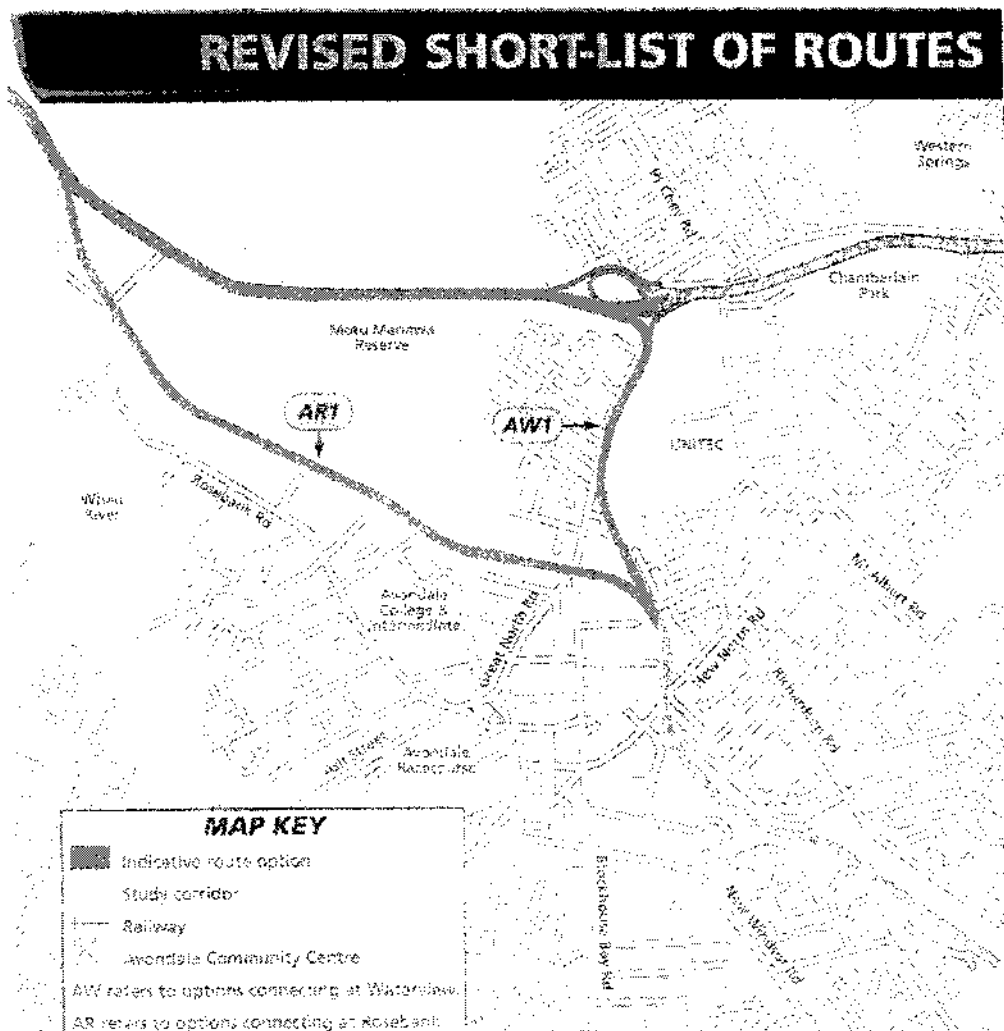


Appendix A

Transit NZ 2003 Short list of alignment option:

AW1 – Waterview connection

AR1 – Rosebank connection



14 December 2005

David Rankin
Chief Executive
Auckland City Council
Private Bag 92516
Wellesley Street
AUCKLAND 1030

Fax No. 373 3284

Dear David

STATE HIGHWAY 20 AVONDALE OPTIONS

I am writing to inform you of the outcomes of the Waitakere City Councillors' workshop held on 13 December 2005 regarding the options for State Highway 20 Avondale. This may be useful information for your Councillors at their meeting on 15 December 2005 when a preferred option may be adopted.

