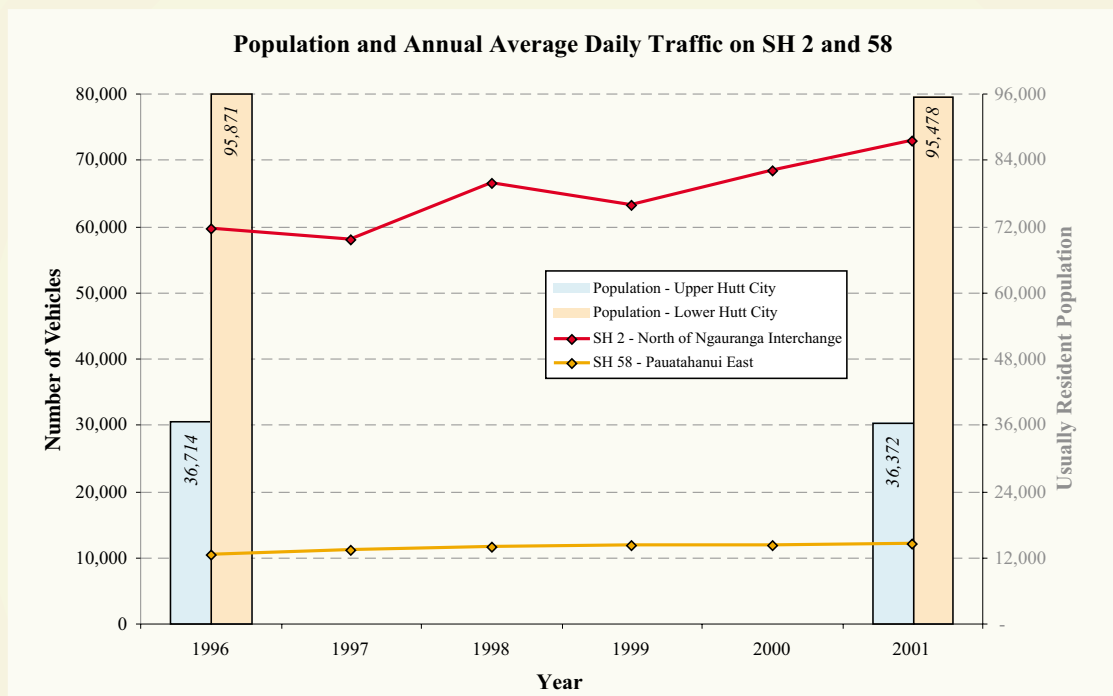


Which route for the Hutt?

Seeking your **submissions** on proposals for inclusion in the Hutt Corridor Plan

Across the Wellington region, traffic is increasing four times faster than the population. At peak times, stresses are occurring for both roading and public transport networks. Given current rates of growth, these stresses will intensify, reducing accessibility, increasing delay, stepping up the wasteful use of fuel.

For the Hutt Valley, poor transport linkages are a constant constraint on economic growth and social dynamics.



Planning and then implementing transport changes can take up to ten years.

If we wish to have a vital, growing economy in the region and improve community access in the Hutt Valley, we need to consider the shape of the network for 2010 and beyond, **NOW**.

Hutt Corridor Plan

Over the past few months, Wellington Regional Council transport officers have been working with a range of territorial and statutory authorities on the Hutt Corridor Plan for inclusion in the Regional Land Transport Strategy (RLTS) 2002/2007.

The aim of this plan is to recommend the best transport options for the area and linkages with the Wellington region overall. It includes amendments to the present RLTS 1999/2004.

We are seeking your input on specific proposals for the RLTS 2002/2007.

New Proposals

3

Recommended Options

4

Timetable to May 2003

7

Hutt Corridor Plan – as listed in Wellington Regional Land Transport Strategy 1999-2004 (pp 57-58)

Hutt Corridor: Upper Hutt to Ngauranga Merge

This corridor starts at the northern end of the present State Highway 2 bypass of Upper Hutt City Centre, and runs through to the Ngauranga Merge of State Highways 1 and 2.

Identified needs and issues

- Low population growth in the Hutt Valley;
- Continued employment in Wellington CBD for people living outside of Wellington City;
- Slow down in manufacturing regionally;
- Peak period road congestion;
- Inadequate peak frequency levels of passenger rail in the Hutt;
- Increase in freight movements across the Hutt Valley, particularly near or in residential areas;
- Increase in journeys for recreation and shopping;
- Poor local access in and out of the Hutt Valley;
- Lack of direct passenger rail access to the Lower Hutt Central area; and
- Growing need for improved roads to meet increases in tourism.

