

From: Raewyn Bleakley [REDACTED]
Sent: Tuesday, 31 October 2017 1:12 PM
To: [REDACTED]; Helen White
Cc: Bryn Gandy; Robyn Fisher; Fergus Gammie
Subject: Re: Auckland East-West Link
Attachments: poster-overall-alignment.pdf; poster-onehunga-penrose-importance-of-the-area.pdf; EWL-Objectives-and-Outcomes.pdf; NZTA EW Info Sheet 31.10.17.docx

Importance: High

Hi all

As discussed with Bryn by phone earlier we suggest removal of the reference to \$1.2b in section 16 and a change to reflect similar wording to the draft letter provided which refers to a lower cost option rather than a specific level of savings.

Attached is the information sheet and other general information about the project for inclusion or attachment to the Briefing.

Please contact me to discuss any aspect of this.

Many thanks.

Raewyn Bleakley / General Manager
Governance, Stakeholders and Communications

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Private Bag 6995, Wellington 6141, New Zealand

SEEMAIL

Hello Raewyn

Following discussion with the Minister on Friday, we have been asked to prepare a briefing on the above. A draft is attached.

I understand that you are the person in NZTA to liaise with over the briefing and the attached letter.

Can you please let me know if you have any comments by 11 am tomorrow (Tuesday). As a small aside, it would be very helpful if NZTA have a short information sheet on the Auckland East-West Link that I can append to the briefing (and would reference in para 3).

Many thanks and kind regards,

[REDACTED]
Contractor
[REDACTED]

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EAST WEST LINK OVERALL ALIGNMENT










LEGEND: LANDSCAPE

PROPOSED PLANTING

	Medium specimen tree		Saline edge planting		Self established mangroves
	Large specimen tree		Headland planting		Rocky riprap
	Coastal specimen tree		Grass open space		Shingle slope
	General planting		Coastal planting		Large feature rocks
	Highway corridor planting		Stormwater wetland		
	Riparian edge planting		Stormwater forebay		

LEGEND: LINEWORK

	Guide sign
	4.0m boardwalk
	3.0 gravel path
	Retaining wall
	Noise wall
	Future rail to the airport alignment
	New old Māngere bridge alignment

