

Report 15.174  
Date 29 April 2015  
File TP/03/29/02

Committee Council  
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## Proposed Petone to Grenada Road and options north of Tawa

### 1. Purpose

This report presents the investigations undertaken on options for the proposed Petone to Grenada Road (P2G) and options north of the Tawa Interchange. It outlines the key issues to be considered and recommends a preferred option to advise the NZ Transport Agency.

### 2. Background

The proposed P2G project forms part of an integrated package of proposed transport improvements to significantly improve connectivity and accessibility within the region and to support and drive economic growth.

#### 2.1 The need for an east-west link

Much of the region's urban development north of Ngauranga interchange is concentrated along two corridors, which run alongside the strategic road network (SH1 and SH2) and the region's rail network (the Kapiti line which also forms part of the North Island Main Trunk Line and Hutt line which connects through to Wairarapa). Collectively these are known as the Western Corridor and Hutt Corridor.

Presently the only direct connections between these corridors are SH58, between Pauatahanui and Manor Park, and the Ngauranga interchange. The lack of effective east-west connections between Lower Hutt and Porirua/North Wellington has long been identified as a significant issue for the region.

The issue was first identified in the Wellington Region Land Use and Transport Study of 1975. Since that time options for new links have been a component of a succession of studies and plans, including the Ngauranga Triangle Study of 2010.

A new east-west roading link between SH2 (Lower Hutt/Petone) and SH1 (North Wellington/Porirua) is identified in the Regional Land Transport

Strategy 2010, the Hutt Corridor Plan (2011), and the Western Corridor Plan (2012). It is expected to contribute to a wide range of objectives relating to connectivity, resilience, efficient freight movement, congestion relief and land use integration as well as supporting new urban development, economic activity and employment opportunities.

The Regional Land Transport Programme 2012-15 identifies the P2G link road in a list of 'significant activities expected to commence within the next 10 years'.

The draft Regional Land Transport Plan 2015 (RLTP 2015) identifies an east-west link between Lower Hutt and Porirua/North Wellington as a key priority to better connect the two key corridors. P2G link road is also identified as the third ranked priority for the region's large new improvement projects.

## **2.2 Package of improvements**

The RLTP 2015 confirms that a new east-west link road should be considered as part of a package of measures to improve connectivity and address capacity, environmental and safety issues. This includes the following elements:

