

Report 14.190
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Committee Council
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Greater Wellington Regional Council submission on the NZ Transport Agency's Petone to Grenada Link Road

1. Purpose

To seek the Council's approval of a submission on the NZ Transport Agency's Petone to Grenada Link Road consultation (Consultation brochure provided as **Attachment 1** to this report).

2. Background

The need for a new east-west link between SH2 (Lower Hutt/Petone) and SH1 (North Wellington/Porirua) has been identified through a number of regional transport planning processes including the Regional Land Transport Strategy and the Hutt Corridor Plan. The Regional Land Transport Programme 2012-15 identifies the Petone to Grenada Link Road in the list of 'other significant activities expected to commence within the next 10 years'.

Over the past 12 months NZTA has been through a process to look more closely at the benefits of the Link Road and to investigate potential routes in more detail. NZTA is now seeking feedback on the proposals before making any decisions about the options that have been developed.

The Petone to Grenada consultation page on NZTA's website provides further information and reports at <http://www.nzta.govt.nz/projects/petone-grenada-link-road/index.html?r=1>

Feedback will be compiled and made available later this year. The feedback will be used by NZTA to refine the proposals, including determining a final route and considering the timing of construction.

The closing date for submissions is the 17 April 2014.

3. The Link Road proposal

Full details of the proposal and route options are set out in the consultation brochure (refer **Attachment 1**) and on the NZTA website (link provided above). In summary, the proposed Link Road will:

- Generally be a four lane road – two lanes in each direction with a median barrier – but six lanes in sections where the road is steep.
- Include a new interchange at Petone
- Be relatively steep in parts (similar to the gradient of Ngauranga Gorge)
- Involve significant amount of excavation (around eight million cubic metres of soil and rock).

The Link Road itself includes two distinct sections:

- Petone to the Crest (Section 1)
- Crest to Tawa or Transmission Gully (Section 2).

The map on page 3 of the consultation brochure sets out the four route alignment options for Section 1 (options 1-4) and four route alignment options for Section 2 (options A-D).

4. Comment

The recommended submission is included as **Attachment 2** to this report.

The key recommended feedback points for NZTA's consideration can be summarised as:

- supporting the Link Road in principle as it will contribute to key regional objectives relating to improved connectivity, improved freight efficiency, improved network resilience, alleviating severe congestion, and land use and transport integration.
- seeking further consideration of the appropriate scale of the Link Road, particularly in relation to the proposed 6-lane sections and the additional north-south capacity, and asks that further consideration be given to managing demand as part of a wider approach to maintaining a balanced transport network.
- seeking, as a minimum, the provision of a safe shoulder facility for cyclists along the length of the Link Road, together with the provision of a pedestrian/cyclist connection between Belmont Regional Park and the Petone foreshore.
- noting the opportunity for new, direct public transport services between the North Wellington/Porirua and Lower Hutt catchments, the feasibility of which would need to be investigated further.
- supporting the Option 4 alignment between Petone and the Crest, which avoids Belmont Regional Park.

5. Communication

The approved submission will be sent to the NZTA for its consideration when further developing the proposal.

6. The decision-making process and significance

Officers recognise that the matters referenced in this report may have a high degree of importance to affected or interested parties.

The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act). Part 6 sets out the obligations of local authorities in relation to the making of decisions.

6.1 Significance of the decision

Part 6 requires Greater Wellington to consider the significance of the decision. The term 'significance' has a statutory definition set out in the Act.

Officers have considered the significance of the matter, taking the Council's significance policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance as the decision relates to feedback from the Council to another organisation (NZ Transport Agency) who will make the final decisions in relation to the subject proposal.

Officers do not consider that a formal record outlining consideration of the decision-making process is required in this instance.

7. Recommendations

That the Council:

1. **Receives** the report.
2. **Notes** the content of the report.
3. **Approves** the submission set out in Attachment 2 to this report.

Report prepared by:

Report approved by:

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Attachment 1: NZTA's Petone to Grenada Link Road document – Issue 01 February 2014

Attachment 2: Draft Submission on the NZTA Petone to Grenada Link Road