

HUTT CITY

Wellington Regional Council

15 OCT 2003

14 October 2003

Mr Tony Brennand
 Manager Strategic Direction Transport
 Greater Wellington Regional Council
 PO Box 11646
 WELLINGTON

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 Our Reference: WS75-4-12HC

FILE REF	
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Doc No	178743
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T Brennand AWB	


Dear Tony

HCC SUBMISSION ON DRAFT HUFF CORRIDOR PLAN

Attached is Hutt City Council's submission on the Draft Hutt Corridor Plan as approved by Council's Strategy and Policy Committee at its meeting on 8 October 2003.

It is expected that this submission will be formally approved by full Council at its next meeting on 21 October. The submission is being sent to you now to meet your deadline of 16 October 2003. In the unlikely event that full Council did not accept the recommendation of the Strategy and Policy Committee, I would contact you on 22 October.

Yours sincerely



Lyle Earl
TRAFFIC SUPERVISOR

HUTT CITY COUNCIL SUBMISSION ON THE DRAFT HUTT CORRIDOR PLAN

The Hutt City Council appreciates the opportunity to make this submission on the Draft Hutt Corridor Plan and thanks the Committee for the work it has undertaken to date.

Council supports all clauses except clause 7.11:

Road Projects Beyond 2008

- 7.11 “Investigate and evaluate a Kennedy Good Bridge link to Transmission Gully for construction at, or as soon as practicable after, construction of the Transmission Gully motorway. The construction of this project is a package with, and needs to be preceded by, the construction of the Kennedy Good Bridge – ~~SH2~~ interchange. Investigate this option **recognising** the need to protect the designated Speedy’s Bush reserve and retain as much as possible the amenity value of bush area not currently designated as reserve”.

SUBMISSION

Council **OPPOSES** any further investigation of a connection from Kennedy Good Bridge to Transmission Gully because of its unacceptable impact on the Belmont Regional Park in the vicinity of Speedy’s Reserve.

Council is currently carrying out consultation with a view to re-designating the Kilminster Block, contained within the Belmont Regional Park and through which any link road would pass, as “Recreation Reserve”. This is in response to Community pressure to maintain and enhance the natural bush qualities and open space values of this area.



Please quote our ref. LG/9AWRC

29 October 2003

Greater Wellington Regional Council
PO Box 11-646
Wellington

FAXED

Doc	Referred to
	TB (draft)

Attention: Tony Brennan

Dear Tony

Hutt Corridor Plan-Draft Decision of the Hearings Committee

I refer to the **draft** decisions of the Hearings committee that considered submissions in April of this year on the Hutt Corridor Plan. You have requested the views of Transit New Zealand prior to the Plan being considered by the full Regional Land Transport Committee on 13 November 2003.

The Transit Authority considered the draft decision on 8 October 2003 and has endorsed the following submission. For ease of reference the original proposal, Transit's submission, the Hearings committee's draft decision and Transit's response have been included.

Petone to Ngauranga (2003-2008)

- SH2 between **Petone** and Ngauranga is currently a four-lane median divided expressway carrying **traffic** volumes of nearly **70,000vpd**. It is a limited access road with four property accesses, one petrol station and an intersection at Horokiwi Road. It has a narrow off-road cycle way on the east side between the road and the railway line, which is not well connected at **Petone** to either local roads or the section of SH2 to the north.
- This section of highway is severely congested, particularly in the morning peak period when traffic queues back from the Ngauranga interchange. There are significant physical constraints to widening for capacity improvements due to the narrow corridor between the fault escarpment and the harbour that carries the road, rail and cycleway.
- The **draft Hutt Corridor Plan** had a proposal to:

*investigate, and if appropriate, construct a fifth lane between **Petone** and Ngauranga as a HOT (high occupancy toll) lane.*
- The Transit recommendation to the hearings sub-committee was that it

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*investigate a ~~fifth~~ lane between **Petone** and Ngauranga, preferably as a HOV or HOT lane, that retains a suitable facility for cyclists (Transit).*

5. The draft sub-Committee decision – cycleway

*The Subcommittee proposes that a two-way cycle and pedestrian facility between **Petone** and Ngauranga be designed and constructed on the seaward side of the rail line in conjunction with the relevant territorial authorities and Transit. This is a requirement before any improvement to **SH2** (between **Petone** and Ngauranga) can proceed and is part of the **SH2** improvement proposal. Such a facility should be integrated into possible similar facilities along the **Petone** foreshore and the Main Hutt Road.*