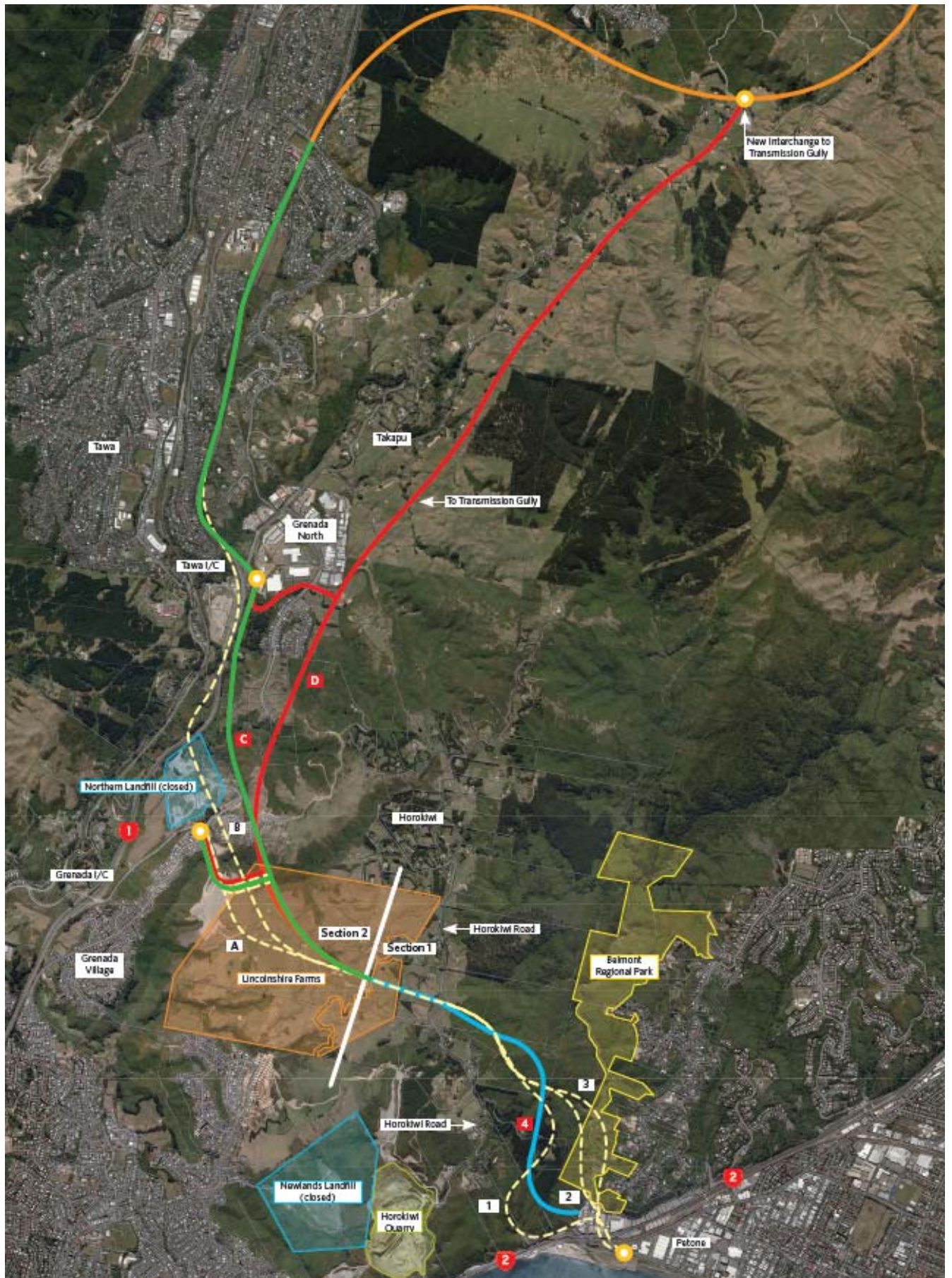
- Interim improvements to the Petone Esplanade followed by construction of a new Cross Valley Link between SH2 and Seaview to provide improved access to this key industrial area for freight;
- a new Wellington to Hutt Valley walking and cycling link, to fix the gap in this strategic network. Material removed to form the P2G link road will be available for the construction of the walking/cycling link;
- significant upgrades for State Highway 58 to improve safety (it is noted that NZTA has now committed to a significant safety upgrade of SH58 and the grade-separation of the SH58/SH2 intersection); and
- State Highway 2 corridor improvements to address sub-standard intersections, safety and capacity issues.

The way these projects interact is an important context for the P2G Road project and it is important that the consenting and implementation processes are coordinated.

## **2.3 Consultation on the options in 2014**

In 2013 the NZ Transport Agency completed a detailed scoping report for the proposed P2G link road to look more closely at the benefits and to investigate potential routes in more detail. The conclusions of this scoping report and a series of options for P2G were then the subject of public consultation during February to April 2014.

The consultation material included four route alignment options for the section between Petone to the Crest (options 1-4) and four route alignment options for the section between the Crest and Transmission Gully (options A-D). See the map below:





The package of options for P2G included proposals to increase roading capacity between Grenada/Tawa and the future Transmission Gully Motorway interchange at Linden (to address a forecast increase in congestion on SH1 between Tawa and Linden). Options proposed were either widening the existing SH1 from four to six lanes or a new two-lane link road through Takapu Valley.

The consultation resulted in over 1400 submissions. The feedback confirmed that there was strong support for the P2G Road, but significant concerns over the options north of Tawa. There were also a range of detailed concerns over the sub-options and alignments that required further consideration.

## **2.4 Collaborative review requested by the Regional Transport Committee**

At its meeting on 13 May 2014, the Regional Transport Committee (RTC) agreed a process to continue investigating the P2G Road options via a collaborative regional partnership between NZ Transport Agency and the region's councils. A chief executives steering group was established to work with the NZ Transport Agency and report back to the RTC.