These needs and issues were used in the modelling process to identify the following short and long term proposals.

Projects to 2004

Roading

- Design and construct upgrades of the Korokoro and Dowse intersections on State Highway 2 (\$37m);
- Design and construct SH2/58 intersection improvements involving grade separation and removal of traffic signals;
- Complete design for the upgrade of the Rimutaka Hill road to 70kph standard;
- Design and construct 4 laning of SH58 to Transmission Gully alignment (subsequently adopted by RLTS).

Public transport

- Investigate the construction of a bus or high occupancy vehicle lane which does not compromise the use of cycles on the route from Petone to Ngauranga on State Highway 2; construct if appropriate (\$15m);
- Allow additional direct commercial bus services from Wainuiomata, Stokes Valley, Western Hills and Northern Upper Hutt to Wellington CBD;
- Allow additional direct commercial ferry services across the Wellington harbour;
- Increase peak hour rail services to a 20 minute frequency from Upper Hutt;
- Increase rail feeder bus services to match the increase in urban rail frequency;
- Provide additional commuter car parks at main railway stations (\$15m); and
- Refurbish Upper Hutt Railway Station (\$450,000) and Petone Railway Station.

Projects for beyond 2004

- Extend the Melling line (as a light rail service) to Waterloo through Hutt City (\$9m);
- Investigate the use of Petone Esplanade and identify options for an East-West link for reducing congestion. Upgrade Petone Esplanade if appropriate (\$5m);
- Upgrade the Melling and Kennedy Good intersections of State Highway 2 (\$33m);
- Investigate the viability of light rail services or effective alternatives from Stokes Valley to Wellington and provide when this service becomes cost effective (\$15m);
- Upgrade remaining railway stations on the corridor (\$1.5m);

Projects proposed to continue into new Hutt Corridor Plan

The projects in this colour are proposed to continue into the new Hutt Corridor plan. There are also a number of new proposals on which submissions are being sought.

Submissions sought on New Proposals and Recommended Options

New Proposals

In addition to projects continuing from the current plan, a number of new proposals are being put forward.

We are seeking your submissions on the following:

A. **Recommended for inclusion** in the Regional Land Transport Strategy for the period 2002/2007:

State Highway 2

A1. *Design and construct grade separation (ramp and flyover access) at the Melling interchange (est. \$45M) (Transit)*

Adds to current: *Design and construct upgrades of Korokoro and Dowse intersections (est. \$37M)*

A2. *Investigate and evaluate an upgrade of the Silverstream Bridge/SH2 intersection (est. \$7M) (HCC, Transit, UHCC)*

Public Transport

A3. *Evaluate and, if appropriate, initiate direct bus services between Porirua and Hutt City and Upper Hutt CBDs (WRC)*

Adds to current: *Allow additional direct bus services from Upper Hutt, Stokes Valley and Wainuiomata to Wellington CBD*

A4. **Replace current:**

Increase peak hour rail services to 20 minute frequency
With

-Increase Upper Hutt/Wellington rail frequency: Investigate increasing peak frequency from 20 minutes to 10 minutes and interpeak frequency from 30 minutes to 15 minutes.

-Investigate increasing Upper Hutt/Wellington operating speed. (WRC)

A5. *Design and implement extension of electrification and services northwards beyond Upper Hutt, including new stations at Timberlea and Cruikshank Rd (WRC)*

Note: Options in Group A have demonstrated improved accessibility, efficiency, affordability and sustainability compared to the 'base case' in the existing RLTS. Refer Further Information, back page.

B. Recommended **to be considered** for inclusion in the RLTS for the period 2002/2007.

SH2 links:

B1 **Replace current:**

Investigate and, if appropriate, construct a bus or high-occupancy vehicle lane that does not compromise the use of cycles on the route from Petone to Ngauranga (est. \$15M)

With

Investigate and, if appropriate, construct a fifth lane between Petone and Ngauranga as a HOT (high-occupancy toll) lane (est. \$15M) (Transit)

B2a **Replace current:**

Construct a Hutt to Porirua road link in conjunction with the Western Corridor (a \$62M estimate implies a Belmont-Melling route)

With

- *Investigate and evaluate a link road from Petone to Grenada (est. \$45M) (Transit, HCC, WCC)*

