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

Hutt Corridor Plan

1. Purpose

To update the Committee on developments in the Hutt Corridor Plan investigation.

2. Background

The Regional Land Transport Committee has asked officers to undertake investigations so that a Hutt Corridor Plan can be developed for inclusion in the Regional Land Transport Strategy. The corridor plan includes travel from Te Marua to Ngauranga, travel across the valley and links from SH2 to Porirua and the proposed Transmission Gully motorway.

3. Comment

3.1 Completed Work

- (1) An examination of an economic and demographic outlook for Upper Hutt with consideration of possible development scenarios.
- (2) An examination of an economic and demographic outlook for Lower Hutt with consideration of possible development scenarios.
- (3) A total network Do Minimum model run has been undertaken for the design year 2016

- (4) A "Do Minimum" with respect to the Hutt network with the rest of the region's network upgraded in accordance to the Regional Land Transport Strategy model run for the design year 2016.
- (5) Hutt network development options have been assembled.

The two "Do Minimum" runs have been undertaken to identify the interaction between the Western and Hutt corridors and to identify the impact of the Transmission Gully proposal on the Hutt network.

3.2 Conclusions

The following key points have emerged from the investigations to date.

- ◆ The Hutt Valley can expect a significant decline in the 0-25 age and 25-60 age populations over the next 20 years with strong growth in the over 60s population. This is the underlying trend.
- ◆ Migration into the Hutt Valley may mask this underlying trend
- ◆ An underlying trend of employment, retail and industry decline will continue for the next 20 years unless new investment occurs.
- ◆ For example, one off large developments such as Queensgate or Promall may offset the retail decline in net terms – this would lead to an ongoing decline in smaller retail replaced by a one or more large developments.
- ◆ There is expected to be ongoing growth in IT, communications and film services that are not CBD related.

The above information indicates that future peak period commuting in the corridor can be expected to be modest but that inter and off peak travel growth will continue to be high.

- ◆ All the possible development scenarios indicated that the Upper Hutt network is not likely to be over stressed in the next 20 years. However, it is likely that distributor routes in the south of the Lower Hutt network will come under considerable pressure in the next 20 years.
- ◆ The Hutt Valley will need to improve access to Wellington, Porirua and the north if it is to be an economically prosperous area. Without an adequate link to Wellington the Hutt Valley is unlikely to attract "knowledge value" firms and these are the firms that are the future and pay well above the average.
- ◆ The success of measures up and down the SH2 corridor is dependent on finding a satisfactory solution to peak period congestion on SH2 between Petone and Ngauranga. It should be noted that the earlier Regional Land Transport Strategy work did not recommend a full extra lane be provided between Petone and Ngauranga at peak times as this will saturate the network south of Ngauranga at peak times, even with the improvements proposed in the Regional Land Transport

Strategy. A more carefully considered strategy is required to relieve the congestion on this part of the road.

- ◆ SH2, north of Petone, provides a local access function for local communities on the hills and its connection to the valley floor.
- ◆ The performance of the future Lower Hutt network is sensitive to growth assumptions but the Upper Hutt network is far less sensitive.
- ◆ The development of either the Seaview/Gracefield area or the Hutt CBD will require a much improved link across the Valley floor to SH2. Failure to address this issue is likely to constrain the development potential of both Seaview/Gracefield and the Hutt CBD.
- ◆ A strategy based on increasing the capacity of SH58 has little merit in capturing the benefits of Transmission Gully for the Hutt Valley
- ◆ The major origin-destination pair between the Western and Hutt corridors, even with Transmission Gully in place, is for travel between Porirua central (and environs) and Hutt CBD/Seaview/Gracefield (and environs).

3.3 Next Steps

The Hutt Corridor investigation will now analyse combinations of projects and measures that were presented to Regional Land Transport Committee at its September 2000 meeting. These various permutations will be evaluated against the objectives and needs identified in the Regional Land Transport Strategy.

4. Recommendation

That this report be received for information.

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