



One Plan for the Auckland region

Programmes of Action Monitoring

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Map of the Auckland region



Legend

Existing Regional Arterial Route	Rail
Future Regional Arterial Route	Other
Proposed Regional Arterial Route	Business
Existing Strategic Route	Public Open Space
Future Strategic Route	Residential
Proposed Strategic Route	

Auckland Region

Map Produced by GIS Information Services
Auckland Regional Council



Auckland Regional Council
TE RAUĪTANGA TAKAO

Improving Public Transport

Programme Summary

Objective

A world-class public transport system will help reduce the adverse effects of high car ownership/use, lessen the impact on residents of high world fuel prices, and provide an attractive choice for travel across the region, in both rural and urban areas. More people will enjoy the benefits of living in high-amenity, accessible centres where they can bus, train, ferry, cycle or walk to work, shops, education and recreational activities.

Programme description

- **Significant initiative:**
 - Electrification of the Auckland urban rail network.
- **Connected initiatives:**
 - Upgrade of existing rail network – double tracking of the western line, new connection to Manukau, the reopening of the Onehunga line and new stations at Newmarket and New Lynn.
 - Integrating land use activities with a revitalised rail network to maximise the use of this investment. Projects include new greenfield development in Takanini and regeneration in New Lynn, Henderson and Manukau.
 - Infrastructure and service developments – improvements to existing rail, bus and ferry networks, including through the use of integrated fares and ticketing.

Contribution to Auckland's sustainable development:

- **Goal 1: A fair and connected society**

By combining improved public transport services and integrating land use with transport investment, this programme will improve connections across the Auckland region and provide greater access to work places and recreation.
- **Goal 2: A unique and outstanding environment**

By improving public transport, and aligning land use, this programme will help to reduce the adverse environmental effects of high car ownership and use within the Auckland region.
- **Goal 7: Resilient infrastructure**

The investment planned in Auckland's public transport infrastructure will improve the resilience of the public transport network.

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Programme Benefits:

The business case included in the Rail Development Plan 2006 shows that economic benefits generated by the Rail Upgrade will accrue from four main sources:

- Benefits to road users – Travel time and congestion costs savings to road users from fewer people using their cars, especially in peak periods.
- Benefits to passenger transport users – Savings in travel time, improved reliability, improved vehicle quality, benefits to new passengers to rail, increased rail revenue.
- Indirect transport benefits – Reductions in greenhouse gas emissions, reduced accidents, improved local air quality, reduced noise pollution, reduced urban sprawl and the “hidden” cost of motoring such as land used for roads and parking, severance and social costs of energy use.
- Agglomeration benefits – Benefits from intensification of economic activity in the Auckland CBD including deeper more efficient labour markets, better links between suppliers and markets, and increased opportunities for knowledge sharing.

The outcomes sought from the Improving Public Transport programme of action will include those above, however, through land use project such as those at New Lynn and Manukau, One Plan will also provide opportunities across the region from aligning investment in land use and public transport infrastructure.

Partner agencies:

- Local government: Auckland City Council (ACC), Manukau City Council (MCC), North Shore City Council (NSCC), Papakura District Council (PDC), Rodney District Council (RDC), Waitakere City Council (WCC).
- Regional government: Auckland Regional Council (ARC).
- Central Government: Ministry of Transport (MoT).
- Other partner agencies: Auckland Regional Council/Auckland Regional Transport Authority (ARTA), KiwiRail.

Programme Update

Progress:

The government announced on 16 March 2009 that although the government remains committed to electrification of the Auckland rail network the funding and institutional arrangements for the project will be changed. The government intends to revoke the Order in Council establishing the Auckland regional fuel tax scheme and electric trains will now be purchased by KiwiRail and funded by the government. The full implications of these decisions are being worked through and will have an impact on the projects and timeframes previously anticipated and referred to in this update. The details of future institutional arrangements for rail and other public transport infrastructure projects previously to be funded by the regional fuel tax are unclear at this stage.

Rail upgrades –

- Rail infrastructure developments are being managed by ONTRACK (for “below track” elements) and ARTA (for “above track” elements) in accordance with the MoU and revised funding arrangements that came into effect from June 2006;
- Considerable work was completed by ONTRACK during a three week period from Christmas to 18 January when train operations were suspended over much of the network. This works included:
 - Track works in the vicinity of Quay Park to improve train flows in and out of Britomart;
 - Track works through the Newmarket Junction and through to Boston Road, including a new temporary station at Boston Road;
 - Track lowering and replacement at Avondale including the construction of a new temporary station at this location;
 - Major works in and around New Lynn associated with undergrounding;
 - Substantial track improvements and sleeper replacement at other areas on the western and southern lines.
- Work on the new station at Newmarket continues including the supporting superstructure and at the main concourse on Remuera Road.
- Detailed design work continues to be progressed for the new interchange at New Lynn. The detailed design for the station is being developed jointly between ARTA and WCC. Earthworks have commenced on digging the trench which includes the provision of a new temporary station. A new bridge at Whau Creek is now in use (single line only at this time).
- Detailed design for a new station at Avondale located between St Judes Street and Crayford Street is being progressed with ONTRACK and ACC. No grade separation is being proposed for the St Judes Street level crossing.

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- Works on DART 2 (Newmarket to Boston Road) have begun. These works involve modifications to the Khyber Pass and Park Road overbridges and the construction of a new station between Khyber Pass and Park Road to replace Boston Road station. ARTA is progressing the detailed design for the new station.
- Distributed stabling facilities at Pukekohe and Papakura have been completed and are now in use. A concept design for the provision of train storage facilities in the Tamaki Drive area (including an area near the former Strand station) that meets the needs of KiwiRail freight operations has been agreed. In response to local concerns over environmental impacts of the proposed stabling facility at Ranui, an evaluation of an alternative site for western line stabling at Bruce McLaren Road has been completed and design work will now be progressed.
- Station upgrades (non-DART) – Middlemore and Ellerslie station upgrades are complete. The provision of a second lift at Papakura was suspended pending land acquisition by Papakura District Council but this is close to resolution. The concept design for Mt Albert is under review by ONTRACK to ensure adequate clearances at Carrington Road for electrification.
- Track upgrades are underway on the Onehunga Branch line. The preferred locations for station on this line have been established and work is now progressing on the detailed design.
- The scope of works and target cost for the Manukau interchange have been agreed between ARTA and MCC and detailed design work is progressing on station design within the constraints of the station box area that will be provided by ONTRACK.
- A programme to refurbish the bogies of the SX train to improve ride quality and undertake other cosmetic improvements is continuing on programme. The work will extend the life of these assets to allow for a smooth transition to electric train operations.
- The three additional SA/SD train sets 15-17 have been delivered and are now in service. KiwiRail has commenced a programme of modifications to the SA/SD carriage bogies on sets 1 – 14 to increase the carrying capacity.
- ARTA continues to be involved in discussions with Auckland City and Rugby World Cup officials regarding requirements and responsibilities for infrastructure upgrade requirements at Kingsland and Mt Smart to support Rugby World Cup events.
- Planning for the CBD rail loop and airport rail link is also being progressed.