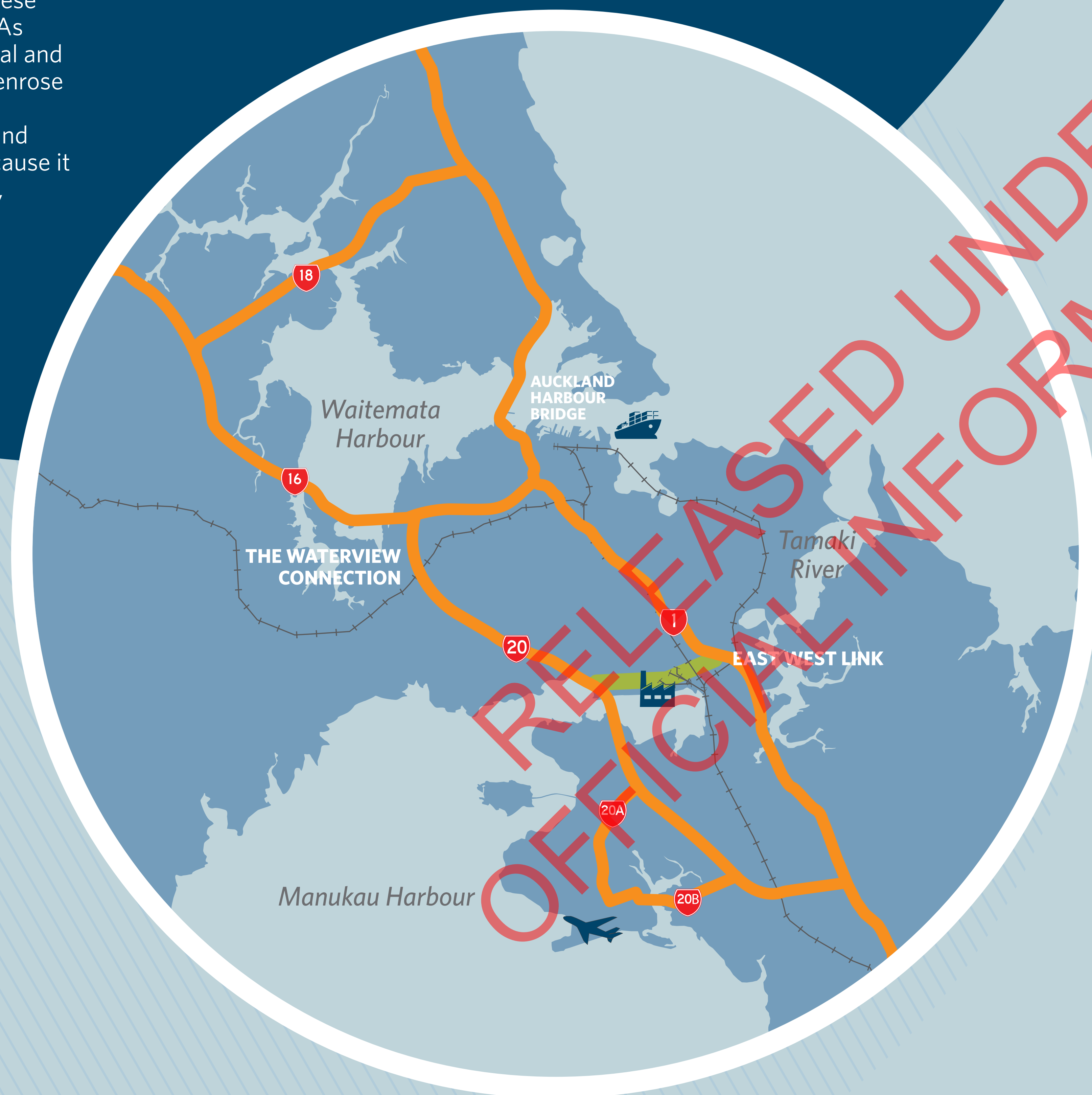
IMPORTANCE OF THE AREA

The East West Link is a priority project for the long term growth of Auckland and the economic development of New Zealand. The project fits within the wider Auckland motorway network and connects to the Western Ring Route which will provide an alternative route around the city and improve access to regions in the upper North Island.

Over half of the country's freight journeys take place across the upper North Island and these journeys are expected to double by 2035. As the engine room of New Zealand's industrial and manufacturing economy, the Onehunga-Penrose area is a key piece in the region's transport network. Many of the largest distribution and logistics facilities are based in the area because it is close to state highways, the rail network, the airport, inland ports and the port.

