

## Project overview

The East West Link is part of the government's wider Roads of National Significance programme, and is included in the [Government Policy Statement on land transport 2024](#).

East West Link aims to enhance access into and out of the Onehunga-Penrose area – a critical hub for Auckland's economy and New Zealand's wider freight network. This project aims to strengthen connections to and from State Highway 1 (SH1) and State Highway 20 (SH20), KiwiRail's Southdown precinct, and surrounding industrial and commercial hubs including Sylvia Park, Mt Wellington and East Tāmaki. This will ease congestion, improve freight productivity and efficiency, and enable future growth in the area.

## Announcements to date

East West Link has been under investigation since 2013.

- » June 2024 – included in the [Government Policy Statement on Land Transport 2024](#)
- » October 2025 – [work to progress route protection, design, consenting and property acquisition](#)

More information on the project can be found [here](#).

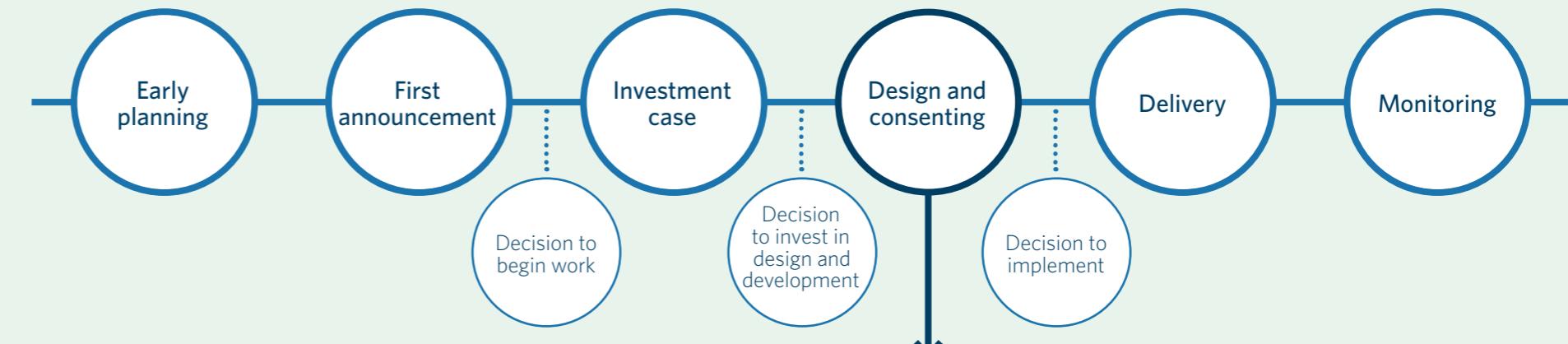
## Next steps

The investment case proposes a staged implementation approach. Next steps include further refining and protecting the route for the full project, detailed design of Stage 1 (Galway Link), consents, and initial property acquisition. We will be engaging with local stakeholders, landowners and businesses, and undertaking ground and environmental investigations to help inform this work. This work is expected to progress through 2029.

Detailed staging, timing and funding for construction have not been confirmed.

We keep this report updated with the latest information as the project evolves. This report was last updated in November 2025.

## Project lifecycle – where we're at



An investment case has been developed to investigate options for design and delivery of this project, which is summarised [here](#).

More information about the project lifecycle, and the information that is expected to be available at each stage, is available [here](#).

Work at this stage involves refining and protecting the route and getting the recommended option ready for delivery. This includes detailed design of Stage 1 (Galway Link), consents, and property acquisition.

## Cost information

The indicative investment envelope to design, consent and deliver this project is \$3.7–4.1 billion. We expect the investment envelope to narrow as work is undertaken to increase cost certainty. Cost information will be refined through further work to protect the route and to develop options for staged delivery.

## Funding

The funding source for work to develop this project is the National Land Transport Fund. Funding of \$102 million has been approved to progress design, consenting and route protection. Timing and funding for project delivery has yet to be confirmed.

The investment case work explored the suitability of a range of alternative funding options such as tolling, Infrastructure Funding and Financing levy, developer contributions and co-investment from key stakeholders such as councils.

## Potential cost risks and opportunities

Key factors that may cause cost information to change are:

- » project scope,
- » detailed project design decisions,
- » project phasing and timing,
- » future escalation of labour costs and materials, and changes in property values,
- » the level of sector productivity gains that can be realised,
- » consenting requirements and conditions, and any changes to these,
- » market capacity and capability,
- » funding and/or financing options.