A report from the chief executives was considered by the RTC on 9 March 2015. The RTC agreed to support the P2G Road as part of an integrated package of improvements, but asked for more information about the options north of Tawa. A further report from the NZ Transport Agency is to be considered at the RTC meeting on 28 April 2015. The relevant decisions by the RTC at that meeting will be reported to the Council when this report is considered.

## **2.5 Greater Wellington Regional Council's agreed position**

Council's support in principle for a new east-west link between SH2 (Petone) and SH1 (Grenada) was confirmed through its submission to the NZ Transport Agency in May 2014 (refer **Report 14.272**).

In its submission the Council noted that it did not support the additional north-south road capacity proposed through 6-laning State Highway 1 north of Tawa (as included in Option C2) or through construction of a new two-lane north-south slip road through Takapu Valley (Option D). The Council sought further investigation and consideration of the range of multi-modal options for addressing the north-south congestion/capacity issues associated with the proposed P2G Road.

## **3. Analysis of P2G Road**

This section considers the substantive east-west link road between Petone and Grenada/Tawa (P2G Road). The north of Tawa options are addressed in the following section.

The proposed P2G Road provides a new link between the eastern urban area of the region around the lower Hutt Valley and the western urban area of the region comprised of north Wellington, Tawa and Porirua.

The vast majority of forecast trips on the P2G Road in 2031 are moving between east and west from the lower Hutt Valley and north Wellington, Tawa, Porirua (and vice-versa). In terms of private vehicles, approximately 90% of trips have origins and destinations within the lower Hutt Valley or north Wellington, Tawa and Porirua.

Analysis of the longer distance trips using the P2G Road shows that those from north of Transmission Gully Motorway on SH1 comprise approximately 9% of all vehicles travelling eastwards in the AM Peak and those from Upper Hutt or further north on SH2 comprise approximately 10% of all vehicles travelling westbound in the PM Peak.

At a strategic level the P2G Road is expected to result in the following significant benefits to the region:

**Resilience:** Significantly improving the overall resilience of the regional transport network in the event of network events (storms, slips, congestion, crashes) or natural disasters by providing an alternative east-west route of a high design standard. The current transport network has limited choices connecting Wellington City and Lower Hutt to other parts of the region and the north island. The section of SH2 between Petone and Ngauranga is a particularly vulnerable part of the transport system. It is a narrow, low lying corridor between the cliffs and the sea with no strategic or local parallel route. An incident or event affecting this stretch of SH2 currently results in traffic between the Hutt Valley and Wellington City being left with a long and indirect diversion via SH58.

**Congestion relief:** Relieving severe congestion on SH1 (Ngauranga Gorge) and SH2 (Petone to Ngauranga). The P2G Road provides a more effective alternative route between north Wellington/Porirua and Lower Hutt and has the effect of removing those east-west trips currently using these congested sections of SH1 and SH2, resulting in reduced congestion on the network.

**Improved connectivity:** Significantly improving directness, travel time, and journey reliability for trips between the urban areas of Hutt Valley and Porirua, Tawa and north Wellington as well as trips to and from Wellington city. From Petone to Tawa there is a forecast travel time saving of over 10 minutes.

**Land use integration:** Improving access to designated growth areas around Lincolnshire Farm and to the key industrial hub at Seaview/Gracefield.

**Freight access:** Supporting and growing the regional economy through more efficient freight journeys and improved accessibility between the Hutt Valley and Porirua, Tawa and north Wellington

**Economic benefits:** Up to \$700m of economic benefits to the regional economy resulting from improved journey times, trip reliability and better

access to jobs and markets, as well as a significant stimulus to the economies of the Hutt and Porirua.

### **3.1.1 Impact on public transport**

Analysis of the impact of the P2G Road on public transport trips was undertaken. This found that there was an overall 3% reduction forecast for rail patronage as a result of the P2G Road over the period to 2031. The impact is higher on the Kapiti line than the Hutt Line (particularly between Porirua and Takapu Road stations). This level of impact is consistent with the forecast overall impact of the Wellington RoNS programme.