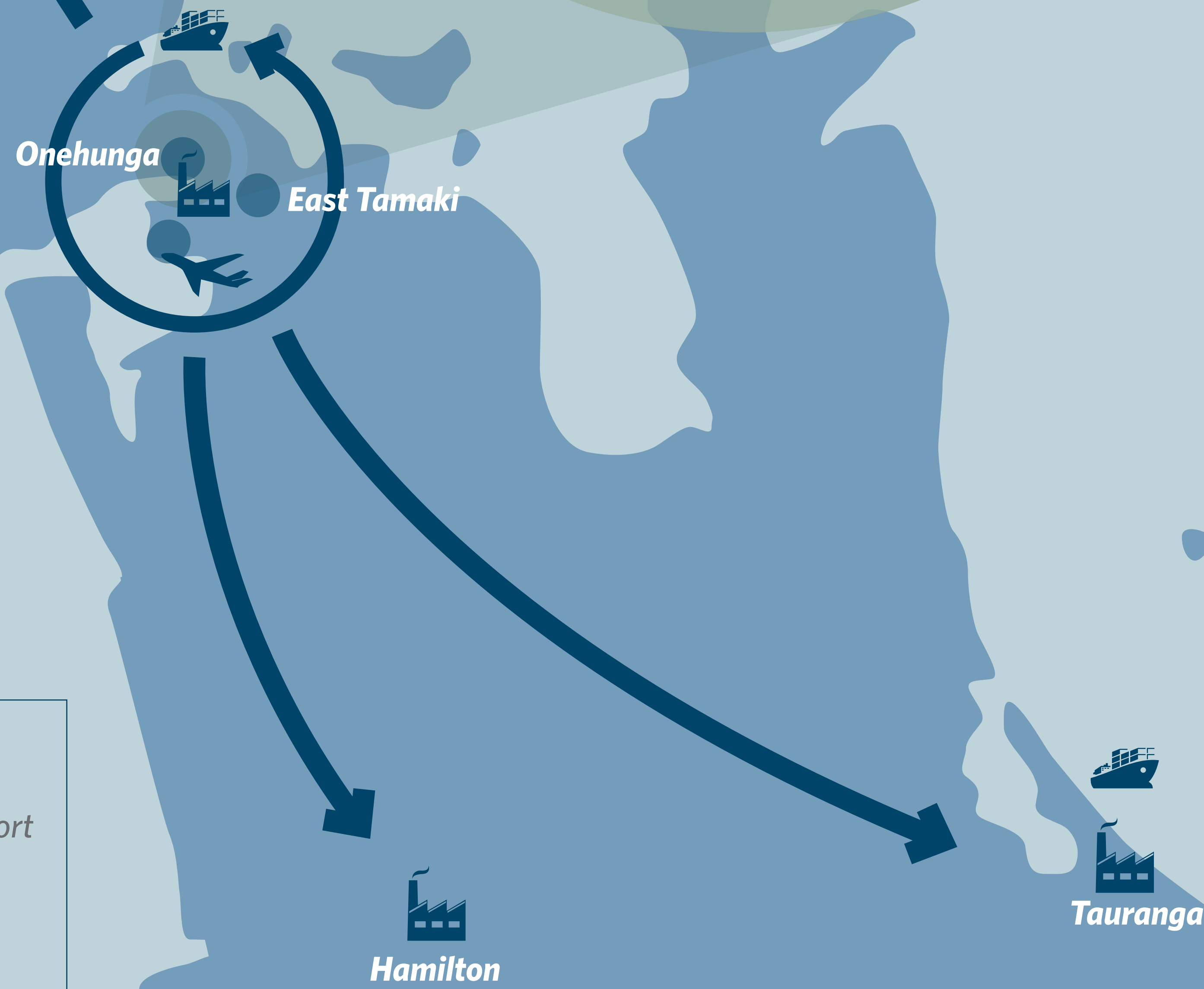
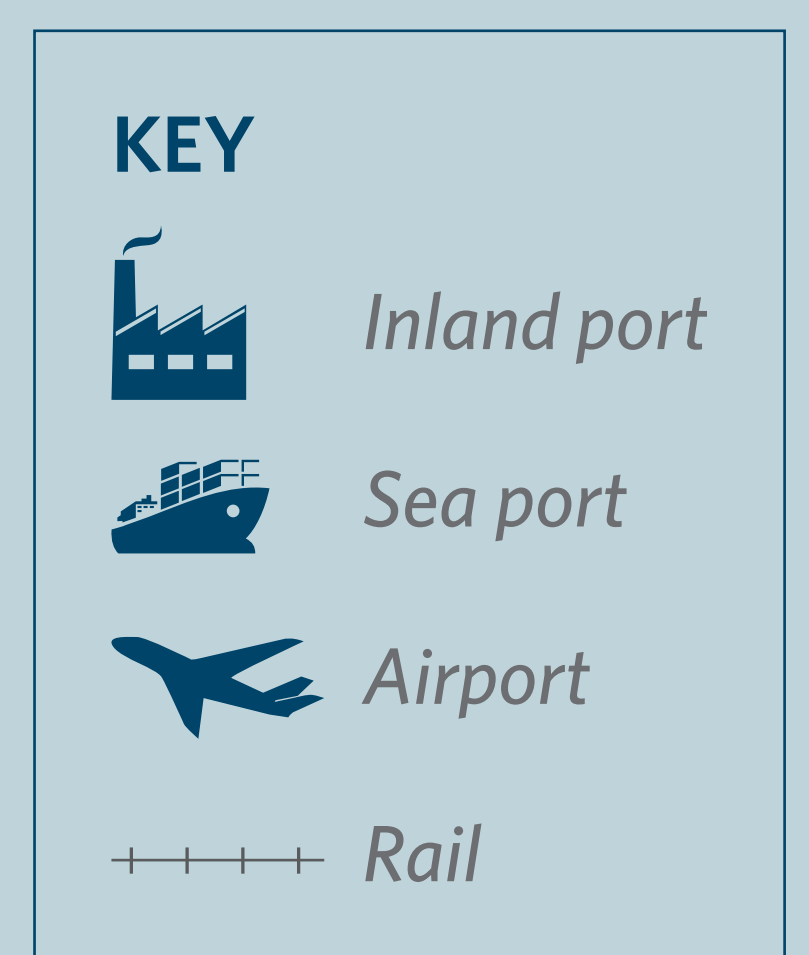
