East West Link
The East-West Link is a proposed strategic transport corridor that will connect the Western Ring Route (SH20) at Onehunga and the Southern Motorway (SH1), providing improved access to the rail freight hub at Metroport and major employment areas, such as East Tāmaki. This link will address the high traffic and freight movements on congested local roads, provide efficient freight movements between SH20 and SH1, and between industrial areas and the port and airport. This link will also enable east-west improvements for public transport, walking and cycling.
56% of NZ's total freight movements are in Northland, Auckland, Waikato and Bay of Plenty.

Freight moved in this area will double during the next two decades.

This will be dealt with by increasing volumes on both rail and road.
ECONOMIC IMPORTANCE

$10Billion per year GDP

Contributes 16% of Auckland’s GDP

130,000 employees (2nd largest area in Auckland behind the CBD)

6,000+ heavy vehicle movements per day along Church Street
**PROBLEM 1**
Inefficient transport connections increase travel times and constrain the productive potential of Auckland and the upper north island

- Greater business connectivity
  - 25%
- Greater economic throughput in and out of the area
  - 20%

**PROBLEM 2**
A lack of response to changes in industry’s supply chain strategies contributes to greater network congestion, unpredictable travel times and increased costs

- More efficient asset use
  - 20%
- More predictable travel times and lower average travel times
  - 15%

**PROBLEM 3**
The quality of transport choices is inadequate and hinders the development of liveable communities

- Improved safety
  - 10%
- Improved accessibility
  - 10%
HIGHLY MODIFIED AREA

HISTORICAL RECLAMATION & LANDFILLS

1. Mt Smart landfill
2. Church St landfill
3. NZR landfill
4. One Tree Hill Borough landfill
5. Pikes Point East landfill
6. Pikes Point West landfill
7. Onehunga Borough Council landfill

1940s Shoreline (indicative only)

State Highway
Main arterial route
Rail line

Waiukuaroa Pool

CITY CENTRE & WHANGAREI

MANUKAU & HAMILTON

WESTGATE
AUCKLAND HEAVY INDUSTRY AREAS

1465.5 ha
Heavy Industry Zone
land under the proposed Auckland Unitary Plan
KEY ISSUES

Onehunga-Penrose Connections

- 20-30% is through traffic
- 2013:
  - All vehicles: 26,700
  - Trucks: 3,500
  - 13%
- 2026:
  - All vehicles: 43,500
  - Trucks: 7,600
  - 20%

* Figures have been drawn from traffic modelling data and are rounded

* State Highway
* Main arterial route
* Signalled intersections
* Rail line
* Traffic bottleneck
DAILY TRAFFIC FLOWS
2013/2026
DO MINIMUM COMPARISON

NEILSON/ONEHUNGA MALL INTERSECTION
2013/38,200 VEHICLES  2026/36,200 VEHICLES
38,200 DESIRED MAXIMUM

NEILSON (4 LANES)
2013/28,700 VEHICLES  2026/27,400 VEHICLES
35,000 DESIRED MAXIMUM

CHURCH ST (4 LANES)
2013/40,700 VEHICLES  2026/43,500 VEHICLES
45,000 DESIRED MAXIMUM

86,000 DESIRED MAXIMUM

SH20 ONEHUNGA BAY
2013/95,800 VEHICLES  2026/151,500 VEHICLES
130,000 DESIRED MAXIMUM

NEILSON (2 LANES)
2013/27,000 VEHICLES  2026/27,100 VEHICLES
28,000 DESIRED MAXIMUM

MT WELLINGTON INTERCHANGE
2013/82,000 VEHICLES  2026/98,800 VEHICLES
82,000 DESIRED MAXIMUM

Desirable maximum is the traffic volume where similar roads typically exhibit significant congestion and poor outcomes over large parts of the day.
• Improve travel times and travel time reliability between businesses in the Onehunga–Penrose industrial area and SH1 and SH20.
• Improve safety and accessibility for cycling and walking between Māngere Bridge, Onehunga and Sylvia Park.
• Improve journey time reliability for buses between SH20 and Onehunga town centre.

The works, as part of the project, will contribute to those objectives by:
• Limiting land take from industrial activities where such take would adversely impact on the viability of such areas
• Limiting effects on the safe and efficient access to businesses along the Church–Nielson Street corridor.
• Providing Transport outcomes that will not compromise the land use plans of Auckland Council
• Limiting conflicts between freight vehicles and buses
• Limiting impact on travel times for through traffic on SH1 and SH20
• Providing appropriate social, cultural and environmental outcomes.
THE LONG-LIST
Suggest you get the full plot to put in here
East West Link

Daily number of all vehicles by 2026 relative to 2026 do minimum
- Decrease
- Increase

Daily number of heavy vehicles by 2026 relative to 2026 do minimum
- Decrease
- Increase

New Connection
Upgrade of Existing Route

$1,240 million transport benefits

WALKING/CYCLING
Upgrade and extension of Waitakaruru Cyclway. Traffic reduction at Onehunga Mall improves safety and amenity

SOCIAL
Reduction in general traffic in residential areas

CULTURAL
Impacts on Arns Creek and Gloucester Park. Opportunity for improvements through reclamation

ENVIRONMENTAL
Impacts on Arns Creek and Gloucester Park. Construction challenges (ground conditions, contaminated land, utilities relocation)

IMPLEMENTATION
Consulting risks due to reclamation and impact on Gloucester Park. Construction challenges (ground conditions, contaminated land, utilities relocation)

TRAVEL TIME SAVING 2026

Times noted are to/from Captain Springs Road to/from State Highway exits noted
Programme (2016)

- Alliance commences (March)
- Further Design work
- Design freeze (June)
- Public consultation (June-July)
- Technical assessments (June-Aug)
- Draft AEE (August)
- Public Consultation (October)
- AEE Lodged with EPA (December)
Programme (2017 and beyond)

2017

- EPA Notification of Application (January)
- BOI Hearings (June-July)
- Draft Decision (August)
- Final Decision (October)

Beyond

- Specimen Design (6-10 mos)
- PW Procurement (12 mos)
- Property Acquisition (3-5 years)
- Construction (5+ years)