There is a forecast increase in bus patronage, especially from Hutt Valley to Wellington City. There is also potential for new services running on P2G itself (these are however not currently programmed or funded).

Further tests were undertaken on whether it was possible to mitigate the forecast reduction in rail patronage through additional public transport improvements. The improvements tested are not currently programmed or funded. They included:

- a third track through the Tawa Basin (allowing express services to bypass stopping services),
- track straightening between Petone and Ngauranga (to provide for rail operating speed increases),
- additional park n ride spaces and
- service improvements to improve rail service levels and customer experience (essentially a 12 minute frequency at peak periods).

Overall it was found that the forecast reduction in public transport patronage from the P2G Road could be reversed and potentially additional patronage gained from public transport improvements.

### **3.1.2 Demand management measures**

Tests were undertaken to examine the potential impact of demand management measures on travel patterns and public transport patronage. Two tests were undertaken:

- an all-day toll on the P2G Road and
- measures to avoid the forecast increase in state highway traffic entering Wellington CBD by restraining the capacity of commuter parking (this was achieved by increasing the future price of parking in Wellington CBD by 25%)

These tests found that tolling (at a modest toll cost which achieves a 35% diversion rate away from P2G back to previous routes) was a viable option but had no substantial impact on public transport patronage. A CBD commuter parking charge did however result in a significant increase in public transport patronage. These results, along with the option of public transport improvements are summarised below:

	P2G	P2G + Rail improvements	P2G + Rail improvements + Tolling	P2G + Rail improvements + Parking Charge
% total change in rail patronage	-3%	7%	7%	12%

### 3.1.3 Detailed route options and design of intersections

Particular concerns have been raised about the proposed connections between the P2G Road and SH1. This includes the best location for an intersection (ie Churton Park, Grenada and Tawa) and the design of any intersection (ie full diamond interchange, partial ramps and roundabouts). It is important that the location and design of any interchange maximises the efficiency of the P2G Road in connecting the lower Hutt Valley to north Wellington, Tawa, and Porirua. However consideration of issues of route alignment, the appropriate location and design of intersections, and corridor design are of a more detailed level and can be considered at subsequent stages of investigation.

## 4. Analysis of options north of Tawa Interchange

This section analyses the forecast impacts of the additional options north of the Tawa Interchange.

Traffic volumes on the section of SH1 between Tawa Interchange and the Transmission Gully Motorway intersection are forecast to increase by up to 19% in the peak direction through to 2031 as a result of the construction of the P2G Road. This results from the additional accessibility between key urban areas of the region and some re-routing that occurs from SH58 to the P2G Road.

Analysis has shown that this may in the future result in additional congestion on this stretch of SH1. The forecast drop in levels of service and increase in travel times happens gradually over a long period to 2051.

### 4.1 Options north of Tawa Interchange

Three options have been considered by the NZ Transport Agency to respond to this forecast increased congestion, as follows:

**Option C2:** Widen SH1 between Tawa Interchange and the Transmission Gully Motorway Interchange by adding two additional lanes (a total of six lanes).

**Option D:** Construct a new Takapu Link through Takapu Valley joining to Transmission Gully Motorway. This would be a 2 lane road.

**Option “Wait and See”:** No construction of any additional north-south capacity. Monitoring would be undertaken after the construction of the P2G Road to check actual traffic flows and congestion levels and to determine if a longer-term response was required. A sub-option would be to place a designation on land for one of the increased roading capacity options but to not construct this at this time.

## 4.2 Transport Modelling

The options were tested through a modelling exercise and a series of questions and answers were developed jointly by GWRC and NZ Transport Agency officers to assist the Regional Transport Committee to understand the complex technical modelling information and to present an agreed view of what the modelling says about the options north of Tawa Interchange. This is provided in **Attachment 1**.

A detailed technical report has also been prepared by the NZ Transport Agency. This outlines the transport modelling analysis of the options north of Tawa Interchange (**Attachment 2**). It also includes analysis of the forecast impact on public transport prepared by GWRC.

