

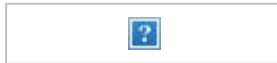
From: [Official Correspondence](#)
To: ["xxxxx.xxxxxx@xxxxxxxxxxxx.xxxx.xx"](#)
Subject: NZT-3873 RESPONSE
Date: Wednesday, 15 May 2019 8:45:00 AM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[NZT-3873 Chris Bishop.pdf](#)

Dear Chris

Please find attached a response from Karen Boyt, Senior Manager, Project Delivery to your letter of 24 April 2019.

Regards

Ministerial Services
Office of the Chief Executive
National Office / Victoria Arcade, 50 Victoria Street,
Private Bag 6995, Wellington 6141, New Zealand



15 May 2019

Chris Bishop
Member of Parliament for Hutt South
Chris.Bishop@parliament.govt.nz

Ref: NZT-3873

Dear Chris

Thank you for your letter dated 24 April 2019, regarding the scope of the Hayward Interchange realignment work.

The scope of a project is determined by the problem that the project is trying to address. In the case of the Hayward Interchange, the principle objective was to alleviate the excessive delays experienced at the intersection and decrease the high reported crash rate. This was to be done by replacing the signalised intersection of SH2 and SH58 with a grate separated interchange. The section of SH58 that was under review was the eastern end of the highway, from its intersection with SH2, to west of Mount Cecil Road.

The problem the project was addressing did not include access to Stokes Valley from SH58 and therefore access to Stokes Valley was not considered as part of the scope of the interchange.

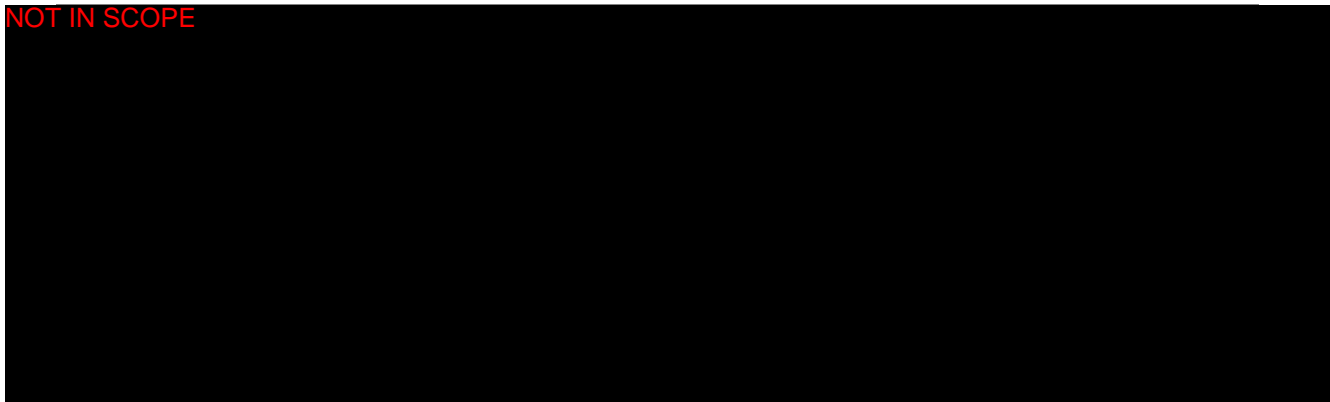
Thank you again for writing.

Yours sincerely



Karen Boyt
Senior Manager, Project Delivery

From: [Emma Speight](#)
To: [Official Correspondence](#)
Cc: [Felicity Glynn](#); [Mark Owen](#); [Samantha Callen](#)
Subject: Fwd: NZTA's proposed road layout changes between State Highway 2 Pomare Rd/Wairere Rd and Grounsell Crescent intersections
Date: Friday, 10 May 2019 3:41:22 PM
Attachments: [image002.png](#)
60030569_10157215519256774_6751817794813165568_o.jpg



From: Christopher Bishop <xxxxxxxxxx.xxxxxx@xxxxxxxxxx.xxxx.xx>
Sent: Friday, May 10, 2019 3:05 PM
To: Emma Speight
Cc: xxxxx.xxxxxx@xxxxxxxxxx.xxxx.xx; xxxxx.xxxxxx@xxxxxxxxxx.xxxx.xx; Margaret Cousins
Subject: NZTA's proposed road layout changes between State Highway 2 Pomare Rd/Wairere Rd and Grounsell Crescent intersections

Dear Emma

NZTA's decision, out of the blue, to make road layout changes between State Highway 2 Pomare Rd/Wairere Rd and Grounsell Crescent intersections has caused a large amount of community angst. The fact that the decision was made without any consultation with local residents, and with so little notice (published Hutt News 7 May, with changes coming 19 May) has exacerbated the anger. Attached is the note in the Hutt News in case you are unaware of this issue.

