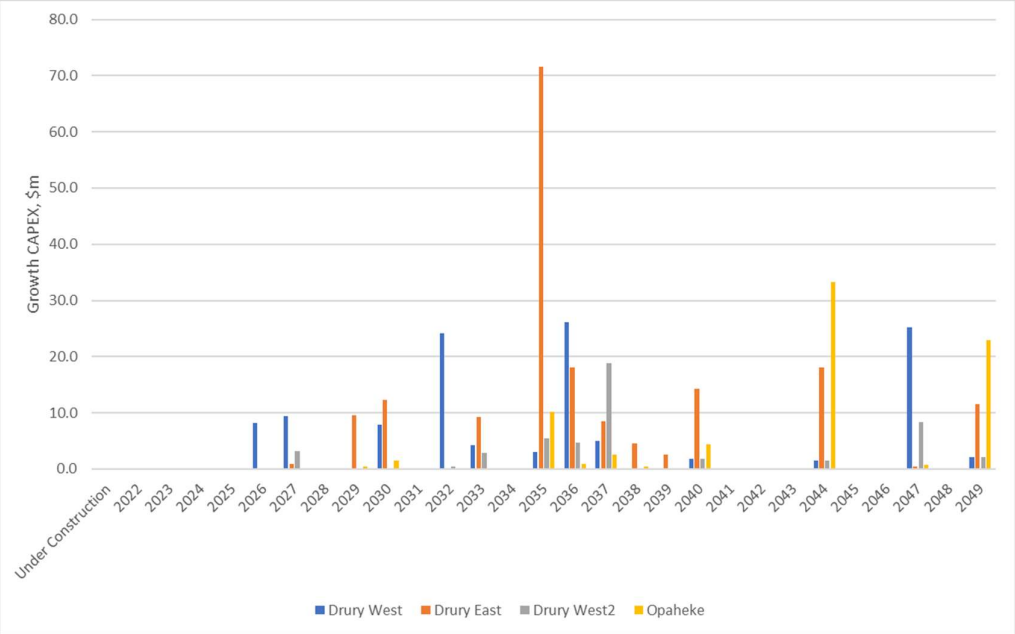


Figure 5-2 Growth CAPEX by Sub-Area and Facility Type



An indication of the profile of costs over the programme life is indicated in **Figure 5-3**. It should be noted that in that graph, the full growth CAPEX is allocated to the year it is estimated to be operational, and as such does not reflect the likely cash-flow where projects take longer than 1 year to implement. This graph only includes the cost allocated to the Drury/Opaheke areas.

Figure 5-3 Indicative Growth CAPEX Over Time



6 Uncertainty and Sensitivity Tests

6.1 Key Areas of Uncertainty

There are a number of notable uncertainties in this long-term, programme-level assessment, as noted in the 2022 report. The sensitivity tests included in the 2022 report are updated in the following section.

6.2 Sensitivity Tests

The following sensitivity tests were undertaken:

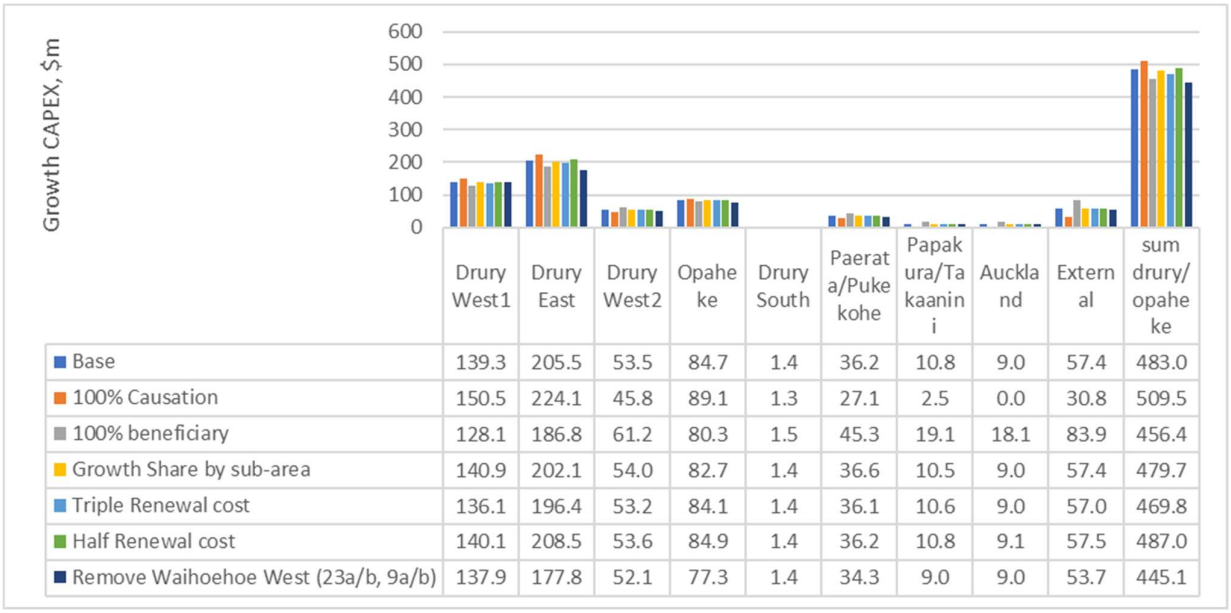
1. Use 100% causation allocation, rather than 50% causation:50% beneficiary
2. Use 100% beneficiary allocation, rather than 50% causation:50% beneficiary
3. Allocate growth share (for level of service uplift) by sub-area rather than aggregate total
4. Increase renewal costs from $0.5m/lane-km to $1.5m/lane-km, to test an assumption where renewals of the existing rural roads maybe required multiple times over the life of the programme
5. Reduce renewal costs from $0.5m/lane-km to $0.25m/lane-km
6. Remove the upgrade to Waihoehoe West (elements #23a/23b and 9a/b) on the assumption that element could be funded by the NZUP programme