Purchase of electric trains –

The Auckland Regional Council has approved the purchase of 140 electric train cars by Auckland Regional Transport Authority.

Auckland Regional Transport Authority's Electric Multiple Unit Expression of Interest document was advertised 23 December 2008 and closed 12 February 2009.

The tender process is expected to conclude at the end of the year.

As noted above, central government announced on 16 March 2009 that it will purchase the electric trains and the implications of this decision now need to be worked through.

Integrated ticketing –

- Evaluation of the tenders received has been completed.
- Consultation on the project is being maintained with stakeholders.
- Interim solution fare policy documents are being developed.

Other public transport infrastructure and service developments (connected initiatives) –

Simplified local and cross-town bus network in Botany, Howick and Manukau.

Integrated land use –

Councils are continuing with their planning to integrate land use development with the improved rail services. Under the new financial circumstances, projects may be prioritised as council budgets are formalised through the LTCCP process; however while council projects and planning have been progressing well to date, some development may be affected by the downturn in private sector investment. Greater details around land use projects will be known following the completion of draft LTCCPs in February/March 2009.

Waitakere City Council is prioritising the regeneration of New Lynn and Henderson through its LTCCP, while Glen Eden, Ranui, Waitakere, Swanson, Sturges Rd and Sunnyvale also remain part of Waitakere City Council's growth management strategy.

Project descriptions –

- **New Lynn**
 - On the Western Rail line – a major urban growth node and Transit Oriented Development, with rail under grounding, New Railway Station and Transport interchange with bus priority works. There will be a major town centre regeneration, with strategic land acquisition to accommodate significant residential and employment growth.
- **Henderson**
 - On the Western Rail line – Henderson occupies a key place in the hierarchy of city centres in Waitakere and is seen by the council as the city's CBD. The regeneration of Henderson will invest in a new railway station and transport interchange, Corban Estate development, enhanced tertiary education provision, further development of the film cluster and strategic land acquisition.
- **Ranui**
 - On the Western Rail line – residential development will focus around the railway line and nearby town centre. Works to include enhanced public transport access and lighting.

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- **Waitakere Station**
 - On the Western Rail line – servicing a largely rural catchment. Works to include enhanced public transport access and amenity.

- **Swanson**
 - On the Western Rail line – Works to include enhanced public transport access and amenity. Investigation of Park and Ride.

- **Sturges Rd**
 - On the Western Rail line – redevelopment of vacant sites and large underutilised industrial sites.

- **Sunnyvale**
 - On the Western Rail line – Sunnyvale retains opportunities for more intensive residential and industrial development.

- **Glen Eden**
 - On the Western Rail line – a minor urban growth node and redevelopment with higher rise development in the main street areas.

Manukau City - Part of the improvements to Auckland's rail network includes the development of a rail link to the Manukau City Centre and development of a Manukau transport interchange. Papatoetoe and Manurewa town centres will also benefit from the rail electrification project and development of the associated land.

Summary of Progress (Milestones)	Current Status	Timeline	Funding Status
			N.B Funding identified by councils and council controlled organisations may still be subject to the LTCCP process
Rail upgrade			
Expressions of interest for new operator issued	Completed: June 2002		
EOI for supply of new rolling stock issued	Completed: June 2002		
Britomart Station opens	Opened: 7 July 2003		
Selection of preferred operator	Completed: December 2003		
New operator commences	Commenced: 22 August 2004		
First SA train in service	Commenced: May 2004		
SA train delivery completed (train set No 14)	Completed: December 2006		
Pilot refurbished ADK	Completed: August 2005		

Improving Public Transport

Summary of Progress (Milestones)	Current Status	Timeline	Funding Status
Western Line double tracking Stage 1 commences	Commenced: April 2004		
Western Line double tracking Stage 1 completed	Completed: January 2005		
ADK refurbishment completed	Completed: August 2007		
"Signature station" upgrades completed	Completed: May 2005		
Station upgrades completed	Target: mid 2015		
Western Line double tracking Stage 2	Completed June 2007		
Western Line double tracking completed	Target: end 2009		
Onehunga Line upgrade completed	Target: end 2009		
Construction of an EMU maintenance facility completed*	Target: early 2012		
Electrification detailed design commences*	Commenced October 2008		
Electrification construction commences*	Target: end 2009		
Signalling upgrade & Train Control completed (non-electrification)	Target: end 2009		
Additional trains to meet patronage demands	Target end 2010		
First electric train in service*	Target: 2011		
Manukau Link opens	Target: mid 2010		
Purchase of electric trains			
Tender process for supply of electric train cars	Anticipated to conclude at the end of 2009.		
Integrated ticketing –			
Release of Request for Tenders document to market.	Tendered to market on 30 November 2007		
Several tenders received by close of tender.	Close of tender on 30 November 2007		
Initial tender evaluation completed and detailed discussions with preferred tenderers.	Completed September 2008		
Initial negotiations with preferred tenderers.	Completed October 2008		
Funding application for project Development Phase approved by NZTA.	Approved 31 October 2008		

(* Assumes agreement and funding processes for electrification are in place)

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Summary of Progress (Milestones)	Current Status	Timeline	Funding Status
Material transaction consideration lodged with ARC	Lodged November 2008.		
Other connected public transport upgrades			
Simplified local and cross-town bus network in Botany, Howick and Manukau.	Implemented February 2009		
Development of a rail link to the Manukau City Centre and development of a Manukau transport interchange			
Integrated land use			
New Lynn	Over the next 15 years there will continue to be further significant urban development and improvements.	2009–2011	Funding will be identified through 2009-2019 LTCCP
Henderson		Present–2019	
Other projects:			
<ul style="list-style-type: none"> • Ranui • Waitakere Station • Swanson • Sturges Rd • Sunnyvale • Glen Eden 	Station upgrades, lighting and amenity has been carried out in these centres to improve rail patronage. Plan Change investigations for Ranui and Glen Eden.	Present–2019	Funding for some capital works has been deferred and reprioritised to focus development on three main town centres; New Lynn, Henderson and Westgate.
Manukau City Centre car park	Have called for expressions of interest from the private sector	2009–2013	Funding will be identified through the Manukau City Council 2009-2019 LTCCP
Manurewa town centre	Planned	2009–2010	Funding will be identified through the Manukau City Council 2009-2019 LTCCP
Mahia—Coxhead intersection improvements (Manurewa)	Planned	2014–2015	

Key Steps anticipated before next report

Connections across One Plan Programmes of Action

The Improving Public Transport programme is linked to the following One Plan programmes of action:

Completing the Network – through the linkages of public transport and landuse integration with the completion of the Western Ring Route.

