

6 July 2016

Cameron Pitches  
Convenor  
The Campaign for Better Transport  
[cam@bettertransport.org.nz](mailto:cam@bettertransport.org.nz)

Dear Mr Pitches

Thank you for your letter dated 24 May 2016 requesting the route protection phase of the Additional Waitematā Harbour Crossing be put on hold.

### **Working together for a multi-modal solution**

Firstly, I'd like to reassure you that the Transport Agency and Auckland Transport are working together to ensure a future Additional Waitematā Harbour Crossing is delivered as a multi-modal transport solution, including road and public transport. This will provide more options for moving people and freight across the harbour while supporting growth and resilience.

Together we are 100 percent committed to providing Aucklanders with a future multi-modal transport corridor and both organisations are currently investigating which modes of public transport will best service the growing needs of the city, along with future roading requirements.

This information will feed into the current phase of the Additional Waitematā Harbour Crossing project and ensure the protected route enables and is fully integrated with a future public transport network.

### **Route protection**

Protecting a route provides planning certainty for individuals, businesses and communities. It also ensures that when a future crossing is needed the land is available. Route protection is the first of many steps and is not intended to finalise the form or detail of the project.

Future phases of the project will include a detailed business cases and detailed design for both public transport and road. The final form and how the corridor will ultimately operate will be refined during these phases to ensure the best transport solution for Auckland and New Zealand is constructed, when the time comes.

### **Keeping Auckland and New Zealand moving**

We agree that a dedicated public transport network across the harbour will be required in the future to best meet increasing commuter movements between the North Shore and the city

centre. We also need to consider the long term future of the Auckland Harbour Bridge, the potential freight restrictions which may be required and the impact this may have on the wider economy.

The Western Ring Route will support this growth and provide another option in the short term, but in the long term our modelling and forecast growth tells us an additional road crossing will also be required.

Under current plans, the additional crossing will work in conjunction with the existing Harbour Bridge where the tunnel crossing provides a direct north-south motorway connection, by-passing the city centre, accommodating heavy freight vehicles and public transport. The Harbour Bridge would then be reconfigured to provide the main connection between the North Shore and the city centre.

### **Benefit cost ratios**

The Benefit Cost Ratio (BCR) you are quoting was completed in 2010 as part of some earlier analysis in a Preliminary Business Case. This BCR was directly comparing the costs and benefits of a bridge versus a tunnel crossing and did not include detailed costs and benefits for the project overall. All Transport Agency projects should be supported by a robust investment profile. A much more detailed analysis of costs and overall benefits will be undertaken as part of the business case process.

### **Land Transport Management Act**

All legislative processes have and will continue to be followed. In 2008 a detailed assessment of 159 alternative options was completed and included a wide range of modes, forms and alignments. In terms of consultation, the planning and route protection of the additional crossing was consulted on as part of the Regional Land Transport Plan (and I note also as part of the draft Auckland Plan) and as the project proceeds through the many steps required, there will be numerous opportunities for the public to provide feedback. As the proposal is only to seek route protection at present, there is no need to include (or consult on) the construction of the crossing in the Regional Land Transport Plan.

I hope you find this information helpful. If you would like to discuss this matter further with the NZ Transport Agency you are welcome to contact Paul Glucina, Transport Planning Manager Auckland and Northland, at [paul.glucina@nzta.govt.nz](mailto:paul.glucina@nzta.govt.nz) or on (09) 969 9800.

Kind regards



**Fergus Gammie**  
Chief Executive