



**Report** 03.677  
**Date** 5 November 2003  
**File** TP/3/1/1

**Committee** Regional Land Transport  
**Author** Tony Brennand Manager Strategic Direction

## Hutt Corridor Plan - Further Submissions by Financial Stakeholders

### 1. Purpose

To inform the Committee of the views of financial stakeholders and to finalise the Hutt Corridor Plan.

### 2. Background

At its meeting of 29 May 2003 the Committee received the draft decision of the hearing subcommittee for consideration. The Committee requested that financial stakeholders be again consulted and asked for their comments on the draft decision. A copy of the draft decision is provided in **Attachment 1**.

### 3. Comment

A copy of the comments received from financial stakeholders is provided in **Attachment 2**.

#### 3.1 Hutt City Council's response

Hutt City Council supports all clauses in the draft decision except that it opposes the proposition to investigate and evaluate a Kennedy Good Bridge link to Transmission Gully in the Road Projects beyond 2008.

##### *Comment*

Hutt City Council contends that the environmental impacts of such a proposal on Belmont Regional Park in the vicinity of Speedy's Reserve would be unacceptable. This is despite that these environmental impacts are unknown as the investigations and precise determination of the route has not yet occurred. Furthermore there is as yet no clear understanding of what benefits would be foregone by not building the link road.

The options available to the Committee are:

- Continue with link road investigation in the beyond 2008 period noting that the investigation will not take place until after 2008 when the view of the various parties may be different from the present time
- Discuss the issue further with Hutt City Council
- Remove the reference to the link road.

### **3.2 Transit New Zealand's response**

Transit advise that they are planning to investigate the feasibility of a cycleway from Petone-Horokiwi. Transit suggest that construction of a HOV/HOT lane from Petone-Ngauranga in the 2003-2008 period is unrealistic. Investigation could be possible but no provision has been made for it within their ten year plan.

Transit advise that they have no objection with the monitoring of the Silverstream Bridge intersection but oppose an investigation into a possible Hutt River crossing at Stokes Valley. Transit note there is no provision in their ten year plan for such an investigation.

Transit support further investigation of the Petone-Grenada link road. They raise timing issues related to the Petone-Grenada link road and the construction of Dowse-Petone project. Transit also argues for more extensive evaluation of the implications of the cross valley link road on the design of SH2 Dowse-Petone.

Transit advise that they have little difficulty with the Belmont link to Porirua proposal. Transit advise that the draft decision is acceptable with respect to the Rimutaka Hill road.

#### *Comment*

Transit's view that the construction of the HOV/HOT lane before 2008 is unrealistic is agreed with. It is recommended that the RLTC should include that investigation of the HOV/HOT lane, and the seaward side cycle facility be included in the 2003-2008 period and request that Transit include these proposals in their ten year plan accordingly. The RLTC should signal to Transit that they see these proposals as urgent regional priorities and should make provision for their construction accordingly. Construction of these proposals should be included in the 2008-2013 period with the cycle facility being a precursor to the HOV/HOT lane. The cycle facility has economic benefit to road users by releasing space for additional road capacity.

The issue of a Hutt River crossing at Stokes Valley is driven by local access concerns but if such a crossing is warranted this is likely to have benefits for the SH2/Silverstream Bridge intersection. Accordingly, it is appropriate that Transit be requested to participate and budget for such an investigation. It is recommended that Transit be approached to amend its ten year plan to include this investigation.

Transit's concern about timing issues related to the Petone-Grenada, Dowse-Petone and cross valley link proposals is valid. It is appropriate to adjust the

timing of the Petone-Grenada and cross valley links to be consistent with the timing of Dowse-Petone project. Transit's suggestion that a more extensive evaluation of design issues of the cross valley and Petone-Grenada links on Dowse-Petone is supported.

The Committee should consider the funding implications of the inclusion of further projects in Transit's ten year plan. The inclusion of additional projects in the ten year plan will require additional funding to be made available for the National Land Transport Programme, or alternative sources of funding found or a longer list of unfunded projects will result.

### **3.3 Upper Hutt City Council's response**

This submission requests that:

- The design and upgrade of SH58 from SH2 to Harris Road be reinstated and an improved link from Pauatahanui to SH1 be investigated
- The design and construction of the SH2/SH58 interchange be reinstated
- The upgrade of SH2, Petone to Ngauranga should not be dependent on the prior construction of cycle and pedestrian facilities
- Only investigation and evaluation of the Petone-Grenada link road and not construction be included in the plan
- The upgrade of the Silverstream Bridge in 2004/2005 not be delayed by SH2/Stokes Valley/Silverstream investigations
- Rail protection be removed
- That the upgrade of SH58/Kennedy Good Bridge not be delayed by the possible future Transmission Gully link
- That the Kennedy Good Bridge-Transmission Gully link not be included in the plan
- Monitoring of Melling/SH2 be undertaken so that construction of a new interchange can be planned before unacceptable congestion occurs.

#### *Comment*

It is reasonable that the upgrade of the Silverstream Bridge in 2004/2005 not be delayed and this should proceed. The Committee can seek urgency for the investigation or simply note that a future Stokes Valley crossing will reduce anticipated demand on the Silverstream Bridge and will extend its future capacity. The other comments made by Upper Hutt City Council are valid comments for that council to make. However, these comments deal with matters that Upper Hutt City Council has no financial responsibility for and are more appropriate to the actual Hearing itself. The Committee may wish to address them if it wishes.

### **3.4 Wellington City Council's response**

Wellington City Council's response to the draft decision is generally supportive.

#### **4. Communications**

A press statement informing the public as to the current status of the Hutt Corridor Plan may be helpful.

#### **5. Recommendations**

1. *That the Kennedy Good Bridge link to Transmission Gully be included as an investigation in the 2008 to 2013 period. A discussion with Hutt City Council should take place particularly concerning the benefits of Transmission Gully to Hutt City with a link road. Due consideration of environmental issues should be discussed with Hutt City Council.*
2. *Include only investigation and evaluation of the Petone-Ngauranga reversible HOV/HOT lane and the cycle/pedestrian facility in the 2003-2008 period of the Plan, their construction in the 2008-2013 period, and that Transit be requested to include these proposals in their ten year plan.*
3. *To include the investigation of links from Stokes Valley and Silverstream to SH2 and SH58 in the 2003-2008 period and recommend to Transit that appropriate provision be made in their ten year plan. It should be noted that this is not anticipated to result in any delay to Upper Hutt City Council's upgrade of the Silverstream Bridge in 2004/2005.*
4. *Amend the timing of the Petone-Grenada link road so that investigation, design and consents occur in 2003-2008 and construction occurs in 2008-2013.*
5. *Include undertaking a detailed evaluation of the design of Dowse-Petone as a result of possible Petone-Grenada and cross valley links as an urgent priority in 2003-2008.*
6. *That the Committee seriously considers the implications of these additions above on the fundability of Transit's ten year plan and takes up the matter with Government.*
7. *That Transit, Hutt City Council, Wellington City Council and Greater Wellington Regional Council work together to develop an implementation plan for the cross valley and Petone-Grenada links in conjunction with the Dowse-Petone improvement of SH2.*
8. *Approve the Hutt Corridor Plan for adoption by Council.*

Report prepared by:

Report approved by:

**Tony Brennand**

Manager Strategic Direction

**Dave Watson**

Divisional Manager Transport

**Attachments:**

1 - Hutt Corridor draft decision

2 - Comments from financial stakeholders