In accordance with the Memorandum of Understanding, Auckland City and Waitakere City have been working together in developing the options with Transit NZ. Councillors are keen to reach alignment where possible at the political level in relation to a preferred option. For example, Councillors support the undergrounding and enhancement measures east of Pak n Save, which are appropriate under either option.

Councillors recognise that the form of each option is still being developed, particularly in relation to interchanges, mitigation and enhancement measures. It is important that there are firm proposals with the backing of the Transit NZ Board before a decision on a preferred option is made. It is proposed that a report to the Waitakere City Council will be considered at a meeting in February 2006.

The informal position reached at the workshop is that the Rosebank option provides greater local benefits to Waitakere City. Councillors recognise that there are significant impacts of each option on Auckland City and the region, which must also be taken into account.

If Auckland City adopts the Rosebank option as its preference, then Waitakere City would work closely with Auckland City and Transit NZ in order to achieve cost-effective solutions with that option.

If Auckland City decides that the Waterview option (as developed over the last month) is preferred, then Waitakere City Councillors could support the Waterview option if the following commitments are made:

1. Transit NZ and Auckland City commit to a joint study with Waitakere City Council in 2006/07 of a Whau Crossing bridge connection from Waitakere City to Rosebank Peninsula and how traffic would connect with SH 16 & 20.
2. Transit NZ commits to appropriate mitigation and enhancement measures as outlined by Auckland City (including undergrounding of the highway east of New North Rd's Pak n Save, appropriate rail crossing configurations, provision for future rail line as proposed, bus shoulder lanes on SH 20, continuous cycleway from Waterview to Maioro Street, access to the Oakley Creek area, mitigation and enhancement of the Oakley Creek area) and as set out below:
 - (a) Effective interchanges at Maioro Street and Great North Road/Blockhouse Bay Road that accommodate Waitakere City's needs.
 - (b) Effective interchange at Waterview which provides a direct connection of traffic from SH16 northwest to SH20 (rather than an on/off ramp connection).

A2

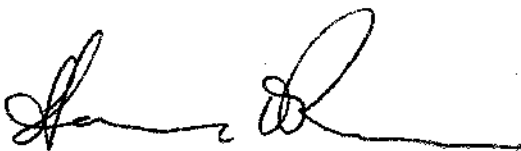
- (c) Eight-laning of SH16 at the causeway from Waterview to Patiki Rd, bus shoulder lanes and cycleway – the SH16 upgrade project needs to include the upgrade of interchanges at Te Atatu and Lincoln.
- (d) Unbroken dedicated cycleway connection from the causeway on SH16 to SH20.
3. Transit NZ's further development of the Waterview option continues to have regard to the strategic goals of Waitakere City, particularly the growth of its three main town centres (New Lynn, Henderson and Westgate), the proposed Whau Crossing bridge, the proposed Whenuapai airport and the focus on economic development.
 4. Transit NZ and Auckland City formally support the amelioration of the traffic impacts on New Lynn through undergrounding the rail line at New Lynn.
 5. Transit NZ, in conjunction with Waitakere City Council, undertakes a modelling exercise that tests the traffic impacts of a Whenuapai airport which operates commercially by 2016.

A formal decision will be made by the Council at a meeting in February 2006.

I would like to acknowledge the close working relationship that has developed between Auckland City and Waitakere City Council in relation to this project. This has been an excellent example of how the Councils can work together. It was helpful to have your staff present at our workshop to explain the development of the options.