The total CAPEX costs by sub-area for these tests are shown in Figure 6-1, with the variances from the Base assessment (absolute and %) shown in Figure 6-2 and Figure 6-3. As well as the individual sub-areas, this graphs shows the combined total for Drury West+Drury East+ Opaheke.

It can be seen from these tests that while the totals for the sub-areas varies across the tests, the combined value for Drury+Opaheke varies by no more than 6%. Not unexpectedly, the largest impact on the total cost allocated to Drury/Opaheke areas is the relative weighting of causation and beneficiary – with a 6% higher allocation to Drury/Opaheke area when only causation is considered, or a 6% reduction if only beneficiaries are included. The next largest impact was from test 6, where removing of the Waihoehoe Road west corridor could reduce allocated costs for the combined area by 5%.

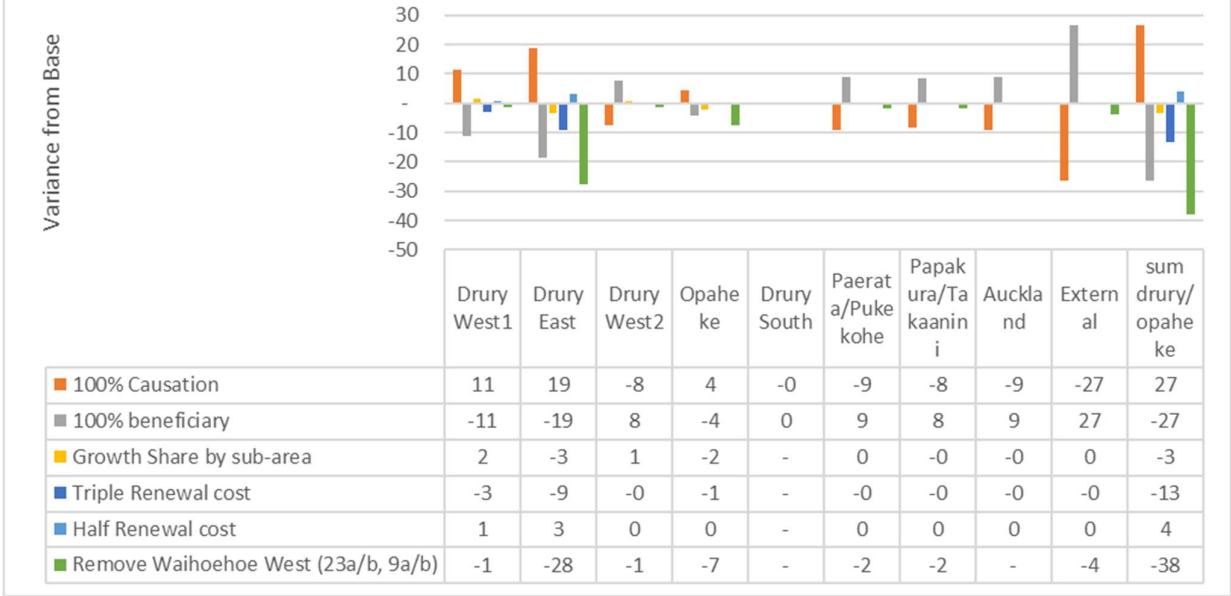
Using more localised growth forecasts changes results within the Drury/Opaheke area by some 2%. Increasing the renewal rate has the largest impact on Drury East, due to its proportionally higher share of upgrades of existing roads (versus new corridors).

Figure 6-1 - Sensitivity Tests



	Drury West1	Drury East	Drury West2	Opaheke	Drury South	Paerata/Pukekohe	Papakura/Takaaninai	Auckland	External	sum drury/opaheke
Base	139.3	205.5	53.5	84.7	1.4	36.2	10.8	9.0	57.4	483.0
100% Causation	150.5	224.1	45.8	89.1	1.3	27.1	2.5	0.0	30.8	509.5
100% beneficiary	128.1	186.8	61.2	80.3	1.5	45.3	19.1	18.1	83.9	456.4
Growth Share by sub-area	140.9	202.1	54.0	82.7	1.4	36.6	10.5	9.0	57.4	479.7
Triple Renewal cost	136.1	196.4	53.2	84.1	1.4	36.1	10.6	9.0	57.0	469.8
Half Renewal cost	140.1	208.5	53.6	84.9	1.4	36.2	10.8	9.1	57.5	487.0
Remove Waihoehoe West (23a/b, 9a/b)	137.9	177.8	52.1	77.3	1.4	34.3	9.0	9.0	53.7	445.1