One of the key questions is the significance of the forecast additional congestion north of the Tawa interchange. There is no formula for determining the significance of additional congestion in a transport corridor – a view on significance is based on a number of factors including: changes to Levels of Service; what’s happening on other sections of SH1 that form part of a total journey; changes to travel times; the number of vehicles/people affected; and uncertainty associated with forecasts. The following sections examine each of these factors.

## 4.3 Transport impacts: Level of Service and Travel Time

**Level of Service** analysis has shown that the P2G Road (without any additional north-south capacity improvements) would result in the Level of Service (LoS) reducing from LoS C (stable operating conditions) to LoS D (moderate to significant delays) during the AM peak period (southbound) and from LoS D (moderate to significant delays) to LoS E (significant delays) during the PM peak (northbound) over the period to 2051.

However this short 4km length of road is only part of a total journey for many peak period users, who are travelling onto the Wellington CBD and other parts of SH1 should also be considered. It is notable that in 2031 the LoS for other parts of SH1 are forecast to be similar or worse to the section of SH1 between Tawa and Linden, including the sections between Churton Park and Johnsonville and Ngauranga Gorge.

**Travel time** analysis shows that a typical peak trip from Porirua to Wellington (Aotea Quay off-ramp) in 2031 would be 20.2 minutes in a ‘do nothing’ situation without the P2G Road in the AM Peak. With the P2G Road this same trip would be 15.8 minutes – a significant 4.4 minute saving (equivalent to 21.8%).



With the addition of Option C2 (SH1 widening) the trip would reduce to 15.5 minutes – a small reduction of 18 seconds from the P2G Road only. With the addition of Option D (Takapu Link) the trip would take 15.9 minutes – no difference from P2G Road only.

In the northbound PM Peak from Wellington (Aotea Quay on-ramp) to Porirua the trip in 2031 would be 18 minutes in a do nothing situation without the P2G Road. With the P2G Road this same trip would be 16.8 minutes – a reduction of 1.2 minutes. With the addition of Option C2 (SH1 widening) the trip would take 15.4 minutes – a further reduction of 1.4 minutes from the P2G Road only. With the addition of Option D (Takapu Link) the trip would take 16.0 minutes – an additional reduction of 45 seconds from P2G Road only.

#### 4.4 Transport impacts: Traffic volumes

The table below show the numbers of vehicles using sections of the transport network with the various options. This is relevant to understand the scale of vehicle numbers affected by the options.

Road Section	Vehicle Numbers/HCVs (Daily flows in 2031)					
	P2G only		P2G + SH 1widening		P2G + Takapu Link	
	All vehicles	HCVs	All vehicles	HCVs	All vehicles	HCVs
SH1 (TG to Tawa)	56230	4100	56510	4109	52380	3300
P2G (Petone to Tawa)	32660	1560	32740	1560	32770	1740
Takapu Link	-----	-----	-----	-----	4380	1000

*HCVs = Heavy Commercial Vehicles*

There are a number of important issues raised by this information:

- The numbers of vehicles on the P2G Road is relatively high. This reflects the attractiveness of this new route for trips between lower Hutt Valley and north Wellington, Tawa and Porirua, which are currently constrained by the transport network
- The numbers of vehicles (4380 daily) on Takapu Link (Option D) is low for a state highway. The average traffic volumes across all state highways in the Wellington region in 2014 was 17,000 daily, with only SH53 in Wairarapa having a similarly low traffic volume. This means that the transport benefits of this option accrue to only limited numbers of users
- Widening SH1 (Option C2) benefits many more users (existing and new) than Option D.

#### **4.5 Transport impacts: Freight**

The P2G Road itself represents a significant improvement in freight efficiency due to the reduced travel times. The modelling indicates that heavy commercial vehicles (HCVs) using the P2G Link Road would experience a 20% improvement in efficiency relative to the current route via SH2 and SH1, because of the reduced journey time.

Of the options north of Tawa, Option D (Takapu Link) increases efficiency further (a total 39% improvement in efficiency over the current route) because it is flatter. This would benefit the 1000 HCVs forecast to use this route on daily basis.

