

BOARD PAPER

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Meeting date:	1 March 2018
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Recommended by:	Tommy Parker, General Manager System Design and Delivery
Board function:	Significant planning, investment and operational matters
Subject:	East West Link – Options Review

It is recommended that the NZ Transport Agency Board resolves to ...

- **Support** further development of the emerging approach for progressing the East West Link.

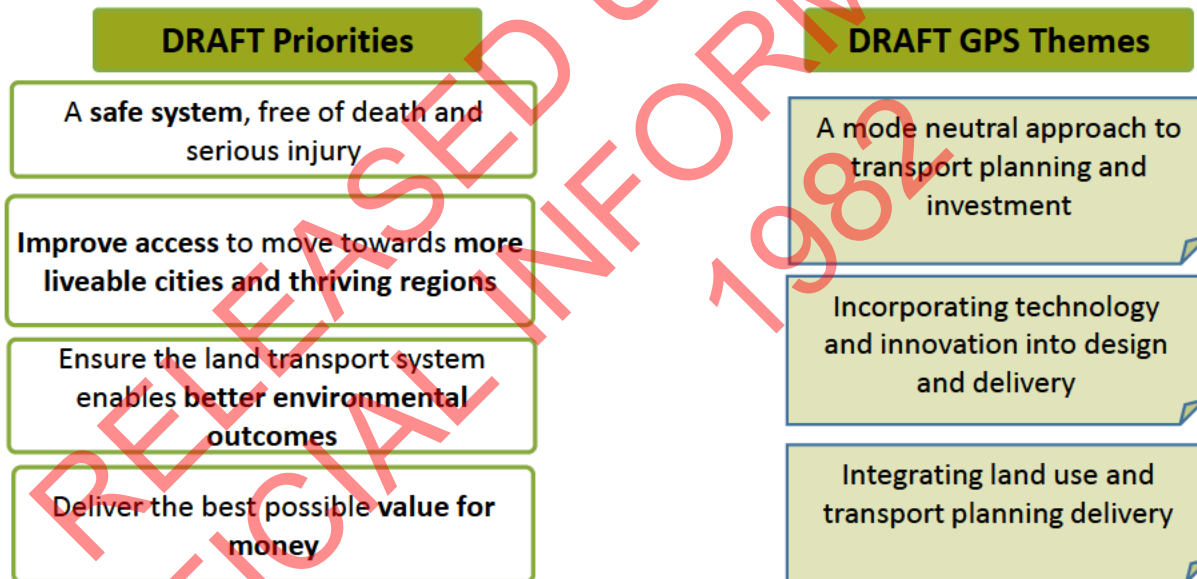
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East West Link – Status

- In July 2014, the NZ Transport Agency Board supported the East West Connections Programme Business Case and approved funding to progress investigations
- The Board approved the Detailed Business Case in December 2015
- In July 2017, the NZ Transport Agency Board approved both property acquisition funding and implementation funding (the latter approval subject to approval of the relevant resource consent applications and Notices of Requirement by the Board of Inquiry, plus confirmation of the Benefit Cost Ratio prior to awarding a construction contract)
- The Board of Inquiry released its final decision on the East West Link on 23 January 2018; which confirmed the designation and resource consents required to construct, operate, and maintain a new road linking State Highway (SH) 20 at Onehunga to SH1 at Mt Wellington, including widening of SH1 between Mt Wellington and Otahuhu
- Five appeals have been lodged with the High Court on the Board of Inquiry decision on the East West Link
- The Transport Agency is currently in the process of reviewing the appeals to understand the nature and extent of the legal arguments

The Transport Agency has been asked to identify a higher value, lower cost solution for East West Link

- In December 2017, the Minister of Transport asked the Transport Agency to review the East West Link to identify lower cost, higher value alternatives for responding to the transport problems in the area
- The Minister of Transport also indicated new strategic priorities for the transport system and three new Government Policy Statement on Land Transport (GPS) themes - that have been used to guide the Transport Agency review



The Transport Agency has completed an options review for the East West Link

- The review has confirmed that while the transport problems remain, there are opportunities to coordinate a whole of system approach
- This approach will better deliver on the Government's priorities by:
 - resolving rail capacity constraints to deliver improved passenger service frequencies and freight reliability
 - improving integration and reliability of access to road-rail freight interchanges
 - providing additional connections between Waikaraka cycleway and the north
 - co-ordinating infrastructure planning within an environmentally significant area

Further refinement is required, but an approach is emerging that is more aligned with the Government's request and priorities

- A total transport system approach can be developed by co-ordinating and integrating rail freight investment with road freight accessibility improvements, allowing the wider corridor investment to be reduced and instead be focused on smaller scale improvements at SH1, Southdown, and SH20
- This approach would focus in on the following key investments that are recommended for further investigation:
 - Take a mode neutral approach to developing more reliable access to and from the road/rail interchange at Southdown, by providing rail capacity improvements and a more direct road connection
 - Complete currently disconnected sections of Auckland's Cycle Network between Onehunga, Penrose, and Otahuhu
 - Provide transport choices to workers not well served by passenger transport
 - Address liveability constraints in Onehunga, by developing the Galway Link as an alternative to the constrained Neilson Street/Onehunga Mall intersection and removing freight from a growing town centre
- Details pertaining to this emerging approach is outlined further on the following slides

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