Figure 6-2 – Absolute Variance from Base



	Drury West1	Drury East	Drury West2	Opaheke	Drury South	Paerata/Pukekohe	Papakura/Takaaninai	Auckland	External	sum drury/opaheke
100% Causation	11	19	-8	4	-0	-9	-8	-9	-27	27
100% beneficiary	-11	-19	8	-4	0	9	8	9	27	-27
Growth Share by sub-area	2	-3	1	-2	-	0	-0	-0	0	-3
Triple Renewal cost	-3	-9	-0	-1	-	-0	-0	-0	-0	-13
Half Renewal cost	1	3	0	0	-	0	0	0	0	4
Remove Waihoehoe West (23a/b, 9a/b)	-1	-28	-1	-7	-	-2	-2	-	-4	-38

Figure 6-3 – Percentage Variance from Base

	Drury West1	Drury East	Drury West2	Opaheke	Drury South	Paeratia/Pukekohe	Papakura/Takaaninni	Auckland	External	sum drury/opaheke
100% Causation	8%	9%	-14%	5%	-7%	-25%	-77%	-100%	-46%	5%
100% beneficiary	-8%	-9%	14%	-5%	7%	25%	77%	100%	46%	-5%
Growth Share by sub-area	1%	-2%	1%	-2%	0%	1%	-2%	-1%	0%	-1%
Triple Renewal cost	-2%	-4%	-1%	-1%	0%	0%	-2%	-1%	-1%	-3%
Half Renewal cost	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%
Remove Waihoehoe West (23a/b, 9a/b)	-1%	-13%	-3%	-9%	0%	-5%	-16%	0%	-6%	-8%

7 Summary

This report is an addendum to the previously produced Transport Assessment prepared by Te Tupu Ngātahi (the Supporting Growth Alliance), for Auckland Council's proposed developer contribution policy for Drury. The methodology for this assessment remains unchanged from the previous report, with this update addressing the following new inputs provided by Auckland Council:

- Revised forecasts of land use growth in Drury provided by Auckland Council
- Minor changes to project descriptions and inclusions requested by Auckland Council
- Revised capital cost estimates for the transport projects provided by Auckland Council

In response to these revised inputs, this Addendum included:

- Revised estimates of project timing based on the revised growth forecasts
- Revised estimate of the growth share based on the revised growth forecasts and re-basing the analysis from 2022 to 2023
- A review of beneficiary/causation analysis (which concluded that no change was required)
- Incorporation of the revised capital cost estimates from Auckland Council to update the allocation to each sub-area
- Updated sensitivity tests on the new results

Overall, the revise land use forecasts resulted in relatively minor changes in project timing (typically only 1-3 years), with the most substantial changes arising from the revised capital cost inputs.

The total CAPEX provided by Auckland Council for inclusion in this assessment was assessed as $609.4m. This was reduced to $540.4m after removal of renewal and level of service uplift estimates, with $483.0m allocated to the combined Drury/Opaheke area.

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Appendix A – Project Schedules

