



# Report on Submissions - Draft Hutt Corridor Plan 2011

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## 1. Introduction

The Hutt Corridor Plan is one of several transport plans that set out measures and packages proposed over a ten year timeframe and longer term, to implement the Regional Land Transport Strategy.

The current Hutt Corridor Plan was adopted in 2003 and is currently being reviewed to update it to take account of the current context and any new information.

The Regional Transport Committee approved a Draft Hutt Corridor for consultation at its meeting on 29 March 2011.

## 2. Consultation

Public consultation on the draft Plan commenced on the 26<sup>th</sup> April 2011.

Greater Wellington's website had a page dedicated to the draft plan, with an electronic submission form. Local council websites advertised the consultation and included a link to Greater Wellington's web page and online submission form.

Letters and copies of the draft Plan and summary document were sent to over 100 stakeholder groups and organisations.

Contact details were obtained for all residents associations and other groups involved in the consultation around the Ngauranga Triangle Study and these groups were alerted to the consultation and sent copies of, or links to, the draft Plan.

Each local council in the region received multiple copies of the plan that could be placed at reception, together with details of how to request further copies or view/print the Plan and summary document online.

A copy of the draft Plan and summary document was sent to all local public libraries in the region, with a memo asking that the Plan be displayed and providing information about how people could view the Plan online or request a hard copy.

Public notices were placed in the Dominion Post and Wairarapa Times Age on Saturday 30 April. These were supplemented by large advertisements (with graphics) inviting comment on the Plan in the following local/community newspapers: Hutt News, Upper Hutt Leader, Petone Herald, Northern Courier, Kapi-Mana News.

A media release was issued upon the commencement of consultation. The draft Plan and projects within it received a lot of media coverage over the consultation period with articles and editorials in both Hutt newspapers and other newspapers throughout the region.

The submission period closed on Wednesday 15 June 2011. Late submissions were accepted until Friday 17 June.

### 3. Overview of Submissions

#### 3.1 Number and make up of submissions

**287 submissions** in total were received on the Draft Hutt Corridor Plan.

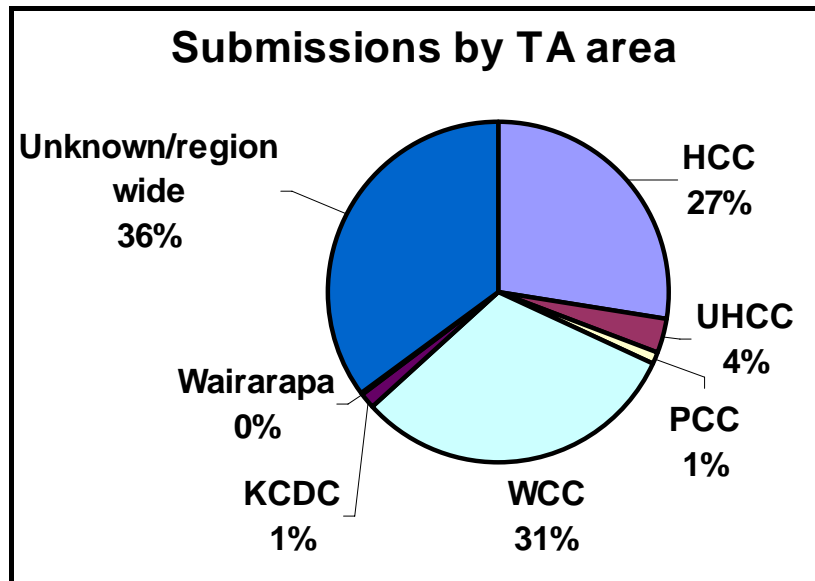
Around 40 of these were from agencies or groups and the remainder were from individuals.

Of the 287 submitters, 73 indicated a wish to be heard in support of their submission.

Most submitters emailed their feedback or used the online submission form on Greater Wellington's website.

Submissions were received from four local councils in the region - Hutt City Council, Upper Hutt City Council, Wellington City Council and Porirua City Council. A submission was also received from the NZ Transport Agency (NZTA).

A breakdown of all the submissions by local authority area is provided below.



The largest areas of response came from Wellington City and Hutt City residents. A large number of the submissions from Wellington City residents related to the Petone to Ngauranga cycleway. Also a number of submissions were received from Horokiwi residents who fell into the Wellington City category. A number of submitters from Manor Park commenting on the SH2/58 upgrade fell into the Hutt City category rather than Upper Hutt.

Around one third of submitters only provided a name and contact email address, but not a home address. In this case they were placed in the 'unknown/region wide' category along with those submitters who represented a region-wide or national perspective.

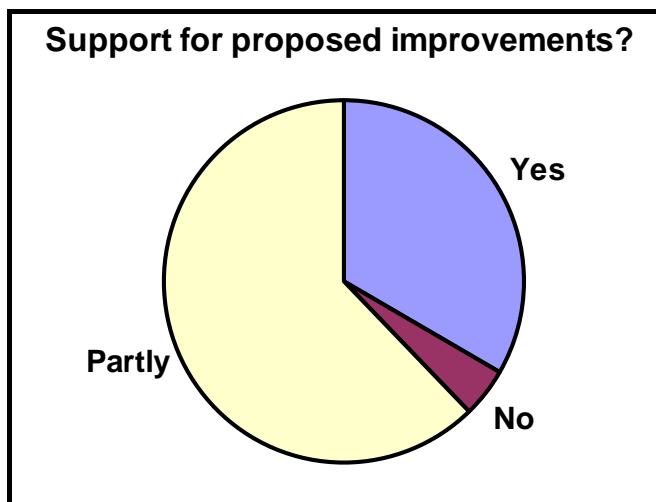
### 3.2 Coordinated Support and Petitions

A large number of submitters (106) sent a short submission noting they had read the comprehensive submission by the Great Harbour Way Coalition (submission101) and that they were submitting their strong support the views expressed in that submission. A summary of the key points in the GHW Coalition submission is provided in section 4.2.1 of this report.

Two petitions were received on the draft Hutt Corridor Plan. The first was a submission from Manor Park Golf Club (submission189) which had an attached table with the names and signatures of 141 members on it. The second was a submission from Manor Park Private Hospital (submission190) with 42 names and signatures attached. These have been treated as just two submissions for the purpose of overall submission numbers. However the significant support for the SH2/58 interchange through these petitions has been specifically highlighted in this report under section 4.4.2.

### 3.3 Overall support for plan

The submission form in the summary document and online asked about people's overall support for the improvement projects in the draft Hutt Corridor Plan. Not all submitters responded to this question directly, but for those who did, the results are displayed below:



### 3.4 Stand out issues raised through submissions

The issues raised by submitters through their submissions ranged both in terms of topic and specificity. Submitters commented on high level strategic issues through to detailed operational issues.

The most commonly identified or significant points raised through the submissions were:

- Significant support for upgrade and completion of the cycleway/walkway between Petone and Ngauranga. Over half of all submitters (157) on the Draft Hutt Corridor Plan specifically supported this project.

- Improving cycling safety and support for better cycling facilities was a common theme in a significant proportion of submissions.
- Improving road safety in the corridor, particularly at intersections along SH2 was widely noted among submitters.
- The proposed Petone to Grenada link road was identified in a significant number of submissions, with a fairly even level of support and opposition.
- The absence of a Cross Valley Link project or other long term solution for access to Seaview/Gracefield was noted with concern by a number of submitters
- The need to invest in improving public transport was a theme supported by a number of submitters. More detail about development of the rail network was sought and the absence of rail links to Lower Hutt CBD was commonly identified.