Destination Auckland – through the provision of passenger transport initiatives that will assist with the hosting of the Rugby World Cup 2011 and Auckland's longer-term role as a leading events destination.

CBD and Waterfront – through the connections to the Central Connector and other passenger, cycling and pedestrian focussed developments that will improve connectivity to the CDB and Waterfront area.

Building Communities - Through the public transport connections with the AMETI project intended to assist connectivity to the Tamaki Transformation and Tamaki Innovation projects.

Completing the Network

Programme Summary

Objective

The focus of this programme is to enhance access within and throughout the region. It will make it easier for people and freight to move to and between centres along the Western Ring Route (WRR) and beyond, and will ensure that this movement supports regional growth and transport strategies.

Programme description

- **Significant initiative:**
 - Complete the Western Ring Route (subject to funding approval for Waterview).
- **Connected initiatives:**
 - Integrate councils' plans for land use with new road investment to achieve economic, social and strategic outcomes.
 - Develop transport options such as cycleways, walkways and public transport services to support the WRR.

Contribution to Auckland's sustainable development:

- **Goal 1 – A fair and connected society**
Improving travel times and making travel more predictable for all commuters.
- **Goal 3 – A unique and outstanding environment**
Reducing traffic congestion and air pollution.
- **Goal 6 – A quality, compact urban form**
Encouraging higher density developments around accessible transport corridors through high-amenity and functionally efficient place building.
- **Goal 7 – Resilient infrastructure**
Taking pressure off local roads and increasing the effectiveness of the road network by encouraging mode shifts, and providing for the movement of both people and goods.

Programme Benefits:

- Contributes to the region's critical transport infrastructure and its land use and transport strategies by linking SH16 and SH20.
- Improves accessibility for individuals and businesses by improving links between the western part of the isthmus, Waitakere City and the remainder of Auckland.
- Aligns traffic types and movements with the most appropriate routes by separating through traffic from local traffic and residential areas within the South-western corridor.
- Improves network resilience by acting as an alternative route to SH One.

Partner agencies:

- Local government: Auckland City Council (ACC), Manukau City Council (MCC), North Shore City Council (NSCC), Waitakere City Council (WCC).
- Regional government: Auckland Regional Council (ARC).
- Central government: New Zealand Transport Agency (NZTA), Ministry of Transport (MoT).
- Other partner agencies: Auckland Regional Council/Auckland Regional Transport Authority (ARTA).

Programme Update

Progress since October 2008 (future reporting will be since last report):

Mt Roskill Extension

- Pavement construction well advanced.
- Project well advanced with just one culvert and one road crossing to complete.
- Opening expected by mid April 2009.

Manukau Harbour Crossing

- Significant eastbound closure for Rimu Road achieved.
- Outline plan submitted – and work has commenced in Northern Sector – but excludes the lagoon area until there is better certainty of the development.

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- Outline Plan of Works for Auckland City Council lodged and NZTA has accepted most of the ACC recommendations, but are working closely with ACC, TOES and ARC to develop a masterplan for developing Onehunga. A decision will be made in March 2009 to progress with works.
- Work commenced on Rimu Road bridge, Walmsley Off-Ramp and Coronation Road On-ramp.
- Mangere Bridge construction is progressing well – first precast pier table has been lifted in place.
- Watercare watermain agreement is nearing finalisation.
- Gas main relocation cost share agreement has been resolved.

Manukau Extension SH20/1

- Good progress on structures and remaining earthworks.
- Construction of bridges well underway.
- Major watercourse diversion works in progress but remain on critical path.
- Motorway flyover and tunnel works well advanced.
- Current programme completion six months ahead on separable portion one (SH1 to Lambie Drive).
- Liverpool/Nesdale connection completed, opened 12 February 2009.
- ARTA and MCC exploring whether scope of enabling works can be increased to include major earthworks at Lambie Drive.
- The connection from Roscommon Road through to the Southern Motorway is presently under construction and the embankment for the Manukau Rail Link is being constructed as part of the project.

Waterview

After considering the business case for the Waterview Project, the Minister of Transport indicated that the government is committed to delivering a Waterview Connection, but wants to ensure the project is advanced in a cost-effective manner. Officials have been asked to report on alternative options along the Waterview alignment. This report is due in April 2009.

- Draft 'urban design strategy' developed between stakeholders.
- Stakeholder reference group continues to meet regularly.
- Continuing liaison with community on air emission issues.
- Continuing property acquisitions.

Completing the Network

Summary of Progress (Milestones)	Current Status	Timeline	Funding status
Actions			
Mt Roskill Extension	Construction Underway	2005–2009	Approved
<ul style="list-style-type: none"> • Contract awarded 		Jul 2005	
<ul style="list-style-type: none"> • May Road overbridge 	open		
<ul style="list-style-type: none"> • Keith Hay Park Footbridge 	open		
<ul style="list-style-type: none"> • Ernie Pinchers footbridge 	open		
<ul style="list-style-type: none"> • Dominion Road and Hillsborough Bridge 	open		
<ul style="list-style-type: none"> • Hay Road 	open		
<ul style="list-style-type: none"> • Hay Road bridge 	open		
SH 20/1 Manukau Extension	Construction Underway	2004–2011	Approved
<ul style="list-style-type: none"> • Funding confirmed 		Jun 04	
<ul style="list-style-type: none"> • Contract awarded 		Jul 06	
<ul style="list-style-type: none"> • Liverpool/Nesdale connection 	complete	Feb 09	
SH 20 Manukau Harbour crossing	Construction Underway	2003–2011	Approved
<ul style="list-style-type: none"> • Project Awarded 		Nov 07	
<ul style="list-style-type: none"> • MCC designation 		Dec 07	
<ul style="list-style-type: none"> • Site establishment (Manukau) 		Apr 08	
<ul style="list-style-type: none"> • Sod turning ceremony 		Apr 08	
<ul style="list-style-type: none"> • Rimu Road Bridge opened 		Nov 08	
<ul style="list-style-type: none"> • Stage 2 expected 		Jun 09	
Upper Harbour Highway	Construction Underway		Approved
Waterview connection	Further investigation of options underway		Unknown
Waitakere City Council			
Prioritising the regeneration of New Lynn and Henderson and development of Northern Strategic Growth Areas (Hobsonville and Massey North/Westgate) through LTCCP.	Brownfield Redevelopment of existing centres and corridors and development of Northern Strategic Growth areas to leverage off transport investment in Western Ring Route. These projects seek to deliver significant opportunities to accommodate population and employment growth.		