Local residents are unhappy with the proposed changes. For a good sample of the comments the change is attracting, see https://www.facebook.com/groups/lowerhuttcommunitynoticeboard/?multi_permaLinks=1301223363373595&comment_id=1302524343243497¬if_id=1557456977981975¬if_t=feedback_reaction_generic

My request:

Can I ask that you facilitate (urgently) a meeting with local residents to discuss what you are doing? I would be happy to help arrange the meeting alongside Hutt Councilors **s 9(2)(a)**

If this meeting cannot happen urgently, bearing in mind the changes are due to happen from the 19th onwards, can the changes be delayed please?

I look forward to hearing from you.

Chris Bishop
MP for Hutt South

cid:image002.png@01D407D1.3FF272C0



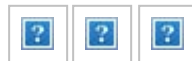
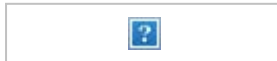
From: [Official Correspondence](#)
To: ["Christopher Bishop"](#)
Subject: NZT-3934 RESPONSE
Date: Tuesday, 21 May 2019 8:47:00 AM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[NZT-3934 Chris Bishop MP Final.pdf](#)

Dear Chris

Please find attached a response from Emma Speight, Director Regional Relationships (Lower North Island) to your email of 10 May 2019.

Regards

Ministerial Services
Office of the Chief Executive
National Office / Victoria Arcade, 50 Victoria Street,
Private Bag 6995, Wellington 6141, New Zealand



21 May 2019

Chris Bishop MP
Member of Parliament for Hutt South
christopher.bishop@parliament.govt.nz

Ref: NZT-3934

Dear Chris

Thank you for your email of 10 May 2019 regarding the public concerns on the proposed road layout changes on State Highway 2 (SH2).

Initially, the proposed changes were to address the safety concerns created by queue-jumping between the SH2 Pomare Road/Wairere Road Intersection and Grounsell Cresecent. Subsequently, the NZ Transport Agency commissioned a traffic assessment to investigate the situation further. This assessment also explores the impacts on local residents and on the operation the traffic signals, at the intersection of Grounsell Crescent/SH2. As a result of the assessment, some changes to the road layout are proposed.

However, after hearing some concerns raised by the public on the new road layout proposal. The Transport Agency has decided not to progress with the road-marking changes and removal of the slip lane at this point. The Transport Agency is committed to have ongoing and regular community engagement about changes and improvements on the region's transport network. We will work closely with Hutt City Council to explore safer options for this area. Further to this, the public will have the opportunity to provide their feedback on future safety improvements.

As the proposed changes will not continue, I am declining your meeting request at this stage. Thank you again for raising your concerns.

Yours sincerely



Emma Speight
Director Regional Relationships (Lower North Island)

Yasmin Slatter

s 9(2)(a)



From: Emma Speight
Sent: Friday, 24 May 2019 9:03 AM
To: Christopher Bishop <Christopher.Bishop@parliament.govt.nz>
Cc: Official Correspondence <Official.Correspondence@nzta.govt.nz>; Richard May <Richard.May@nzta.govt.nz>
Subject: RE: Public meeting - Melling. May 27, 7pm.

Dear Chris

Thanks for the invitation to attend your 'Build Melling now' public meeting.

Unfortunately I am unable to attend on Monday evening, please pass on my apologies.

Timing of construction for projects is dependent on completion of detailed investigations which include consenting and design. Once these have been successfully completed, this is followed by implementation (construction), which will be prioritised against nationwide funding availability.

The re-evaluation of Melling found that the project aligns with the new priorities set out in the Government Policy Statement on land transport (GPS). Funding has been approved for completion of the detailed business case and this work is well underway. We expect this to be completed and considered by early 2020.

Once the detailed business case has been completed, funding for the next phase, involving further design and consenting, will be considered against funding availability. We expect this to be in early 2020. In the meantime, Transport Agency and Hutt City Council officials are working together to identify ways in which the three RiverLink partners could proceed to consent together, prior to completion of the detailed business case.

Regarding construction timing, the Transport Agency Board signalled that implementation (construction) funding will be considered in the long term, from 2028. It is important to note that in October 2016, implementation (construction) of the Melling improvements had been signalled for consideration in the 2026-2036 decade. The RiverLink construction previously signalled to begin from 2020 was for the Hutt City and Greater Wellington components of RiverLink, not the Transport Agency's Melling transport improvements project.

Kind regards
Emma

From: Christopher Bishop <Christopher.Bishop@parliament.govt.nz>
Sent: Saturday, 18 May 2019 12:58 PM
To: Emma Speight <Emma.Speight@nzta.govt.nz>
Subject: Public meeting - Melling. May 27, 7pm.
Importance: High

Dear Emma

I am holding a public meeting on Monday 27 May at 7pm over the issue of the delay to a new Melling Interchange. I would like to invite NZTA officials to come and address the meeting and explain the rationale as to why funding has been delayed until 2029 or later.

Mayor Ray Wallace and other Councillors will be at the meeting alongside an elected Councillor from the Wellington Regional Council.

We are expecting a large turn-out. Here are the details:

Monday May 27

7pm

Boulcott School Hall, Boulcott Street, Lower Hutt

I look forward to hearing from you.

