

11 March 2025

Hon Simon Bridges
Board Chair
New Zealand Transport Agency Waka Kotahi
50 Victoria Street, Wellington, 6141

Dear Hon Simon Bridges,

Auckland Transport position on Te Ara Hauāuru Northwest Rapid Transit

This letter is to confirm Auckland Transport's (AT's) support for the preferred option in the Northwest Rapid Transit (NWRT) project investment case and to note several relevant matters.

The NWRT project makes up a core part of Auckland's public transport network and AT has been a partner in the development of the project for many years, including for the recently completed interim Northwest Bus Improvements, which have enabled the commencement of the very popular WX1 service.

I note that as well as operating new and improved bus services, AT is contributing \$10.4M towards acquisition of property for the future Brigham Creek station and will be responsible for the operations and maintenance of the Westgate station for which enabling works are underway.

As is to be expected with a project of the size and complexity of the NWRT scheme, there are a number of interfaces that will need clarity and agreement between AT and NZTA. I note that a Memorandum of Understanding (MOU) has been drafted which covers project roles, responsibilities, governance, staff matters and funding expectations. Although this MOU will cover most project matters, there are a number of other matters that need to be highlighted to ensure a high quality, well-functioning rapid transit route is enabled.

1. Overall project benefits are unlocked not by the construction of the NWRT infrastructure (busway and stations), but by the operation of AT bus services on that infrastructure. The operating expenses to run those services and operate the new stations will be sought through future RLTP processes, so I would expect that in its funding role, NZTA would be prioritising its contribution towards those expenses, as part of its ongoing commitment to this project.
2. Maintaining the functionality and reliability of both the new WX1 bus services and the existing Northwestern Shared Path during the many years of construction ahead will be imperative as both these services are popular and critical transport corridors for the Northwest and the wider Auckland network and community.
3. The NWRT intersects with the local road network and a number of essential local road improvements will be required to deliver the project benefits. These local road works are



included in the investment case and will need to be funded and delivered together with the busway works on the State Highway.

Once again, I reiterate AT's support for the project and look forward to seeing it progressed and I look forward to AT and NZTA jointly fronting future public engagement, now that a decision to co-brand the project has been made.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Richard Leggat'.

Richard Leggat
Auckland Transport Board Chair