Transit Response

6. Transit's 3-year block programme includes provision for the investigation of the **cycleway** from **Petone** to Horokiwi. That is the area, which does not have a dedicated cycle facility at present. It does not extend further south than Horokiwi. The current scope does not include any investigation of an entirely new facility on the eastern or seaward side of the railway line but investigation of the practicality and feasibility of including the Ngauranga to Horokiwi section adjoining the harbour can be included in Transit's work.
7. There is therefore a misalignment with the sub-committee on the issue of a cycle way although it would sensible to investigate if it was actually feasible to have the whole **Petone – Ngauranga** section of the **cycleway** to the east of the railway line.
8. The Regional Land Transport Committee is advised that investigation of an off road **cycleway** between **Petone** and Horokiwi is programmed for the ~~2003/2004~~ financial year but is limited to providing a link between **Petone** and Horokiwi. This will consider the practicality and feasibility of whether this section should be placed on the eastern side of the railway line. Any farther replacement of the entire cycle facility on the seaward side of the railway line south of Horokiwi. Construction of a **Petone – Horokiwi** cycle facility within the 2003-2008 period is dependent on the results of this investigation.

HOT (High Occupancy Toll) lane

9. The **draft sub-Committee decision-HOT** (High Occupancy Toll) lane

*Investigate and construct a reversible HOT lane between **Petone** and Ngauranga. If the legislation does not permit HOT lanes at the time of the opening this lane then it should be opened as a HOV lane and converted to a HOT lane as the legislation permits.*

Transit Response

10. There is no provision made for this in Transit's current **10-Year** Plan but it is referenced as follows:

The proposal is still in the early stages of development and therefore, no timing has been determined for this project in the 10-Year Plan.

11. It is unrealistic that this lane be investigated and constructed in the period **2003-2008**. There will be a relationship between this proposed project and the outcomes of the **cycleway** investigation and when and if this proposal proceeds. In addition there is likely to be a strong requirement to consider any downstream effects on the Ngauranga – Aotea section of State highway 1 and the necessity to consider the complex interrelationships that there will be at **Petone** with the Hutt Road, Dowse to **Petone** project, **Petone** Esplanade, the **cycleway** and any Granada-Petone link.
12. It is foreseeable that investigation of a fifth lane either as an **HOT/NOV** lane could proceed in the 2003-2008 period but this should be subject to consideration for **future** inclusion in the 10 year plan when the timing and feasibility of other related projects are known.

SH2: Melling Interchange (Project beyond 2008)

13. This is currently a signalised intersection that provides the primary access via Melling Bridge to the Lower **Hutt** CBD. Transit's current strategy is to upgrade the Dowse and Korokoro intersections to the south of Melling within the next 5 years as part of the Dowse to **Petone** scheme. This scheme includes an interchange at Dowse and a flyover at Korokoro, which will significantly improve access to the southern end of the Lower **Hutt** CBD and reduce congestion on SH2.

14. The **draft Hutt Corridor Plan** had a proposal to:

design and construct upgrades of the Korokoro and Dowse intersections on SH2 (Transit)

design and construct grade separation (ramps and flyover access) at the Melling interchange (Transit)

15. The Transit **recommendation** to the hearings sub- committee was that it:

*Review the timing for grade separation at Melling when the Dowse to **Petone** scheme has been completed (Transit and HCC).*

16. The **draft sub-Committee decision** is that:

*After evaluating and determining, in conjunction with Hutt City Council **and** Transit:*

a. the most appropriate connections between **Hutt** CBD and the public transport network; and

b. the **need for** and timing of a new Melling Bridge

*design and construct an appropriate interchange at the **Melling/SH2** intersection (accordingly reference to Melling and Kennedy Good Bridge intersections as now in the RLTS will be deleted). This project is important to residents of the Western Hills in order that they have improved road and public transport access to Central Hutt and Wellington.*

Transit Response

17. As this is specified as a project beyond 2008 the draft decision is consistent with the position taken in Transit's **10-Year** Plan that the timing and priority of this project will be reassessed following completion of the Dowse-Petone Upgrade. Transit **recognises** that eventually a grade separated interchange will be required at Melling but, at this stage, this project has not been included in Transit's lo-year plan.

SH2: Silverstream Bridge (2003-2008)

18. The existing intersection is an at-grade intersection with traffic signals that controls all movements except northbound state highway traffic that has a free movement **from** the south on to the River Road Bypass at Upper Hutt. The intersection operates effectively at present but may require upgrading at some stage depending on traffic growth.

