



**NZ TRANSPORT AGENCY**  
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19 December 2012

Garry Poole  
Chief Executive  
Wellington City Council  
PO Box 2199  
Wellington

Dear Garry

It has come to our attention that the Wellington City Council is holding an extraordinary meeting this afternoon to reconsider its support for the inner city transport improvements. We are particularly concerned about the Council taking a position to oppose the construction of the bridge at the Basin Reserve. That would have serious implications for future transport investments in Wellington City that rely on the fixing the traffic woes at the Basin.

This letter outlines the potential implications if the Council changes its stance. I have discussed this matter extensively with the NZTA Board.

We respect Council's prerogative to form its own views on the proposals around the inner city improvements and the Basin Bridge. This matter has been extensively debated and discussed at length. Council has previously reconfirmed its support for grade separation at the Basin as part of its support for the Ngauranga to Airport Corridor Plan. In its submission to NZTA last year, the Council noted that whilst it preferred an east-west tunnel, the Council supported Bridge option A subject to appropriate and reasonable mitigation. That gave us confidence to continue to work with you as our transport partner, at both political and office levels on this basis since then.

Grade separation at the Basin Reserve is the circuit breaker to unlocking efficiencies across all transport modes in Wellington. It is a critical improvement to Wellington's network that will deliver efficiencies not only in the roading network, but also to walking and cycling and public transport.

We worked extensively with many stakeholders in considering all options for achieving grade separation. We are confident that a bridge is the most effective and affordable method available to all of us. Nothing is served by re-opening the consideration of options at this stage.

If the Council changes its stance to oppose this proposal, then that introduces significant uncertainty in the processes ahead. If grade separation by bridge does not occur at this location, the efficiency gains of the work proposed at the Basin, Mt Victoria Tunnel and Ruahine Street will be put at risk. NZTA will not invest in sub-optimal transport developments.

We will also need to reconsider our support for a range of other transport network projects within Wellington City that rely on the efficiency gains to be delivered by the bridge. Importantly, this will include reconsideration of our support and participation in the Public Transport Spine Study and any outcomes of that work, as we will need to question how the significant step change in public transport along the core spine will be achieved without grade separation. This will have implications for your intensification plans in the Adelaide Road and Newtown areas as these are predicated on an effective public transport spine. Our investment in your work already underway on Adelaide Road and work proposed for a series of bus priority measures will also need to be re considered.

To deliver an efficient multi modal transport network for Wellington, we need the Council, as our partner, to be consistent and clear in its decision making and commitments. Council needs to be aware that its withdrawal of its support for the bridge proposal at this late stage may have significant implications for investment in Wellington's wider transport network and ultimately on the growth and prosperity of the city.

Patsy Reddy, Deputy Chair of the NZTA, has arranged to ring the Mayor at 3.15pm to express the Board's concerns at these recent developments.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'Geoff Dangerfield', written in a cursive style.

**Geoff Dangerfield**  
Chief Executive