## **4. Submission analysis**

### **4.1 What are the key transport issues for the Hutt Corridor?**

The submission form for the Draft Hutt Corridor Plan asked people to identify what they considered to be the key issues for the Hutt Corridor. The commonly identified issues centred around road safety, cyclist safety, traffic congestion, public transport level of service, network resilience and accommodating freight.

A number of submitters felt that a key issue was the need to improve road safety through the corridor, believing that the corridor is currently a safety hazard. The at-grade intersections along SH2 were identified as a particular problem including Petone, Melling and Kennedy Good Bridge, SH2/58 and access to Manor Park. Safety issues along SH58 were also noted.

Submitters commonly identified a lack of safe cycling facilities (both on-road, SH2 and generally, and off-road). The need for more safe cycling options for commuters, recreational cyclists and school children was often noted.

Another common theme was the view that there is too much focus on travel by car and not enough focus on efficient movement of people and sustainable transport options. Submitters noted climate change and rising fuel prices as key issues. Some submitters felt that peak commuter demand was driving an over-investment in roads. Public transport, demand management, and stimulating local economies were seen as solutions to traffic congestion. However, other submitters believed that the car will continue to be the key mode in future regardless of fuel price and that public transport only serves certain trips.

The need to improve public transport was often commented on as a key issue. This ranged from an overall need to provide improved connectivity, efficiency, capacity and reliability, through to issues around poor customer service and management, fares, integrated ticketing and Snapper cards. Submitters noted the role of public transport in reducing congestion, improving health, and



contributing to energy efficiency. Good public transport services to more areas to serve people without a car or licence, and to provide transport options for transport disadvantaged including elderly, was noted. A lack of public transport (rail) connection with Lower Hutt CBD was also commonly identified.

A number of submitters felt that traffic congestion and the need to improve traffic flows and remove bottlenecks were key issues for the corridor. Problem locations commonly identified included SH2 between Petone and Ngauranga, Ngauranga interchange, Petone overbridge, Melling and Kennedy Good interchanges, and the Petone Esplanade (particularly the western end).

Some submitters supported the use of demand management tools and programmes to reduce congestion and provide more efficient use of the network. This included comments on the need for good land use and transport integration - eg. public transport access for new subdivisions, links between rail and CBDs, and strategies for increasing Transit Oriented Development around rail stations. Tools such as encouraging green workplace transport policies, staggered work and school start times and lobbying for road pricing tools were also identified.

The need to have efficient transport links to key population and employment growth areas was recognised, and the need to accommodate future freight growth. Submitters noted the need for better east-west connections between SH2 and SH1, as well as access to/from Wellington City, access to Horokiwi and other western hill suburbs.

Submitters noted the importance of network resilience in the context of climate change impacts and natural hazards like major earthquakes and flood events.

Community severance was another issue for the Hutt Valley as a result of road corridors (SH2 and the Esplanade), heavy rail corridors and the Hutt River.

Access to Seaview/Gracefield was a common issue identified by many submitters. Many recognised the importance of good access to this key industrial area. Others suggested that limiting the types of activities allowed in Seaview to limit traffic generation, or establishing a new logistics hub near the Transmission Gully route was appropriate. Many submitters felt that the Petone Esplanade was not the right option for freight vehicles and that effort should be put towards reducing trucks and traffic along this route.

The need to keep freight off roads by encouraging or moving more freight onto rail was another theme noted by a number of submitters.

*Comment: The issues identified through the submissions are generally consistent with the issues considered by the technical working group in preparing the draft Hutt Corridor Plan. Some submitters have different views on the relative importance of the issues, however it is not considered that this affects the proposals in the draft Plan directly.*

## 4.2 Walking and cycling projects

### 4.2.1 Ngauranga to Petone Walkway/Cycleway Completion

A very significant number of submitters specifically supported the proposed improvements to the walkway/cycleway between Ngauranga and Petone. This was by far the most strongly supported project in the draft Plan.

Many of these submitters sought both the investigation and the subsequent implementation be done sooner, with urgency. The timeframe suggested was investigation during 2011/12, with construction to follow in 2012/13. Submitters noted that this is a crucial link in the strategic cycle network that has potential to significantly increase cycle commuter number with co-benefits for tourism and wider benefits across economic growth, safety, health, congestion reduction, and climate change.

The submission from the Great Harbour Way (GHW) Coalition was specifically supported by over 100 other submitters. The GHW submission noted that they:

- strongly support the Ngauranga to Petone cycleway/walkway upgrade - believes the current gap in pathway continuity is a significant omission and detraction from the existing elements of the pathway
- seek a change to the scheduling of the above project to bring the investigation phase forward to the 2011/12 year.

Wellington City Council (WCC) sought consideration as to whether it would be possible to commence the lower cost improvements to the existing section, while a range of design options (including at-grade crossing) for the northern section are considered.

*Comment: This is an important project to complete an existing gap in the regional strategic cycle network. The current timing for investigation is 2012/13 with construction in the two following years 2013/14 and 2014/15. The NZTA's submission to the draft Plan seeks to push out the timing for construction to 2015/16 or 2016/17, contrary to the requests of the significant group of submitters requesting this project happen sooner.*

***Recommendation: Given the high level of support and comparatively low cost of this project, officers advise that it would be reasonable to request that NZTA considers an earlier timing for both the investigations and construction of this project, including bringing forward improvements to the existing cycleway in advance of the new section.***

Comments were also received on the more detailed design considerations. A common comment was that a bridge to cross the rail may not encourage use and that investigations should give consideration to level crossing barrier arms or automatic gates for rail crossing instead of a bridge.

*Comment: Detailed feedback on possible design issues and solutions will be forwarded to NZTA to be considered during the next stage of investigations. NZTA has indicated that a range of options will be considered for this section.*

#### 4.2.2 Other strategic walk/cycle projects

The upgrade of the Hutt River Trail, Upper Hutt CBD to Schools cycleway, and the 'Beach to Bush' link all received a good level of support through submissions. The Great Harbour Way submission also supported these projects. The need for connections and integration of these core strategic routes with local networks and east-west connections was noted in relation to all of these projects.

In relation to the Hutt River Trail, the section between Haywards and Silverstream was noted as the most incomplete and in need of upgrade urgently. Some submitters felt that the Hutt River Trail was too indirect and that, mixed with other types of users, it does not meet the needs of commuter cyclists. Others saw the river trail as a key commuter cyclist facility that could have even more potential with improvements.

*Comment: Improvements to local walking and cycling networks alongside and connecting with these key strategic routes will continue to be an important aspect of achieving the objectives of regional and local walking and cycling strategies. Feedback from submitters on the level of service along certain sections of the Hutt River Trail will be a useful reference as the trail is upgraded. Agree that off-road facilities will not suit all users, however the Hutt River Trail is a very useful facility for both recreational and for some commuter cyclists and upgrades are likely to increase cycling trips.*

A number of submitters commented that the 'Beach to Bush' link should not rely on the construction of the Petone to Grenada link road but should be progressed on its merits. Some sought earlier interim solutions for access between Belmont Regional Park and the foreshore.

*Comment: Several options for pedestrian access between Belmont Regional Park and Petone foreshore were investigated through the Ngauranga Triangle Study. The option considered to be most feasible was to provide a new facility utilising the existing Petone over-bridge structure. This is only possible when that over-bridge becomes redundant when a new Petone interchange is constructed. Hutt City Council and NZTA are also considering potential interim solutions to maintain pedestrian access between Korokoro Stream and the Petone foreshore, with safety a key consideration.*

### 4.3 Public Transport and Rail Projects

Improvement to public transport services and infrastructure generally was supported by a large number of submitters.

