

Before the Expert Consenting Panel

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*under:* the Fast-track Approvals Act 2024

*in the matter of:* applications for resource consents and archaeological authorities and notices of requirement by the New Zealand Transport Agency Waka Kotahi to develop a rapid transit link and associated infrastructure and connections between Brigham Creek and Auckland City centre, alongside State Highway 16, known as 'North West Rapid Transit'

*applicant:* **New Zealand Transport Agency**  
*Requiring Authority and Applicant*

Statement of Evidence of Emma Fisk for New Zealand Transport Agency Waka Kotahi

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Dated: 3 June 2026

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**STATEMENT OF EVIDENCE OF EMMA FISK FOR NEW ZEALAND  
TRANSPORT AGENCY WAKA KOTAHI**

- 1 My full name is Emma Ane Fisk. I am the Project Director of the Northwest Rapid Transit Project (*Project* or *NWRT*).
- 2 I am employed by New Zealand Transport Agency Waka Kotahi (*NZTA*) as the Director of Rapid Transit System Design. In this role I am responsible for the planning and delivery of NZTA's rapid transit corridors, including the NWRT Project.
- 3 I have a Bachelor of Civil Engineering (Hons), Master of Engineering Studies, and Master of Business Administration. I am a Chartered Professional Engineer and Fellow of Engineering New Zealand.
- 4 I have 30 years' experience in the transport infrastructure field. My technical background is in civil engineering and transport design. I have expertise in leadership of major transport projects, design management, coordination between technical disciplines and programme delivery.
- 5 I have been involved in the Project since March 2024. I am responsible for the successful development and delivery of the Project.
- 6 My evidence has been prepared to support the NZTA response to comments on NZTA's notices of requirement (*NORs*) and applications for resource consents and archaeological authorities (together, *Application*) for the Project.

**SCOPE OF EVIDENCE**

- 7 In order to provide context for NZTA's responses to comments, particularly the comments from commercial businesses at Westgate,<sup>1</sup> my evidence covers:
  - 7.1 NZTA's role and function; and
  - 7.2 Temporary effects on the adjacent transport network in the context of the Project's benefits.

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<sup>1</sup> Comments 28 – Costco Wholesale New Zealand Limited, 34 – Stride Holdings Limited, 36 – Westgate Properties (2017) Limited and NZRPG Management 2017 Limited and 37 – Westgate Town Centre (2017) Limited.

### **NZTA's Role and Function**

- 8 NZTA's statutory functions are set out in the Land Transport Management Act 2003 (*LTMA*), which requires NZTA to:<sup>2</sup>
- 8.1 Contribute to an effective, efficient, and safe land transport system in the public interest;
  - 8.2 Manage the State highway system, including its planning, funding, design, supervision, construction, maintenance and operation;
  - 8.3 Oversee the planning, operation, implementation, and delivery of public transport; and
  - 8.4 Manage funding of the land transport system.
- 9 These functions reflect a general duty to ensure that all parts of the land transport system (not just State highways) operate in a safe, effective and integrated manner. They also mean that NZTA has an interest in how local roads (including walking and cycling networks and public transport facilities) are managed and funded, taking a long-term, big-picture perspective.
- 10 NZTA is also approved as a 'requiring authority' not only for the construction and operation (including the maintenance, improvement, enhancement, expansion, realignment and alteration) of State highways, but also for rapid transit networks and projects, cycleways and shared paths.<sup>3</sup>
- 11 In exercising its functions and acting in its capacity as a requiring authority, NZTA is required to exhibit a sense of social and environmental responsibility and use its revenue in a manner that seeks value for money.<sup>4</sup> These statutory obligations require NZTA to work towards providing environmentally and socially responsible outcomes for each project within the overall funding budget.

### **Temporary traffic effects in the context of the Project's benefits**

- 12 Part 3 – Project Benefits explains the benefits of the Project. I would like to focus on how, in my opinion, the Project's temporary effects on the adjacent transport network should be contemplated and contextualised in light of the Project's benefits.

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<sup>2</sup> Land Transport Management Act 2003 (*LTMA*), s95(1)(a), (h)-(j).

<sup>3</sup> Resource Management (Approval of Transit New Zealand as Requiring Authority) Notice 1994; Resource Management (Approval of NZ Transport Agency as a Requiring Authority) Notice 2015; Resource Management (Approval of New Zealand Transport Agency as a Requiring Authority) Notice 2023

<sup>4</sup> *LTMA*, s96(a) and (b).

- 13 Rapid transit is fast, frequent and reliable public transport that carries large numbers of people on dedicated corridors largely separated from other traffic. This means it is unaffected by general traffic congestion. To be successful, rapid transit needs to provide for speed, reliability, high capacity, and ease of use, all within a dedicated corridor that has minimal disruption from other traffic. In my opinion, it should be well integrated with the wider transport network.
- 14 This Project will connect to the local road network at the stations. These connections ensure that access to the rapid transit service is coordinated and effective.
- 15 As set out in the Assessment of Transport Effects submitted with the Application, and the evidence of Ms Meredith Bates and Ms Ida Dowling, Project construction activities will result in some temporary traffic disruption.<sup>5</sup> In my opinion and experience, NZTA is sophisticated in managing traffic effects and construction disruption.
- 16 The temporary effects of the Project should be viewed in the context of the significant permanent benefits the Project will deliver, including to those parties who may be temporarily affected during construction.
- 17 As set out in Part 3 of the Application, public transport delivers a range of economic and social benefits.<sup>6</sup> Such benefits have the potential to increase economic activity as customers utilise rapid transit.
- 18 Auckland is predicted to experience significant future growth, including in its northwest. Planning instruments, spatial planning and modelling work all identify a need to plan and provide for that growth, in a way that ensures existing infrastructure is not overstressed and new infrastructure supports choice and demand.
- 19 The Project is designed to provide that support. It will enable the efficient movement of people to areas of employment, education and services. It will reduce general traffic congestion, freeing up local roads and SH16 for those who need to use private vehicles. These benefits will extend to adjacent commercial, business and residential areas and the people who live and work in those areas.
- 20 NZTA has a duty under both the LTMA and Government Roadway Powers Act 1989 to contribute to an effective, efficient, and safe land

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<sup>5</sup> Application, Attachment 6.20 – Assessment of Transport Effects, section 3; Statement of Evidence of Meredith Bates, paragraph 40; Statement of Evidence of Ida Dowling, paragraph 39.

<sup>6</sup> Application, Part 3 – Project Benefits, sections 2 and 3.

transport system, so that that system is managed and operates in an integrated manner.

- 21 I observe that the land transport system and demands on that system are constantly changing and evolving, including as a result of growth and development pressures. Road controlling authorities, including NZTA, strive to manage, plan and build for that change and demand, but they cannot guarantee existing services will be unaffected during the development of new infrastructure. Those who use and benefit from the existing transport system rightly expect careful and expert management of construction activities. However, in my opinion, it is unrealistic to expect 'no change' or only change that they favour.
- 22 This Project will impact the existing adjacent transport system temporarily during construction. In my view, and it is my expectation as Project Director, that impact will be appropriately managed using familiar, proven and effective tools.
- 23 I emphasise again that the significant permanent benefits of the Project greatly outweigh temporary effects, and that the parties with concerns about temporary, construction-related effects will be among those receiving the permanent benefits.

**Emma Fisk**  
**3 June 2026**