Regards

Chris



29 May 2019

John Milford
Chief Executive Business Central

Chris Bishop
Member of Parliament for Hutt South

Ray Wallace
Mayor for Lower Hutt

Wayne Guppy
Mayor for Upper Hutt

Ref: NZT-3892

Dear Mr Milford, Mr Bishop, Mayor Wallace and Mayor Guppy

Thank you for your letter of 30 April 2019 regarding State Highway projects in the Hutt Valley. I am happy to meet with you to discuss these projects and will arrange for the appropriate Transport Agency officials to attend as well.

You have requested an urgent review of both the Melling and Petone to Grenada projects. The NZ Transport Agency recently reviewed both these projects against the policies set by the *Government Policy Statement on Land Transport 2018-2021* (GPS) through the re-evaluation process.

The re-evaluation of Melling found that the project aligns with the new priorities set out in the GPS. Funding has been approved for completion of the detailed business case. Once the detailed business case has been completed, funding for the next phase – involving further design and consenting – will be considered against funding availability. We expect this to be in early 2020.

The re-evaluation of Petone to Grenada recommended that the project be redesigned with a focus on resilience, safety and improving transport choice across the state highway network. This new focus is consistent with the outcomes sought by the GPS. In endorsing the re-evaluation of the Petone to Grenada link road project, the Transport Agency Board noted that an east-west link road is required to improve resilience, safety and transport choice.

The next step for the re-evaluated Petone to Grenada link road project is to undertake a detailed business case. This business case will take a step back to ensure all east-west options across the state highway network (i.e. the triangle formed by SH1, SH2 and SH58) are considered. Improving east-west transport choice is expected to improve the overall functioning of the state highway network. The detailed business case will commence when funding becomes available.

Your letter has also raised concerns regarding the potential for increased congestion on SH2 from Melling to Ngauranga Gorge following the opening of the Transmission Gully Motorway. We expect that the opening of the Transmission Gully Motorway will redistribute traffic across the state highway

network differently. We are currently preparing an operational plan to help ensure that the wider state highway and local road network is ready for the opening of the new motorway.

We have also recently announced the commencement of the consenting phase for the northern sections of the Wellington to Hutt Valley Walking and Cycling Link on SH2. The link includes constructing a dedicated walking and cycling facility on the seaward side of the Hutt Valley Rail Line between Ngauranga and Petone. Once complete, this facility will improve safety for cycling and walking. It is also expected to encourage more people to walk and cycle between the Hutt Valley and Wellington rather than to drive.

Greater Wellington and KiwiRail are also planning a series of infrastructure upgrades to the Hutt Valley Rail Line (including double tracking between Trentham and Upper Hutt). Completing these improvements will enable timetable changes to be made to commuter services and will allow the option of increasing service frequency at peak travelling times. We are anticipating that these improvements will encourage more people to use local rail services rather than to drive on SH2 at peak times.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Nick Rogers', with a long horizontal flourish extending to the right.

Nick Rogers
Interim Chair, New Zealand Transport Agency

Yasmin Slatter

From: Official Correspondence
Sent: Thursday, 8 August 2019 2:46 PM
To: c.hipkins@ministers.govt.nz; ray.wallace@huttcity.govt.nz; Wayne.Guppy@uhcc.govt.nz; paul.swain@gw.govt.nz; ken.laban@gw.govt.nz; prue.lamason@gw.govt.nz; david.ogden@gw.govt.nz; Meka.Whaitiri@parliament.govt.nz; Virginia.Andersen@parliament.govt.nz; Christopher.Bishop@parliament.govt.nz; ceo@hutt-chamber.org.nz; Josephine.Collins@parliament.govt.nz; Janette.Granville@parliament.govt.nz; Alice.Collard@parliament.govt.nz; Merran.Brady@parliament.govt.nz; john.milford@wecc.org.nz; john.gloag@huttcity.govt.nz; peter.kelly@uhcc.govt.nz; jo.miller@huttcity.govt.nz; trevor.mallard@parliament.govt.nz
Subject: Meeting with NZTA - Friday 2 August - MVT-0015
Attachments: Hutt Valley Update FINAL.pdf

Kia Ora Tātou

Thank you for attending last Friday's meeting organised by Hon. Chris Hipkins.

We hope that you found the meeting constructive and informative.

We have attached the presentation from the meeting for your information.

Ngā mihi

Ministerial Services – Government and Governance

Office of the Chief Executive

50 Victoria Street, Private Bag 6995, Wellington 6141, New Zealand



Hutt Valley Update

Overview

- Context – Government Policy Statement and National Land Transport Programme
- SH1 corridor
- SH58 corridor
- SH2 corridor

- Key terms
 - **GPS:** Government Policy Statement
 - **NLTF:** National Land Transport Fund
 - **NLTP:** National Land Transport Programme
 - **RLTP:** Regional Land Transport Plan
 - **PBC:** Programme Business Case (usually covers a number of related projects, and takes a strategic view across them)
 - **DBC:** Detailed Business Case (usually for a stand-alone project, and leads to a decision to begin funding the stages of a project)