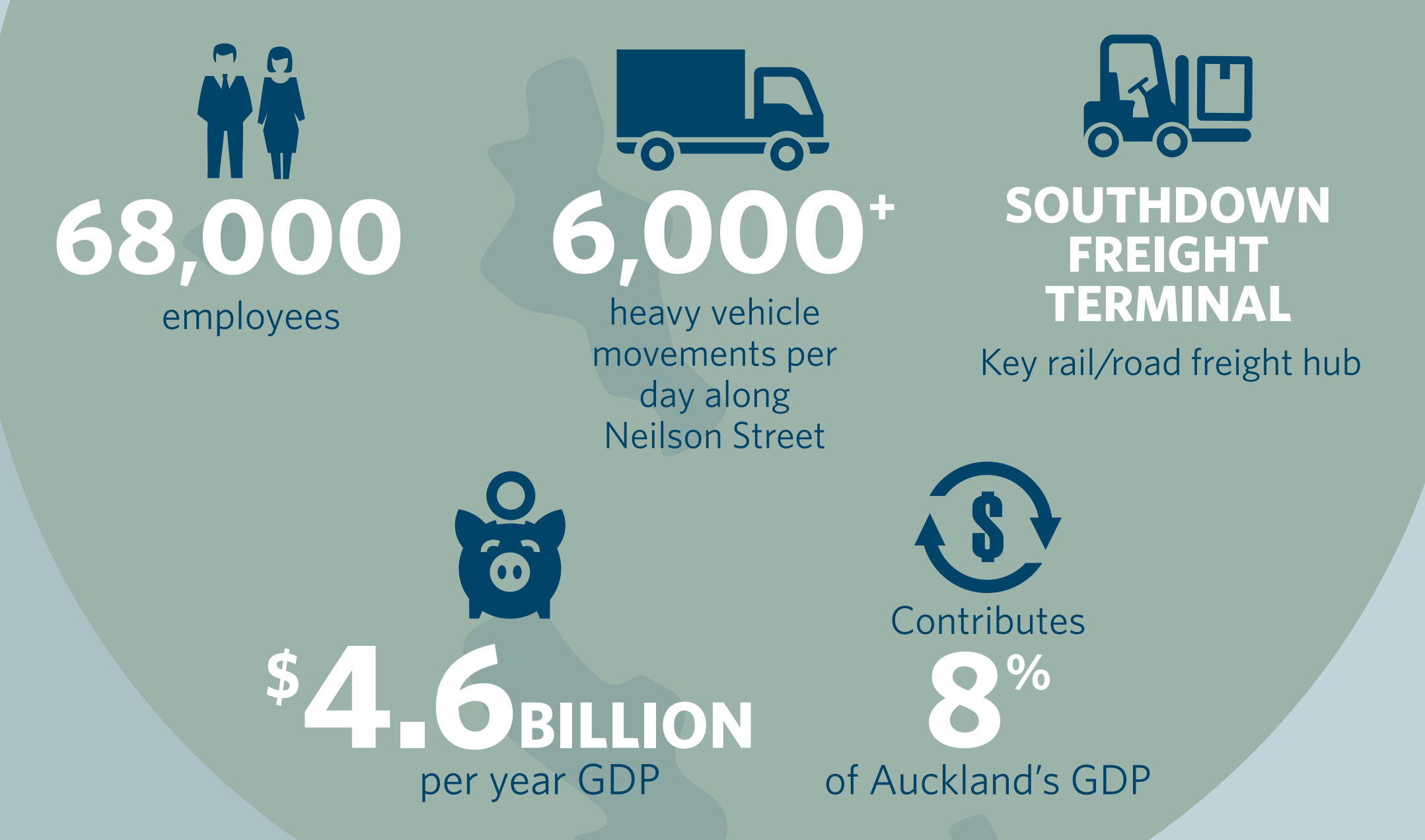
CURRENT TRANSPORT ISSUES

