

1 20 East West Link Investment Case

August 2025

Project objective

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

Why East West Link?

The Onehunga-Penrose area is a critical part of Auckland's economy, generating 8% of the region's GDP. This area is comparable to 33% of Wellington City's GDP or the 9th largest GDP in New Zealand, equal to Hawkes Bay.

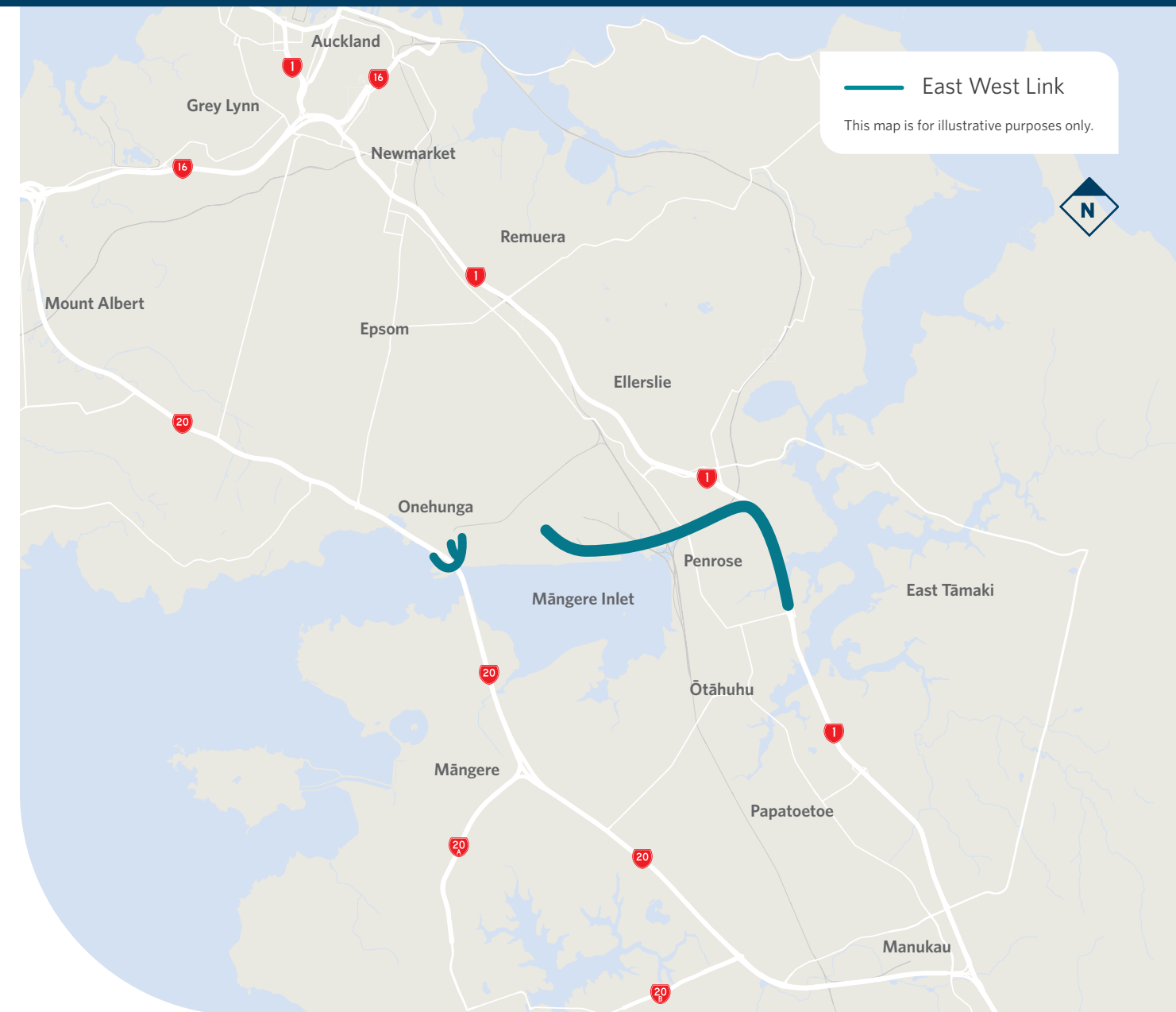
The area is strategically positioned between the nationally significant freight route along State Highway 1 (SH1), State Highway 20 (SH20) and the national rail network. This area is a keystone of New Zealand's freight network accessing KiwiRail's Southdown precinct, which is a significant container transfer site between Port of Auckland and Port of Tauranga, handling over half of New Zealand imports and exports.