19. The **draft Hutt Corridor Plan** had a proposal to:

*investigate and evaluate an upgrade of the **Silverstream/SH2** intersection*

20. The Transit **recommendation** to the hearings committee was that it:

monitor and ~~if~~ necessary investigate upgrading the Silverstream bridge intersection on SH2 (Transit and UHCC)

21. The **draft sub-Committee decision is that:**

*Monitor and investigate as a package the optimal connections of **SH2** at **SH58** and Silverstream intersections to the local road network. This investigation will involve significant inputs from Upper Hutt and **Hutt** City Councils to determine the merits **of** a direct **link from** the **SH2/SH58** to Stokes Valley by a new bridge across the Hutt River or an upgrade of the **SH2-Silverstream** intersection. Construct the preferred option when appropriate.*

Transit Response

22. In relation to connections of **SH2** at SH58 and Silverstream this suggests that investigation proceed within the period 2003-2008. If Silverstream is seen in isolation this is consistent with the existing Transit submission *However* when combined with an evaluation of a new possible option, which was never raised at the **draft** stage, this does present difficulties in that it has never been scoped nor suggested by Transit for any **further** work.
23. In addition, Transit's proposal for a **SH2/SH58** interchange has not been included in the current 10-year plan for design nor construction at this time.
24. Transit does not consider that it is appropriate for any financial responsibility or commitment to farther investigation outside of that necessary if there are safety and capacity problems defined after monitoring the Silverstream Bridge intersection.
25. The RLTC is therefore advised that there is no objection to monitoring the performance of the Silverstream Bridge intersection, as this is consistent with Transit's submission. However the suggestion that an investigation of a further crossing of the **Hutt** River to connect to Stokes Valley is opposed. The **10-Year** State Highway Plan has no current provision for an interchange at **SH2/SH58** let alone provision for participation in investigation of an interchange involving an additional crossing of the railway line and a new **Hutt** River Bridge.

Petone -Granada Link - 2003-2008

26. This possibility has been suggested to link the existing Grenada Interchange on **SH1** with SH2 at **Petone**. It would help relieve congestion on SH2 and **SH1** by providing an alternative route for **traffic** from the lower **Hutt** Valley that currently uses Ngauranga to travel to Johnsonville, Tawa and Porirua. It would also benefit Transit by providing an opportunity to close the substandard intersection of Horokiwi Road south of **Petone**. It is noted that Wellington City Council see parts of this route being constructed through subdivision.
27. The recommended proposal in the Hutt Corridor Plan was to:

*Investigate and evaluate a link road ~~from~~ **Petone** to Grenada (est. \$45m)
(Transit, HCC, WCC)*
28. The Transit **recommendation** to the hearings sub- committee was that the proposed option had merit for **further** investigation but it would largely be a matter for WCC and **Hutt** City Council to progress even though Transit would need to be involved.
29. The **draft sub-Committee decision** is that:

Investigate and implement in conjunction with the relevant territorial authorities and Transit, the best practicable package to take advantage of the SH2 Dowse to Petone improvements:

- a) *commence construction of a link road between the Petone Esplanade/H&t Road/SH2 connection and the Grenada/SH1 intersection currently providing access to a landfill; and*
- b) *concurrently the investigation and implementation of improved vehicle access across the lower Hutt Valley, either by means of the best practical link with the proposed Dowse/SH2 interchange (the favoured option), or by means of improvements to the Petone Esplanade.*

Transit Response

- 30. The largest single issue with this **draft** decision is the time frame involved. The Dowse-Petone project is in the design phase and property is being actively purchased. Construction is planned to commence in ~~2005/2006~~ with a completion year of ~~2008/2009~~, which is **after** the end of the 2003-2008 period for commencing construction of the proposed Petone-Grenada link.
- 31. In addition, the likely implications of a new arterial on the design of SH2 at **Petone** and the proposed cross-valley link connecting to the Dowse Interchange, needs proper evaluation and would be financially progressed solely by WCC and HCC (Grenada to **Petone**) or by HCC (the *cross valley* link).