However the current transport connections into and through the area are either incomplete or highly congested. This makes it slower and more expensive to move freight and these costs have to be passed on to customers. The project will provide the necessary infrastructure to unlock the restrictions to growth and support Auckland's future prosperity.



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ONEHUNGA AND PENROSE



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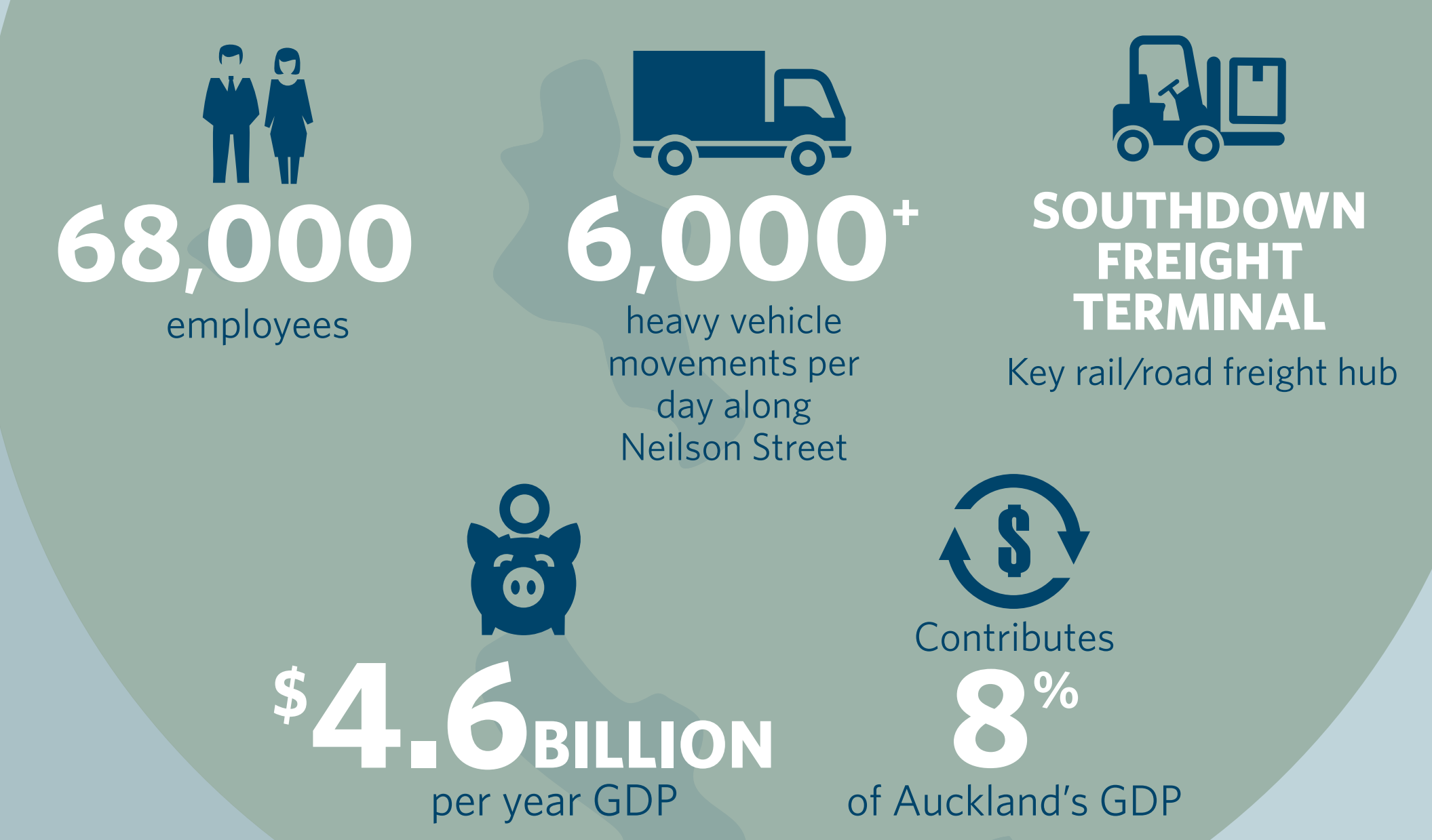
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ONEHUNGA AND PENROSE