No	Location	MSM Zone	Project Name	Project Stage	Project Description	Type	DIFF Indicative Timing	Update to DIFF for DC Assessment June 2022	Updated Ideal Date (2022)	Delivery Agency	Include(1)/Exclude(0)	Updated DC Timing (2023)	Change
1a	DE	550	GSR improvements - Waihoehoe Rd to Drury Interchange	Interim	**2-lane urban- existing road layout with active modes on both sides + intersection improvements (TDM)**	Arterial	2022	Assume this interim works is that done with Station access (and Waihoehoe Rd upgrade). Shifted to 2024 to coordinate with other works	2024	NZUP	0	2024	leave - needed for early development
1b	DE	550	GSR improvements - Waihoehoe Rd to Drury Interchange	Ultimate	4-lane urban- existing road layout with active modes on both sides + intersection improvements (TDM)	Arterial	2036	No change.	2036	AT	1	2037	Delay 1 yr
2a	DE	550	GSR improvements - From Drury School to Waihoehoe Rd	Interim	2-lane urban- existing road layout with active modes on both sides + intersection improvements (TDM)	Arterial	2026	Assume interim upgrades with GSR/Waihoehoe upgrade	2026	AT	1	2030	Delay as Opahekke delayed and limited triggers
2b	DE	550	GSR improvements - From Drury School to Waihoehoe Rd	Ultimate	4-lane urban- existing road layout with active modes on both sides + intersection improvements (TDM)	Arterial	2036	No change. Somewhat dependent on Opaheke NS arterial/Mill Rd	2036	AT	1	2040	Delay as Opahekke delayed and limited triggers
3	DW	561	Intersection upgrade on GSR/Karaka Rd intersection	Ultimate	**Intersection upgrades- existing intersection with active modes crossings (TDM)**	Strategic	2022	No Change. Assume ultimate form thru any developer inputs + Potential NZUP project	2026	Waka Kotahi	1	2026	Retain
4b	DE	554/555	Waihoehoe Rd East upgrades- from Fitzgerald Rd to before Cossey Rd (development boundary)	Ultimate	Expand to 24m cross section	Arterial	2022	Shown in Fast-track consents but unknown decision and Council appeal on plan changes. Delay based on revised growth forecasts	2032	AT	1	2029	Bring forward with faster early growth
5	DE	554	Drury Central Station	NZUP	NZUP Delivered Rail Station	Strategic	2022	Consent granted	2024	NZUP	0	2024	retain
6	DE	554	Drury Station Connection+ intersection	NZUP	NZUP Delivered Rail Station Access Road	Strategic	2022	Consent granted	2024	NZUP	0	2024	retain
7	DE	554	Fitzgerald Rd upgrades (from Waihoehoe Rd to development boundary)	Ultimate	2-lane urban - upgrade existing road layout with active modes on both sides	Collector	2022	Shown in Fast-track consents but unknown decision and Council appeal on plan changes. Delay based on revised growth forecasts	2032	AT	1	2029	Bring forward with faster early growth
8	DE	554	Fielding Rd upgrades (from Waihoehoe Rd to development boundary)	Ultimate	2-lane urban - upgrade existing road layout with active modes on both sides	Collector	2022	Shown in Fast-track consents but unknown decision and Council appeal on plan changes. Delay based on revised growth forecasts	2032	AT	1	2029	Bring forward with faster early growth
9a	DE	550	Upgrade in Norrie Rd/GSR/Waihoehoe intersection	Interim	2-lane signalised intersection with active mode crossings	Arterial	2022	Assume now signals and included as part of any fast-track development consent. May be subsumed in 9b	2026	AT	1	2026	Retain for early development
9b	DE	550	Upgrade in Norrie Rd/GSR/Waihoehoe intersection	Ultimate	multi-lane signalised intersection with active mode crossings, SGA design	Arterial	2036	Potential to be brought-forward as part of NZUP package (TBC)	2030	AT	1	2035	Match triggers
10a	DE	554/555	New intersection on Waihoehoe Rd/Fitzgerald Rd(including approach cross-sections)	Interim	2-lane signalised intersection with active mode crossings	Arterial	2022	Shown in Fast-track consents but unknown decision and Council appeal on plan changes. Delay based on revised growth forecasts	2030	AT	1	2026	Bring forward with faster early growth
10b	DE	554/555	New intersection on Waihoehoe Rd/Fitzgerald Rd(including approach cross-sections)	Ultimate	**Expanded traffic signals**	Arterial	2031	Assume upgraded for later develoment stages	2036	AT	1	2035	Bring forward 1 year
11	DE	554/555	Intersection upgrade Waihoehoe Rd/Fielding Rd/Appleby Rd	Ultimate	**Roundabout as per SGA design**	Arterial	2022	Shown in Fast-track consents but unknown decision and Council appeal on plan changes. Delay based on revised growth forecasts	2034	AT	1	2033	Bring forward 1 year
12	DE	550	Interim walking, cycling and bus connections within Drury Centre (includes Bremner/Norrie/Firth Intersection upgrades, active mode on Norrie) -overlap with project 36 and 46	Interim	Intersection improvements on Bremner-Firth Rd, Norrie-Firth Rd, GSR-Firth Rd, Active mode facilities on both sides of Firth & Norrie Rd	Collector	2022	Assume required post-station upgrade for improvving active access and bus movements (defer to 2028). Assume coordinated with Firth signals (#46)	2032	AT	1	2030	bring forward but limited triggers
13a	DE	555	N-S Opaheke Arterial across development (upto Waihoehoe Stream)	Interim	2-lane urban- new 2-lane arterial with active modes on both sides + intersection improvements (TDM)	Arterial	2022	Shown in Fast-track consents but unknown decision and Council appeal on plan changes. Delay based on revised growth forecasts	2032	AT	1	2029	bring forward with faster growth
13b	DE	555	N-S Opaheke Arterial across development (upto Waihoihoi Stream)	Ultimate	4-lane urban- upgrade 2-lane arterial with SGA design + intersection improvements (TDM)	Arterial	2046	No change	2046	AT	1	2050	Delay with slower ghrowth
14a	DE/DW	556	Western end of Brookefield Road Extension tie in with Quarry Rd	Ulitmate	2-lane urban (upgrade existing road layout with active modes on both sides + intersection improvements + new connection to Quarry Rd)	Key Collector	2026	Assume later stages of DE development as not in fast-track	2035	Developer	1	2035	Retain as limited triggers
14b	DE	554	Brookefield Road Upgrade	Ultimate	2-lane urban (New Road connection to Quarry Road with active modes on both sides + intersection improvements)	Key Collector	2026	Split into upgrade Brookfield (this #14) and the Brookfield-Quarry Link (**new #14a**) - but delay as per revised growth forecasts	2032	AT	1	2029	bring forward with earlier growth
15	DE	554	New Collector road E-W from Fitgerald Rd (collector 1) + Intersections	Ultimate	2-lane urban (upgrade existing road layout with active modes on both sides + intersection improvements)	Collector	2026	Shown in Fast-track consents but unknown decision and Council appeal on plan changes. Delay based on revised growth forecasts	2032	Developer	0	2029	bring forward with earlier growth
16a	DE/DW	550	Replace 2-lane Bremner Road Bridge over State Highway 1	NZUP	2-lane collector- new collector with active mode on both sides + intersection improvements (TDM)	Arterial	2022	no change	2022	NZUP	0	2022	Retain
16b	DE/DW	550	Widen Bremner Road Bridge ove SH1 to 4-lanes	NZUP	4-lane urban- upgrade 2-lane urban with active modes on both sides (SGA design)	Arterial	2046	no change	2046	AT	1	2050	Defer with slowergrowth
19-1	DE/DW	550	SH1 3-laning and cycleway upgrades from Papakura to Drury Interchange	NZUP	NZUP tbc	Strategic	Under Construction	no change	Under Construction	NZUP	0	Under Construction	no change
19-2	DE/DW	558/559	SH1 Drury Interchange including ramps	NZUP	NZUP tbc	Strategic	2022	no change	Under Construction	NZUP	0	Under Construction	no change
19-3	DE/DW	558/559	SH1 3-laning and cycleway upgrades from Drury Interchange To Drury South	NZUP	NZUP tbc	Strategic	2036	Confirmed not in NZUP - no change required	2036	Waka Kotahi	0	2036	no change as no new information