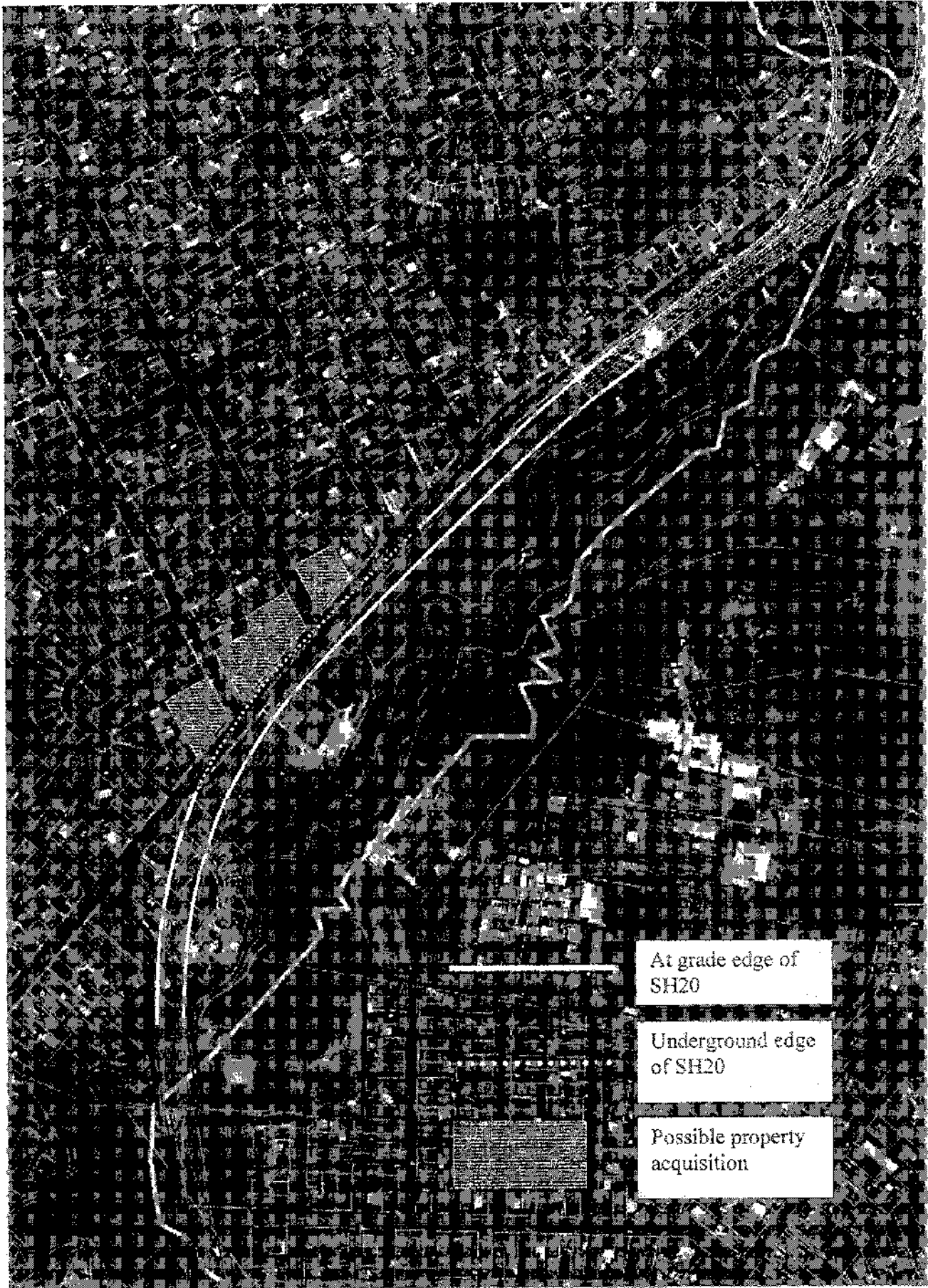
Please feel free to discuss this with your Councillors and seek clarification from the Mayor, Deputy Mayor or myself.