Belmont Link to Porirua (Projects after 2008)

- 32. It is noted that GW is keen to progress an investigation of an alternative connection to Porirua from the Hutt Valley south of **SH58**. This would link to the proposed Transmission Gully Motorway. The preferred option of GW is for a Belmont location linking to Porirua East *from the* current Kennedy Good Bridge signalised intersection. The latter intersection currently connects Avalon, Taita and Naenae via the Bridge while the hill suburb of Kelson is also serviced from the intersection.
- 33. This would be a parallel route to SH58, which has a partial 4-laning project well advanced but outside of the 10-year plan.
- 34. **The draft Hutt Corridor Plan** had a proposal to:

*Investigate and evaluate **Melling** or Belmont to Porirua connections, which will provide better access to the north via Transmission Gully (WRC, HCC, PCC)*
- 35. The Transit **recommendation** to the hearings committee was that it:

*review the standard and timing for upgrading **SH58** when proposals for new Hutt to Porirua links have been determined (Transit).*

36. The draft sub-Committee decision is that:

Investigate and evaluate a Kennedy Good bridge link to Transmission Gully for construction at, or as soon as practicable after, construction of the Transmission Gully motorway. The construction of this project is a package with, and needs to be preceded by, the construction of the Kennedy Good bridge-SH2 interchange. Investigate this option recognising the need to protect the designated Speedy's Bush Reserve and retain as much as possible the amenity value of bush area not currently designated as reserve.

Transit Response

37. There is no particular difficulty with the recommendation except that it assumes that there would be a grade separation of the Kennedy Good Intersection that would involve Transit. Transit will however evaluate any proposals and determine if and when the SH58 4 laning upgrade proceeds once a Belmont to Porirua proposal has been fully investigated by other parties.

Rimutaka Hill Upgrade

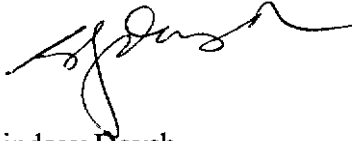
38. Upgrading SH2 over the Rimutaka Hill Road is outside of the Hutt Corridor Plan but was included in the original ~~draft~~.
39. The existing RLTS includes a recommendation to:
- complete design for the upgrade of the Rimutaka Hill Road to a **70km/h** standard.*
40. The Transit recommendation to the hearings committee was that it:
- design and construct progressive improvements to the **Rimutaka Hill Road** based on a minimum target design speed of **50km/h** with higher design speeds ~~where practical~~.*
41. **The draft sub-Committee decision is that:**
- The subcommittee decided that proposals for the Rimutaka Hill Road should be referred to the **Wairarapa** Corridor Plan. It recommends that the proposal be "any future upgrade of the Rimutaka Hill Road should aim to achieve an overall standard of 70kph recognising that lesser standards (generally at least 50 kph) will be applied where it is impractical or uneconomic to apply a **70kph** standard".*

Transit Response

42. This recommendation is acceptable as it is broadly consistent with Transits submission.

Should you wish to discuss the above please contact the undersigned.

Yours sincerely



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Regional Planner

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19 SEP 2003

FILE REF:	
TP / 03 / 01 / 01	
Doc No. 175907	
Referred to	Date/In
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File:	350/80/008
Ref:	BD:kp

PAGE 11 OF 14
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Mr Tony Brennan
 Manager Strategic Direction
 Greater Wellington Regional Council
 P O Box 11646
 WELLINGTON

18 September 2003

Dear Mr Brennan

PROPOSED HUTT CORRIDOR PLAN

The Council considered the proposed **Hutt Corridor Plan** at its meeting held on 17 September 2003. The Council made a number of comments on the plan as follows:

- The design and upgrade of State Highway 58 from State Highway 2 to Harris Rd should be reinstated in the Plan and logically the investigation of an improved link between Pauatahanui and **SH1** should be included if the road is to operate as a freight link between SH 1 and SH2.
- The proposal to merely say that consents for the **SH2/SH58** interchange should be completed is inadequate. The previous requirement to design and construct a grade separated intersection must be reinstated in the Plan. A free **flowing** State Highway 2 is vital to the economy of Upper Hutt.
- The retention of cycle and pedestrian facilities alongside SH2 between Ngauranga and **Petone** is acceptable but to make the construction of improvements to SH2 conditional upon the **prior** completion of such facilities is unreasonable and may not be in the best interests of the region. The proposal should be split into two projects.
- The provision of a possible link road between **Petone** and Grenada **was** included in the consultation document for investigation and evaluation. In the proposed Plan this has been extended to include construction. Council does not consider that sufficient information **was** provided during the consultation phase to justify including construction without further consultation. Council therefore requests that the project be included in the Plan as investigation and evaluation.
- The proposed Plan **refers** to determining the optimum connection between SH2 and the local roading network at either **SH58/Stokes Valley** or Silverstream. Council advises that it intends upgrading the **Silverstream** Bridge in **2004/05** and would not expect to see this proposal delay the upgrade. Furthermore it considers that the project should be limited to investigate and evaluate at this stage and not as proposed "construct preferred option as funds are available". It would be a significant activity and should be referred back to the public for consultation.
- The proposed plan places a restriction on commercial direct bus services between the Hutt valley and Wellington CBD unless it can be shown that the service attracts more car than train users. This protection of rail is unwarranted. The only criterion is whether or not the service is commercially viable. Artificial protection of the rail service will not improve its performance.