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20a	DE	554	Upgrade Fitzgerald Rd from Brookefield to Cossey Rd for active modes	Ultimate	Active mode upgrades- existing road layout with active modes on both sides + intersection upgrades for active mode crossing	Collector	2026	Defer, pending plan change decision	2035	AT	1	2035	No change
21	DE	554	Fielding Rd upgrades for active modes (from Fitzgerald Rd to development boundary)	Ultimate	Active mode upgrades- existing road layout with active modes on both sides + intersection upgrades for active mode crossing	Collector	2026	Defer, pending plan change decision	2035	AT	1	2035	No change
22	DE/DW	558/559	Upgrade Intersection at Quarry/ GSR	Ultimate	Upgrade intersection with active modes facilities(TDM)	Key Collector	2022	Delay due to new forecasts, but still required for Drury South	2025	AT	1	2027	Delay 2 years with slower growth (but also related to Drury South)
23a	DE	554/555	Waihoehoe Rd West upgrades- between GSR & Kath Henry	Interim	Interim 2-lane – install kerb and channel within existing road corridor with provision of active modes on both sides, 20m cross-section	Arterial	2022	Shown in Fast-track consents but unknown decision and Council appeal on plan changes. Delay based on revised growth forecasts	2032	AT	1	2025	match expected trigger
23b	DE	554/555	Waihoehoe Rd West upgrades- between GSR & Kath Henry	Ultimate	Final 4-lane - following interim option, upgrade Road corridor to provide four lanes with additional turning lanes at intersections where required (as indicated in SGA Design	Arterial	2022	Split into #23 and new #72. Potential inclusion in NZUP, pending Ministers decision. Delay due to appeals/new growth	2035	AT	1	2035	Defert to match triggers
23c	DE	554/555	Waihoehoe Rd West upgrades- between Kath Henry Lane and Fitzgerald Rd	Interim	Interim 2-lane – install kerb and channel within existing road corridor with provision of active modes on both sides, 20m cross-section	Arterial	2022	Split from #23 (Potential inclusion in NZUP). Included in fast-track works. Delay with revised growth forecast	2032	AT	1	2025	match expected trigger
23d	DE	554/555	Waihoehoe Rd West upgrades- between Kath Henry Lane and Fitzgerald Rd	Ultimate	4-lane urban- upgrade existing road layout with active modes on both sides + intersection upgrades (TDM)	Arterial	2022	Split from #23 (Potential inclusion in NZUP). Included in fast-track works. Delay with revised growth forecast	2038	AT	1	2035	Defert to match triggers
24	DE	554/555	Upgrades on Waihoehoe Rd east- from project 4 to Drury Hills + Drury Hills Intersection	Ultimate	2-lane urban - upgrade existing road layout with active modes on both sides, 20m cross-section	Arterial	2031	Delay with new growth	2038	AT	1	2038	Retain
25	DE	554	Upgrades on Drury Hills from Waihoehoe Rd to Macwhinney Dr	Ultimate	2-lane urban- upgrade existing road layout to 2-lane urban with active modes on both sides	Collector	2036	Delay with new growth	2038	AT	1	2039	Delay 1 yr
27a	DE	554/556	Active mode facilities from Drury hills and Fitzgerald to Quarry Rd (2 links and intersections)	Interim	Active mode upgrades- existing road layout with active modes on both sides + intersection upgrades for active mode crossing	Collector	2026	Delay with new growth	2038	AT	1	2039	Delay 1 yr
27b	DE	554/556	Upgrade from Drury hills and Fitzgerald to Quarry Rd (2 links and intersections)	Ultimate	4-lane urban- upgrade existing road layout with active modes on both sides + intersection upgrades (TDM)	Collector	2036	Delay with new growth	2038	AT	0	2039	Delay 1 yr
28	DE	554	New collector in N-S direction parallel to Fitzgerald Rd	Ultimate	2-lane collector- new collector with active mode on both sides + intersection improvements (TDM)	Collector	2026	Delay with new growth	2036	Developer	0	2035	Bring forward for earlier growth
28a	DE	554	Northern Section of new collector in N-S direction parallel to Fitzgerald Rd	Ultimate	2-lane collector to connect with Drury Central Station, including bridge over streamM)	Key Collector	2026	Delay with new growth	2036	Developer	1	2035	Bring forward for earlier growth
29	DE	554	New collector in E-W direction between Flanagan & Fitzgerald Rd (collector 2)	Ultimate	2-lane collector- new collector with active mode on both sides + intersection improvements (TDM)	Collector	2026	Delay with new growth	2036	Developer	0	2035	Bring forward for earlier growth
30.1	DE	554	2-lane internal collector between Fitzgerald & Fielding Road E-W direction	Ultimate	2-lane collector- new collector with active mode on both sides + intersection improvements (TDM)	Collector	2022	Proposed in fast-track application but delay with new forecasts	2032	Developer	0	2029	Bring forward for earlier growth
