

17 September 2025

Richard Leggat
Chair of Auckland Transport
Via email: leggatr@mac.com

Dean Kimpton
CEO of Auckland Transport
Via email: Dean.Kimpton@at.govt.nz

Dear Richard, Dean

In my **Letter of Expectation** to you on 20 February 2025, I made it clear to you that I wanted you to keep me informed of key matters, notably on changes to things such as the east-west traffic movements in the CBD.

You have not followed these expectations, as highlighted by two recent changes, both of which I found out about by getting stuck in traffic, rather than me, my office, or council being informed.

The **first** was a change made to the layout of Victoria Street and Hobson Street. Traffic heading westbound on Victoria St gets a green light, but is now stuck behind left-running traffic, because the straight-through lane was converted to a shared straight and left lane. The change certainly feels like it has made traffic worse. AT need to rethink this intersection, and look at adding a straight-through only lane as well.

The **second** change related to traversing the CBD relates to the Nelson Street and Victoria Street intersection. People walking and cycling at the intersection now have around 35 seconds to cross the intersection. Everyone crosses within 20 seconds, leaving traffic stopped at red lights for no reason, getting frustrated, and receiving only a 6-second filter for east-bound vehicle traffic, which backs up as far as Victoria Park at busy times.

The implementation of these projects, without consideration of the Letter of Expectations and resulting Statement of Intent, appears to confirm my fears that the whole Statement of Intent process has no impact at the operational level of Auckland Transport, and merely is something your governance team receive and review, without attempting to get operational organisational buy-in.

The city centre is an area of high public interest, and while Auckland Transport should not be scared of making changes, it needs to make sure these changes are well thought through, given the major regional impacts, and high visibility of decisions in the city centre.

Issues like this are exactly why I have pushed the Minister to gain control over transport matters in Auckland, and were reflected in parliamentary debate last night, with even the former Minister of Transport Phil Twyford saying *“It’s not an exaggeration to say that a lot of people in the communities that I represent hate Auckland Transport—hate it—because it is so arrogant, so unaccountable, and so high handed. A huge level of antipathy has built up over the years.”*

I look forward to hearing how you are giving effect to the Letter of Expectation in respect of matters of regional significance and high public interest, and what operational changes are being made.

xiv. Seek regional and local elected member input on matters of high public interest

I expect Auckland Transport to seek input from elected members on matters of high public interest, like the setting of private share. I am aware that the government will be introducing new requirements for the farebox recovery ratio.

In all matters of high public interest or affecting large numbers of Aucklanders, I expect you to keep the council informed on any consequences, and for this to be initiated at the start of your considerations and not just at the end. Examples of this would include matters such as the Victoria and Federal St intersection changes, and ways to traverse the CBD east to west by car.

Yours sincerely,



Wayne Brown
Mayor of Auckland