Whangarei

Onehunga East Tamaki

Hamilton

Tauranga



EAST WEST LINK

Driving New Zealand's Growth and Prosperity



A priority project for the long term growth of Auckland and the economic development of New Zealand.

The link will support the Onehunga and Penrose area - the industrial and manufacturing capital of the country.

Significant traffic congestion in this area is hampering the productivity of businesses and having a negative impact on local roads and access to the Onehunga Town Centre. This makes it slower and more expensive to move freight, which is expected to double over the next 20 years.



PROJECT OBJECTIVES

- To improve travel times and travel time reliability between businesses in the Onehunga-Penrose industrial area and SH1 and SH20;
- To improve safety and accessibility for cycling and walking between Māngere Bridge, Onehunga and Sylvia Park, and accessing Ōtāhuhu East; and
- To improve journey time reliability for buses between SH20 and Onehunga Town Centre.

OUTCOMES



- Enhance the mauri of the Māngere Inlet through improved water quality outcomes from stormwater treatment wetlands (treating the wider run-off from the Onehunga-Penrose catchment) and a contamination containment bund (preventing leachate from existing landfills from entering the Inlet along the proposed embankment)



- Creating better public access to the Māngere Inlet foreshore through the new coastal edge and boardwalks



- Opening up access to the Onehunga Wharf and enabling its development



- Restoration of ecology of the area through planting of 'green corridors' and providing improved habitat for wildlife such as wading birds



- Recognition of the cultural significance of the area, including at Ōtāhuhu Creek (removal of culverts and replacement with a bridge), improving the ecology and water quality in this area



- Safer access to schools, community facilities and places of employment through improved walking and cycling connections (such as across the Princes Street Bridge)



- More direct walking and cycling paths between Māngere Bridge, Onehunga Town Centre and Sylvia Park



- Supporting economic growth by reducing the cost of transporting goods and people and improving reliability of freight journeys



- More reliable journey times for buses and commuters (especially between SH20 and the Onehunga Town Centre)



- Improved access to rail freight hub at Southdown and interface between road and rail

EAST WEST LINK STATUS UPDATE

Purpose

1. This briefing provides you with an update on the status of the East West Link project.

Background to the East West Link

2. The NZ Transport Agency and Auckland Transport identified a programme of multi-modal transport improvements, referred to as East West Connections, which address the existing network deficiencies and support the planned growth targets of the Auckland Plan. More recently, the Auckland Plan and Auckland Transport Alignment Project (ATAP) identified the East West Link project as one of the top three priority transport projects for Auckland.
3. In October 2012 a joint project team was established including representatives from Auckland Council, Auckland Transport, and NZ Transport Agency to develop a Strategic Case and Programme Business Case for the Onehunga/ Penrose industrial hub. Attachment A highlights the transport system demands for the case. The process for the project development is outlined in Attachment B.
4. The project development timeline is outlined below:

Phase	Start	End
Strategic Case	October 2012	March 2013
Programme Business Case	March 2013	June 2014
Indicative Business Case	July 2014	February 2015
Detailed Business Case	February 2015	December 2015
Pre-implementation (planning and consenting)	January 2016	Ongoing
Implementation (Design and Contract Documents)	March 2017	Ongoing

5. The Project Objectives are:
 - (a) To improve travel times and travel time reliability between businesses in the Onehunga-Penrose industrial area and SH1 and SH20;
 - (b) To improve safety and accessibility for cycling and walking between Māngere Bridge, Onehunga and Sylvia Park, and accessing Ōtāhuhu East; and
 - (c) To improve journey time reliability for buses between SH20 and Onehunga Town Centre.