- *Investigate and evaluate Melling or Belmont to Porirua connections, which will provide better access to the north via transmission gully (WRC, HCC, PCC)*

B2b **Replace current:**

Investigate use of the Petone Esplanade and identify options for an East-West link across the Valley floor (est. \$5M)

With:

Investigate and evaluate an option for improving road links across the Valley floor (est. \$45M) (HCC)

Public Transport

B3 **Replace current:**

Extend the Melling line (as a potential light rail service) through Hutt City to Waterloo (est. \$9m) (WRC, HCC)

With:

Investigate and evaluate extension of the Melling line across the Hutt River to the Hutt CBD (est. \$13M) (WRC, HCC)

Please send your written submission to:

Tony Brennand, Manager Transport Policy, Wellington Regional Council
Phone 04 802 0311 Fax 04 802 0352 Email: hutt.submissions@wrc.govt.nz

By 20 December 2002.

See Recommended Options on page 4

Recommended Options

Key Issues

To help you with your submissions, the following issues have been identified:

- Whether and how to improve access south (Petone-Ngauranga options)
- Whether and how to improve access west (SH2-SH1 options)
- Whether and how to improve access across the Valley floor (especially for freight)
- Bus or rail - what is the best future base for Western Hutt public transport?

Lying behind these issues are important questions for the future of the Hutt – how and where to support economic development, and whether to continue to look predominantly to the south. These will need to be considered within the context of regional economic growth and urban development strategies.

For each of these issues, we seek your feedback on the recommended options

Key issue – improving access south

State Highway 2 – Petone to Ngauranga options

Experiences high and increasing traffic volumes, leading to congestion at peak times.

Reports indicate there is room for a fifth lane between Petone and Ngauranga that could be reversible at peak periods (this may require a change in how cyclists are managed). What is the best use of such a lane?

Options

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

Recommended option

- **HOT (High Occupancy Toll lane) for faster travel -**
 - Advantage*
 - Accessibility
 - Economic development
 - More efficient fuel use for existing traffic
 - High economic efficiency
 - Provides fast lane for those prepared to pay
 - Disadvantage*
 - Will require changes to cycle lane

- Could compromise rail operation, but less so than other options
- Will induce traffic growth, but this could be controlled by level of toll

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

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

Key issue – Improving access west

Existing routes west (SH58) can be upgraded (see present Hutt Corridor Plan), but do not provide direct links to major population centres.

Options

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

Recommended options Investigate

• New link Melling – Porirua

Advantage

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

Disadvantage

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

Investigate

• New link Petone – Grenada

Advantage

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

Disadvantage

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

Key issue – improving access across the Valley floor

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

Options

- Do nothing/ rely on existing conditions
 - Upgrade Petone Esplanade RLTS 1999/2004
- Disadvantage*
- strong amenity and community arguments against concentrating traffic on Petone Esplanade