- The Plan should make it clear that any investigation into a Kennedy Good to Transmission Gully link includes the interchange with SH2 and that any proven need to construct that interchange is not delayed by possible future Transmission Gully links. Again Council emphasises the importance of a free flowing **SH2** to the economy of Upper Hutt.
- The proposal to construct the Kennedy Good to Transmission Gully link should be deleted from the plan until such time as its need has been justified and the public properly consulted.
- Council notes that there is confusion in the proposed Plan as to the timing of the **Melling/SH2** interchange upgrade and that it has been delayed beyond the original pre 2007 period. Again Council emphasises the importance of a free flowing SH2 to the economy of Upper Hutt and requests that the performance of the existing intersection be closely monitored so that construction of a new interchange can be planned before unacceptable congestion occurs.



B R Dodson
CITY SECRETARY



Wellington Regional Council
14 OCT 2003

FILE REF:	
TP / 03 / 01 / 01	
Doc. No. 78521	
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<i>Brennan</i>	

13 October 2003

Tony Brennan
Greater Wellington Regional Council
PO Box 11 646
Wellington

Dear Sir

Hutt Corridor Plan -Wellington City Council Response to Draft Decision

Wellington City Council welcomes the opportunity to comment on the final decision on the draft **Hutt** Corridor Plan detailed in the letter from Cr Glen Evans, Chairman of the **Hutt** Corridor Plan Hearing Subcommittee, dated 24 June 2003.

Council's position on the components of the Draft Decision is as follows:

1 Funding commitment

Funding commitments for projects within the plan cannot be made in the absence of any detailed costing of the project components, acceptance of responsibility for the various components across **TLAs** in the region, and a funding commitment by Transfund New Zealand. The **Hutt** Corridor Plan projects may also have implications for infrastructure requirements in Wellington City which may flow through from other corridor projects in the city, and these can be expected to have an influence on Council's decision.

2 New road projects 2003 to 2008

High occupancy toll lane

The Draft Decision in favour of the investigation and construction of a reversible high occupancy toll (HOT) lane (depending on the final form of the Land Transport Management Act) is in line with the Wellington City Council submission on the proposed **Hutt** Corridor Plan. The Council's view in the submission was that additional capacity on State Highway 2 was acceptable provided that traffic was tolled and provided the cycle lane along SH2 was not adversely affected.

Cycle lane

The Draft Decision has taken account of submissions that the cycle lane on State Highway 2 be retained and improved, and states that it will be shifted to the seaward side of the railway line. This is in line with Council's submission on the proposed plan. The enhancement of the cycle lane is also taken into account in the Greater Wellington Draft Regional Cycling Strategy as part of the regional cycling network linkage between Wellington and **Hutt** City.

Petone - Grenada link

The Draft Decision proposes the investigation, design and construction of a link between the **Petone Esplanade/Hutt Road/SH2** connection and the **Grenada/SH1** intersection. This conforms to Council's submission which was in favour of the Petone-Grenada link road project because it would assist traffic movement between

SH1 and SH2, thereby easing congestion south of the Ngauranga interchange for traffic moving into the city.

3 Public transport projects 2003 to 2008

Additional bus services

Additional bus services from the Hull are proposed in the draft decision, aiming to attract car users rather than train users. This is consistent with Council's submission which was in favour of increased bus transportation into the city, but stressed that bus services should not be increased at the expense of rail patronage. Council also pointed out the need to investigate the impacts of increased bus volumes on traffic in Wellington City.

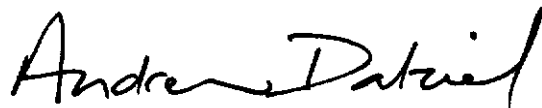
increased rail frequency

The decision to increase Upper ~~Hutt/Wellington~~ rail frequency to **10** minutes is in line with Council's submission that supported rail transportation as a key transport mode for the corridor, especially in a line haul capacity.

4 Other projects

The proposals to improve rail services through a programme of rolling stock improvements, park and ride facilities, bus feeder services, integrated ticketing and real time information systems are all in keeping with Council's submission which supported rail services in the region. Council is in favour of all rolling stock refurbishments and improvements to current public transport services that will enhance rail services in the region, such as bus feeder services and park and ride facilities.

Yours faithfully



Andrew Dalziel
Director: Infrastructure