With business land in high demand and employment expected to grow by 30%, this area is poised for

major expansion. Without reliable connections, this growth is put at risk and could make the economy less efficient. For businesses who call this area home, transport is a major business cost of which inefficiencies hit the bottom line.

Rising congestion is limiting productivity and travel time reliability, especially for freight. Without investment, by 2051 it will take up to 36mins to access the area to and from SH1 and SH20.

East West Link (EWL) aims to enhance access into and out of the Onehunga-Penrose area, particularly to and from SH1 and SH20. The project also seeks to enhance the competitive advantage for the surrounding industrial and commercial hubs, including Sylvia Park, Mt Wellington and East Tāmaki.



Project outcomes

Economic benefits: improved travel times and reliability, boosting economic growth and productivity by \$49.5m per year (GDP).

Traffic reduction: less traffic congestion and improved access to and from SH1 and SH20.

Local development: better connections and travel times support the opportunity for increased business and employment growth.

Enhanced accessibility: less traffic on local roads, making it easier for the community to get around.

Connectivity improvements: reduced delays provide greater reliability for all users and better connections to and from SH1, SH20, as well as key supply chain connections to freight hubs such as the KiwiRail Southdown Precinct and the nationally significant freight route.



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.

1 20 East West Link Solution

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How we got here

The EWL project has been under investigation since 2013. In 2017, EWL secured designations and consents through a Board of Inquiry (BOI) process. This decision was appealed, leading to a 2024 Supreme Court judgement that while consentable, the pathway for these consents was narrow.