Recommended option

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

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

Options

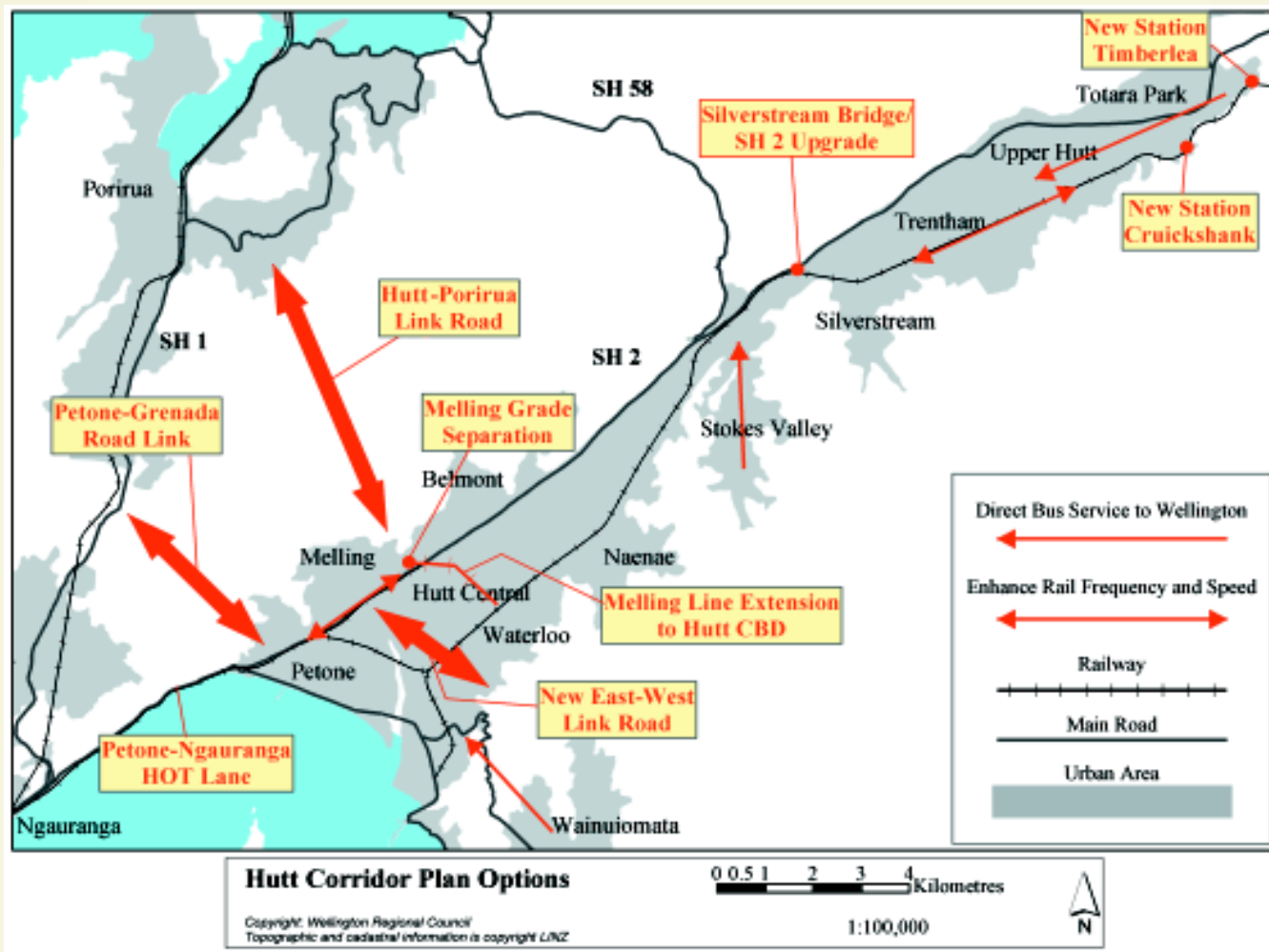
- Do nothing/ rely on proposed level of service
- Base Western Hutt - Wellington services on buses (bus lanes, service to Courtenay Place)

Discussion

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

Recommended option

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



Regional Context

What is a corridor plan?

A corridor plan is an action programme for all strategic routes in an area and involves road, rail and other transport. It has the statutory force of the RLTS.

It identifies future land transport needs, and the most desirable means of responding to those needs. It takes into account the role of cars, freight traffic, public transport, walking, cycling and rail, and builds up different scenarios according to different options.

Hutt Corridor Plan objectives

Like the parent RLTS, the objectives are to ensure:

- Accessibility and economic development i.e. to provide a transport system that optimises access to and within the region
- Economic efficiency – value for money
- Affordability – recognises funding constraints and ability to pay
- Safety
- Sustainability – to provide a system that recognises the needs of the community, avoids or mitigates adverse effects, and uses resources efficiently

As well, the RLTS identifies the importance of an integrated network with balance across all modes of travel.

“We don’t want to improve one part of the network and shift the problem elsewhere.”

Terry McDavitt
Chairman, Regional Land Transport Committee

Who has been involved?

The Hutt Corridor Study Technical Group includes officers from:

- Hutt City Council (HCC)
- Upper Hutt City Council (UHCC)
- Transfund New Zealand
- Transit New Zealand
- Porirua City Council (PCC)
- Wairarapa District Councils
- Wellington City Council (WCC)
- Wellington Regional Council (WRC)

The group has enlisted the assistance of a specialist economist and an environmental scientist for specific areas of the study.

Participation does not imply formal support for proposals. Each of the above agencies will deliberate separately during the consultation period.