30.2	DE	554	2-lane internal collector between Fielding Road & Drury Hills E-W direction	Ultimate	2-lane collector- new collector with active mode on both sides + intersection improvements (TDM)	Collector	2031	Delay with new growth	2038	Developer	0	2039	slow
31	DE	554	Upgrades on Cossey Rd between Fitzgerald & Waihoehoe Rd	Ultimate	2-lane urban - upgrade existing roadwith active modes on both sides / Mill Road design ?	Collector	2031	Delay with new growth	2038	AT	1	2039	slow
32	DE	554/555	New Intersection on Cossey Rd/Waihoehoe Rd	Ultimate	**Assume 1 simple roundabout intesection**	Arterial	2031	Delay with new growth	2038	AT	1	2039	slow
33	DE	554	Upgrade Fitzgerald Rd from project 7 to Brookefield Rd	Ultimate	2-lane urban- upgrade existing road layout to 2-lane urban with active modes on both sides (TDM)	Collector	2022	Proposed in fast-track application but delay with new forecasts	2032	AT	1	2029	Bring forward for earlier growth
34	DE	554	New Drury Interchange connection to Kiwi development	Ultimate	2-lane urban- new road layout with active modes on both sides (TDM)	Collector	2026	Delay with new growth	2035	Waka Kotahi	0	2034	To Match triggers estimate
35a	DE	554	Mill Road : Drury South connection from Fitzgerald/Cossey intersection to SH1 + Interchange	Interim	2-lane- new road layout with active modes on both sides (depends on Mill Road design and sequencing)	Strategic	2031	Delay with new growth	2038	Waka Kotahi	0	2043	To Match triggers estimate
35b	DE	554	Mill Road : Drury South connection from Fitzgerald/Cossey intersection to SH1 + Interchange	Ultimate	4-lane- new road layout with active modes on both sides (depends on Mill Road design and sequencing)	Strategic	2041	Delay with new growth	2041	Waka Kotahi	0	2050	Delay until after interim
36a	DE/DW	550	Bremner-Norrie Road east of SH1 up to GSR (overlap with project 12)	Ultimate	2-lane urban- upgrade existing road layout with active modes on both sides (part Under construction)	Arterial	2036	Assume potential to bring forward from any re-allocated RLTS funding	2036	AT	1	2036	Retain
36b	DE/DW	550	Complete Bremner-Norrie Road connection from SH1 up to GSR excluding Bridge (overlap with project 12)	Ultimate	4-lane urban- upgrade interim 2-lane urban corridor to a 4-lane corridor with active modes on both sides (SGA design)	Arterial	2036	Assume potential to bring forward from any re-allocated RLTS funding	2046	AT	1	2050	Slower
36c	DE/DW	550	Complete Bremner-Norrie Road connection from SH1 up to GSR - Bridge structure (overlap with project 12)	Ultimate	Upgrade interim 2-lane bridges (3No. to 4 lane bridges with active modes on both sides (SGA design)	Arterial	2036	Assume potential to bring forward from any re-allocated RLTS funding	2046	AT	1	2050	Slower
37a(i)	DE	555/551	N-S Opaheke Arterial from Oyster development to Ponga Rd (alternative project 38)	Interim	**2-lane urban**- new road layout with active modes on both sides (TDM, depends on timing of #37)	Arterial	2041	No Change	2041	AT	1	2044	Slower
37a(ii)	DE	555/551	N-S Opaheke Arterial from Oyster development to Ponga Rd (alternative project 38)	Interim	**2-lane urban**- Bridge	Arterial	2041	No Change	2041	AT	1	2044	Slower
37b(i)	DE	555/551	N-S Opaheke Arterial from Oyster development to Ponga Rd (alternative project 38)	Ultimate	**4-lane urban**- upgrade 2-lane urban with active modes on both sides (SGA design)	Arterial	2046	No Change	2046	AT	1	2049	Slower
37b(ii)	DE	555/551	N-S Opaheke Arterial from Oyster development to Ponga Rd (alternative project 38)	Ultimate	**4-lane urban**- Bridge	Arterial	2046	No Change	2046	AT	1	2049	Slower
38a	DE	555/551	Mill Road: From Waihoehoe Rd to Papakura (alternative project 37)	Interim	2-lane urban- new road layout with active modes on both sides, TDM , (depends on Mill Rd)	Strategic	2036	Assume a new corridor of some form still required	2036	Waka Kotahi	0	2046	To Match triggers estimate
38b	DE	555/551	Mill Road: From Waihoehoe Rd to Papakura (alternative project 37)	Ultimate	**4-lane urban**- with active modes on both sides, TDM , (depends on Mill Rd)	Strategic	2046	Assume timing of 4-lanes delayed	2052	Waka Kotahi	0	2055	Slower
18a	DE	554	Mill Road: From Waihoehoe Rd to Fitzgerald Road (depends on Mill Road alignment)	Interim	**2-lane urban**- new road layout with active modes on both sides, TDM , (depends on Mill Rd)	Strategic	2036	Assume a new corridor of some form still required	2036	Waka Kotahi	0	2036	No new info
18b	DE	554	Mill Road: From Waihoehoe Rd to Fitzgerald Road (depends on Mill Road alignment)	Ultimate	**4-lane urban**- with active modes on both sides, TDM , (depends on Mill Rd)	Strategic	2046	Assume timing of 4-lanes delayed	2052	Waka Kotahi	0	2052	No new info
39a	DW	561	New Bremner Rd arterial from SH1 to Auranga development	Interim	**2-lane urban**- new road layout with active modes on both sides (Under construction)	Arterial	Under Construction	No Change	Under Construction	Developer	0	Under Construction	no change