Set against these efficiency gains, it should be noted that only a small proportion of freight movements in the region are longer distance trips which leave the region – approximately 95% of road freight movements are entirely within the region (note this includes heavy and medium commercial vehicles and excludes rail and sea freight).

#### **4.6 Transport impacts: Network connectivity**

A key benefit of the P2G Road is to improve the connectivity (i.e. the directness, travel time, and reliability of journeys) between the sub-regional centres and urban areas of Lower Hutt and north Wellington, Tawa and Porirua. Around 90% of trips using the future P2G Road are expected to be making east-west trips between these catchments.

Comparing the options, Option D (Takapu Link) provides a slightly less direct and more circuitous route between east and west due the alignment of the route further north and the need to traverse additional intersections.

#### **4.7 Uncertainty of transport impacts**

It is always important to apply a ‘common sense’ test to modelling results. Transport modelling is very effective in comparing the relative merits of options, but cannot absolutely predict the future.

The modelling shows a very gradual decline in LoS and a gradual increase in travel times over the period from construction of P2G to 2051. The forecast travel patterns that drive these trends result from land use changes occurring on the ground including significant numbers of new jobs being created in the Hutt Valley and Porirua. If these land use changes take a longer period to be implemented than assumed in the modelling (typically 3 years) then the rate of deterioration in LoS will be slowed also. Experience suggests that physical land use changes can take 10+ years to take place.

In a situation where the forecast changes are relatively minor (such as this situation) there is also less certainty about the actual significance or timing of the forecast outcomes.

A further consideration is that following completion of the Petone to Grenada link road, monitoring of actual traffic volumes on SH1 may reveal that the travel patterns are subtly different to that forecast, which may affect the significance of congestion levels.

#### **4.8 Transport impacts: public transport**

Neither of the options that increase road capacity north of Tawa, either through widening SH1 or a new Takapu Link have any significant additional impact (above that forecast for the P2G Road) on public transport patronage. This is due to their limited impact on overall congestion levels, the low numbers of vehicles forecast to use Takapu Link, and reflects that this only affects a short portion of most commuter journeys.

#### **4.9 Resilience**

The P2G Road itself has a major benefit in improving resilience by providing additional connectivity between SH1 and SH2. However the analysis in this section only considers the potential resilience benefits of the options north of the Tawa Interchange.

The key resilience aspects relevant to this assessment are (i) robustness (the quality of the road corridor, the threats to operation and the likelihood of failure); and (ii) redundancy (the availability of alternative or backup routes). It is important to consider both High Impact Low Probability events (HILP) such as a major earthquake and Low Impact High Probability events (LIHP) such as a vehicle accident, storm, flood or infrastructure failure.

The existing SH1 corridor between Tawa and the Kenepuru interchange consists of a four lane divided highway. It is approximately 4km in length. The daily traffic volumes in 2014 for this part of SH1 were 21,500 northbound and 21,200 southbound. The route travels along gently undulating land, elevated from the Porirua Stream and Kapiti rail line, which run parallel to the west.

It is known that there are localised flooding issues resulting from under-sized culverts beneath the road corridor around Tawa College as well as some banks alongside the road corridor which are not fully stabilised. These are relatively minor issues that could be resolved through localised engineering solutions. In the event of a LIHP event there are alternative routes available along Main Road and Kenepuru Drive.

The major vulnerabilities of the region's transport network have been assessed at a strategic level by the Wellington Lifelines Group and WREMO. No significant issues are identified for this part of the corridor.

In terms of the options, widening SH1 along this corridor would provide additional resilience through a higher standard of design, enable localised issues such as flooding and bank stability to be resolved, and provide additional lanes for traffic to use as a bypass in the event of a vehicle accident on the corridor.

Option D (Takapu Link) would provide a further alternative route in the event of a LIHP event closing all or part of SH1. It would not provide the opportunity to resolve existing localised issues on SH1.

Overall, it is considered that either Option C2 or Option D would provide the opportunity for resilience benefits. However, given the low level of risk along

this corridor, this is not considered a significant factor. There is little overall difference in the resilience benefits between these options.