#### 4.3.1 Ganz Mavag and station/park and ride upgrades

The public transport projects in the plan all received some level of specific comment and support. This included station upgrades, park and ride improvements, rail network improvements and the Ganz Mavag refurbishment.

Submitters noted the need to improve lighting, safety, security, shelter and level platform access at rail stations throughout the Hutt corridor. Submitters identified the need to ensure access for the disabled/impaired to public transport services and these issues should be considered with all new and upgrade work to ensure no barriers throughout the journey.

*Comment: The draft Hutt Corridor Plan identifies a budget of \$2.5M per year from Greater Wellington for station and park n ride upgrades throughout the region. Greater Wellington is developing a prioritisation process to decide the order in which stations throughout the region-wide network will be upgraded. Issues identified through 'accessibility audits' need to be an integral part of station upgrades wherever possible. A programme of reviews is also underway for the region's bus services to identify accessibility barriers for those with impairments.*

There were many calls for more park and ride spaces. However, NZ Bus noted that the rationale and implications of providing park and ride should be fully considered, including whether more bus feeder services could be provided instead.

*Comment: The balance between providing more park and ride capacity or improved feeder bus services will be a continuing consideration for Greater Wellington in developing the public transport network.*

#### 4.3.2 Further rolling stock and infrastructure upgrades

In relation to rail network improvements, submitters noted the importance of this measure and sought greater funding and emphasis on rail improvements.

*Comment: Support for rail improvements is noted. The recently signed Wellington Rail Package enables the continuation of much needed rail improvements.*

#### 4.3.3 Public Transport Service Review

The Public Transport Service Review for Hutt Valley was recognised as a key measure to allow services to respond to changing needs. Submitters noted that improved levels of services could be achieved through better timetable integration.

Public Transport Voice (submission 262) suggested a change to the description of this measure to refer to optimising services in accordance with the integrated PT network design.

*Comment: Measures like more effective timetabling will be considered as part of the next service review. The Regional Public Transport Plan includes the approach to optimising services and the integrated public transport network.*

***Recommendation: Officers recommend that it is appropriate to reword the measure as follows: 'Undertake a review of public transport services within the Hutt Valley in accordance with the Regional Public Transport Plan'.***

#### 4.3.4 Retention of Gracefield Rail Corridor

A number of submitters supported retaining, and even re-instating, the Gracefield rail link. The contribution of this line historically to moving freight, and potential for the rail corridor to reduce heavy vehicle traffic from the Esplanade was noted, in particular, transportation of logs between Seaview/Gracefield and CentrePort.

Potential to use this rail corridor for passenger services and transit oriented development was also suggested by several submitters.

*Comment: Advocating for the protection of this rail corridor is included in the draft Hutt Corridor Plan (and the adopted Regional Freight Plan) so that any future potential to reinstate the line is safe-guarded should it become commercially viable. Investigation of the feasibility of re-instatement of the line for freight purposes would need to be driven by KiwiRail and CentrePort. This corridor is not currently identified for passenger rail development through the Regional Rail Plan, and is unlikely to be pursued in the period covered by the corridor plan.*

#### 4.4 Roading Projects

##### 4.4.1 Petone to Grenada link road

This project was the second most commented on project in the draft Plan with around 50 submitters specifically mentioning it in their submission. Of those submitters who commented on this project, roughly half were in support and half opposed.

Wellington City Council, Hutt City Council, Upper Hutt City Council and NZTA all supported the project. Porirua City Council felt that the case for the proposed new link road is not proven.

Reasons for support included reduced congestion and improved traffic flows on vital north-south SH2 and SH1 routes and at Ngauranga, improved access to Horokiwi, provision of a crucial link to support the local, regional and national economy, potential for public transport services along the link, and less traffic on SH2 and a new cycle route via link will benefit road cyclists. Wellington City Council noted that progress on the link will provide more certainty around land use and planning in the area.

Several submitters noted support for Petone to Grenada only if the Cross Valley Link went ahead and impacts on the Petone Esplanade minimised.

Key reasons for opposition to the project included the potential impacts in terms of noise, light, rural character, and visual amenity. Submitters felt it was a waste of money for a relatively small time saving, particularly given rising fuel prices and slowing of traffic growth. Some submitters were not convinced that the project would lead to the benefits proposed or that congestion would be transferred onto local roads. Some believed that the steep gradient and windy conditions of the proposed link would discourage use, particularly for freight

vehicles. Other submitters felt wider consideration of the environmental and social costs of the project are needed. It was also suggested that the link be deferred until we have a clearer picture about climate change.

Other detailed design comments were provided by submitters on this project in relation to alignment, lighting and planting. A number of submitters specifically supported the alignment in Appendix F of Triangle Study, some noting the alignment retains the rural character of Horokiwi. Others sought a change in the alignment to a straight line between the 4000m and 2000m marks (refer Appendix F of NZTA Ngauranga Triangle Strategic Study).

Horokiwi residents affected by the proposal requested to be kept updated and involved in any further investigations and alignment decisions for this project.

*Comment: The concept of a proposed link road between Petone and Grenada was identified in the current Hutt Corridor Plan 2003, as well as the Western Corridor Plan 2006 and the Regional Land Transport Programme 2009-12. Subsequent work undertaken in the result of the Ngauranga Triangle Study confirmed the benefits of this link for congestion on SH2 and SH1, network resilience, and access to and between key growth areas.*

*The draft Hutt Corridor Plan 2011 suggests the project has sufficient merit to support taking it through to the next stage of more detailed investigation – a scheme assessment. Issues of alignment, design, and mitigation of impacts across a range of factors will clearly need to be part of these next steps - as will close engagement with residents and the local community affected by the proposal. All submissions on this project will be provided to the NZTA for consideration during future investigation stages for this project.*

#### 4.4.2 SH2/58 interchange

While some submitters felt that this project was not as urgent as the Melling and Kennedy Good interchange, a significant number of submitters strongly supported the project to be progressed with urgency, citing major safety and access issues.

The contribution of this project to safe access to Manor Park was often identified by submitters. This included petitions from Manor Park Golf Club and Manor Park Private Hospital which strongly supporting the project for this reason.

*Comment: This project is timed to start from 2012 onwards in the draft Hutt Corridor Plan - however final decisions around timing will depend on the outcome of 2012-15 Regional Land Transport Programme (RLTP) and National Land Transport Programme (NLTP). NZTA advised (in its submission) that the 2012/13 start may be premature and an indicative timing of 2013/14 or 2014/15 is more appropriate.*

***Recommendation: The Subcommittee may wish to request that NZTA give consideration to retaining the 2012/13 start date for the project given safety issues.***

Several submitters suggested that the design of the interchange could also provide for a fly-over across the rail corridor.

*Comment: The current design that has been developed by NZTA retains the existing at-grade rail crossing. Any change to this design is likely to have cost implications that would need to be considered against the associated benefits.*

#### 4.4.3 Melling and Kennedy Good Bridge intersection improvements

Some submitters supported the proposed improvements at Melling and Kennedy Good intersections. Safety and congestion issues were identified as significant issues at these SH2 intersections. Those supporting the short-medium term improvements often also sought full interchange upgrade in the longer term.

A number of other submitters felt that much more urgency was needed in progressing a full interchange at these locations, some seeing it as a higher priority than SH2/58 interchange, others suggesting it must follow directly after.

Hutt City Council and Upper Hutt City Council suggested that the Hutt Corridor Plan signal the need to advance the investigation, design and consenting processes for full interchanges, so that these are progressed as far as possible in the event that the short-medium term works prove ineffective.

Many submitters on this project believed it was important that the design of an interchange, new bridge and flood protection issues should all be considered together (refer submission 230 in particular). Others asked that the design must incorporate cyclist safety needs and must enable the Melling Line to extend north in future.

