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Committee Draft Hutt Corridor Plan Hearings Subcommittee
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Submissions Report – Draft Hutt Corridor Plan 2011

1. Purpose

To provide the Committee with an overview of the submissions received on the Draft Hutt Corridor Plan 2011, together with officer comments and recommendations on the issues raised by submitters.

2. The decision making process and significance

The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002.

Officers have considered the significance of the matter, taking account of the Council's significance policy and decision-making guidelines.

The subject matter of this report is part of a decision making process that will lead to the Council making a decision of low significance within the meaning of the Local Government Act 2002 (the Act). The Council elected to follow the special consultative procedure as set out in the Act. The attached submissions report sets out the views of the community that have been received in response to that consultation process, for consideration by the Hearings Subcommittee.

3. Background

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.

4. Consultation

Public consultation on the draft Plan commenced on the 26th April 2011.

Consultation included a mail out to key stakeholders and residents associations, a webpage and online submission form, public notices, advertisements on local community newspapers, and media articles. A copy of the draft Plan and summary document was sent to all local public libraries in the region to display.

The officers 'Report on Submissions - Draft Hutt Corridor Plan 2011' in **Attachment 1** provides full details of the consultation elements for the Draft Hutt Corridor Plan 2011 in section 2.

5. Submissions

287 submissions in total were received on the Draft Hutt Corridor Plan 2011. Around 40 of these were from agencies or groups and the remainder were from individuals.

73 of those who submitted indicated a wish to be heard in support of their written submission. However, the final number of confirmed oral submissions is around 50.

A full breakdown of the submissions is provided in section 3 of **Attachment 1**.

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) to 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 public transport links to Lower Hutt CBD was commonly identified.

A detailed summary of the key themes from submissions and officer comment is included as **Attachment 1**.

6. Draft recommendations

Draft recommendations have been developed as result of the submission analysis in the attached submissions report. These are for the Subcommittee's consideration during deliberations.

1. *Request that NZTA consider an earlier timing for both the investigation and construction of the Ngauranga to Petone walkway/cycleway project, including bringing forward improvements to the existing cycleway in advance of the new section.*
2. *Request that NZTA give consideration to retaining the 2012/13 start date for the SH2/58 interchange.*
3. *Request that NZTA give consideration to bringing safety improvements on SH2 and SH58 forward as a priority.*
4. *Signal the need for a long term solution such as the Cross Valley Link and add a new 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'.*
5. *Add 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'.*
6. *Add the indicative timing for investigation of full grade separation at Melling and Kennedy Good intersections in 2018/19.*
7. *Reword the Public Transport Service Review measure as follows: 'Undertake a review of public transport services **within the Hutt Valley in accordance with the Regional Public Transport Plan**'.*
8. *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.*
9. *Include consideration of HOV lanes options between Petone and Ngauranga as an amendment to the second bullet under the Petone package to read 'Demand management measures, such as **high occupancy vehicle lanes and ramp** signalling between Petone and Ngauranga'.*
10. *Add a cross-reference the Regional Cycling Plan or 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.*
11. *Add a new measure to read: 'Continually look for opportunities to improve cycling and walking facilities in the corridor consistent with the vision of the Great Harbour Way'*

12. *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.*
13. *Add Akatarawa Road to the east-west links under the definition of the Hutt Corridor on page 2 of the Plan.*
14. *Add further detail about the Maymorn Structure Plan to the commentary under Land Use on page 4 of the Hutt Corridor Plan.*
15. *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 south from around **18,000 vehicles per day at the northern end (at Brown Owl)** through to around 67,000 vehicles per day at the southern end (between Petone and Ngauranga)’.*
16. *Amend the text on page 8 of the Plan to refer to the RLTS 2010 – 2040.*

7. Next steps

Following deliberations, the Subcommittee will recommend a final Hutt Corridor Plan for consideration by the full Regional Transport Committee at its meeting on 26 September.

8. Recommendations

That the Subcommittee:

1. ***Receives** the report.*
2. ***Notes** the content of the report.*
3. ***Agrees** to recommend the changes to the draft Hutt Corridor Plan set out in section 6 of this report, subject to any amendments or additions agreed during this meeting, as a result of consideration of submissions.*

Report prepared by:

Report approved by:

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Attachment 1: Report on Submissions - Draft Hutt Corridor Plan 2011