Yours sincerely



Harry O'Rourke, MNZM, JP
CHIEF EXECUTIVE OFFICER

POSSIBLE UNDERGROUNDING OF STATE HIGHWAY ADJACENT
TO GT NTH RD

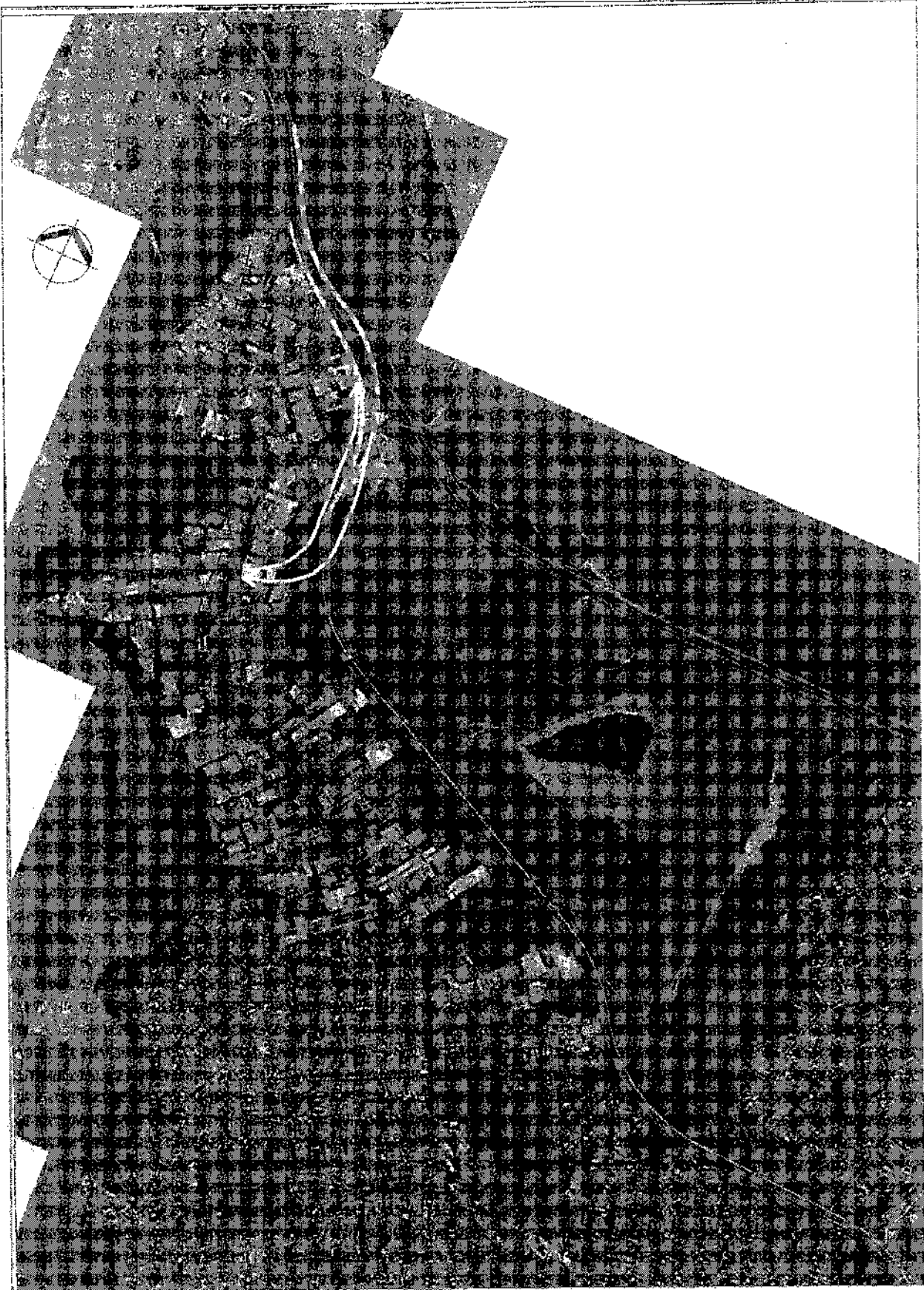


POSSIBLE ALTERNATIVE ARI WITH NORTH-WEST RAMPS
(option 1)



AS

POSSIBLE ALTERNATIVE AR1 WITH NORTH-WEST RAMPS
(Option 2)



A6