Harvey Norman (submission 32) supported improvements to the Melling/SH2 intersection in principle, but noted concern that the revised layout might adversely affect access to the store. They asked for further consultation on the details as these are developed.

*Comment: An investigation into grade separation/full interchanges for the Melling and Kennedy Good intersections was undertaken in 2009/10. This was lead by NZTA and involved officers from Hutt City and Greater Wellington. While preferred options were found, these had relatively low benefit/cost ratios and were concluded to be not economically viable within 10 years. NZTA is therefore investigating some short-medium term improvements measures until such time as grade separation becomes economically viable.*

#### 4.4.4 Petone Esplanade upgrade versus Cross Valley Link

A number of submitters made specific reference to the Esplanade upgrade package proposed in the draft Hutt Corridor Plan. More were opposed than supportive of the proposed improvements. A large number of submitters also noted the absence of the project known as the Cross Valley Link (or Grenada to

Gracefield Eastern), providing an alternative inland road link between SH2 and Seaview/Gracefield industrial area.

Some submitters welcomed proposed improvements to improve traffic flows along the Esplanade and there was support noted for proposed improved cycle facilities along the Esplanade. Several submitters noted current issues for cyclists at Waione bridge/Estuary bridge approaches as needing to be addressed. Other submitters believed that the proposed Esplanade improvements were not a suitable long-term solution for access to and from the Seaview/Gracefield area. Concerns included that traffic volumes and speeds are likely to increase with impacts on connection with the foreshore, amenity and recreational values, increase in noise and vibration, loss of car parking, and safety issues. Many felt the Esplanade was not an appropriate environment for heavy vehicles.

Key groups asking for the inclusion of the alternative Cross Valley Link included CentrePort, Wellington Employers Chamber of Commerce, Automobile Association, and Korokoro Environmental Group. Upper Hutt City Council and Hutt City Council suggested that the project be re-introduced as a long term strategy and the NZTA agreed that it is important the Hutt Corridor Plan include both a short and long term strategy for effective transport connections between Seaview/Gracefield growth node and SH2.

Submitters felt that the significance of the Seaview/Gracefield area and the potential increases in freight should not be underestimated, and the Cross Valley Link project is of regional and national importance. Some challenged the low benefit cost ratio and suggested a range of other costs or benefits that must be considered, including dis-benefits in terms of the impact of worsening congestion and increased traffic on the Esplanade. Submitters suggested the project has good community support and should not be ruled out just because Hutt City Council could not afford it. The Automobile Association suggested that the full costing and benefits of 4-laning SH58 from Transmission Gully plus a Cross Valley Link be compared with Petone to Grenada Link plus Esplanade improvements, before the Cross Valley Link is dropped.

*Comment:*

*It should be noted that the proposed Esplanade Package (estimated at \$13M) does not constitute 4-laning or full upgrade of the Esplanade (estimated to cost around \$90M) equivalent to the level of service that might be provided by a Cross Valley Link. The Esplanade improvements will provide for expected traffic and freight growth along the Esplanade in the shorter term by enhancing traffic flows and providing improved pedestrian links between Petone and the foreshore. These improvements are not expected to be inconsistent with any long term solutions.*

*The optimal long term solution for access to/from the Seaview/Gracefield area has been identified as a Cross Valley Link. This is still likely be needed to provide for future growth in way that supports the community's vision for the Seaview/Gracefield area as set out in local strategy documents (such as Vision Seaview/Gracefield) and its anticipated role as a key regional industrial*



*growth area (in the Wellington Regional Strategy). This should be reflected in the Hutt Corridor Plan, in addition to the short term Esplanade Package.*

*However, due to a very low cost/benefit ratio, funding support for a Cross Valley Link from NZTA was deemed extremely unlikely. This would leave the burden of funding on Hutt City Council. Further work is needed to look at where the benefits of a long term solution fall and how funding options might be developed to support and contribute to such a project over time.*

***Recommendation: The Subcommittee could signal the need for a long term solution such as the Cross Valley Link in the Hutt Corridor Plan and could add a measure within ten years to 'Investigate the allocation of benefits resulting from a new road link between Seaview/Gracefield and SH2, and consider funding options to support and contribute to such a project over time'.***

#### 4.4.5 Road safety projects

Proposed road safety improvements along SH2, SH58 and Grays Road were all specifically supported by submitters.

In addition to identifying road safety as a significant issue in the corridor, submitters also provided more general comments about the need for road safety improvements in the corridor. Some submitters thought that safety improvements should be the highest priority for investment in the corridor, others suggesting that the only spending on roads should be for safety improvements.

A number supported the long-term strategy to remove traffic lights and to grade separate all major intersections along SH2 through Hutt Valley, recognising these current at-grade intersections as safety hazards.

*Comment: Support for safety projects is noted. The timing for these activities has been advised by the responsible agency. The Grays Road safety improvements are signalled to start in 2011/12 by Porirua City Council. The SH2 and SH58 safety improvements are signalled to commence in 2014/15 by NZTA.*

***Recommendation: The Subcommittee could request that NZTA give consideration to bringing safety improvements forward as a priority.***

#### 4.4.6 High Occupancy Vehicle lane investigations

A small number of submitters specifically commented on the proposal to investigate the potential for High Occupancy Vehicle (HOV) lanes between Petone and Ngauranga, both in support and opposition.

Some thought this would be a good idea, also suggesting high occupancy toll lanes, but recognising the need to increase public transport capacity and speeds to support this type of measure. NZ Bus noted that a HOV lane would increase the network of bus lanes.

Other submitters thought such a scheme would not be feasible or noted caution about whether it would be a good idea given limited space along this stretch. NZTA did not support this measure and asked that it be removed from the Plan. They suggested a network (region) wide investigation of the potential for HOVs would be more appropriate.

*Comment: Further work on the HOV lane concept was carried out by NZTA after adoption of this draft Hutt Corridor Plan. The report did not include transport modelling of HOV options, but did identify a number of significant operational issues around allocating an existing lane of traffic to a HOV lane. These included minimal benefits associated with the relatively short distance between Petone and Ngauranga, significant merging issues with on and off-ramp combinations, safety and enforcement concerns. This has informed NZTA's current position.*

*Greater Wellington has carried out some modelling of HOV lane options to see whether they could be used to lock in congestion reduction benefits of the Petone to Grenada link. The results of this work will be considered by NZTA who will decide if there is merit in including HOV lane options as part of tender request for the 'Petone' package scheme assessment.*

***Recommendation: That the Subcommittee include consideration of HOV lanes options between Petone and Ngauranga as an amendment to the second bullet under the Petone package 'Demand management measures, such as high occupancy vehicle lanes and ramp signalling between Petone and Ngauranga'.***

#### 4.4.7 Longer term roading projects

Some support was received for all of the long-term roading projects in the draft Hutt Corridor Plan including four-laning SH58, Akatarawa Road upgrade, Silverstream Package, and possible reclamation of land between Petone and Ngauranga to increase capacity.

Several submitters thought upgrading SH58 would be a more cost effective solution than a new Petone to Grenada link, also noting it would be a less steep route for trucks. Porirua City Council sought the investigation and scheme assessment for 4-laning SH58 within ten years, with construction beyond ten years, seeing it as an effective east-west connection teamed with the Transmission Gully route. Hutt City Council and Upper Hutt City Council supported four-laning of SH58 in the long term.

Support was noted by a few submitters for the Akatarawa Road upgrade as a long term project (including Hutt City and Upper Hutt City Councils), however others believed it was unlikely to be a cost effective measure.

