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

Hutt Corridor Study

1. Purpose

To update the Committee on progress, to raise some key questions concerning policy choices, and to propose a consultation strategy.

2. Background

The Hutt Corridor Plan is required to address the needs of road transport from Te Marua to Ngauranga, from Seaview to state highway 2, from state highway 2 to Porirua, state highway 1 and the proposed Transmission Gully.

The corridor plan is also required to address passenger transport connections within the Hutt Valley, to Wellington and to Porirua.

3. Comment

3.1 Policy choices

There will be a presentation at the meeting that will cover some key issues and policy choices. Briefly these issues and policy choices are described below.

3.1.1 Highway improvements

Highway improvements will make the state highway more efficient and encourage more people to live in the Hutt Valley. However, increased efficiency will encourage longer distance trips and will remove people from the rail service. Junction closures will increase the efficiency of the state highway but will produce disbenefits for local roads.

There exists sufficient room to build a fifth lane between Petone and Ngauranga. If the fifth lane is available to all traffic then benefits will arise for motor vehicles. However, there will be a significant level of induced traffic and in particular passengers removed from the rail service. The level of induced traffic is sufficient to exceed the capacity of the road between Petone

and Ngauranga and an upgraded motorway south of Ngauranga. Other options exist for this fifth lane that do not exceed capacity of the highway.

How should increased highway capacity be provided between Petone and Ngauranga?

3.1.2 *Public transport improvements*

New ferry options between the Hutt Valley and Wellington have been investigated but provide few benefits. Direct bus services between the Hutt Valley and Wellington do significantly increase total public transport patronage. However, these services do not remove large numbers of peak period highway users and need to be carefully managed if they are to avoid attracting existing rail users.

Rail frequency upgrades provide significant benefits as do extension of services beyond Upper Hutt city centre.

3.1.3 *Links across the Valley floor and to Porirua and SH1*

There appears to be some viable options for these connections. In the case of some options the performance of options across the valley floor is not independent of the performance of links between state highway 2 and Porirua, state highway 1 and Transmission Gully.

How shall we determine an appropriate option for links across the valley floor and to state highway 1 and Porirua?

3.2 **Consultation strategy**

It is recommended that public consultation on the Hutt Corridor Plan avoids the annual plan processes currently being undertaken by local authorities. It is therefore proposed that the formal public consultation process takes place after 31 June 2002. As there are a number of important issues and policy choices to be made it is essential that the key stakeholders have an opportunity for input. It is proposed that a workshop be conducted with each of the relevant territorial authorities and Transit New Zealand over the April-May 2002 period at a time convenient to each respective agency.

4. **Communications**

There are no relevant communication matters.

5. **Recommendations**

1. *That a workshop be sought with each of affected agencies to brief them and seek their input over the April-May 2002 period.*
2. *That formal public consultation on the corridor plan be delayed to after 31 June 2002.*

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