GPS 2018

Government Policy Statement

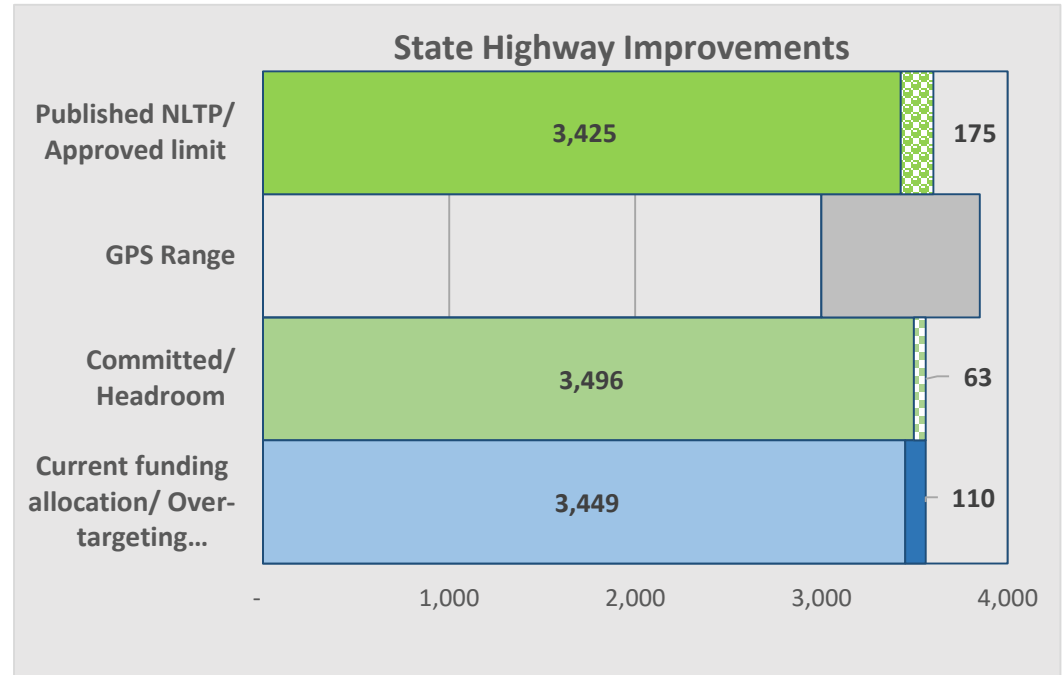
- **Prioritises:**

- Safety
- Access
- Environment
- Value for money

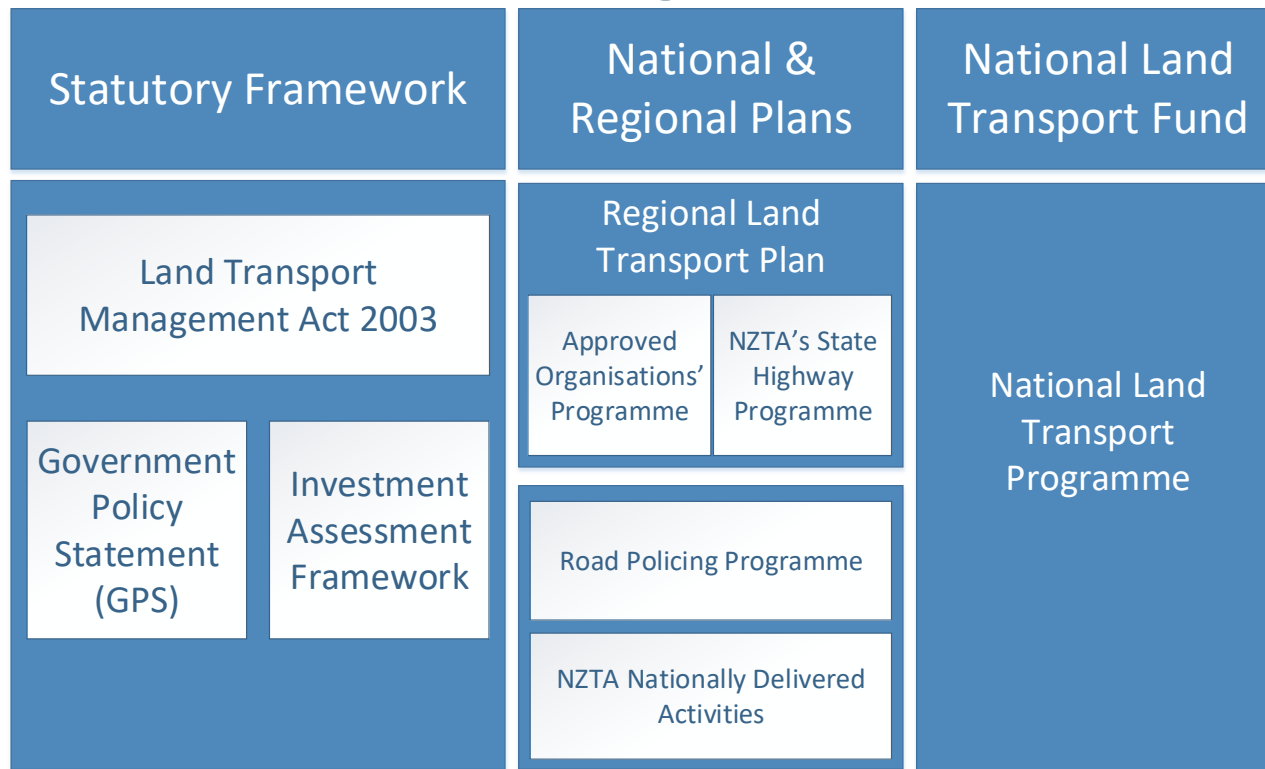


Understanding the State Highway Funding Context

- The Transport Agency is required by law to “give effect to” Government policy, as set out in the GPS
- Funding ranges for Activity Classes are set by the Government in the GPS
- The Board determines the actual level of expenditure within the Activity Class, taking into account the Government’s priorities, pre-existing contractual commitments, and the future funding trajectory
- The Board must balance investment across all 12 Activity Classes
- In the case of the State Highway Activity Class, the funding range set in the GPS is \$1.2-1.55b in 2018/19 (the start of the current NLTP), \$1.05b-1.3b in 2021/22 (the start of the next NLTP) and is forecasted to be \$350-500m in 2027/28 (at the end of the 10 year forecast period)



Linking the Government Policy Statement to the National Land Transport Programme



Regional Overview and Context

Role of the Regional Land Transport Plan and key projects that are included in the current RLTP

	RLTP Priority	NLTP Status
Petone interchange / P2G	Priority Band 1 (Committed - DBC)	Seeking funding for new DBC (to be redesigned)
Melling interchange	Priority Band 1 (Committed - DBC)	DBC funded (underway)
Kelson/Belmont interchange	Not prioritised	Not included
Moonshine Bridge & intersections	Not prioritised	Not included
SH58 Safety	Committed	Construction funding approved for stage 1
Cross Valley Link (local road)	Priority Band 2	HCC completing PBC (funded at FAR)
W2HV walking & cycling link	Priority Band 1	N2P pre-implementation funding approved P2M construction funding approved

Ngauranga Triangle



SH1 Corridor

Transmission Gully

- Work continues on the Transmission Gully motorway, with 12 of the project's 25 structures now complete
- Construction is 75% complete
- The motorway is scheduled to open in 2020
- A network operational readiness project is underway to understand and prepare for the expected changes in traffic flow and public transport use across the region's transport network, once Transmission Gully opens



