



Report 11.520
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Committee Regional Transport
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Recommended Hutt Corridor Plan for Approval

1. Purpose

To report back to the Committee the findings of the Hutt Corridor Plan Hearings Subcommittee that took place on 29 July, 2 August, and 9 September and to recommend changes to the final Hutt Corridor Plan as a result of the Subcommittee's deliberations.

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 and recommend that the matter be considered to have low significance in terms of the Council's significance policy and decision-making guidelines.

The Committee elected to follow the special consultative procedure as set out in the Act. Feedback from the community was considered by the Hutt Corridor Plan Hearings Subcommittee, and has informed the recommendations in this report.

3. Report of the Hearings Subcommittee

3.1 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.

Public consultation on the plan was carried out from 26 April to 15 June 2011.

3.2 Hearings Subcommittee

The Regional Transport Committee established a Subcommittee to hear and consider submissions on the draft plan and recommend changes to the final corridor plan.

The Subcommittee had the following membership:

- Councillor Wilde, Chair (Greater Wellington Regional Council)
- Mayor Wallace (Hutt City Council)
- Mayor Guppy (Upper Hutt City Council)
- Councillor Andy Foster (Wellington City Council)
- Jenny Chetwynd (NZ Transport Agency)

The subcommittee met on the 29 July, 2 August and 9 September to hear oral submissions, consider all written submissions and deliberate.

3.3 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.

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).

Around one quarter of submitters indicated a wish to be heard in support of their submission.

The largest areas of response came from Wellington City and Hutt City residents.

A large number of submitters (106) sent a short submission noting strong support for the submission from the Great Harbour Way Coalition

Two petitions were received from Manor Park Golf Club and Manor Park Private Hospital. These both supported the project to grade separate the SH2/58 intersection and provide safe access to Manor Park.

The Subcommittee was provided with a full analysis of submissions (**Report 11.381** – available on Greater Wellington’s website) to assist their deliberations.

3.4 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:

Do you support the improvement projects proposed in the draft Plan?	
Yes	33%
No	5%
Partly	62%

4. Significant 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 look at improving capacity and level of service along SH58, between Transmission Gully and SH2.
- The importance of the Hutt Corridor for economic growth, and the movement of commuters and freight was emphasised often.
- 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.

5. Changes recommended by the Subcommittee

Following consideration of the written and oral submissions the Subcommittee recommends the following changes be made to the draft Hutt Corridor Plan:

- a. Re-draft the commentary sections to
 - o Strengthen commentary around the needs of the corridor and its economic importance to the region
 - o Highlight the important role of the Seaview/Gracefield area – and the movement of freight between this area, the Port, Wellington CBD and other employment and industrial centres such as North Wellington/Porirua
 - o Emphasise the consistency of issues and needs within the corridor with the Government Policy Statement priority areas
 - o Provide a stronger, more direct commentary on what we plan to do and why.
- b. Re-draft the ‘Indicative Project Timings’ diagram to show indicative timing in three-year blocks, corresponding with the Regional Land Transport Programme (RLTP) periods.
- c. Include an urgent investigation in 2011/12, to establish the potential opportunities for the Petone to Ngauranga walkway/cycleway associated with KiwiRail’s upcoming traction pole replacement programme. (In the event that this does not prove feasible, investigation of upgrading the existing pathway, providing a crossing at Horokiwi, and completing the pathway between Horokiwi and Petone should proceed as soon as possible within the 2012-15 RLTP period).
- d. Signal the optimal 2012/13 start date for the SH2/58 interchange by indicating construction commencing during the 2012-15 RLTP. (The specific year the project will commence depends on funding allocation through the NLTP).
- e. Include the timing for the SH2 and SH58 safety improvements in both the 2012 – 15 and the 2015 – 18 RLTP, signalling the need to implement these improvements over the next two programme periods as funding allows, with priority to those improvements needed the most.
- f. Add a new measure to the Plan to investigate the feasibility of capacity improvements along SH58 between Transmission Gully and SH2, to be completed within the 2012 – 2015 RLTP period so as to inform development of the 2015 – 2018 RLTP and subsequent plans.
- g. Signal the need for an effective solution between Seaview/Gracefield and SH2. A new measure should be added to the plan to be completed during the 2012 – 2015 RLTP period, to read:

‘Investigate the wider economic benefits of a new Cross Valley Link connecting Gracefield with SH2 (including consideration of ‘end to end’ freight trips, the regional and national significance of this route, and projected freight volume data)

This work should include consideration of the allocation of those benefits and potential funding options to establish whether a funding case can be made to support a Cross Valley Link as a long term solution

Detailed investigation and scheme assessment stages would be the likely next steps if funding feasibility can be resolved’

- h. 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’.
- i. Signal the indicative timing for investigation of full grade separation at Melling and Kennedy Good intersections in the 2018 – 21 RLTP period.
- j. Amend 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’.
- k. 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 in relation to future upgrades.
- l. Remove the reference to further investigation of high occupancy vehicle lanes. Asks that the commentary in the plan notes that these are unlikely to be viable within the existing lane space, but that they should be revisited at any such time in the future that additional capacity is created between Petone and Ngauranga.
- m. Add a cross-reference to the Regional Cycling Plan in the Hutt Corridor Plan.
- n. Add a new action to the plan for NZTA to consider improvements to SH2 for cyclists in the context of its minor safety improvements programme. (Noting that submitters identified a number of potential improvements).
- o. 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’
- p. 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.
- q. Add Akatarawa Road to the east-west links in the definition of the Hutt Corridor.
- r. Add further detail about the number of dwellings expected to be provided under the Maymorn Structure Plan.

- s. Amend the reference to traffic volumes through the Hutt Valley to read ‘Traffic volumes on SH2 through the Hutt Corridor start at 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).’
- t. Amend the relevant sections of the plan to refer to the RLTS 2010 – 2040.
- u. Strengthen the reference around the need to consider further solutions to address capacity issues between Petone and Ngauranga, once other relevant projects have been implemented, or those projects (such as Petone to Grenada) do not proceed.

A copy of the revised Hutt Corridor Plan is provided as **Attachment 1** to this report.

The commentary in the plan was re-drafted as a whole. However, where new commentary or actions were added to address specific issues identified by the subcommittee, they are shown in red in the attached plan.

6. Next steps

If the Hutt Corridor Plan is adopted, the plan will be printed and distributed to the Committee, stakeholders and interest groups.

Submitters will also be sent a letter outlining the key changes made to the plan following the consultation process.

The final Plan will be used to inform development of the Regional Land Transport Programme 2012 – 15, to seek funding for priority projects from the National Land Transport Fund.

7. Communication

A media release will be issued in relation to the adoption of a new Hutt Corridor Plan.

8. Recommendations

That the Committee:

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Agrees to amend the draft Hutt Corridor Plan in accordance with the proposed changes set out in section 5 of this report, as recommended by the Hearings Subcommittee.***

4. *Delegates to the Chair of the Regional Transport Committee authority to approve any minor amendments to the plan resulting from this meeting.*
4. *Agrees to adopt the final Hutt Corridor Plan, as set out in Attachment 1.*

Report prepared by:

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Chair, Hutt Corridor Plan Hearings
Subcommittee

Attachment 1: Recommended Hutt Corridor Plan 2011