

East West Link

Project Overview



East West Link

Roads of
National
Significance



Te Kawanatanga o Aotearoa
New Zealand Government

Introduction

- Government identified 17 Roads of National Significance (RoNS) in the Government Policy Statement on land transport (GPS) 2024
- The RoNS are strategic corridors that will not only support economic growth, by enabling new housing areas for population growth and key links to export markets, but also improve safety and build greater resilience into the roading network
- East West Link is identified as one of these RoNS

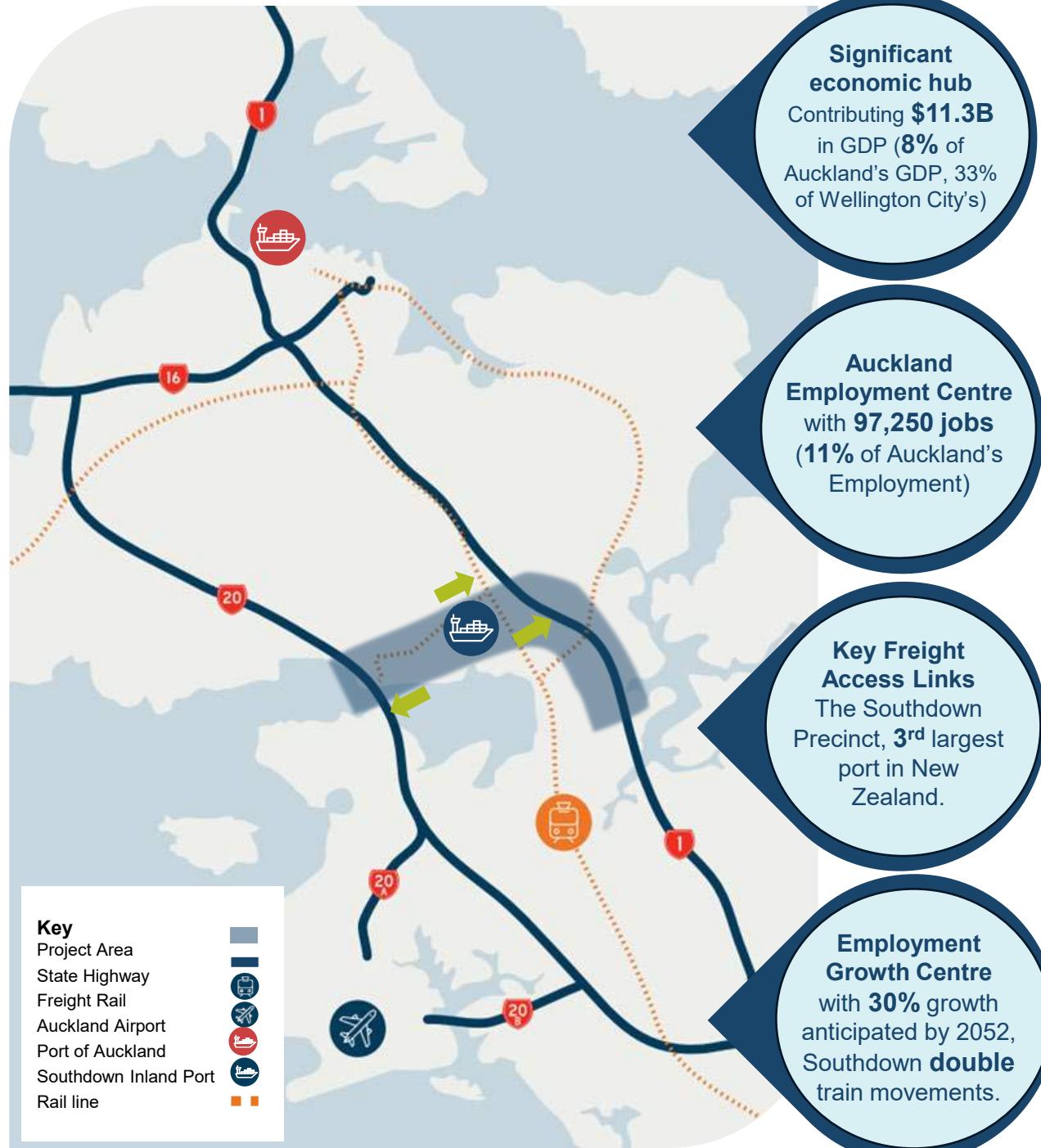
Roads of National Significance



The East West Link will enhance connections into and out of Onehunga and Penrose area, particularly to and from State Highway 1 (SH1) and State Highway 20 (SH20).

- Historic project
- Key freight and transport routes
- Growing industrial hub with significant economic value
- Growing congestion as a key issue leading to:
 - Limited freight access to Onehunga/Penrose from SH20 and SH1
 - Reduction travel reliability and freight efficiency,
 - Reducing economic productivity for the economic hub (transport costs about \$800m of yearly spend)

An improvement in travel times and travel time reliability between businesses in the Onehunga-Penrose industrial area and State Highways 1 and 20.