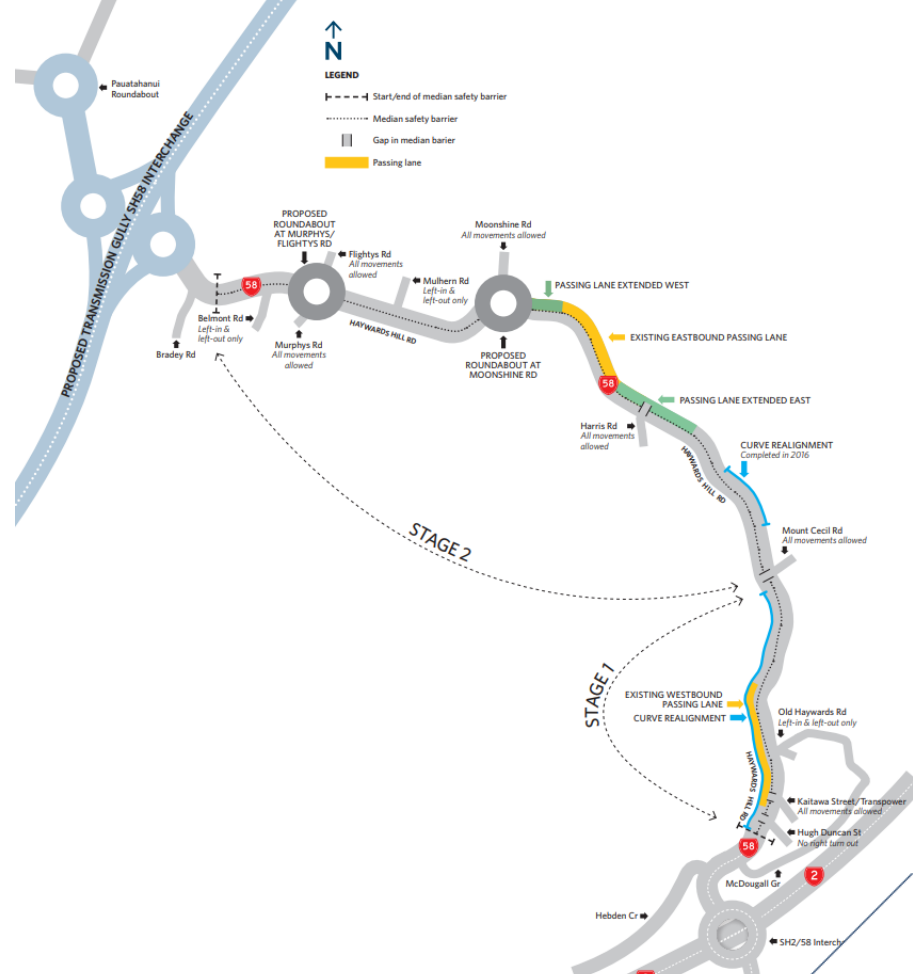
Other SH1 Projects

- Paremata Roundabout
 - The roundabout metered lights went live 1 July
 - These aim to improve traffic flow at the roundabout during peak
 - Traffic is flowing well, we are continuing to monitor and optimise the system
 - An extra 72 car parks at Paremata train station Park & Ride due for completion end July
- Peka Peka to Ōtaki
 - Construction of the \$330 million expressway is progressing well
 - It is expected to open in 2021

SH58 Corridor

SH58 Safety Upgrades

- The NZTA is progressing a package of safety improvements on SH58 – between SH2/Upper Hutt and SH1/Transmission Gully.
- Stage one is expected to be underway soon: Haywards Interchange (SH2) to Mt Cecil Rd. This work involves widening the road and sealed shoulders, installing median safety barriers and curve easing. These works will take approximately 15 months.
- Stage two runs from Mt Cecil Rd through to the Transmission Gully Interchange at Pauatahanui (SH1). Construction will take about 18 months and begin after consents and key property acquisitions are completed, and funding becomes available. Other low-cost safety measures are being considered by the NZTA in the interim.
- In addition, the speed limit on SH58 was reduced from 100km/h to 80km/h in September 2018.



SH2 Corridor

SH2 Corridor Programme Business Case

SH2 Ngauranga to Te Marua as part of a multi-modal corridor

- Guides investment in SH2 in a strategic way – high level view of plan
- Developed together with all councils and other stakeholders, building on three earlier studies/investigations
- Investment in road, rail, and active modes

Objectives of the PBC (under previous GPS):

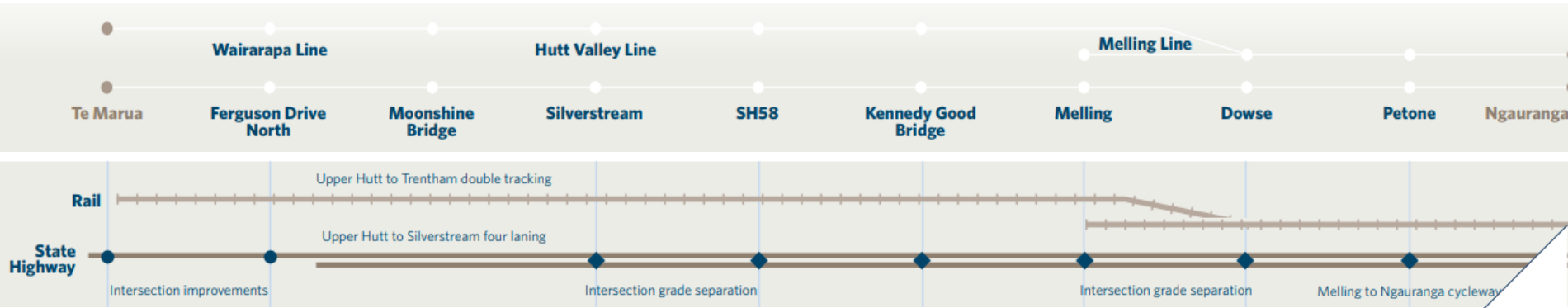
- Improve public transport in the Hutt valley
- Improve the safety of the transport corridor by reducing the number of deaths and serious injuries