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Summary of Progress (Milestones)	Current Status	Timeline	Funding status
<p>New Lynn</p> <p>Major urban growth node and town centre regeneration with enhanced accessibility to CBD, and airport provided by WRR and improvements to rail. Town Centre regeneration includes: increased provision of social infrastructure, fibre optic ducting, protection of heritage buildings and environment, overcoming town centre severance and transformation into sought-after business and residential location.</p>	<p>District Plan changes complete, Master Planning underway. Strategic Land purchases undertaken. Rail undergrounding and Transport Interchange underway.</p>	<p>Present – 2019</p>	<p>Transit Oriented Development in New Lynn has WCC's total commitment. Town Centre Redevelopment prospects only slightly tempered due to affordability issues</p>
<p>Lincoln Rd/Henderson</p> <p>Improved road and transport linkages to maximise land with medium density dwellings and apartments close to Henderson centre.</p> <p>Redevelopment of current low density employment land and new development of high amenity light industrial, technology and office parks.</p> <p>Fibre optic ducting</p>	<p>Background precinct analysis which will feed into District Plan review in 2013.</p>	<p>Present – 2019</p>	<p>Redevelopment prospects and capital works projects funding slightly tempered due to affordability issues</p>
<p>Te Atatu Peninsula</p> <p>Improve Edmonton road linkages, Fibre optic ducting and improved interchange.</p>		<p>Present – 2010</p>	<p>Town Centre Redevelopment prospects only slightly tempered due to affordability issues.</p>
<p>Massey North/Westgate</p> <p>Local Government Amendment (Auckland) Act (LGA(A)A) changes to allow town centre development with improved access to employment opportunity, social infrastructure and public transport. Upgraded roading networks, social infrastructure, parks, library public spaces and new water infrastructure. Enhanced bus services, Bus interchange and park and ride facility.</p>	<p>Awaiting LGA(A)A resolutions</p>	<p>Present – 2019</p>	<p>Remains a high priority for WCC</p>

Completing the Network

Summary of Progress (Milestones)	Current Status	Timeline	Funding status
<p>Hobsonville corridor and peninsula.</p> <p>Local Government Amendment (Auckland) Act (LGA(A)A) changes to allow for mixed use medium to high density developments. HCNZ through its subsidiary Hobsonville Land Company is developing and constructing affordable housing in the area.</p> <p>Install critical water infrastructure; improve transport opportunities; protect open space. Strategic land acquisition for the further development of the marine cluster, public open space. Investments in ferry terminal, walkways, bus priority measures, schools, heritage protection and park and ride facilities</p>	Awaiting LGA(A)A resolutions	Present – 2019+	Strong commitment to the development of this area which remains a priority development for WCC.

Key steps anticipated before next report

The Minister of Transport will consider alternative options for the Waterview project before the end of April 2009.

TA funding for this programme is currently being confirmed through LTCCP processes.

Connections across One Plan Programmes of Action

Completing the Network is linked to:

- Improving PT – through integrated land use and transport planning that supports PT investment and delivery.
- Destination Auckland – through improved accessibility around the region.

Digital Auckland

Programme Summary

Objective

This programme will attract private sector investment to accelerate the delivery of high speed open access fibre infrastructure, and affordable unconstrained broadband content and services, invigorating business and enriching people's lives throughout the region. The goals and initiatives of this programme have been aligned to the objectives of the Auckland Metro Project Action Plan and emerging central government policy direction, and will be driven through an integrated regional approach.

Programme description

- **Significant initiative:**
 - Attract private sector investment to accelerate the delivery of high-speed, open-access broadband infrastructure.

- **Connected initiatives:**
 - Scope and develop a programme of work to agree regional broadband protocols.
 - Facilitate a broadband skills development programme.
 - Provide community-based training and facilities.
 - Deliver the Digital Content Sector Initiative.

Contribution to Auckland's sustainable development:

- **Goal 1:** A fair and connected society – improve access of communities across the region to the internet and the services and opportunities which it provides.

- **Goal 3:** A unique and outstanding environment – reduce Auckland's congestion and carbon footprint through reductions in travel.

- **Goal 4:** Prosperity through innovation – enhance business opportunities with a world-class broadband service.

- **Goal 7:** Resilient infrastructure – greatly enhance Auckland's communications infrastructure for the long term.

Programme Benefits:

- Facilitates coordination between central and local government and the private sector to maximise the benefits of investment in regional broadband infrastructure.
- Provides certainty to regional businesses and stakeholders around the roll-out of broadband.
- Aligned with and will implement the Auckland Regional Economic Development Strategy and the Metro Project Action Plan.
- Provision of world class broadband will enhance Auckland's competitiveness and improve productivity.

Partner agencies:

- Local government: Auckland City Council, Franklin District Council, Manukau City Council, North Shore City Council, Papakura District Council, Rodney District Council, Waitakere City Council.
- Regional government: Auckland Regional Council.
- Central government: Ministry of Economic Development.
- Other partner agencies: Community organisations, private sector entities.

Programme Update

Progress since October 2008 (future reporting will be since last report):

After cancellation of the previous Broadband Investment Fund, the Minister for Communications and Information Technology recently announced the roll-out of the new Government's "ultra fast broadband" programme. The government's goal for broadband investment is to accelerate the roll-out of ultra-fast broadband to 75% of New Zealanders, concentrating in the first six years on priority broadband users such as businesses, schools and health services, plus green field developments and certain residential areas. This will be supported by government investment of up to \$1.5 billion alongside additional private sector investment, and be directed to open-access infrastructure.

The role of councils in this initiative is unclear, and the initiative is currently under consultation. However, the region has developed a clear framework for action as part of the 'regional umbrella' for the Broadband Investment Fund, and some of the initiatives initiated under the fund might be considered under the new initiative.

Councils are also investigating the potential to develop common broadband protocols with the view of facilitating deployment.

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Summary of Progress (Milestones)	Current Status	Timeline	Funding status
Actions			
Attract private sector investment to accelerate the delivery of high-speed, open-access broadband infrastructure.	Councils' efforts have been focused on partnering with the private sector to access the Broadband Investment Fund. However the fund has now been cancelled following central government elections.		
Strategies/plans/decisions			
Digital Content Sector Initiative	\$2 million funding has been sought from the Ministry of Economic Development in August 2008 as part of the Enterprising Auckland Fund. The region is still awaiting a response from central government.	Pending	Under review

Key Steps anticipated before next report

Central government will finalise its programme for investing \$1.5b in broadband infrastructure.