Based on preferred revised corridor

Up to 11.6mins saved for 30,000 vpd

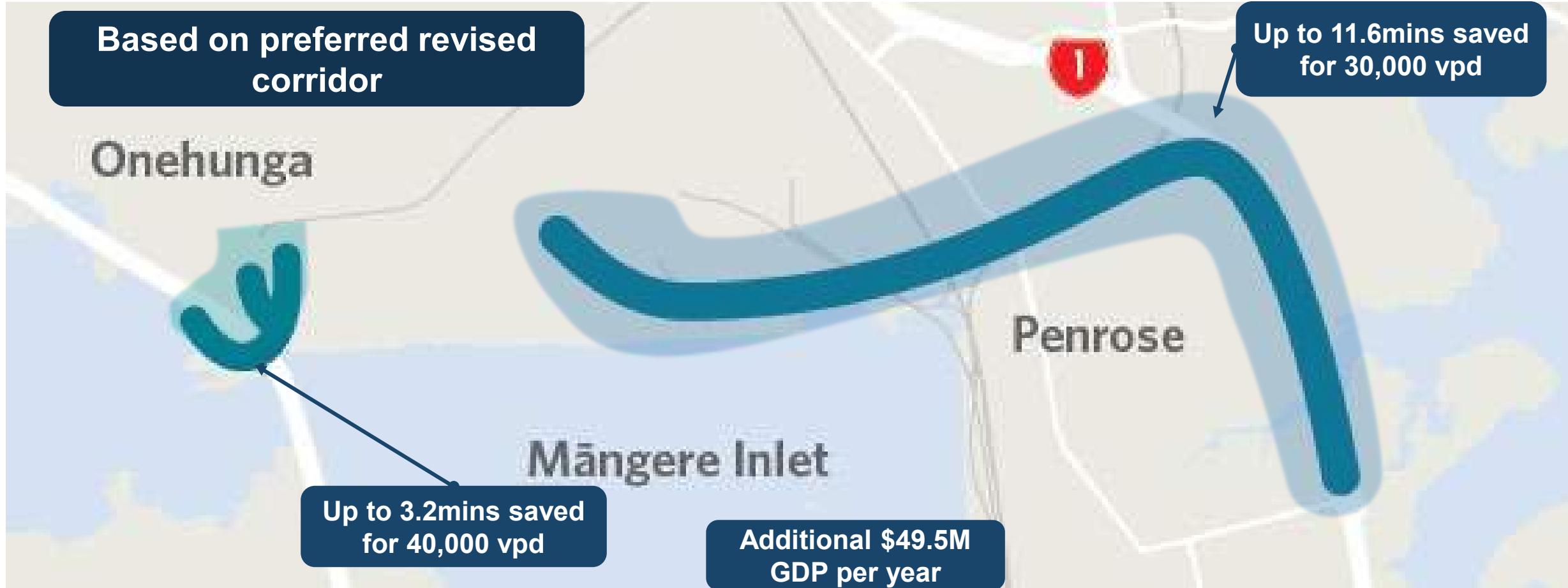
Onehunga

Penrose

Māngere Inlet

Up to 3.2mins saved for 40,000 vpd

Additional \$49.5M GDP per year



Reduced time spent in congestion by almost 30%



Travel time savings of up to 11.6mins for 30,000 vehicles per day to SH1 and up to 3.2mins for 40,000 vehicles per day to SH20.



Accommodating an extra 1,200 trucks on Neilson Street west increasing freight to 7,300 trucks for the industrial area by 2051.



98,200 additional people have access to Onehunga-Penrose Industrial Area within a 30 minute passenger vehicle trip by 2051.

Why do we need it



What are the outcomes of EWL?

Travel time savings substantially improves by 2051:

AM: up to 11.6 mins savings
IP: up to 6.5 mins savings
PM: up to 9.6 mins savings



Travel time reliability significantly improved by 2051:

AM: 11.5 min from 28 min to 16.5 mins
IP: 6 mins from 15 mins to 9.2 mins
PM: 9.5 mins from 36 mins to 26.5 mins



Additional 1,200 HCV (20%) on Neilson Street west up to 7,300 HCV by 2051, supporting industrial area and Southdown growth.



\$49.5 million more in GDP per year and 860 additional jobs to Onehunga - Penrose economy



Reduce time spend in congestion by up to 3.0 mins improvement in the AM peak and 3.6 mins PM peak by 2051.



98,200 additional people have access to Onehunga-Penrose Industrial Area within a 30 mins passenger vehicle trip in 2051.



Onehunga Mall / Neilson Street Intersection Improve to Level Of Service D and Galway Street / Neilson Street Intersection operation at Level Of Service B/C (AM/PM peaks)

Without EWL?

Travel time increasing by 35% from 13.5 mins to 18 mins in 2051



Travel time reliability increasing up to 36 mins in 2051 from 6 to 20 mins in 2024.



National HCV growth of up to 6100 HVC on Neilson Street west by 2051 which are constrained by increased congestion.