- Improve the quality of infrastructure by increasing the KiwiRAP Star Rating
- Increase availability along the transport corridor by reducing the number of journeys impacted by natural closures and delays
- Improve travel time reliability on SH2 between Ngauranga and Te Marua

In October 2016 the Board resolved to support a number of corridor PBCs including SH2 Te Marua to Ngauranga. They noted that 'support' indicated a commitment to develop the programme to a point where it could be implemented, but not a commitment to fund that implementation.

What's in the Programme Business Case?

Key components

- **Road investment including:**
 - Grade-separating intersections south of Upper Hutt
 - Four-laning Silverstream to Upper Hutt
 - Petone to Grenada / regional east-west connections
 - Lower Hutt east-west connections / Cross Valley Link
 - Safety improvements
- **Travel demand management measures**
- **Public transport investment:**
 - Upgrade to rail tracks, electric traction system, and more trains
 - Ticketing and fares
 - More buses
- **Walking and cycling investment:**
 - Wellington to Hutt Valley Link



SH2 Improvements: Upper Hutt and Kelson/Belmont

Silverstream Bridge, River Road, Moonshine Bridge, Four-laning

- These projects are signalled in the PBC for implementation in the medium / long term
- The next step is to complete detailed business cases, but that work is not yet funded
- The PBC programme signalled work mostly progressing from south to north on SH2
- What does this mean?
 - There is no funding currently approved for these projects
 - They are not likely to start the business case process in this NLTP (2018-21) or the next NLTP (2021-24)
 - We will continue to monitor the performance of this part of the network, taking a safe systems approach, and considering other options such as public transport