TA funding for this programme will be confirmed as central government policy emerges and LTCCP processes evolve.

Connections across One Plan Programmes of Action

Digital Auckland is linked to:

- Destination Auckland – through improved use of technology to promote the region and assist in hosting.
- Building communities – through the Tamaki innovation precinct which will become a knowledge hub and centre of innovation for the region.
- Growth through skills – through improving the information and communications technology skill base.

Destination Auckland

Programme Summary

Objective

This programme aims to develop the region as a global destination and major events location. It supports work already planned or underway to ensure that in preparing for and hosting the Rugby World Cup 2011 (RWC 2011) the region captures the full potential of the event. The aim is to create an ongoing legacy across economic, social, cultural and environmental components of the event to equip the Auckland region as a global visitor and events destination.

Programme description

- **Significant initiative:**

Auckland will play a key role in hosting the Rugby World Cup 2011. Eden Park has been confirmed as the host for both the semi-finals and finals games and the wider Auckland region is likely to play host to a number of teams and pool matches throughout the tournament. There is a valuable legacy to be leveraged from this hosting role.

- **Connected initiatives:**

Since the government and the New Zealand Rugby Union secured the hosting rights for the RWC 2011, both central and local government have been planning and preparing to host the event. The following initiatives reflect the commitment to align national and regional RWC workstreams.

- Tourism/visitor services - develop an Auckland specific tourism campaign, aligned with other programmes such as Tourism New Zealand's international campaigns and supporting local and regional Maori tourism.
- Economic development - working with Auckland businesses to maximise commercial opportunities.
- Venues and unions - scope potential match and training facilities
- Using the RWC 2011 as an opportunity to promote sport, health and wellbeing throughout the region.
- Transport - include the delivery of traffic management plans and integrated ticketing plans, infrastructure improvements and passenger transport initiatives.
- Regulatory - ensure the delivery of RWC 2011 and its ancillary events comply with regional and national regulatory requirements.

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- Ancillary events and community engagement to engage New Zealanders and visitors in the kiwi experience and culture.²³
- Promoting the region's culture through events that showcase Maori as the indigenous face of New Zealand.

Contribution to Auckland's sustainable development:

Rugby World Cup 2011 contributes to the development of the Auckland region as a global destination and major events location through the creation of an ongoing economic, social, cultural and environmental legacy.

Programme Benefits:

Vision for Auckland and Rugby World Cup 2011:

A landmark global event that showcases Auckland's unique identity and innovative spirit. It delivers enduring benefits for all Aucklanders and confirms the emergence of the region as a desirable international events destination.

Benefits

- Potential to generate \$315 million of direct economic benefits for the Auckland region. In a challenging economic climate this stimulus is of even greater significance.
- Enhanced international profile of New Zealand through estimated global television audience of four billion viewers.
- Potential to attract and generate ongoing business investment and trade opportunities.
- Opportunity for Government and Auckland region to utilise the RWC for transformation – particularly Auckland infrastructure (transport and waterfront).
- Opportunity to leverage this high visibility project to drive important social messages, e.g., health and wellbeing.
- Opportunity to showcase sustainability (and deliver on 100% Pure brand proposition).

Partner agencies:

- Local government: Auckland City Council, Franklin District Council, Manukau City Council, North Shore City Council, Papakura District Council, Rodney District Council, Waitakere City Council
- Regional government: Auckland Regional Council

- Central government: Rugby World Cup 2011 Government Coordination Office (within Ministry of Economic Development) leading coordination across government of the 25 agencies involved in Rugby World Cup planning
- Other partner agencies: Auckland Regional Transport Authority, Eden Park, Mt Smart Stadium, North Harbour Stadium, Rugby New Zealand 2011 Ltd, Provincial Rugby Unions, Eden Park Redevelopment Board, Tourism Auckland, AucklandPlus, Chamber of Commerce

Programme Update

Progress since October 2008 (future reporting will be since last report):

Key achievements since last report:

- Advancement of consent for Eden Park redevelopment and confirmation of associated precinct works
- Lodgement of 'regional bid' for opening match; up to a further 12 pool matches; and up to 12 training venues. Regional bid was supported by RSDF members and sets the region-wide support framework for the tournament
- Appointment of dedicated ARTA Rugby World Cup Director with significant progress on region-wide traffic and transport coordination with support of councils
- Funding requirements for all TLAs and relevant regional agencies scoped and confirmed for inclusion into respective LTCCPs.

Summary of Progress (Milestones)	Current Status	Timeline	Funding Status
			N.B Funding identified by councils and council controlled organisations may still be subject to the LTCCP process
Actions (Auckland region)			
<ul style="list-style-type: none"> ● Successfully redevelop Eden Park (redeveloping Eden Park to a 60,000 capacity stadium for RWC 2011) 	Final resource consent application lodged; submissions close 6 March; hearings scheduled 30 March.	Decision expected by end of April 2009	\$190m Govt, plus other investors
	Auckland City Council confirmed Eden Park precinct upgrade works	Works start late 2009, early 2010.	\$22m Auckland City Council precinct upgrades
	Kingsland station upgrade budgeted by ARTA	Works start late 09	\$4m budgeted by ARTA

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Summary of Progress (Milestones)	Current Status	Timeline	Funding Status
<ul style="list-style-type: none"> Plan for and deliver a successful tournament (Auckland region supporting the delivery of a successful tournament) 	Auckland region submitted comprehensive regional bid for opening match and up to 12 pool matches in Oct 2008	Match venues to be confirmed by RNZ 12 March 09	various support funding from all TLAs and ARTA
	Auckland region signed a 'Host Region Agreement' (HRA) to support tournament	HRA signed 27 Feb 09	
	Comprehensive regional RWC programmes in place for: <ul style="list-style-type: none"> Traffic and Transport Regulatory/security Match and training venues Ancillary events Communications 	various timelines for regional streams	
<ul style="list-style-type: none"> Leverage maximum return from the tournament for Auckland Programme (Auckland region leveraging maximum positive return for development of four pillars – economic, social, environmental and cultural) 	Auckland RWC 'Business Opportunities' Programme developed to be launched	12 March 09 launch	funding for Business Opportunities from TLAs, AucklandPlus and NZTE
	Comprehensive regional programmes in place for: <ul style="list-style-type: none"> Economic Development Tourism and Visitor Services Community engagement Environmental Sustainability 	various timelines for regional streams	various funding from all TLAs and other agencies including Tourism Auckland and AucklandPlus
<ul style="list-style-type: none"> Ensure appropriate resourcing for the programme and event (financial and human) 	Funding requirements for all TLAs and regional agencies have been scoped and now subject to confirmation of councils' LTCCPs	LTCCPs confirmed 30 June 09	significant across region (approx \$46m opex and up to \$200m related capex)
	Placement of dedicated RWC staff in Auckland City and ARTA, with other agencies/TLAs considering staffing	RWC resources within agencies and regionally funded to come online from May 2009	
	Recruitment of regional RWC positions (funded jointly by region) to commence in May 2009		

