

Key Consultation Issues

A1.1 Key issue – improving access south

State Highway 2 – Petone to Ngauranga options

This link experiences high and increasing traffic volumes, leading to congestion at peak times. Reports indicate there is room for a fifth lane between Petone and Ngauranga that could be reversible at peak periods (this may require a change in how cyclists are managed).

Options for the use of the fifth lane are:

- Do nothing/promote rail
- Construct general purpose traffic lane
 - Advantage*
 - Accessibility
 - Disadvantage*
 - High cost / does not promote environmental sustainability
 - Could congest road network south of Ngauranga at the Terrace Tunnel and the inner city street network
 - Could compromise rail operation
- Bus lane only (RLTS 1999/2004)
 - Advantage*
 - Better safety
 - Disadvantage*
 - Less accessibility for traffic overall
 - Could compromise passenger rail operation

The recommended option is

- HOT (High Occupancy Toll lane) for faster travel
 - Advantage*
 - Accessibility
 - Economic development
 - More efficient fuel use for existing traffic
 - High economic efficiency
 - Provides fast lane for those prepared to pay
 - Disadvantage*
 - Will require changes to cycle lane
 - Could compromise rail operation, but less so than other options
 - Will induce traffic growth, but this could be controlled by level of toll.

If built, a high-occupancy toll lane would be first of its type in New Zealand.

- Motorists use electronic or prepay methods of payment
 - Envisage less than \$2.00 per trip
- Revenue will pay for construction, including new cycling lane and enforcement
- Requires enactment of suitable legislation

A1.2 Key issue – improving access west

The existing routes west (SH58) can be upgraded but do not provide direct links to major population centres.

Options

- Do nothing/rely on existing connections
- New link Kennedy-Good Bridge – Porirua East – implied in RLTS 1999/2004

Recommended options

Investigate

- New link Melling – Porirua

Advantage

- Significant economic advantage for both Hutt Valley and Porirua
- Network flexibility
- Links Hutt City to Porirua City and provides access to the north via Transmission Gully

Disadvantage

- More expensive (est. \$60m), but economic analysis suggest viability as a toll road
- Compromises Belmont Regional Park (but also provides access for enhanced use)
- Affects local communities and physical environments

Investigate

- New link Petone – Grenada

Advantage

- Will attract 20% of traffic currently using Ngauranga Gorge or SH2 Petone to or from Ngauranga
- Cheaper, more easily constructed than other options
- Will not compromise Belmont Regional Park
- Accessibility
- Supports regional economic development (connects to Wellington City's northern growth area)
- More efficient fuel use for existing traffic
- Existing SH1 interchange can be used

Disadvantage

- May contribute to deterioration of Petone Esplanade

- Does not serve Porirua as well as the Belmont or Melling options
- Affects local communities and physical environments
- Interchange at Petone will be complex
- Increases pressure on Petone-Dowse section of SH2

A1.3 Key issue – improving access across Valley floor

This issue links directly to the western access options. Currently, frequent traffic heading SH1 – Seaview/Gracefield (east or west) concentrates on Petone esplanade.

Options

- Do nothing/rely on existing conditions
- Upgrade Petone Esplanade RLTS 1999/2007

Disadvantage

- Strong amenity and community arguments against concentrating traffic on Petone Esplanade

Recommended option

- Find another option
 - This would be a new road option, south of Hutt Central and north of Petone Esplanade
 - This is a local issue for which no specific proposal is identified
 - Significant problem, likely to increase over time
 - No consensus on various suggested east-west connections
 - New roads in built-up areas compromise local communities

A1.4 Key issue – Bus versus Rail, especially in the Western Hutt

Options

- Do nothing/rely on proposed level of service
- Base Western Hutt-Wellington services on buses (bus lanes, service to Courtenay Place)

Discussion

- WRC is currently reviewing bus services in Hutt Valley and proposing to upgrade in local bus services. Present difficulties in servicing the Western Hutt could be overcome if bus lanes were instituted on Hutt Rd to provide strong direct bus connections through to Wellington CBD. These will deal with issues of immediate concern, whereas the Corridor Plan will deal with issues of a longer term nature.
- Would undermine Melling rail line and possibly the long term goal of light rail loop.
- Reverses existing policy of using rail as the spine of the arterial network.

Recommended option

- Extend Melling line across the river to the Hutt CBD and Waterloo as prelude to light rail loop
 - Connects rail to Hutt City centre
 - Continues existing policy and establishes light rail potential