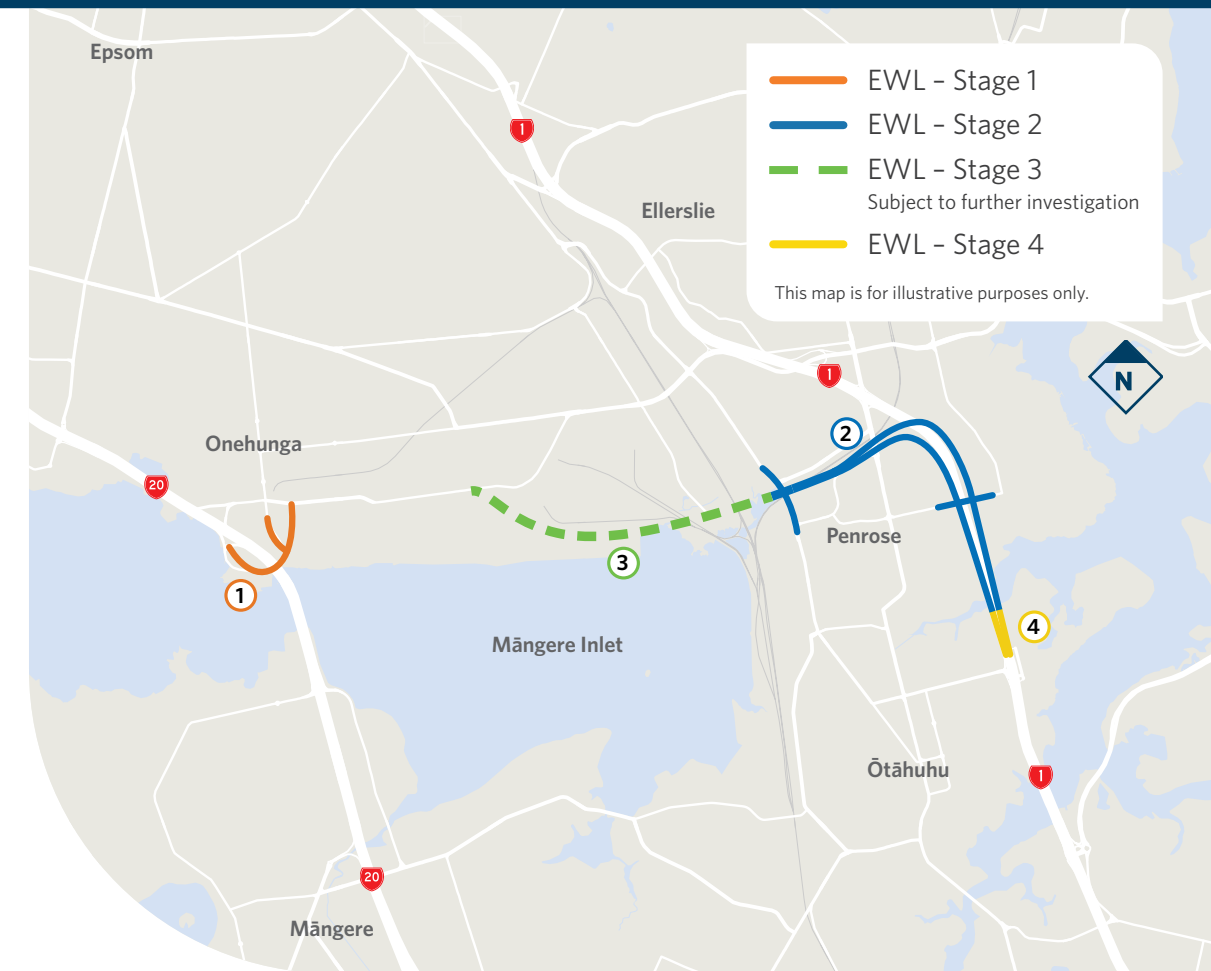
Since then, changes in policy direction have triggered a review and update of the project.

The 2025 investment case has reconsidered the East West Link project within the context of policy drivers and maximising value for money and affordability. The investment case recommends an alternative option for the EWL corridor that will:

- » maximise the use of existing road network (including using the existing Neilson Street corridor)
- » provide flexibility for staging, enabling delivery in cost effective incremental stages
- » have less environmental impacts, avoiding the foreshore area of the Māngere Inlet, and by providing an inland route to connect business.

What the investment case proposes

- » New Galway Link between Neilson Street and Onehunga Harbour Road.
- » Widening Onehunga Harbour Road to 3 lanes between Port Access and the new Galway Link Intersection.
- » Signalised intersection at the intersection of Galway Street and Onehunga Mall.
- » Upgrading the Neilson Street/Galway Link intersection to provide an additional left turn from Neilson Street.
- » New SH1 south facing on/off ramps and merge lanes on SH1.
- » Sylvia Park Road widening and upgrade to its intersection at Great South Road.
- » New 4-lane median separated East West Link from Neilson Street/Angle Street to Great South Road.
- » New signalised intersection at Neilson Street/Angle Street.
- » SH1 widening from Kotahi Road to Princes Street, including merge with north facing on/off ramps at Princess Street.
- » New inland route to include new connections at Metroport.
- » Tolling to support EWL construction and maintenance.
- » Progress funding and financing work, including tolling options.



\$3.7-4.1 billion Investment envelope to design, consent and construct the project.

The investment envelope includes escalation, contingency and funding risk.

Indicative timeline

Timings are subject to change
Pre-implementation includes: consenting, property, design

	2025	2026	2027	2028	2029	2030
Investment case	Stage 1: Pre-implementation					
		Stage 2: Pre-implementation				
			Stage 3: Pre-implementation			
				Stage 4: Pre-implementation		