Summary of Progress (Milestones)	Current Status	Timeline	Funding Status
Strategies/plans/decisions			
<ul style="list-style-type: none"> Draft sustainability strategy for the RWC involving government 	Awaiting advice from Central Government	TBA	TBA
<ul style="list-style-type: none"> Legacy Plan to capture a range of wider benefits for New Zealand from hosting the Rugby World Cup 	Awaiting advice from Central Government	TBA	TBA

Key steps anticipated before next report

- Confirmation of matches allocated to the Auckland region on 12 March 2009
- Launch of Auckland RWC Business Opportunities Programme
- Advice from central government on 'Legacy Plan'

Connections across One Plan Programmes of Action

The Destination Auckland programme is linked to:

- Transport, Network and Digital programmes - through the key role transport and utilities will play in the successful delivery of the tournament
- CBD and waterfront – through the key role these areas will play as a visitor destination and for visitor servicing, and live site and ancillary events destination for residents and visitors alike
- Growth Through skills - through the expected increased demand in the service, hospitality, entertainment and transport sectors.

CBD and Waterfront

Programme Summary

Objective

This programme is about creating a world-class CBD and Waterfront worthy of the Auckland region. This programme will celebrate the special relationship that the people of the region enjoy with its harbours and coastal environments. In this case the programme focuses on the urban areas of the CBD and Waterfront within the context of the wider shorelines and the Hauraki Gulf itself.

Programme description

- **Significant initiative:**

The format of this programme differs from the other One Plan programmes of action in that the significant initiative is a package of connected initiatives currently planned or underway for the CBD and Waterfront areas. Together these initiatives facilitate delivery of a world-class business centre and celebrated waterfront.

- **Connected initiatives:**

- CBD – Complete the upgrade of Queen Street, establish the learning quarter, and strengthen the arts and cultural aspects.
- Waterfront – Support the revitalisation of the Wynyard Quarter through the Te Wero Bridge project, Jellicoe Street and Marine events precinct. Investigate the potential upgrade of cruise ship and visitor facilities, develop and implement a planned approach for the location of a bulk liquid terminal within the Auckland region.
- Transport integration – improve accessibility in and around the CBD and Waterfront including pedestrian overbridges to link Wynyard Quarter and Victoria Park, Develop Fanshawe Street as the key access point for the Wynyard Quarter for buses, trucks and cars, Develop Quay Street as a pedestrian, cyclist and passenger transport focused boulevard and improve access to Britomart through the Central Connector and other dedicated busways.

Contribution to Auckland's sustainable development:

Contribution to the goals of the Auckland Sustainability Framework:

- **Goal 2 – Pride in who we are**
The projects within this programme will create a CBD and Waterfront to be enjoyed by all Aucklanders and will showcase the region to the world.

- **Goal 4 – Prosperity through innovation**
The projects within this programme will support the industries, businesses and services that are, or will be, located within the CBD and waterfront vicinity.
- **Goal 6 – A quality, compact urban form**
This programme will create a vibrant CBD and Waterfront area, contributing to the creation of a quality, compact urban form where people wish to live, work and relax.
- **Goal 8 – Effective, collaborative leadership**
The incorporation of this programme within One Plan has recognised the importance of the CBD and Waterfront area to the whole of the Auckland region and has created a new collaborative approach to place-based projects.

Programme Benefits:

Integrating the development of the CBD, waterfront and connected transport initiatives within this programme provides an opportunity to support, at a regional level, the economic, cultural, environmental and social outcomes being sought across the individual projects. While the CBD and waterfront projects are focused on a place-based development, this approach is an opportunity for each project to leverage benefits off the others, and thereby to create an opportunity for regionally significant benefits.

Partner agencies:

- Local government: Auckland City Council
- Regional government: Auckland Regional Council
- Central government: New Zealand Transport Agency, Ministry for Culture and Heritage.
- Other partner Agencies: Auckland Regional Council/Auckland Regional Holdings, Auckland Regional Council/Auckland Regional Transport Authority, Sea + City Projects Limited.

Programme Update

Progress since October 2008 (future reporting will be since last report):

- **CBD:** Work on the Queen Street upgrade is completed, work is also well advanced in the Aotea Quarter for both the Auckland Art Gallery and Aotea Square. An initiative to review the Aotea Quarter Action Plan has started. Wider CBD street upgrade work is also well advanced including improvements in St Patrick's Square and upper Swanson Street. Planning for three other projects has commenced: Fort Street Area, Elliot and Darby Streets, and Lorne Street- Stage 2.

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- **Waterfront:** Planning decisions were released in November 2008 for the Wynyard Quarter Coastal and District Plan Changes (Plan Change 3 to the Coastal Plan and Plan Change 4 to the Central Area District Plan). The statutory period for lodging appeals on these decisions with the Environment Court closed on 20 February 2009. Appeals have been lodged.

A design has been selected for Te Wero Bridge and the proposal is currently undergoing a peer review focusing on the form and function for the bridge in the proposed location.

Concept design for the Marine Events Centre has been completed and a resource consent application will be lodged with the ARC.

Work is progressing on the precinct planning for the Jellicoe Street area and will be further advanced following decisions on Plan Change 4 to the District Plan. One of the priorities is to develop the Wynyard Quarter over the next 2 years to provide for increased focus on marine industry.

A sector group has been established for the bulk liquid and chemical manufacturing industry to consider issues affecting the long-term relocation of the industry.

The ARC is also currently investigating cruise ship and ancillary facility requirements, including exploring a range of options along the Auckland waterfront.

- **Transport integration:** Work on the Central Connector is well advanced while transport development around Wynyard Quarter will take greater shape as the development progresses.