Several submitters supported the Silverstream Package as a long term project. Hutt City and Upper Hutt City Councils sought an advanced timeframe for the section of River Road between Silverstream and Moonshine Bridge, due to capacity issues needing to be addressed more urgently.

Upgrading and increasing capacity on SH2 between Petone and Ngauranga received support from several submitters. Hutt City and Upper Hutt City Councils' submission noted that, despite likely improvements resulting from the proposed Petone to Grenada link road, there is still a need for a solution to improve level of service along SH2 between Petone and Ngauranga longer term. It was suggested that such investigation should be carried out within ten years.

*Comment:*

*Four-laning SH58*

*The benefits of four-laning SH58 compared with a new Petone to Grenada link road were assessed during the review of the corridor plan and the conclusions are set out in the document. The proposed Petone to Grenada link provides greater congestion and resilience benefits as well as being better located to connect existing population and employment centres and serving future growth areas.*

*NZTA advised that for upgrading SH58 to be a comparable option the following projects would also be required: grade separating SH2/58, Melling and Kennedy Good intersections, upgrade Petone merge, and possibly six laning SH2 between Petone and Ngauranga. The Agency notes that these combined costs would far exceed the cost of the link road.*

*However, the benefits of upgrading the existing SH58 route to four lanes from Transmission Gully to SH2 in the longer term are also recognised and the plan suggests the feasibility of this project is investigated beyond ten years. This timeframe is considered appropriate.*

*Akatarawa Road*

*The Draft Plan includes an action (within ten years) to determine the feasibility of advancing the preferred option (identified in a recent study) for improving the alignment of Akatarawa Hill Road. Because the feasibility is yet to be determined in this case, including a construction phase for this project in the Plan is considered premature.*

*Silverstream Package*

*The Silverstream Package is currently timed for scheme assessment and construction beyond ten years. This is due to other earlier priorities within the corridor and the indicative timing advised by NZTA.*

*Upgrading and increasing capacity on SH2*

*The draft Hutt Corridor Plan currently identifies the investigation of such an upgrade beyond ten years, after other improvements works including Ngauranga to Aotea hard shoulder running and the Petone to Grenada link road are in place. The Ngauranga Triangle Study found that there would be very significant costs involved in such an upgrade due to necessary reclamation works, and consequently any such project would be a long term solution. Further investigation of potential solutions will certainly be needed to address road and rail levels of service along this stretch, in addition to*

*protection of this corridor from climate change impacts. However, it is appropriate for this to be timed for the longer term.*

## 4.5 Additional projects

Submitters identified a list of projects or measures that they would like to see included in the draft Plan that are not currently.

The following section lists the more significant or commonly identified projects or improvement measures sought by submitters.

### 4.5.1 Cross Valley link

*Refer to previous section 4.4.4 'Esplanade upgrades' for summary of feedback and comment regarding this issue.*

### 4.5.2 Improved cyclist facilities along SH2

As noted earlier in this report, improved safe cycling facilities were sought by many submitters. A common theme was the recognition that different types of cyclists require different facilities and that both off-road separated facilities and on-road facilities are needed. In this regard, a number of submitters called for improvements for commuter cyclists along arterial routes and in particular along SH2. Better on-road facilities between Petone and Melling (including through Petone, Dowse, and Melling interchange), north of Melling, and the Hutt River Bridge near Moonshine were examples noted. The Dowse Interchange upgrade is often noted as a missed opportunity to integrate a safe cycling design. The submission from the Hutt Cycling Network (refer submission 252) provided a very useful analysis of the key issues and 'pinch-points' for cyclists along SH2 through the corridor. They sought a programme of improvements to address these.

*Comment: The Draft Plan includes the upgrade and completion of two existing off-road facilities and the creation of one new off-road route. However, the need to provide safe on-road facilities for those cyclists who travel at faster speeds, including those using SH2 through the Hutt Valley, is recognised. The Regional Cycling Plan includes an action for NZTA and local councils to develop a programme for reviewing (and subsequently improving) the cycling network.*

***Recommendation: The Subcommittee may wish to cross-reference the Regional Cycling Plan in this Hutt Corridor Plan or they could add a new action for NZTA to 'Develop a programme to review and improve provision for cyclists along SH2 through the Hutt Valley' to address these issues specifically.***

### 4.5.3 Great Harbour Way

A number of submitters strongly supported the progression of the wider Great Harbour Way walkway/cycleway concept, in addition to the short term need to

upgrade the section between Ngauranga and Petone, and asked that this be specifically included in the Plan.

*Comment: The wider concept for a continuous walkway/cycleway around the Wellington Harbour is included in the Regional Cycling Plan and is also referenced in the Ngauranga to Wellington Airport Corridor Plan.*

***Recommendation: The Subcommittee may wish to consider adding a similar reference to this Hutt Corridor Plan to read ‘Continually look for opportunities to improve cycling and walking facilities in the corridor consistent with the vision of the Great Harbour Way’***

#### 4.5.4 Rail Network Improvements

Submitters requested more information about rail projects and priorities, even if the full detail sits in the Regional Rail Plan. Projects sought by submitters included: double tracking from Trentham to Upper Hutt; removing bottleneck at Hutt and Melling Lines (possibly by grade separation); extending the Melling Line to Manor Park; upgrading the Melling Line to allow 90km speeds; providing a passing loop between Petone and Waterloo; straightening track curves; and a rail shuttle Upper Hutt to Masterton. Other longer term projects included: protecting rail from storm surges and straightening rail between Petone and Ngauranga; electrifying rail to Maymorn and Masterton; providing a new station at Timberlea; and rail tunnel from Porirua to Upper Hutt.

Many submitters suggested a range of projects to link the rail network with Lower Hutt CBD. These included: improved pedestrian links; a rail loop (including re-siting Melling station); an additional station between Western Hutt and Melling to serve the CBD; and a light rail link to Hutt CBD connecting to both Hutt and Melling heavy rail lines.

*Comment: Development of the region’s rail network is considered in detail through the Regional Rail Plan (RRP). While the RRP will need to be reviewed in light of the recently agreed Wellington Rail Package, it still provides the current policy around the approach and priority of future rail network improvements. A number of the rail projects identified by submitters (eg. commuter services to Maymorn) are identified in the RRP as potential long term enhancements (with feasibility untested). In terms of priority should funding become available, top of the list for the Hutt Corridor would be those projects identified in the RRP’s Rail Scenario 1 – the key one being double tracking from Trentham to Upper Hutt.*

*Given the current funding environment, the short-medium term priority for rail is to get the current network running reliably and effectively, to start making improvements to rail stations, and to get real time and integrated ticketing implemented. Enhancements which provide new lines, spurs, extensions, and stations are likely to be beyond ten years and are yet to be tested for feasibility. Including any such projects in the corridor plan would raise false expectations. It is also noted that under the Wellington Rail Package, KiwiRail will now be responsible for track infrastructure upgrades.*

***Recommendation: The Subcommittee could include some additional commentary on the role of the Regional Rail Plan in providing the framework for long term enhancements and the role of KiwiRail to manage future upgrades.***

#### 4.5.5 Light rail

A number of submitters suggested a range of light rail options and supported light rail systems within the Hutt Corridor. Specific suggestions included limiting the Ganz Mavag refurbishments to allow light rail options sooner, light rail on Melling and connecting to Lower Hutt CBD, tram-train systems, and light rail through Hutt Valley to Wellington Airport.

*Comment: Consideration of light rail will be a part of the upcoming Wellington Public Transport Spine Study over the next 18 months. While the focus of the study is within the Ngauranga to Airport Corridor Plan, it will look at how systems such as light rail might be integrated and connected with the wider network. This will inform future thinking about the potential for light rail in the Hutt Corridor Plan.*

#### 4.5.6 East-west public transport and rail freight links

Several submitters, including Public Transport Voice, felt that east-west links should be improved without any roading upgrades.