NZ Transport Agency Board Approvals

6. The key NZ Transport Agency Board (Board) approvals followed the below timeline. These decisions resulted in approval of implementation funding for the East West Link totalling \$1.65 Bn (in 2017 dollars inflation adjusted). This is made up of \$400m for property and \$1.25 Bn for

design and construction project and remains within the \$1.25Bn (P5%) to \$1.85Bn (P95%) range forecast in the Detailed Business Case.

Board Meeting	Purpose
July 2017	Approved \$1.25 billion for implementation of the East West Link (subject to resource consent and Notices of Requirement approval by the Board of Inquiry) and additional funding of \$270 million for property acquisition
November 2016	Update ahead of lodging applications for the necessary RMA approvals with the Environmental Protection Authority (EPA)
December 2015	Approved the Detailed Business Case and funding to proceed with property acquisition (\$130m) and pre-implementation activities. The Board also approved implementation funding for the stage 1 early works to widen SH20 between Neilson St and Queenstown Rd
December 2014	The Board noted initial support for the emerging preferred option, but requested further consultation on and refinement of options prior to any formal decision-making on the preferred option
July 2014	The Board supported the East West Connections programme business case and approved funding to progress investigations

The Board of Inquiry are due to advise on the East West Link planning approvals early November

- The Board of Inquiry established to assess the planning approvals (resource consents and designation) for the East West Link is due to release their Draft findings to the EPA on 7 November, which are required to be publically released by 14 November. The full timeline is outlined below:

Date	Milestone / Task
22 February 2017	Public notification of the application by the EPA
22 March 2017	Submission period closed, with 685 submissions
27 June 2017	Hearings commenced (through mid September)
7 November 2017	BOI submits Draft Decision to EPA
14 November 2017	EPA required to publicise draft decision by
12 December 2017	Comments on Draft Decision due to EPA
22 December 2017	Final decision due
TBC January 2018	EPA required to publicise Final decision (note – date depends on when the EPA can lodge the decision)
TBC February 2018	Appeal period closes (15 Working days following Final)
Late February 2018	Designation and Consents confirmed (Based on no appeals)

Property negotiations are well developed

- Landowner negotiations commenced in October 2016. Currently 38 out of 200 properties have been secured on a willing buyer/seller basis, the majority along the SH1 corridor.
- We have in principle agreement for another six properties with Public Works Act agreements yet to be concluded. These properties total \$98m (purchase price - excludes resale recoveries), detailed in Attachment C.

10. Public Works Act Section 18 (s18) notices of desire for the required residential properties were served in May 2017 on 22 private owners (and 1 in July) around the Princes Street area. The s18 notices are valid for 12 months. There are currently 11 owners for the Princess St properties for which the Transport Agency is preparing the Section 23 (compulsory acquisition) paperwork.
11. There are approximately 60 remaining landowners. The Transport Agency has been preparing the paperwork to serve s18 notices of desire on all remaining landowners. Nine signed s18 notices have been received from LINZ but are currently on hold.