Summary of Progress (Milestones)	Current Status	Timeline	Funding Status
			N.B Funding identified by councils and council controlled organisations may still be subject to the LTCCP process
CBD			
<ul style="list-style-type: none"> • Auckland Art Gallery upgrade 	Auckland Art Gallery upgrade is in project execution phase	Auckland Art Gallery completion Q1 2011	Funding has been approved
<ul style="list-style-type: none"> • Q Theatre – flexiform theatre behind Auckland Town Hall 	Q Theatre – project planning phase; programme plan is finalised subject to concluding negotiations with stakeholders and affected parties.	Q Theatre detailed design commences April 2009	Q Theatre funding is approved

Summary of Progress (Milestones)	Current Status	Timeline	Funding Status
Waterfront			
<ul style="list-style-type: none"> Establishment of Waterfront development company (Sea+City Projects Ltd) 	Company established		
<ul style="list-style-type: none"> Waterfront development 	Waterfront development in the planning phase		
Wynyard Quarter development	<p>Wynyard Quarter is in the planning phase.</p> <p>Some preparatory infrastructure works are underway at North Wharf. Precinct planning and urban design work commenced.</p>		Auckland City Council, Auckland Regional Council and Auckland Regional Holdings have jointly committed to \$212m for Wynyard Quarter over the next 12 years.
<ul style="list-style-type: none"> Wynyard Quarter District planning changes notified 29 November 2009 	Appeals have been lodged on the plan change.	Case management process will now begin within the Environment Court	
<ul style="list-style-type: none"> Wynyard Quarter regional coastal planning changes notified 29 November 2009. 	Appeals have been lodged on the plan change.	Case management process will now begin within the Environment Court	
<ul style="list-style-type: none"> Establishment of bulk liquid industry sector group to consider issues affecting the long-term relocation of the industry 	In progress		
<ul style="list-style-type: none"> Development of overarching remediation strategy for Wynyard Precinct 	In progress		
<ul style="list-style-type: none"> Te Wero bridge 	Te Wero Bridge awaiting outcome of Auckland City Council's peer review.	<p>Peer review completed</p> <p>Auckland City has resolved to defer completion to 2016</p>	
Marine Events Centre	Concept design completed. Resource consent application to be lodged.	Auckland City has resolved to complete this project for 2011 Rugby World Cup (subject to consenting processes)	Funding approved in Auckland City's LTCCP

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Summary of Progress (Milestones)	Current Status	Timeline	Funding Status
<p>Transport integration</p> <ul style="list-style-type: none"> Central Connector (CBD to Newmarket link) 	<p>On going consultation with all stakeholders.</p> <p>Works practically completed on Anzac Ave and Beach Rd.</p> <p>Working on Park Rd, from Grafton Rd to Carlton Gore Rd. Works on this sector are due for completion September 2009.</p> <p>Works on Symonds St sector, between Waterloo and Wellesley, progressing for footpath completion by commencement of University year end Feb 2009.</p> <p>Also working on Symonds St above Wellesley 'outbound'.</p> <p>Grafton Bridge was closed to cars on 25 October 2008 and the contractor is making good progress with the strengthening and restoration works. The bridge is closed to all traffic, except pedestrians and bicycles, to enable the construction.</p> <p>Working with Ontrack and ARTA to integrate bus and train interchange on Park Rd.</p> <p>Overall the project is tracking to programme and budget.</p>	<p>Target completion 2010</p>	<p>Funding approved</p>
<ul style="list-style-type: none"> Vision for the waterfront 	<p>Developed</p>		
<ul style="list-style-type: none"> CBD Into the Future strategy and action plan 	<p>CBD into the Future action plan 2009 – 2011, in year 1</p>	<p>Review 2010 – 2011</p>	<p>2009 – 2011 funding approved</p>
<ul style="list-style-type: none"> CBD streetscape upgrade programme 	<p>CBD streetscape upgrade programme – year 4 in progress</p>	<p>Target 2014 completion</p>	<p>Streetscape programme funding approved</p>

Summary of Progress (Milestones)	Current Status	Timeline	Funding Status
<ul style="list-style-type: none"> Quarter planning (Aotea, Learning, Victoria) 	Quarter planning– Aotea Quarter action plan review planning commenced, draft Learning Quarter plan developed.	Aotea Quarter action plan review 2009 – 2010	
		Learning Quarter Plan to committee March 2009	
<ul style="list-style-type: none"> Central Area Access Strategy 	Under review	Review to be completed June 2009	
<ul style="list-style-type: none"> CBD urban design framework 	Published	Published February 2009	Funding approved
<ul style="list-style-type: none"> CBD retail action strategy and action plan 	Planning phase		Funding approved
<ul style="list-style-type: none"> CBD destination marketing plan 	Planning phase		
<ul style="list-style-type: none"> Rugby World Cup 2011 events planning 	Rugby World Cup events planning continuing – see Destination Auckland programme update.		

Key Steps anticipated before next report

Decision on Te Wero Bridge following peer review.

Lodging of resource consent for Marine Events Centre.

Connections across One Plan Programmes of Action

- The CBD and Waterfront programme is linked to the following One Plan programmes of action:
- Improving Public Transport- through connections to the Central Connector and other passenger, cycling and pedestrian focussed developments.
- Destination Auckland – through the key role that the CBD and Waterfront will play as a visitor destination and for visitor servicing, and also for the provision of live site and ancillary events included in the Rugby World Cup 2011 programme.
- Growth Through skills – Through the change in priorities for developing the Wynyard Quarter over the next 2 years to provide increased focus on the marine industry.

Growth through Skills

Programme Summary

Objective

This programme of action supports the National Skills Strategy and the evolving Auckland Skills Action Plan. It focuses on expanding our regional skill base to drive productivity growth, increase wealth, enhance social equity and provide meaningful employment across the region that contributes to the sustainable development of the region.

Programme description

- **Significant initiative:**
An upskilling programme to support workers to develop the language, literacy, numeracy and communications skills needed in the modern workplace.
- **Connected initiatives:**
 - Improving management and leadership capability in organisations to develop and use skills as a priority within the region
 - Creating a better match between workers' skills and industry to address regional needs.

Contribution to Auckland's sustainable development:

This programme aims to increase the skills of the workforce which will help in retaining jobs, reducing skill shortages, improving both productivity and the quality of working lives.

Programme Benefits:

This programme will expand the number of firms and sectors championing and participating in upskilling their workforce.

Partner agencies:

- Regional government: Auckland Regional Council
- Central government: Department of Labour, Te Puni Kiri, Tertiary Education Commission, Ministry of Economic Development, Ministry of Education, Ministry of Pacific Island Affairs, Ministry of Social Development

- Other partner agencies: Business New Zealand, Chamber of Commerce, Committee for Auckland, Employers and Manufacturers Association, Industry Training Federation, local economic development agencies, New Zealand Council of Trade Unions, training bodies and unions

Programme Update

Progress since October 2008 (future reporting will be since last report):

Two presentations on the workforce upskilling programme have been made to regional stakeholders at the Skills Leadership Group and the Manukau Future Skills Council.