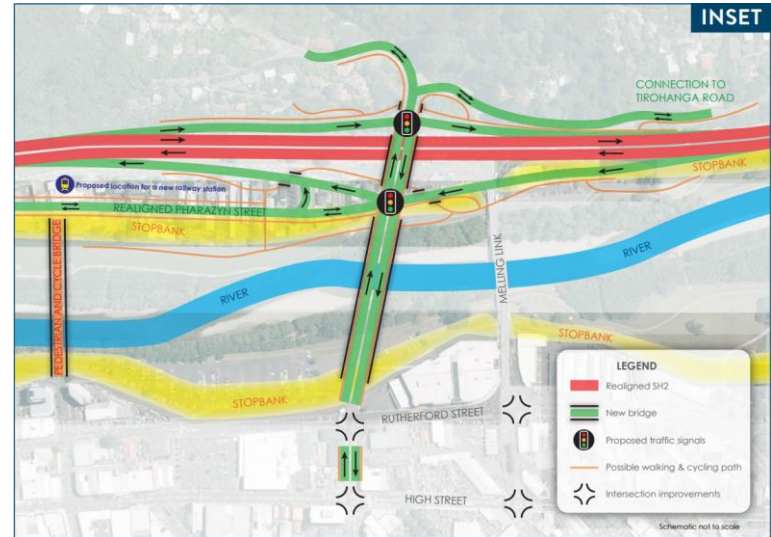
Kelson/Belmont Interchange

- This project is not included in the 2018/21 NLTP but may be reviewed and assessed as part of the 2021/24 NLTP development

Melling transport improvements

Part of RiverLink partnership - better flood protection, urban revitalisation and transport for Lower Hutt

- Re-evaluated: aligns with GPS priorities
- Continuing to develop detailed business case for improvements
- Confirmed preferred option and advised property owners
- Once the detailed business case has been completed, funding for the next phase, involving further design and consenting, will be considered against nationwide funding availability
- The phases that need to be funded and completed prior to the project being ready for construction funding, including resource consents and property acquisition, are expected to take four to five years under normal project development processes. When funding does become available this project will be prioritised against other projects across the country.
- Funding for construction is not expected to be considered before 2028 – consistent with what was stated prior to re-evaluation



Petone to Grenada Link Road

Re-evaluated – to be redesigned

- The Transport Agency's 2018 re-evaluation of the Petone to Grenada link road project recommended that the project be redesigned with a focus on resilience, safety and improving transport choice across the state highway network
- The next step will be to seek funding for the development of a business case, which will include working with the community and local government partners on improving transport choice for east-west journeys
- We do not currently have funding to progress this work further, and we cannot say now when funding will be available
- The phases that need to be funded and completed prior to the project being ready for construction funding are expected to take five to seven years under normal project development processes
- When funding does become available this project will be prioritised against other projects across the country

Petone Interchange

- This will be considered as a part of the new Petone to Grenada DBC which will consider the wider Ngauranga Triangle

Cross Valley Connections

Hutt City Council-led PBC

- HCC commenced a programme business case in early 2019, supported by NZTA as a key stakeholder and investor
- The Project Study Area covers the southern Lower Hutt area (between Seaview/Gracefield and SH2)
- The purpose of the business case is to identify a preferred package of multi-modal transport improvements that will increase transport choices and improve the resilience of the transport network, and link to other projects in progress (HCC and NZTA)
- The Programme Business Case is expected to be completed by the end of the year
- The next steps for the project have yet to be determined, but are likely to involve development of more detailed business cases (subject to funding)

W2HV Walking and Cycling Link

Ngauranga to Petone

- Public engagement completed on concept design
- Preparing to lodge applications for resource consent in early 2020
- Consent process could take up to two years
- Earliest construction could begin is 2021/22
- Construction expected to take approximately three years



W2HV Walking and Cycling Link

Petone to Melling

- Getting ready to move to construction
- Negotiation with preferred tenderer
- Could begin later this year
- Expected to take approximately 1 year to construct



Questions?

Yasmin Slatter

From: s 9(2)(a) @parliament.govt.nz>
Sent: Tuesday, 20 August 2019 10:59 AM
To: Official Correspondence
Subject: Letter for Emma Speight
Attachments: 19.08.14 NZTA Joint Letter ChrisGinny.pdf

Hello

On behalf of Chris Bishop, MP for Hutt South & Ginny Andersen, Labour List MP based in Hutt South, please find attached a letter for Emma Speight in regards to State Highway 2.