Ideas included a bus service or rail link along SH58, better rail timetable connections between Lower Hutt and Porirua passenger rail services, strong TDM measures, a rail loop from the North Island Main Trunk line to the Hutt line removing the need to go through Kaiwharawhara, a Heavy Commercial Vehicle only lane through Ngauranga.

*Comment:*

*There has been a previous trial of providing a bus service along SH58 which proved unsuccessful. However, this will be looked at again as part of the next public transport service review for Hutt Valley.*

*Greater Wellington coordinates a programme of travel demand management measures for the region which provides a range of positive benefits. However, road pricing tools to contribute to more significant behaviour change are not available under current legislation. The region takes all opportunities to advocate for road pricing legislation.*

*Improved integration of timetables between rail services on the Hutt and Paraparaumu lines can be considered as part of ongoing public transport service reviews.*

*A dedicated lane for heavy vehicles through Ngauranga could be one aspect considered as part of any further high occupancy vehicle lane investigations.*

#### 4.5.7 Other ideas and suggestions

A wide range of specific improvement measures were identified by individual submitters. Examples include, new bus services to various areas, intersection

upgrades and new off-ramps, separate lanes for scooters, new bridges across Hutt River, and a road tunnel between Petone and Grenada.

## 4.6 Funding and other issues

### 4.6.1 Funding

A range of views were received on funding issues, often relating to wider issues than the corridor plan. Several submitters noted the importance of investing in transport improvements in Hutt Valley to the regional economy and noted that failure to do so would cost us in the long term. Others felt that ratepayers are too heavily burdened and improvements should be user pays, including public transport.

*Comment: Transport projects and activities are funded from different mixes of national (road user taxes), local (rates) and fare recovery. The right balance between investing in improvements that will support the region's wellbeing and ensuring affordability for the region's ratepayers and taxpayers is a critical ongoing consideration for the region.*

Another common theme was that too much funding goes into roads and not enough to public transport/rail and walking/cycling.

*Comment: The Regional Land Transport Strategy recognises the need for investment across all transport modes and systems to move towards our desired transport outcomes. National funding for land transport projects is set by the Government Policy Statement on Land Transport Funding and then allocated through activity classes for different types of activities. As noted above, different activities receive different levels of funding support from the national fund and have differing impacts on rates that need to be considered.*

### 4.6.2 Timing

Comments were received about the timing of projects in the Draft Plan. Some submitters supported the timings, others felt timing should be brought forward as many improvements are long overdue. Hutt City Council and Upper Hutt City Council noted that while appreciating the need for fiscal restraint at this time, a more aggressive programme is required with the timing of key projects advanced in the final Hutt Corridor Plan.

*Comment: The range of views about overall timing of projects in the draft Hutt Corridor Plan is noted. In terms of bringing forward the timing for key State Highway projects, the Subcommittee can request NZTA consider this, however overall funding is constrained and projects in this corridor plan will be competing with projects in other parts of the region, and other regions within New Zealand through the National Land Transport Programme.*

Some felt that cycling, public transport and road safety improvements should happen before anything else.

*Comment: It is noted that the projects currently scheduled to commence first in the 'Indicative Project Timings' diagram in the draft Hutt Corridor Plan are the Strategic walking and cycling improvement package, the Ganz Mavag refurbishment and station upgrades, and Greys Road safety improvements.*

Specific project timing requests are noted in relation to the feedback on those projects.

#### 4.6.3 Other matters

Feedback was received fully supporting the Plan. Other feedback included suggestions such as need for a longer strategic view or vision in the Plan and different emphasis in the Plan's objectives, for example more focus on public transport, walking/cycling or efficiency/safety/environmental objectives.

*Comment: The strategic policy framework for this corridor plan is provided by the adopted Wellington Regional Land Transport Strategy (RLTS) with its 30 year outlook. The objectives for the corridor plan are closely related to the overall regional outcomes in the RLTS.*

The need to plan for climate change and rising fuel prices/peak oil was identified by submitters. Some submitters supported the discussion on climate change in the draft Plan but sought a stronger action in the final Plan about what needs to be done.

*Comment: The draft Hutt Corridor Plan includes a measure under 'studies' within ten years, to investigate risk mitigation responses to climate change impacts on transport infrastructure within the corridor. This measure could be strengthened by adding a lead responsibility, specific timing, and could be widened to include consideration of impacts of flood events and major earthquakes.*

***Recommendation: The Subcommittee may wish to amend the study of risk mitigation responses to add a lead responsibility (Greater Wellington), specific timeframe (by 2015) and widen the scope to include consideration of impacts as a result of flooding or seismic events.***

NZ Historic Places Trust noted that a comprehensive heritage assessment should be carried out on a number of projects in plan. In particular, Petone to Ngauranga walkway/cycleway, Hutt River Trail upgrade, Petone to Grenada Link, SH2/58 interchange, and four-laning SH2 from Silverstream to Moonshine Bridge.

*Comment: This type of assessment will need to be carried out as part of the design and consent processes for these projects once they reach that stage.*

Wellington City Council's Accessibility Advisory Group noted that the term 'accessibility' is used throughout the plan but not in the context of access and facilities for persons with impairments. They noted the importance of the proposed public transport service review measure in the Plan to respond to the needs of a growing proportion of the population with accessibility issues



through permanent or temporary impairment. Also important is the need for accessibility to be considered with any new/upgrade work that is undertaken.

*Comment: In this high level strategic corridor plan, the term 'accessibility' is often used to describe wider issues of access to destinations, goods and services. However, it is noted that another definition of accessibility relates to access and facilities for persons with impairments. Agree that the consideration of these accessibility issues is critical as part of the Public Transport Service Review action, and as part of all transport projects in the plan as they are developed. See comment also around station upgrades and bus stops under section 4.3.1.*

Several submitters felt that the data on traffic volumes or the historical trend in traffic growth prior to the economic recession are now irrelevant and should not be included in the plan.

*Comment: Historic, current, and projected traffic volume data has been used along with a range of other indicators and information to provide some context to the corridor plan. The flattening off of traffic volumes over recent years, attributed in part to the recession, was taken into account during development of the draft Hutt Corridor Plan.*

Several submitters from the Horokiwi area felt there was not enough advertising of the draft Plan and that a letterbox drop in the area should have been carried out given the inclusion of the Petone to Grenada link proposal. One submitter suggested that local libraries were not supplied with copies of the plan.

