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## **Report 02.467**

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Report to the Regional Land Transport Committee  
From Tony Brennand, Manager, Transport Policy

## **Hutt Corridor Plan**

### **1. Purpose**

To advise the Committee concerning possible plan options, to outline a process of consultation and to select a Hearing Subcommittee.

### **2. Background**

At the March 2002 meeting the Committee received a presentation on the key issues arising out of the Hutt Corridor Plan work. These issues related to examinations of state highway 2 options, public transport improvement options and possible improvements across the Valley floor and between state highways 2 and 1. A series of presentations on the key issues have been made to affected local councils and interest groups.

At the May 2002 meeting of the Committee a process for taking the Hutt Corridor Plan through consultation with the key stakeholders and the public at large through to adoption was approved. This is outlined in **attachment 1**. At this time the process has moved through to item 7 which is the consideration of options stage.

### **3. Comment**

#### **3.1 Consideration of options**

A presentation will be given at the meeting to outline the analysis that led to the recommended preferred options.

The detailed investigation of options examined six packages of improvements which included state highway, passenger transport, across valley and inter-highway links. These packages have been evaluated against the objectives of the Regional Land Transport Strategy using a planning balance sheet approach. From this evaluation has emerged three or four good plan options for consideration. However, these options all have a common “core” of improvements. The common “core” of improvements include:

- grade separation of Melling Interchange (SH2)

- upgrading Silverstream Bridge and SH2 intersection to provide for future demands
- direct bus services between Porirua and Hutt and Upper Hutt CBDs
- improved passenger rail speed and frequency (peak and off peak) on all lines to Wellington
- extension of electrification of passenger rail beyond Upper Hutt central area and running regular services with stops at new stations such as Timberlea and Cruickshank Road
- the provision of direct bus services from Upper Hutt, Stokes Valley, and Wainuiomata to Wellington CBD.

When options were considered to add to this “core” plan, the following appear promising and will be discussed at the presentation:

- a high occupancy toll lane between Petone and Ngauranga
- a Petone to Grenada link road with a southern improved road link across the Valley floor
- a Melling rail extension across the Hutt river to the Hutt CBD.

With each of these options alternatives exist.

### 3.2 **Consultation with key stakeholders**

As part of the formal consultation process it is proposed that:

- an information pamphlet be developed which sets the context, identifies the key issues and discusses the options
- briefings of key stakeholders such as local councils and Transit New Zealand take place. Hutt City Council have advised that they would accept a written summary of the presentation to the RLTC and an outline of the consultation programme as it relates to their constituents. They request that they be briefed at the end of the consultation programme.
- briefings of the following interest and community groups take place.

These briefings would include the Seaview business group, Hutt CBD and Chamber of Commerce, Hutt ward committees and boards, Petone Foreshore Group, Upper Hutt Chamber of Commerce and other groups. It is also proposed to brief groups in Porirua, particularly residents groups, interested in link road options. The particular groups addressed in this manner will be agreed with each of the local Councils.

### 3.3 **Establishment of a hearing process**

In order that the information pamphlet can be developed and the proposed briefings take place it is proposed that the hearing of submissions take place towards the end of

November 2002. This will allow time in early December 2002 for discussion with the key stakeholders.

The meeting of May 2002 established that the Hearing Subcommittee include:

- a representative from Hutt City Council
- a representative from Upper Hutt City Council
- a representative from Porirua City Council
- a representative from Wellington City Council
- two representatives from Wellington Regional Council
- a representative from Transit New Zealand
- a representative from the Road Transport forum.

An examination of the Subcommittee is based on the May 2002 resolution shows that it is large and the representation from the Hutt Valley is overshadowed by other parties. As most, but not all, of the key issues relate to the Hutt Valley this representation does not appear appropriate. It should be appreciated that the Hearing Subcommittee has no decision making powers but only has a role to recommend to the Regional Land Transport Committee.

There are several options available to the Committee. A Hearing Subcommittee could have a membership as outlined above as the May 2002 meeting determined. Alternatively it could have membership just from:

- Hutt City Council
- Upper Hutt City Council
- Wellington Regional Council
- Transit New Zealand

A compromise position would have a Hearing Subcommittee made up of the four agencies above with Porirua City and Wellington City Councils participating either as observers or having membership rights only on those issues that relate to matters that impact on their jurisdiction. It should be noted that those matters that might involve Wellington City and Porirua City Councils are likely to be beyond the first five years of this corridor plan.

The Technical Group has no single recommendation to the Committee on this issue but it is recommended that the Committee consider this issue and appoint the Subcommittee.

#### **4. Communications**

A major communications exercise will be undertaken as part of the consultation phase for the Hutt corridor plan.

#### **5. Recommendations**

1. *That the Committee advise its preferences out of the presentation as an input into the consultation with the public.*
2. *Hutt and Upper Hutt City Councils be briefed on these options and their feedback accommodated.*

3. *A formal consultation phase be entered into based on the preferred options approved by the Chairman of the RLTC including the presentation of options to residential and interest groups.*
4. *An information pamphlet be developed to assist the consultation phase.*
5. *A hearing of submissions be scheduled at a date selected by the chairman of the Committee following advice on the programme of consultation by the manager, Transport Policy.*
6. *That the Committee review the make up of the Hearing Subcommittee and that the Hearing Subcommittee be appointed.*

Report prepared by:

Approved for submission by:

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Manager Transport Policy  
On behalf of the Technical Group

DAVE WATSON  
Divisional Manager, Transport

**Attachment:**

**1- Hutt Corridor Plan Process**