Procurement for the East West Link

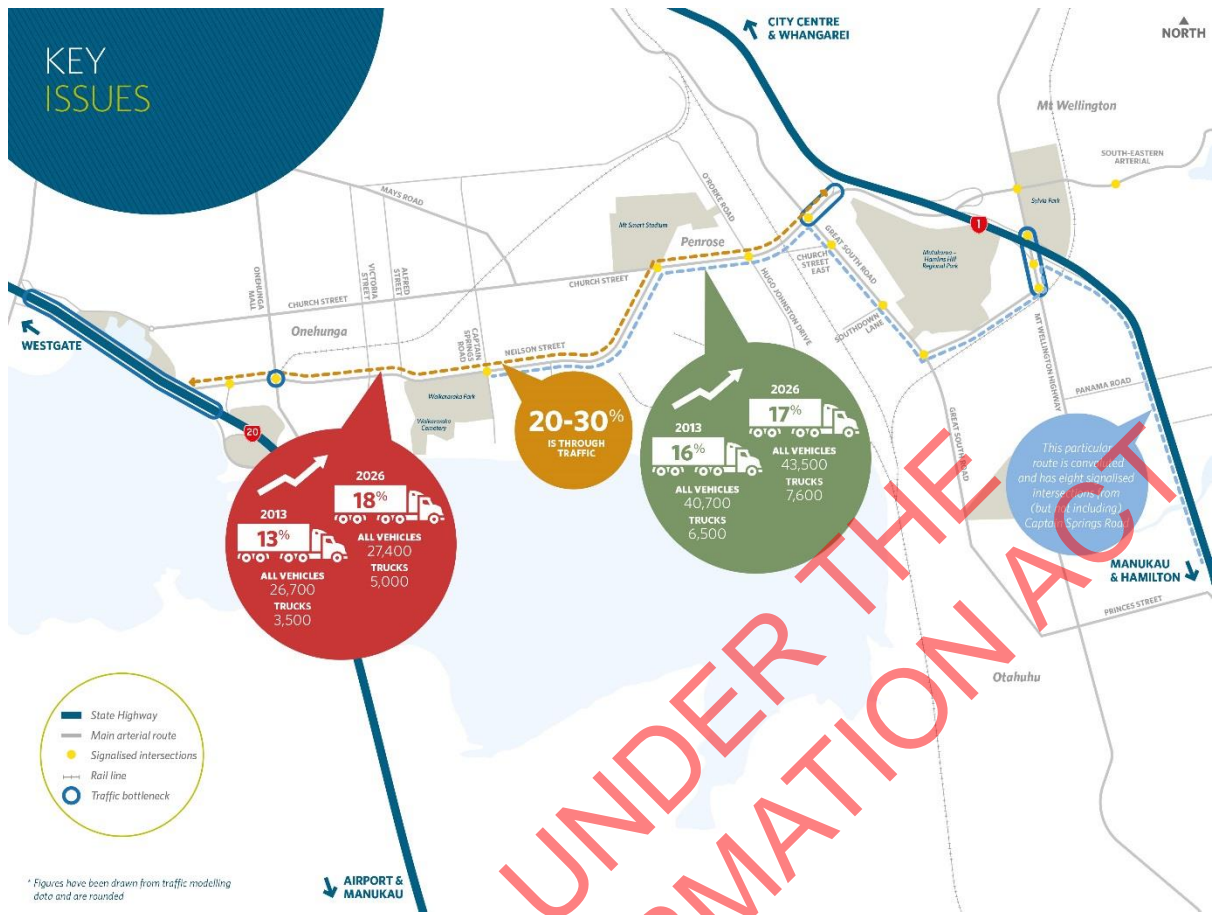
12. An existing professional services contract is in place to complete the detailed design and procurement of the East West Link. The proposed procurement has been broken down into three contracts as indicated in Attachment D.
13. Contract 1 is proposed as a \$50m traditional contract for the Princess Street Interchange area. Design is in the final stages and is anticipated to be ready to go to market in early 2018.
14. Contract 2 is proposed to be a circa \$500m Competitive Alliance contract focused on the Onehunga interchange and foreshore works. This contract is expected to go to a shortlisting process just prior to Christmas.
15. Contract 3 is proposed as a second alliance type procurement and includes flyovers and interchanges from State Highway 1 through to the foreshore. This package could be up to a \$700m Competitive Alliance contract and is programmed for tender mid-2018.
16. A geotechnical investigation package of work has been prepared to inform the procurement process and is currently on hold.

Attachment A

Key issues (and future freight trends) in the Onehunga Penrose Area

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KEY ISSUES



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