Regards

s 9(2)(a)

s 9(2)(a) Parliamentary Executive Support and Advisor

Office of Chris Bishop MP | MP for Hutt South

National Spokesperson for Transport & Regional Development

Room 2-019 Parliament House | Wellington 6160 | New Zealand

s 9(2)(a) [@parliament.govt.nz](mailto:s 9(2)(a)@parliament.govt.nz)



14 August 2019

Emma Speight
Director Regional Relationships (Lower North Island)
New Zealand Transport Agency
Private Bag 6995, Marion Square
Wellington 6141
By email: official.correspondence@nzta.govt.nz

RE: Engagement with BRIA over State Highway 2 in Lower Hutt

Dear Emma,

We are writing to you as Hutt Valley based Members of Parliament to ask that NZTA engages with the Belmont Residents Improvement Association (BRIA) over the State Highway 2 corridor.

The BRIA is concerned about increasing traffic and accidents on SH2, particularly the area between Melling and the Kelson/Kennedy Good Intersection where there are five sets of traffic lights but the speed limit is 100 kilometres per hour.

BRIA would like to discuss a range of issues with NZTA, including whether the speed limit in the area should be lowered from 100 km p/h to 80 km p/h, and whether further changes to the Belmont Domain/Owen St entrance are required. We are aware that NZTA is looking at speed limits around the country, so hope that this engagement is timely.

We are also aware that NZTA has been looking at the layout of Grounell Crescent in recent years, and the BRIA is keen to engage with NZTA to hear their thinking for this area, and offer some suggestions for possible improvements.

We suggest a meeting be held, which we are happy to facilitate, so that NZTA representatives can meet with BRIA representatives and discuss the above issues and anything else relevant.

We look forward to hearing from you.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Chris Bishop'.

Chris Bishop

A handwritten signature in blue ink, appearing to read 'Ginny Andersen'.

Ginny Andersen

Yasmin Slatter

NOT IN SCOPE


From: s 9(2)(a) [redacted]@parliament.govt.nz>
Sent: Tuesday, 27 August 2019 12:09 PM
To: Emma Speight <Emma.Speight@nzta.govt.nz>
Cc: Official Correspondence <Official.Correspondence@nzta.govt.nz>
Subject: Joint Letter for Chris Bishop and Ginny Andersen

Hello Emma

Please find attached a copy of a letter signed by Chris Bishop, MP for Hutt South and Ginny Andersen, Labour List MP based in Hutt South regarding State Highway 2. This letter may have already been passed on to you as I originally directed it to the NZTA Official Correspondence email, however I never got any acknowledgement of receipt.

Thank you in advanced for your consideration and we look forward to your reply.

Regards

s 9(2)(a) [redacted]

s 9(2)(a) [redacted] | **Parliamentary Executive Support and Advisor**
Office of Chris Bishop MP | MP for Hutt South
National Spokesperson for Transport & Regional Development
Room 2-019 Parliament House | Wellington 6160 | New Zealand
s 9(2)(a) [redacted] [@parliament.govt.nz](mailto:s 9(2)(a)@parliament.govt.nz)

From: [Official Correspondence](#)
To: [Christopher Bishop](#)
Bcc: [Emma Speight](#); [Bronwyn Presland](#)
Subject: Transmission Gully visit (NZT-4274 / MVT-0033)
Date: Monday, 2 September 2019 11:18:00 AM
Attachments: [NZT-4274 Chris Bishop.pdf](#)
[image006.jpg](#)
[image007.jpg](#)
[image008.jpg](#)
[image009.png](#)

Dear Chris

Please find attached a response from Emma Speight, Director Regional Relationships (Lower North Island) to your email of 26 August 2019.

Regards

Ministerial Services

Engagement & Partnerships

National Office / Victoria Arcade, 50 Victoria Street,
Private Bag 6995, Wellington 6141, New Zealand



From: Christopher Bishop <xxxxxxxxxxx.xxxxxx@xxxxxxxxxxx.xxxx.xx>
Sent: Monday, August 26, 2019 9:38:18 AM
To: Emma Speight <xxxx.xxxxxxx@xxxx.xxxx.xx>
Cc: s 9(2)(a) [REDACTED] <[\[REDACTED\]@parliament.govt.nz](mailto:[REDACTED]@parliament.govt.nz)>
Subject: Request for visit to TG

Hi Emma

On behalf of Hon Nathan Guy MP, Nicola Willis MP, and Brett Hudson MP I would like to request a visit to Transmission Gully to see progress and get an update on how things are progressing.

Hoping this can be arranged at some point in the next 1-2 months. We are flexible on time/date.

Cheers

Chris



50 Victoria Street
Private Bag 6995
Wellington 6141
New Zealand
T 64 4 894 5400
F 64 4 894 6100
www.nzta.govt.nz

2 September 2019

Chris Bishop
MP for Hutt South
chrisbishopoffice@parliament.govt.nz

NZT-4274

Dear Chris,

Thank you for your email of 26 August 2019 requesting a visit to Transmission Gully on behalf of Hon Nathan Guy MP, Nicola Willis MP, Brett Hudson MP and yourself.

Due to challenges with site visits during winter we have agreed with the Wellington Gateway Partnership that we would not schedule VIP visits during the winter and early spring months.

We will be in contact with you at the end of September when the weather is improving to propose possible options for a visit.

Thank you for your continued interest in this project.

Yours sincerely,

Emma Speight
Director Regional Relationships (Lower North Island)