Increase delay of up to 11 mins by 2051 in the PM. Significant affecting freight movements in the area



GDP and employment growth for the Onehunga – Penrose industrial area at risk due to increase in congestion.



21,100 Less people have access to Onehunga-Penrose Industrial Area within a 30 mins passenger vehicle trip in 2051 during the AM Peak..



Onehunga Mall / Neilson Street Intersection currently performs at a LOS F in the AM and PM Peaks

A staged approach over time

Staging

Underpinning principles

Affordability

Delivering the project across multiple NLTP cycles

Deliverability

Target section with lowest consenting \ risk first

Constructability

Minimise network and business disruption

Survivability

Ensure sections have standalone benefits for a given amount of time

Stage 1

WHAT: New Galway Link to Neilson Street from Onehunga Harbour Road and widening along Onehunga Harbour Road.

WHY: Delivers significant early benefits while developing the wider project.

Stage 2

WHAT: New SH1 south facing On/Off ramps, Sylvia Park Road widening to Great South Road and merge lanes along SH1.

WHY: Significant benefits to the congested Mt Wellington Highway interchange, Sylvia Park Road and Gt South Road.

Stage 3

WHAT: New 4-lane median separated link from Neilson Street to Great South Road.

WHY: Linking Neilson Street and Gt South Road will unlock wider project benefits and SH1 access challenges. Staging later enables time to resolve complex interface challenges.

Stage 4

WHAT: SH1 widening along the remaining project extent. Comprising of widening from Kotahi Road to Princes Street.

WHY: The remaining portion of SH1 to fully realise the project benefits as well as wider system benefit.



- East West Link - Stage 1
- East West Link - Stage 2
- East West Link - Stage 3 Subject to further investigation
- East West Link - Stage 4

This map is for illustrative purposes only.

Next steps

The East West Link project will be staged and delivered over time. The focus over this NLTP period is about progressing pre-implementation, which includes planning, design and consenting/route protection. Completing pre-implementation will ensure the East West Link contributes to a strong pipeline of major projects for future construction.

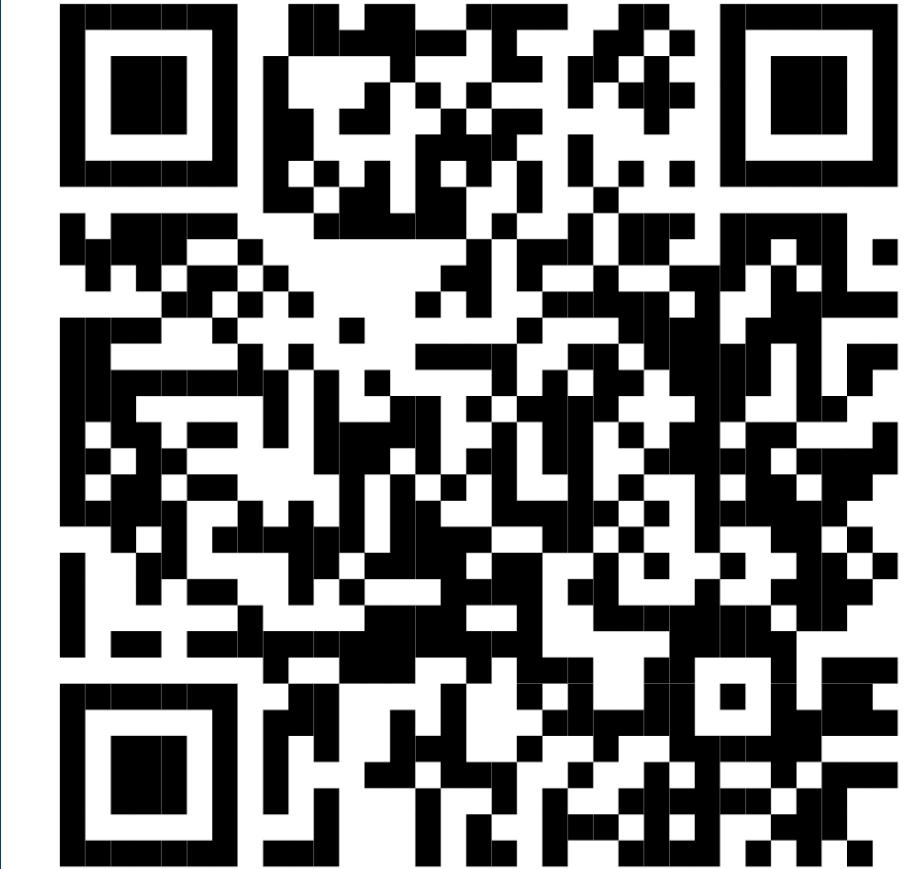
Now – end 2026:

- Route refinement
- Geotechnical investigations
- Consenting pathways to route protect all stages
- Detailed design for stage 1 Galway Link
- Ongoing engagement with stakeholders and property/business owners

Thank you

Questions / Patāi

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