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39b	DW	561	New Bremner Rd arterial from SH1 to Auranga development	Ultimate	4-lane urban- upgrade 2-lane urban excl bridge	Arterial	2046	No Change	2046	AT	1	2047	slower
39c	DW	561	New Bremner Rd arterial from SH1 to Auranga development	Ultimate	4-lane urban- upgrade 2-lane bridge widening	Arterial	2046	No Change	2046	AT	1	2047	slower
40a	DW	561/562	New intersection on Jesmond/Bremner Rd	Interim	2-lane signalised intersection (new intersection with active mode crossings)	Arterial	2026	No Change	2026	AT	1	2027	slower
40b	DW	561/562	Upgrade intersection on Jesmond/Bremner Rd	Ultimate	Multi-lane signalised intersection (upgrade intersection with active mode crossings)	Arterial	2036	No Change	2036	AT	1	2036	no change
41a	DW	561/562	Jesmond Rd upgrades from SH22 to Waipupuke development boundary	Interim	2-lane urban- upgrade existing road with active modes on both sides (TDM)	Arterial	2022	Assume delay from PC61 decision but assume new plan changes come forward	2025	AT	1	2027	slower
41b	DW	561/562	Jesmond Rd from SH22 to Waipupuke development boundary	Ultimate	4-lane urban- upgrade 2-lane urban to 4-lane with active modes on both sides, (TDM)	Arterial	2046	No change	2046	AT	1	2047	slower
42a	DW	561/562	Jesmond Rd upgrades from project 41 to New Bremner Rd	Interim	**Interim active modes e.g. shared path on one side**	Arterial	2022	Assume delay from PC61 decision but assume new plan changes come forward	2026	AT	1	2028	with limited new plan changes apparent
42b	DW	561/562	Jesmond Rd upgrades from project 41 to New Bremner Rd	Ultimate	**2-lane urban- upgrade existing road with active mode facility on both sides (TDM)**	Arterial	2031	No change	2031	AT	1	2032	slower
42c	DW	561/562	Jesmond Rd upgrades from project 41 to New Bremner Rd	Ultimate	4-lane urban FTN- upgrade 2-lane urban to 4-lane with active modes on both sides, (TDM)	Arterial	2046	No change	2046	AT	1	2047	slower
43b	DW	561/562	Intersection upgrade on Jesmond Rd/SH22 Rd	Ultimate	**Multi-lane signalised intersection (Intersection upgrade + active mode crossings)**	Strategic	2031	Assume ultimate form as part of NZUP Station Access	2024	NZUP	0	2024	no change
44	DW	561	Intersection at SH22/Burberry Rd (likely to close entirely)	Ultimate	Interim design and likely to close - subject to Auranga assessment	Strategic	2022	Included in PC51	2023	Waka Kotahi	0	2023	no change
45	DW	561	Upgrade intersection at SH22/Victoria Rd	Interim	subject to Auranga assessment	Strategic	Under Construction	Included with Papakura-Drury Project	2024	NZUP	0	2024	no change
46	DW	550	Upgrades in GSR/Firth St intersection (overlap with project12)	Interim	Possible signals(subject to Auranga assessment)	Arterial	2022	Assume timed with #12	2032	AT	1	2036	Slower
47	DW	561	Old Bremner Road Upgrade from Jesmond Road to Auranga Precinct	Ultimate	**2-lane urban**- new road layout with active modes on both sides (Under construction)	Collector	Under Construction	No Change	Under Construction	AT	0	Under Construction	no change
17	DW	562	Oira Road to Jesmond Road Collector	Ultimate	New 2-lane urban collector with active modes on both sides	Collector	2036	No Change	2036	Developer	0	2036	no change
48	DW	561	Collector road south of New Bremner/ Old Bremner intersection	Ultimate	**2-lane urban**- new road layout with active modes on both sides (Under construction)	Collector	Under Construction	No Change	Under Construction	AT	0	Under Construction	no change
49	DW	560/561	SH22 improvements from GSR Intersection to Jesmond Rd	Ultimate	0	Strategic	2022	Potential part of NZUP package (pending Ministers decsision)	2032	Waka Kotahi	0	2032	no change as (not just local development needs
50a	DW	560/562	SH22 improvements from Jesmond Rd to Oira Rd- active mode upgrades on the northern section	Interim	2-lane urban- upgrade existing road layout with active modes on northern side only	Strategic	2022	Assume deferred following PC61 decision	2024	Waka Kotahi	0	2026	Slower
50b	DW	560/562	SH22 improvements from Jesmond Rd to Oira Rd	Ultimate	4-lane urban- upgrade 2-lane urban to 4-lane with active modes on both sides, (TDM)	Strategic	2031	No Change	2031	Waka Kotahi	0	2032	Slower
51	DW	560/562	SH22 improvements from Oira Rd to Oira Creek - subject to design, could be incorporated with project 60	Interim	Upgrade road layout to future urban boundary + active modes on both sides	Strategic	2036	No Change	2036	Waka Kotahi	0	2037	slower