*Comment: Details of the consultation for the draft Hutt Corridor Plan is set out in section 2 of this report. While a letterbox drop to residents was not included, the Draft Plan was widely advertised through regional and local newspapers and was sent to all local libraries in the region for display. All groups and residents associations identified as interested parties and involved in the previous Ngauranga Triangle Study engagement were sent an email or letter with a copy of the Draft Plan and alerting them to the consultation.*

*All submissions relating to the Petone to Grenada link will be forwarded to NZTA who will need to carry out further consultation with affected parties as they move into the next stages of the project.*



## 5. Summary of points from partner agencies

Agency	Sub no.	Point Ref	Summary	Comment
Hutt City Council and Upper Hutt City Council	287	a	Note national and regional importance of the Hutt Corridor, in terms of role of both SH2 and rail services. However, infrastructure standard of SH2 much lower than SH1 and requires significant investment.	Agree that SH2 has an important national and regional role. This is reflected in the recently adopted SH Classification System.
		b	Support the overall programme of works but feel timing of many projects is unsatisfactory. Believe a more aggressive programme is required with key projects advanced in the final Plan (eg. further improvement between Petone - Ngauranga and four laning River Road between Silverstream and Moonshine Bridge).	Noted - Refer to comment under section 4.6.2
		c	Strongly supports the Petone Package, noting contribution to: travel times, economic growth, freight access, east-west PT options, cycle links, congestion reduction, system resilience, recreational opportunities and emissions reductions. However, investigation of further improvements to level of service on SH2 between Petone and Ngauranga still needed within 10 years.	Support noted. Refer also to comment under section 4.4.7
		d	Concern at low priority given to grade separated interchange at Melling and Kennedy Good Bridge, fails to reflect worsening congestion and safety problems. Seek that the Plan signal that the need to advance the investigation, design and consenting processes for full interchanges so that these are progressed as far as possible, in the event that the short-medium term works prove ineffective.	Noted – refer to comment under section 4.4.3
		e	Endorse the Esplanade Package. Proposed work will maximise traffic efficiency of the route while improving pedestrian access, enhancing recreational amenity, providing dedicated pedestrian and cycle facilities. However, note that the CVL remains a desirable project in long term and ask that Plan reflects this.	Noted. Refer to comment under section 4.4.4
		f	Strongly supports the full Silverstream Package, but notes that capacity of River Road between Silverstream and Moonshine Bridge needs to be addressed more urgently. Ask that investigation for four-laning be brought	Noted. Refer to comments under section 4.4.7

			forward within ten years.	
		g	Strongly support SH2/58 interchange. Significant safety issues and contribution to consistent level of service on SH2. Look forward to construction as soon as possible.	Noted. Refer to comments under section 4.4.2
		h	Support safety improvement package for SH2 and SH58. Note that any work undertaken on SH58 should be consistent with future four-laning of this route in future.	Noted support for these safety projects. Comments about safety work being consistent with future four-laning of the route will be forwarded to NZTA for consideration.
		i	Support four-laning of SH58 in long term.	Noted – refer comments under section 4.4.7
		j	Support the ongoing rail network improvements. Would like to see more detail in Plan. Note poor standard of stations along Hutt line, need for double tracking to Upper Hutt, need for extension of commuter services to Timberlea and longer term to Maymorn (to service growth of 1,800 new dwellings).	Noted. Refer to comments under section 4.5.4
		k	Strongly support the completion of Ngauranga - Petone cycleway/walkway and would like improvements signalled in the Ngauranga Triangle Study advanced as part of Petone Package. However, also seek that these improvements do not compromise ability to increase roading capacity along this stretch longer term.	Noted – refer to comments under 4.2.1  Note it is unlikely that works of this scale would compromise any significant long term capacity solutions along this stretch.
		l	Akatarawa Road upgrade should be noted as one east-west connection in corridor definition. Upgrade estimated to save 20 minutes off current travel time. Ask that upgrade is included towards end of plan.	Note that Akatarawa Road is less of a strategic east-west connection than SH58, which is included in the definition. <b>Recommendation: The Subcommittee may wish to consider adding Akatarawa Road to the east-west links under the definition of the Hutt Corridor on page 2.</b>  Refer to comment under section 4.4.7
		m	Request that safety improvement investigations for SH2 north of Maoribank be included within first 10 years of plan, to respond to current safety issues and accommodate future development at Mt Marua and Maymorn.	Agree this issue has not been captured in the Draft Plan due to the scope extent of the SH2 Strategy Study. <b>Recommendation: That the Subcommittee adds a new measure to the Plan to read ‘Investigate improvements to SH2 north of Maoribank in response to current safety issues and planned future growth areas’</b>
		n	Plan needs greater emphasis on local planning and economic development. UH City is growing faster than statistics forecasts with some specific large development sites. Plan should reflect that local planning aims to reduce travel with more local employment which will slow congestion and traffic growth.	The most up to date statistics forecasts were used to provide the background context for the review of the Draft Plan. This included a summary of the local planning and growth strategy documents and how they might impact on the transport network. The aims to increase local employment which will contribute towards slowing

				traffic growth was balanced with the information about significant numbers of residents commuting between Hutt Valley areas and to Wellington City CBD.
		o	Request that current reference to Maymorn development on page 4 of Plan also note a structure plan has been prepared with 1,800 new lots proposed and this will increase traffic on SH2 at Te Marua.	Noted – this information is reflected in the background and issues report supporting the Plan. However the Subcommittee may wish to ask that officers note this extra detail in the corridor plan itself. <b>Recommendation: That the Subcommittee adds further detail about the Maymorn Structure Plan to the commentary under Land Use on page 4 of the Hutt Corridor Plan.</b>
		p	Seeks clarification of traffic volumes north of Silverstream on page 5 of Plan (suggest range is more like 18,000 to 24,000).	Agree this section should be clarified, consistent with NZTA AADT data. <b>Recommendation: That the Subcommittee amend the text on page 5 of the Plan to read 'Through the Hutt Corridor, traffic volumes on State Highway 2 increase as you travel <i>south from around 18,000 vehicles per day at the northern end (at Brown Owl)</i> through to around 67,000 vehicles per day at the southern end (between Petone and Ngauranga)'.</b>
		q	Seeks greater emphasis on page 6 of Plan on need to upgrade Hutt River Trail and its connection to Petone - Ngauranga cycleway/walkway.	The section on page 6 is about walking and cycling issues in the corridor generally, rather than about specific facilities.
Wellington City Council	184	a	Supports the objectives of Plan, in particular need to provide for future employment and residential growth locations identified in WRS. Important that prioritised projects in Plan support RLTS strategic outcomes.	Noted.
		b	Supports the Petone Package - noting contribution to severe congestion relief, facilitating economic growth and new direct links, increasing route security, providing potential for an east-west PT link. Also important to ensure good walk/cycle facilities and progress beach to bush link. Development in the area of link road suffers from uncertainty so progress investigations as soon as possible.	Noted – refer comments under section 4.2.2 (re Beach to Bush link) and 4.4.1 (Petone to Grenada link)
		c	Strongly supports the walking and cycling improvement package. Particularly supports completion of the off-road cycleway between Petone and Ngauranga and given its high benefits and importance of its role to the development of the Great Harbour Way, seeks investigation and design be brought forward to 2011/12. Seeks consideration if possible to commence lower cost improvements to existing section, while a range of design options (including at grade crossing) for the northern section are	Noted. Refer to comments under section 4.2.1 and 4.5.2

			considered. Important that on-road facilities for this user group continue to be provided for.	
		d	Supports programme of rail improvements and other measures to improve PT services.	Noted.
		e	Supports further studies and investigations around climate change responses and potential for HOV lanes.	Noted. Refer to comments under section 4.4.6 (HOV lanes) and 4.6.3 (Climate Change impacts)
		f	Update reference to long term vision in RLTS to new 2010-2040 RLTS.	Noted. <b>Recommendation: That the Subcommittee amend the text on page 8 of the Plan to refer to the <i>RLTS 2010 – 2040</i>.</b>
		g	Minor editorial matters to be noted by officers.	Noted – these will be addressed by officers in the final Plan.
Porirua City Council	270	a	Transport planning must be driven by region-wide view of future form and function not present problems or individual projects B/C ratio.	The review of the corridor plan considered a combination of current issues and future forecasts for growth. The consideration of future form and function of the region and how this might reflect on the transport needs of the corridor was based on both the agreed Wellington Regional Strategy and local plans and growth strategies.
		b	Notes that government's approach to RONS allows for projects with low B/C as contributing to wider corridor objectives and suggests this approach apply to non-RONS corridors. Concerned to see some important projects in Hutt Valley at risk due to low B/C (CVL, Melling and Kennedy Good Bridge interchange).	Note the comments about the different approach to B/C ratios for RONS vs other projects – this is not an issue the Subcommittee can address in relation to this corridor plan.
		c	Plan should concentrate on making better use of existing road links, rather than creating new ones, given low expected traffic growth over next ten years. SH58 is most valuable of these links, connecting SH1 with Wairarapa via SH2 and key destinations in Hutt Valley.	Consideration of the relative benefits of a new east-west link between Petone and Grenada compared with four-laning the existing SH58 were examined through the review process and the Draft Plan concludes that the earlier priority is the new link - based on congestion reduction, route resilience, freight efficiency and connections between existing centres and future growth areas. SH58 is recognised as a valuable east-west link and investigating the need for upgrading this route in the longer term is identified in the Plan.
		d	Supports traffic management at existing congested intersections and further investigation of HOV lanes	Noted. Refer to comments under section 4.4.6

