

Memorandum

To	Expert Consenting Panel – Brynderwyn Hills section of the Alternative to the Brynderwyn Hills Project	From	Steve Dudley
Copy	NZ Transport Agency Waka Kotahi	Document Code	10722-PTA-2B0-PE-MEM-0002
Date	13/07/2026	Pages (including this page)	1
Subject	Independent Transport Expert Appointment and Adoption of Assessment		

- 1 My name is Steve Dudley. I am a Principal – Transport at Aurecon New Zealand Limited and have over 30 years' experience in the transport sector. I have a Bachelor of Resource and Environmental Planning from Massey University. I have led a broad range of transport investigations, business cases and designs across New Zealand and Australia.

My experience relevant to this Application is as follows:

- Southwest Gateway Programme: The Southwest Gateway Programme is a \$2.5b programme of state highway and rapid transit improvements connecting Auckland Airport with Manukau, Botany and the state highway network. I led a team as Project Director and Transport Planning Lead through the business cases stages for the long term (whole corridor) and concurrent advanced short term (early stages) and continued this role into the design phase of the short-term programme. My role was to ensure that operational, route choice and design decisions were robust to support business case approval and future route protection processes and supported the project outcomes. I was subsequently engaged as a specialist rapid transit advisor to the route protection (NoR) phase, now complete.
 - Transport Recovery East Coast: The Transport Recovery East Coast project was a large programme of state highway recovery and resilience improvements in response to Cyclone Gabrielle. This included realignments, new structures and online improvements. I led one of the large project investment cases as part of a multidisciplinary team including design and engagement. I led the assessment of realignment and online options and development of an implementation plan and investment case. In doing so, I ensured that decisions were clearly aligned with intended outcomes, community needs were being addressed and the investment represented good value.
 - Auckland Light Rail: This was a large project that included a concurrent development of a business case for a circa \$14b capital project and development of notices of requirement to protect the route. I was Transport Planning Lead for the project. My role was ensuring that design and operational decisions were aligned with stated outcomes and robust in the context of business case approval and NoR processes and tests.
- 2 I have recently been engaged as the independent transport expert for the Project. I was the verifier of the Assessment of Transport Effects lodged with the Substantive Application.
- 3 I have reviewed the Assessment of Transport Effects for the Alternative to the Brynderwyn Hills – Brynderwyn Hills section (dated 2 April 2026) attached as Appendix D01 to Volume B of the Substantive Application.
- 4 I confirm that I adopt the findings in the Assessment of Transport Effects as I consider it an appropriate assessment and concur with its conclusions.
- 5 Although this matter is not before the Environment Court, I have read the Code of Conduct for Expert Witnesses in Section 9 of the Environment Court's Practice Note 2023 and confirm that I will comply with the Code of Conduct. Any matter which I address in this memorandum is within my area of expertise, except where I state that I am relying on information provided by another person or expert. I have not omitted to consider any material fact known to me that might alter or detract from any opinion expressed.