52	DW	560/561	Intersection upgrade- on SH22/ McPherson Rd/Karaka Rd (Auranga B1)	Ultimate	**Ultimate intersection form**	Strategic	2022	Assume included in PC51	2023	Waka Kotahi	0	2024	slower
53	DW	560/561	New intersection east of Jesmond Rd (Auranga B1 main street)	Ultimate	**Ultimate intersection form (left-in left-out)**	Strategic	2022	Assume included in PC51	2023	Waka Kotahi	0	2024	slower
54	DW	561	New N-S collectors internal to Auranga B1 (2 links)+ Intersections	Ultimate	2-lane urban- new collector with active mode on both sides + intersection improvements (TDM)	Collector	2022	Assume included in PC51	2024	Developer	0	2025	slower
55a	DW	561	New E-W collector Jesmond Rd to Burberry Rd	Ultimate	2-lane urban- new collector with active mode on both sides + intersection improvements (TDM)	Key Collector	2031	No Change	2031	Developer	1	2032	slower
56	DW	561	Burberry Rd north connection to Auranga Precinct	Ultimate	2-lane collector- new collector with active mode on both sides + intersection improvements (TDM)	Collector	Under Construction	Assume included in PC51/Aurunga	Under construction	Developer	0	Under construction	no change
57	DW	560	New access road to Drury West Station	NZUP	2-lane urban- new road layout with active modes on both sides, (TDM)	Strategic	2026	Included in NZUP. Delivery date TBC	2026	NZUP	0	2026	no change
58	DW	562	Oira Rd upgrades from SH22 to proposed east-west collector	Ultimate	2-lane urban- upgrade existing road layout with active modes on both sides + intersection improvements (TDM)	Collector	2022	Assume deferred following PC61 decision	2025	AT	1	2026	slower
59	DW	561/562	New Intersection on Jesmond Rd/collector (PC61)	Ultimate	2-lane intersection (new intersection + active mode crossings)	Arterial	2022	Assume deferred following PC61 decision. Also depends on new plan changes emerging	2025	AT	1	2026	slower
60a	DW	560/562	SH22 Intersection upgrade - Oira Rd (3 leg)	Interim	**Interim Roundabout**	Strategic	2022	Assume deferred following PC61 decision.	2025	Waka Kotahi	0	2026	Needed for early developer access works
60b	DW	560/562	SH22 Intersection upgrade - Oira Rd (4 leg)	Ultimate	**Ultimate intersection form**	Strategic	2036	No Change	2036	Waka Kotahi	0	2037	slower
63	DW	562	New collectors internal to Waipupuke PC61 (3 links)+ Intersections	Ultimate	2-lane urban - new collector with active mode on both sides + intersection improvements (TDM)	Collector	2022	Assume deferred following PC61 decision.	2025	Developer	0	2026	slower
65a(i)	DW	561	New Bremner Rd arterial from Auranga development to Jesmond Rd	Interim	**2-lane urban**- new road layout with active modes on both sides (TDM)	Arterial	2036	No Change	2036	AT	1	2036	no change
65a(ii)	DW	561	New Bremner Rd arterial from Auranga development to Jesmond Rd	Interim	**2-lane urban**- Bridge	Arterial	2036	No Change	2036	AT	1	2036	no change
65b(i)	DW	561	New Bremner Rd arterial from Auranga development to Jesmond Rd	Ultimate	**4-lane urban FTN** - upgrade 2-lane urban to 4-lane with active modes on both sides, (TDM)	Arterial	2046	No Change	2046	AT	1	2047	slower
65b(ii)	DW	561	New Bremner Rd arterial from Auranga development to Jesmond Rd	Ultimate	**4-lane urban FTN** - Bridge	Arterial	2046	No Change	2046	AT	1	2047	slower
66	DW	560/561	SH22 improvements - west of SH1 interchange to GSR	Ultimate	**4-lane urban**- upgrade 2-lane urban to 4-lane with active modes on both sides, (TDM)	Strategic	2022	Assume part of NZUP package (pending Ministers decsision)	2032	Waka Kotahi	0	2032	no change
67	DE/DW	559/560	Active Mode Corridor Drury Central to GSR	Ultimate	0	Strategic	2026	Defer with new DE growth	2034	AT?	1	2033	faster
68	DW	559/560	Active Mode Corridor GSR to Drury West	Ultimate	0	Strategic	2031	No Change	2036	AT?	1	2037	slower

No	Location	MSM Zone	Project Name	Project Stage	Project Description	Type	DIFF Indicative Timing	Update to DIFF for DC Assessment June 2022	Updated Ideal Date (2022)	Delivery Agency	Include(1)/Exclude(0)	Updated DC Timing (2023)	Change
69	DE/DW	556	walk/cycle bridges on Quarry Road bridge (oiver SH1)	Interim	New cycle bridge 5m wide, 90m long, approach lengths 200m total for both sides. No property required	Collector	2026	Time with new #71	2035	AT	1	2035	no change
70	DE/DW	559	walk/cycle bridges on GSR Road bridge over the rail corridor	Interim	New cycle bridge 5m wide, 80m long, approach lengths 270m total for both sides. No property required	Arterial	2026	Assume delayed after first stage of active mode corridor, with new growth forecasts	2036	AT	1	2036	no change