		e	Supports measures to address safety problems on Grays Rd, SH58 and SH2.	Noted. Refer to comments under section 4.4.5
		f	Considers the case for proposed new Petone to Grenada link is not proven.	Noted. Refer to comments in above row c and under section 4.4.1
		g	Concern that effects of planned improvements to the Western Corridor not explicitly included in draft plan, eg. Transmission Gully(TG). Seeks investigation and scheme assessment for 4-laning of SH58 between TG and SH2 within ten years. Submits that with TG in place this project would provide efficient link between North Wellington/Porirua and Upper Hutt growth areas.	The impacts of improvements within the Western Corridor were specifically considered during review of the Hutt Corridor Plan and the Transmission Gully project was included in the modelling work to compare the benefits of options to improve east-west links.
		h	Impacts of future earthquakes or natural events need consideration - notes structural risks of Petone Overbridge and issues with ground stability in the area.	Agree these impact need consideration – refer to comments under section 4.6.3
		i	Summary points: Supports all projects except Petone - Grenada link. Seeks addition of Cross Valley Link between Dowse interchange and Seaview/Gracefield, and investigation/scheme assessment of SH58 within ten years with construction beyond 10 years.	Noted. See comments under section 4.5.1 and 4.4.7
NZ Transport Agency	232	a	Supports overall intent of plan and is pleased to have been involved in its development	Noted.
		b	Supports the Petone Package - agrees this is best solution to reduce congestion on SH2, improve east-west links. Notes that for upgrading SH58 to be a comparable option the following projects would also be required: grade separating SH2/58, Melling and Kennedy Good intersections, upgrade Petone merge, and possibly six laning SH2 between Petone and Ngauranga - these combined costs would far exceed the cost of the link road.	Noted.
		c	Does also support action to study feasibility and need for four-laning SH58 beyond 10 years. Notes that NZTA intends to implement safety improvements on SH58 within ten years as per plan.	Noted.
		d	Supports investigation of Petone - Ngauranga cycleway/walkway during 2012/13 as would align with Petone-Grenada link road investigation. However, suggests the indicative timing for construction in plan is premature and should be changed to 2015/16 or 2016/17.	Noted. This view is contrary to the views expressed by a very significant proportion of submitters. Refer to comments and recommendations under section 4.2.1

		e	Supports both the short and long term actions for Melling and Kennedy Good Bridge intersections. Suggests that a 'stripy' box be added to the timing to indicate that investigation of the longer term grade separation will begin in 2018/19.	Noted. <b>Recommendation: That the Subcommittee add the indicative timing for investigation of full grade separation in 2018/19.</b>
		f	Too early to comment on merits of the Esplanade Package as has yet to be developed fully, but important that the plan includes a short and long term strategy for effective transport connections between Seaview/Gracefield growth node and SH2.	Agree. Refer comments under section 4.4.4
		g	Notes further HOV investigations were carried out by NZTA recently. Based on investigations to date, does not support replacement of existing general purpose lanes on SH2 with HOV lanes. While may be merit in constructing additional HOV lanes on SH2, there are geographical difficulties and significant cost. Requests that the proposed HOV feasibility study action be deleted from the plan. However, suggests RTC may wish to consider further investigation of a potential HOV regime on the SH network as a whole as part of next update of the Regional TDM Plan.	Noted. Refer to comments and recommendations under section 4.4.6
		h	Cannot confirm when construction of SH2/58 intersection might start, will depend on outcome of 2012-15 RLTP. Suggests the 2012/13 start in Plan is premature and an indicative timing of 2013/14 or 2014/15 is more appropriate.	Noted. The change to the indicative timing suggested is contrary to the submissions received in relation to this project. Refer to comments under 4.4.2
		i	Notes that a high quality rail service to provide for commuter demand and encourage mode shift is critical. Recommends further explanation in Plan on how PT will be improved. Supports planned roll-out of real time and integrated ticketing schemes.	Noted. See comments under section 4.5.4
GWRC Economic Committee	188	a	Supports the objectives of the Plan.	Noted.
		b	Supports need to connect key growth areas and trip generating areas within and outside the Hutt Valley, including Seaview/Gracefield and Wellington CBD, Port and Airport.	Noted.
		c	Notes importance of resilience and vulnerability of transport network in Hutt Valley including sea level rise and storm surges, flood issues, major earthquake. Suggests Plan include reference to natural hazards and the Hutt River Floodplain Management Plan. Seeks stronger measure to plan for climate change responses.	Noted. Refer to comments and recommendations under section 4.6.3 to strengthen this measure.



		d	Supports PT measures including ongoing rail improvements and upcoming service review.	Noted.
		e	Supports some further investigation of HOV lanes as a network wide approach.	Noted. Refer to comments under section 4.4.6
		f	Supports the Petone Package to improve network resilience, improve east-west links and connecting key population and employment centres. Note need to continue to look for solution to accommodate projected freight increases from Seaview/Gracefield to SH2 at Petone and on to the Port.	Noted. Refer to comments under section 4.4.4
		g	Strongly supports package of walking and cycling improvements, in particular the Ngauranga to Petone cycleway/walkway completion and bringing the timing for this project forward if possible. Be useful if Plan identified need to progress implementation of Great Harbour Way concept longer term.	Noted. Refer to comments under section 4.2.1 and 4.5.3
		h	Disappointed that grade separation of key SH2 intersections - with their significant safety and congestion benefits - have been delayed.	Noted. Refer to comments about importance of SH2 projects and overall timing under section 4.6.2
		i	Request that the short term and longer term safety improvements along SH58 are prioritised in terms of most need.	The SH58 Strategy Study identified the various safety improvements proposed within the SH58 Safety Improvements Package – the priority and timing was advised by NZTA and is understood to be based on both cost and need considerations. The Subcommittee may wish to seek further NZTA advice on this issue.
CentrePort Wellington	104	a	Importance of freight is correctly recognised in plan. Significant freight volumes passing through the corridor possibly understated in plan. CVL is a strategically important connector and access to Seaview/Gracefield not adequately addressed in the plan.	Noted. See comment under section 4.4.4
		b	Fully support Petone-Grenda link - efficient route for freight and congestion relief on SH2 for Port access	Noted.
		c	Seeks full re-evaluation of the CVL Cost/benefit analysis and implementation at same time as Petone-Grenada link	See comment under section 4.4.4
		d	Support advocating for retention of Seaview/Gracefield rail corridor	Noted. See comments under section 4.3.4
		e	Supports SH2 safety and capacity improvements	Noted.
		f	Conditionally support HOV lane investigations - include freight	Noted. See comment under section 4.4.6

		g	Support the Silverstream package	Noted. See comment under section 4.4.7
		h	Support the investigation of long term capacity solutions between Petone and Ngauranga	Noted. Refer to comments under section 4.4.7