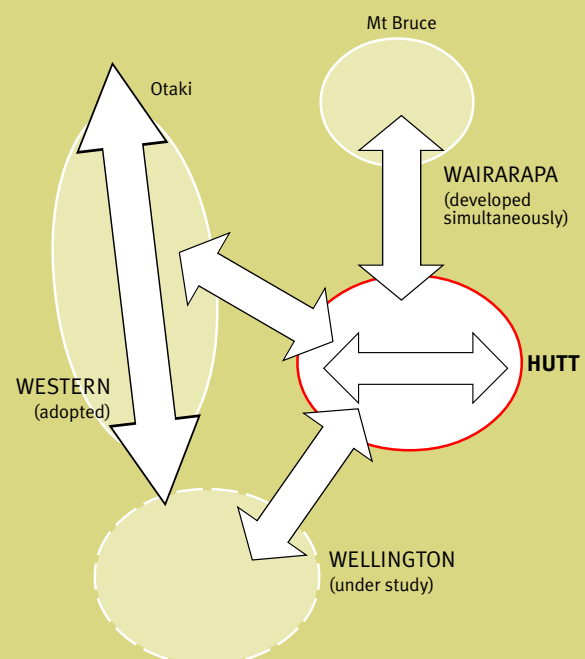
Scope of the Hutt Corridor Plan

- Extends northwards from Ngauranga to Te Marua and includes proposed new routes across the valley floor to SH1/ Porirua and the proposed Transmission Gully
- Includes consideration of road transport (passenger and freight), public transport (ferry, bus, train and Light Rail Transit (LRT), walking and cycling
- Includes provision of links from Wairarapa to Wellington

Relationship between Hutt Corridor Plan and the Rest of the Region

While the Hutt Corridor Plan focuses on Hutt Valley needs and options, it needs to be considered in relation to policies in the RLTS and alongside the separate Corridor Plans for Wairarapa, Western (SH1) Corridor and Wellington (pp 55-61, 1999 RLTS).

Uniquely, Hutt connects with all the others.



Is doing nothing an option?

Issues to consider here are:

- Economic prospects are limited at present by road and rail network constraints
- Long term economic prospects for the area are declining
- With the population in both Lower Hutt and Upper Hutt declining and ageing, will schools, hospital, business, and shopping centres have sufficient critical mass to be viable?
- Will councils be able to afford the same level of services?
- Transport decisions made now can have an economic impact on the Hutt Valley
- Improved transport options may alter public perception as to the region’s desirability as a place to live and work.

Please send your written submission to:

Tony Brennand, Manager Transport Policy, Wellington Regional Council
PO Box 11 646, Wellington
Phone 04 802 0311 Fax 04 802 0352 Email:hutt.submissions@wrc.govt.nz
By 20 December 2002.

Further information

In the course of preparing recommendations on the Hutt Corridor Plan for the RLTS 2002/2007, the Technical Group has commissioned and reviewed economic, environmental and traffic studies. The group has also analysed the impacts of various options in relation to the 'base case' in the existing RLTS. These are summarised in:

Hutt Corridor Study Stage 1
(Beca Carter Hollings & Ferner Ltd)
March 2002

Hutt Corridor Study Stage 2
(Beca carter Hollings & Ferner Ltd.)
July 2002

Hutt Corridor Study Stage 3
(Beca carter Hollings and Ferner Ltd.)
October 2002

Hutt Corridor Transport Study Economic Review
(Opus International Consultants)
October 2002

Hutt Corridor Transport Options
Economic Evaluation of Stage 1
(Opus International Consultants)
April 2002

Hutt Corridor Plan for the Transport Network –
Sustainability of Road Link Options
(Envirosolutions)
June 2002

Presentation to the RLTC – Key Issues
(Transport Policy Dept. WRC)
February 2002

Presentation to the RLTC – Consideration of Options
(Transport Policy Dept. WRC)
August 2002

Copies of these documents are available on the WRC website at www.wrc.govt.nz under [publications/browse/regional transport/Hutt corridor](http://www.wrc.govt.nz/publications/browse/regional_transport/Hutt_corridor).

Alternatively, they can be requested, at a charge of \$10 per copy, from:

Hayden Webb
Publications Officer
Wellington Regional Council
Phone 04 384 5708
Fax 04 385 6960
Email: publications@wrc.govt.nz

