

Hon Julie Anne Genter

Minister for Women

Associate Minister of Transport

Associate Minister of Health

Minita mō ngā Wāhine

Minita Tuarua mō ngā Take Waka

Minita Tuarua mō te Manatū Hauora



Hon Phil Twyford
Minister of Transport
Parliament Buildings

Dear Phil

Thank you for the opportunity to provide feedback on the draft Cabinet paper on Let's Get Wellington Moving (LGWM).

Prior to this paper going out for cross-party consultation, I would like to raise my concerns about the indicative package of investments and propose an alternative way forward.

I have two key concerns about this package.

Firstly, the State Highway components of the package do not align with the goals of LGWM or the Government Policy Statement on Land Transport, such as mode shift and reducing greenhouse gas emission. The proposed Basin Reserve bridge and second Mount Victoria tunnel will create a four lane road from Mount Victoria, through Hataitai to Cobham drive. The evidence is clear that increasing capacity for private vehicles encourages more people to drive, increases congestion, undermines demand for public transport, and results in an urban environment dominated by cars, rather than people.

Increasing capacity for private vehicles at this point in the network will not make it easier to drive in Wellington. It will induce traffic and simply move congestion to the next set of traffic lights in the corridor. This in turn will increase the community's expectation that the long term solution is to further increase private vehicle capacity on the state highway and adjoining local roads.

My second concern is that there is not sufficient funding in this package to deliver light rail or a high quality bus rapid transit service. I fear the most likely result of this package will be that the 'ready-to-go' State Highway projects will be delivered in the short term while rapid transit is delayed or squeezed out of the programme due to a lack of funding.

As you are aware, my preference would be for this package to commit to light rail to the airport and include no central government funding to increase capacity of the state highway in central Wellington.

However, I would be comfortable supporting this package if the Cabinet paper made clear:

- that the public transport (city and north), walking and cycling components of the package will be completed as soon as practically possible and within a specified timeframe;
- that construction on the Basin Reserve bridge and second Mount Victoria tunnel would not begin prior to the NZTA board signing off on construction of rapid transit from the railway station to the airport;
- that the public announcement of the package will identify light rail as the preferred mode of rapid transit at this point and that the land value capture will be considered as a funding tool to finance it;
- the individual benefit cost ratios for each component of the package.

I believe it would be preferable to make these changes to the paper now before it goes out for cross party and Ministerial consultation.

As always, I would be happy to discuss this with you further.

Kind regards

A handwritten signature in black ink, appearing to read 'Julie Anne Genter', written in a cursive style.

Hon Julie Anne Genter

Associate Minister of Transport