

By email

15 November 2024

Hon Simeon Brown, Minister of Transport
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Hon Chris Bishop, Minister for Infrastructure
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Kia ora korua

We write in respect of NZTA and government announcements in relation to Wellington CBD State Highway 1 improvements.

We share the Government's desire to reduce congestion and unlock economic growth for Wellington City and the wider Region. We also want to achieve other positive outcomes like accelerated urban development and reducing transport emissions. We discussed and aligned on rapid transit bus corridors and Basin Reserve housing opportunities when we met in late 2023. With NZTA having a preferred approach on expected state highway design, now would appear an opportune time to fully align and integrate these plans.

We would like to meet with you to discuss how we can build on your recent announcements and create a cost effective and aligned transport package for Wellington. This includes:

- Incorporating Wellington City Council and Greater Wellington Regional Council's bus corridor plans with future state highway plans including immediate opportunities along the Harbour Quays and from the CBD to Wellington Airport and Miramar.
- Understanding how the current tunnel plans will address the "bit in between" in relation to local road congestion arising from induced demand.
- Wellington City Council, Greater Wellington Regional Council's and NZTA co-designing the conceptual development of congestion charging for the Wellington Region. We believe that congestion charging should be factored into NZTA's planning for SH1 improvements.
- Utilising possible land acquisition in relation to the Basin Reserve and second Mt Vic tunnel improvements to develop new commercial and housing areas in line with Wellington City Council's vision for higher density building, enabled by the new District Plan.

We are aware that previous business cases undertaken around the basin and Mt Victoria tunnel have shown significant economic benefit of both rapid transit bus corridors and urban development. We believe incorporating in these conceptual changes, as well as the early works proposed above, will be strongly backed by Wellington commuters.

Hence, we would support a collaborative working arrangements with NTZA and government, to help deliver a well identified set of quick win projects, at the same time as we work toward an efficient and integrated road transport strategy for the region.

We would appreciate meeting to discuss the above matters.

Ngā mihi



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