Where to next? – Consultation process

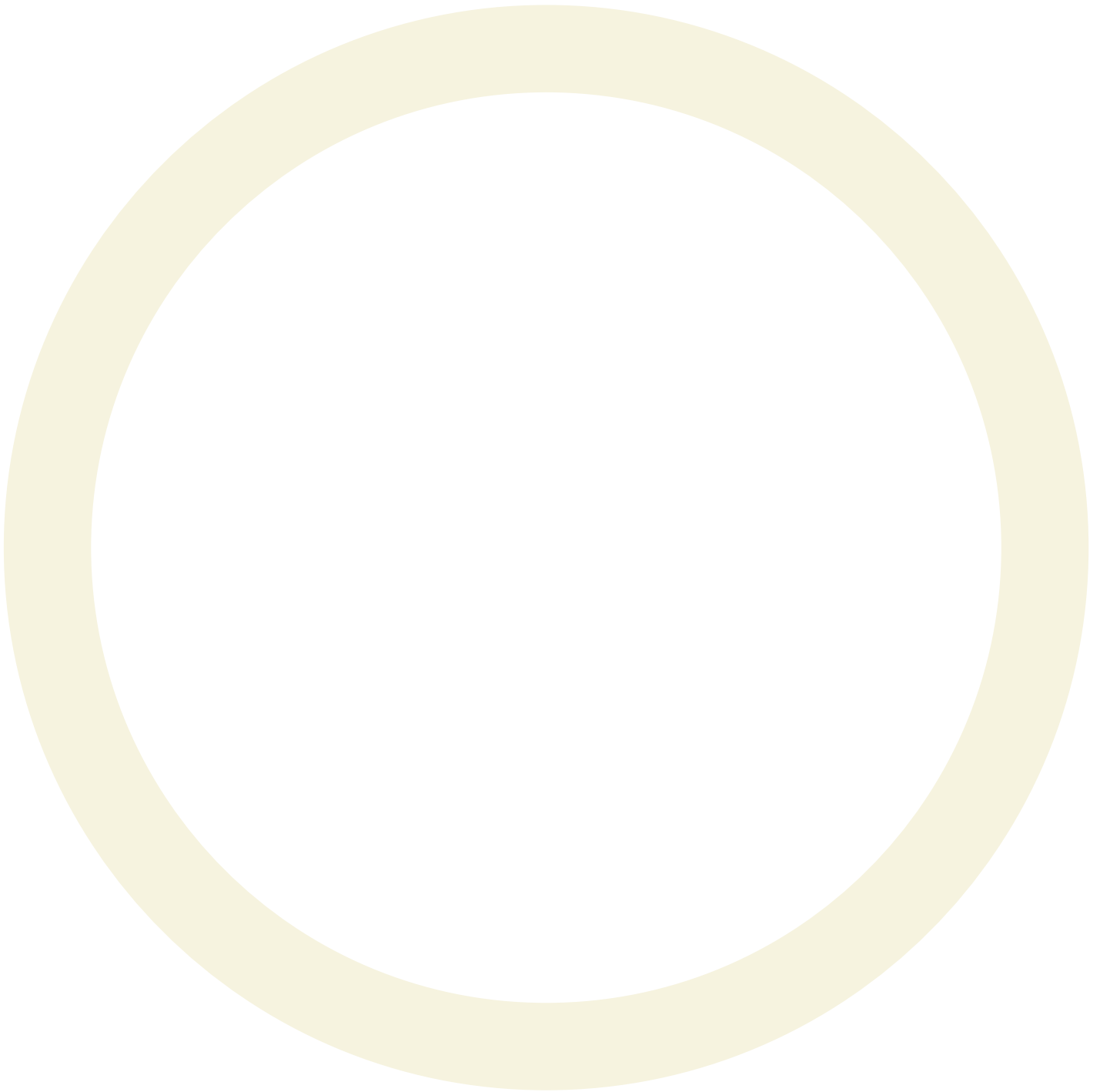
Consultation will take place over the next few months to explain the proposals, answer questions and assist individuals in preparing submissions.

Timetable October – December 2002

- Briefings and discussion with local councils and stakeholders
- Public meetings for affected communities – Seaview/Hutt CBD/ Hutt Chamber of Commerce/Hutt wards/Community boards/Petone Foreshore Group/Upper Hutt Chamber of Commerce/Horokiwi residents
- To organise extra meetings, contact:
Joe Hewitt
Hutt City Council
Private Bag 31912
Lower Hutt
Phone 570 6666
or
Lachlan Wallach
Upper Hutt City Council
Private Bag 907
Upper Hutt
Phone 527 2169
- Submissions to be sent to Tony Brennand (see contact details above) by 20 December.

Timetable Dec 2002 – May 2003

- A special Land Transport Hearings Committee considers oral and written submissions to formulate recommendations (10 - 14 February 2003)
- Hearing Committee report sent to Hutt and Upper Hutt City Councils for comment (March 2003)
- Report considered by RLTC (April 2003)
- Decisions and adoption of plan (May 2003)



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