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HUTT CORRIDOR PLAN STUDY – TERMS OF REFERENCE

Introduction

The Hutt Corridor Plan Study is the second corridor study to be undertaken in the Wellington Region. It has been commissioned by the Regional Land Transport Committee. This corridor links Wairarapa, Hutt Valley, Porirua, Kapiti and Wellington City. This is a multi modal corridor with highways, major local roads, rail and bus services playing a major role in daily travel patterns.

Purpose

The purpose of this study is to identify present and future transport needs and deficiencies of the corridor. Solutions will be developed that address those needs and deficiencies. These solutions will need to provide enhanced accessibility and economic development, safety, sustainability and recognise the impacts that development of one part of the network will have on other parts. These solutions will be constrained by being affordable and economically efficient.

There are a number of projects currently at various stages of development for this corridor. This study will bring together both these planned projects and other conceptual schemes to determine the optimum multi modal package of projects and measures to address the transport needs and deficiencies of the corridor.

Scope

This study will consider travel in the corridor between Te Marua and the Ngauranga merge. Links from the Hutt Corridor to the existing SH1, the proposed Transmission Gully route and Porirua central will also be investigated. The implications of proposals in the corridor on other parts of the network will be identified.

The study will be multi modal. This means that road, rail, bus, ferry, pedestrian and cycling strategies will also be considered. The movement of freight is an important issue in the Hutt Corridor. It is recognised that in some parts of the corridor, there is competition for space and that initiatives in one mode of transport will have implications for other modes.

Programme

The Hutt Corridor Plan Study is programmed for the 2000/01 year. A more detailed expression of the programme is outlined in Figure 1.

Objectives

The objectives that will guide the development of the Hutt Corridor Plan are those of the Regional Land Transport Strategy (p 33-35). These are:

- Accessibility and economic development
- Safety
- Economic efficiency
- Affordability
- Sustainability
- Network balance

Current Needs and Issues

The following needs and issues are identified in the Regional Land Transport Strategy (p 57):for travel in the Hutt Corridor

- 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

The Regional Land Transport Strategy (p 59):identifies the following needs and issues for links between the Hutt Valley and Porirua

- Low or declining population growth in Porirua and the Hutt Valley
- Continuing regional employment in Wellington CBD
- Growth of tourism in the region
- Increases in recreation and shopping journeys; and
- Lack of a direct road link between Lower Hutt central and Porirua central

In addition to the above there are a number of other issues that include:

- Lack of an effective gateway to the Hutt CBD (road and rail)
- Poor connections to service the Gracefield-Seaview industrial area
- Poor pedestrian and cycling connections to Wellington City
- Restricted access in a disaster
- Providing for the local access needs of communities along the highway
- Poor accident record of the highway with local road intersections

Future Needs and Issues

Future needs and issues will be identified by examining likely Hutt Valley development scenarios based on a detailed analysis of current economic data and forecasts.

Options

A large number of improvement options exist. These are shown in Figure 2. These options include road, rail, bus, ferry, pedestrian and cycling initiatives in addition to land use and road pricing proposals.

A number of the options compete with others for space, whereas others have synergies with other options.

Analysis

The improvement options will be analysed using the existing Regional transportation model. Hutt City's traffic model will also be used where appropriate.

This analysis will identify a set of projects that addresses current and future needs and issues. This set of projects will be evaluated against the objectives of the Regional Land Transport Strategy. The set that provides optimum performance will be recommended.

The proposed form of evaluation will be a planning balance sheet approach previously used in the development of the RLTS. The planning balance sheet uses a performance matrix where each row of the matrix gives the ranking against a Regional Land Transport objective.

Outputs

A detailed technical report summarising the current and future needs and issues, the options considered, the analyses, evaluations and recommendations will be produced for the Regional Land Transport Committee.

A summary report will also be produced for use in the subsequent public consultation phase of the Hutt Corridor Plan's development.

Technical Group

The technical group is made up of officers from Wellington Regional Council, Transfund New Zealand, Transit New Zealand, Hutt City Council, Upper Hutt City Council, Masterton District Council, Porirua City Council and Wellington City Council. The technical group is chaired by an officer of the Wellington Regional Council.

The technical group is responsible for overseeing the technical work of the study. This includes ensuring that the study is based on sound processes and information. The technical group will be the author of the technical report to the Regional Land Transport Committee.

The technical group will support the Wellington Regional Council in ensuring that the members of the Regional Land Transport Committee have the information they require to consider the findings of the Hutt Corridor technical report.