The Skills and Local Economic Development Report on Tamaki has been completed and released with recommendations for a local economic development function to be part of the Tamaki Transformation Programme.

Consultation has occurred with key agencies on related projects in the draft Auckland Skills Action Plan. The development of the Skills Action Plan is being reassessed following the government's Job Summit, held by the Prime Minister in Manukau City on 27 February 2009.

Summary of Progress (Milestones)	Current Status	Timeline	Funding Status
Actions			
<ul style="list-style-type: none"> • Upskilling programme promoted in region to networks 	Implementation underway	Rollout and evaluation 2008–2010	Under review by TEC
Strategies/plans/decisions			
<ul style="list-style-type: none"> • Auckland Regional Knowledge Platform 	Scope and design completed, and development of the website is well underway.	Website to be launched May 2009	Department of Labour funding Confirmed NZTE funding confirmed
	An advisory group of key regional knowledge stakeholders formed to support the success and long-term sustainability of the project.		
	A Project Manager/ Researcher has been appointed and is currently working with key regional knowledge partners to catalogue and obtain relevant research publications for the site.		

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Summary of Progress (Milestones)	Current Status	Timeline	Funding Status
<ul style="list-style-type: none">Auckland Skills Action Plan 2008-2009	Consultations underway	Under review	Under review
<ul style="list-style-type: none">Regional productivity mechanism for SMEs	Reference Group established and specialist appointed	Pilot to start May 2009	NZTE funding confirmed

Key Steps anticipated before next report

The Auckland Skills Action Plan is being reassessed in light of the outcomes of the Job Summit. A decision on the components of the Plan will be made before the next report.

Connections across One Plan Programmes of Action

- A focus on skills and workforce issues will be relevant for other programmes in One Plan.
- The Skills and Local Economic Development report on Tamaki will contribute to the Building Communities programme in One Plan.
- Growth through connects with Destination Auckland through the expected increased demand in the service, hospitality, entertainment and transport sectors.
- Growth through skills is also connected to the Digital Auckland, Completing the network, and Improving public transport programmes by growing and increasing skills capacity for infrastructure development and implementation.

Building Communities

Programme Summary

Objective

The Building Communities programme focuses on improving wellbeing for people living in communities of need where people are supported to realise their full potential. It aims to transform these communities into strong, fair and sustainable neighbourhoods with good access to education, employment, affordable healthy housing, and public transport.

Programme description

Significant initiative: Tamaki Transformation Programme brings together a range of social and economic development initiatives within the Tamaki growth node (Glen Innes, Point England and Panmure). The aim of the programme is to improve the wellbeing of current and future residents and revitalise the community. Initiatives to support this include developing a thriving local economy, improvements to the urban environment, and redevelopment of state housing.

Connected initiatives:

- The Tamaki Innovation Precinct aims to be internationally recognised as New Zealand's sustainable centre of technological innovation and the hub of its knowledge economy. This involves upgrading the area in conjunction with the proposed New Zealand Innovation Centre technology park, centred on the University of Auckland's Tamaki campus.
- The Auckland-Manukau Eastern Transport Initiative (AMETI) is an integrated transport project, including passenger transport and roading components designed to fundamentally change transport use in the Tamaki area.

Contribution to Auckland's sustainable development:

This programme supports the region's objectives for managing sustainable growth and building fair and connected communities through long-term sustainable change.

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Programme Benefits:

This programme will improve social and economic outcomes for the current and future residents of Tamaki, and position the area for growth and renewal over the coming decades.

Partner agencies:

- Local government: Auckland City Council, Manukau City Council
- Regional government: Auckland Regional Council
- Central government: Department of Labour, Housing New Zealand Corporation, Ministry of Economic Development, Ministry of Education, Ministry of Pacific island Affairs, Ministry of Social Development, New Zealand Transport Agency, Te Puni Kiri
- Other partner agencies: Auckland District Health Board, Auckland Regional Council/ Auckland Regional Transport Authority, community organisations, private sector entities, University of Auckland

Programme Update

Progress since October 2008 (future reporting will be since last report):

The Tamaki Transformation Programme was in the process of developing a business case for the 20 year programme with an emphasis on the first five years. The change in the economic environment has tempered expectations about what might be achieved in the initial phases of the programme. The Tamaki Transformation Board is in the process of finalising a proposal for Cabinet to consider shortly.

The Business Case and Establishment Plan for the New Zealand Innovation Centre were completed at the end of August 2008, with officials reporting to Cabinet in September 2008. However, the change in the economic environment has meant that this project has remained under active consideration and a decision whether to proceed with the establishment phase is likely to be made shortly.

The peer review process for AMETI required by the New Zealand Transport Agency (NZTA) Board as a condition of design and development funding is now complete. The AMETI project team is working with the NZTA to assess the findings of the peer review and gain approval for continued design and planning work.

Summary of Progress (Milestones)	Current Status	Timeline	Funding Status
<p>N.B. Funding identified by councils and council controlled organisations may still be subject to the LTCCP process</p>			
Strategies/plans/decisions			
<ul style="list-style-type: none"> New Zealand Innovation Centre Business Case (NZIC) 	A decision whether to proceed with the establishment phase is likely to be made shortly		
<ul style="list-style-type: none"> Tamaki Transformation proposal 	Finalisation of the Tamaki proposal by the Tamaki Transformation Board.	March 2009	
	Report to Cabinet.	April 2009	
<ul style="list-style-type: none"> AMETI transport proposal 	To meet New Zealand Transport Agency (NZTA) funding requirements, a peer review was undertaken to assess the optimisation and phasing of the AMETI project components. The peer review was completed by January 2009.	The project partners are currently working with NZTA to confirm the findings of the peer review and seek approval for continuation of the design and planning process.	<p>A request will be put to the NZTA Board in June 2009 for continued funding for design and planning.</p> <p>Funding for Manukau City Council's share of ongoing work on AMETI will be identified in their 2009-19 LTCCP</p>

Key Steps anticipated before next report

Agencies involved in the Tamaki Transformation Programme are reporting to Cabinet in April 2009 with a proposed way forward, including the potential for early implementation activity. If approved, reports to relevant councils will follow.

The New Zealand Innovation Centre project remains under active consideration and a decision whether to proceed with the establishment phase is likely to be made shortly.

The AMETI project parties will apply to the NZTA Board in June 2009 for additional funding to continue design and planning work on the project.

Connections across One Plan Programmes of Action

- The Building Communities programme is linked to Growth through Skills – through the Skills and Local Economic Development report and associated work on local economic development.
- The programme is also connected to the Improving public transport programme through AMETI, and Digital Auckland through the New Zealand Innovation Centre.