#### **4.10 Environment and social impacts**

It is difficult to provide an assessment of the environmental and social impacts of the options north of Tawa Interchange at this stage, when detailed design and assessment have not yet been carried out. It is, however, possible to note that:

- Option D (Takapu Link) will result in a significant change to the landscape character of the Takapu Valley, which currently has a rural character with lifestyle blocks and electricity pylons being the main form of development. The landscape impacts of Option C2 (SH1 widening) are likely to be localised impacts only as the character of this area is already framed by the existing state highway.
- The Porirua Stream and all its tributaries has been identified in the draft Natural Resource Plan as a site with significant indigenous biodiversity value, more specifically it is habitat for six or more migratory indigenous fish species, some of which are threatened/at risk fish species. GWRC, along with Porirua City Council, Te Rūnanga o Toa Rangātira and Wellington City Council recently signed up to the Porirua Harbour and Catchment Strategy and Action Plan 2015. This seeks to protect the health of Porirua Harbour and its catchments by eliminating or minimising the adverse impacts of land uses, land management or development activities within the catchment. Option D (Takapu Link) could potentially have a significant impact on a largely untouched catchment feeding the Porirua Stream. Option C2 (SH1 widening) is likely to have less significant impacts, related primarily to shorter term construction impacts.
- Both options involve impacts on private property. Option C2 (SH1 widening) will likely require additional strips of land to be acquired on the edge of the existing road reserve for widening. This may also affect some properties themselves where space is constrained. Option D (Takapu Link) will cut through larger lifestyle sections and may directly affect some houses.
- During construction of Option C2 (SH1 widening) there will be disruption to existing users. This may cause temporary delays.

#### **4.11 Economic cost benefit**

The P2G Road itself has a very positive BCR of over 4.0, taking into account the wider economic benefits.

A preliminary economic assessment was undertaken on the three options north of Tawa Interchange. This showed that both Option C2 (SH1 widening) and Option D (Takapu Link) had a positive incremental economic BCR of over 1.0, which means that they are both viable projects.

## 5. Conclusions

In summary it is considered that:

- The P2G Road is of significant benefit to the region.

In relation to the options north of Tawa Interchange, it is considered that:

- There is forecast congestion between Tawa Interchange and the future Transmission Gully Motorway Interchange at Linden, but it is forecast to change gradually over a long period of time
- The forecast congestion north of Tawa Interchange is more noticeable in the PM peak northbound direction than southbound AM peak
- Travel time for most commuters at peak times are unlikely to be significantly affected by the forecast congestion north of Tawa Interchange
- Traffic volumes indicate that Option D (Takapu Link) provides benefits to relatively few users
- Option D (Takapu Link) provides a slightly less direct and more circuitous east-west connection
- There is some uncertainty over the timing and scale of changes to traffic volumes and congestion levels
- There is no significant additional impact on public transport
- Both Option C2 (SH1 widening) and Option D (Takapu Link) provide resilience benefits but the risk factors along this part of the existing SH1 corridor are not high
- There are a range of other impacts from Options C2 (SH 1 widening) and D (Takapu Link) that need to be considered, including the potential significant ecological impacts of Option D (Takapu Link) on the Porirua Harbour, Porirua Stream and tributaries.

Based on this analysis, the relative suitability of the options north of Tawa Interchange is assessed as follows:

1. Option “Wait and See” – this takes account of the forecast gradual decline in levels of service over a long period of time and the inherent uncertainties involved with the modelling of a new road link. This option enables actual travel patterns to be monitored post the construction of the P2G Road and appropriate action taken when and if significant problems are anticipated.
2. Option C2 (SH1 Widening) – this option provides the most transport benefits and other impacts are likely to be less significant. If additional capacity is required in the longer-term a designation could be desirable to provide certainty for property owners and to speed up any future implementation processes.
3. Option D (Takapu Link) – this option has few transport or other benefits, is unlikely to provide good value for money and is also likely to have more significant ecological impacts.

As noted in section 2.5 of this report, Council's position in May 2014 (through its submission to the NZ Transport Agency) was to not support the additional north-south road capacity proposed through Option C2 or Option D at that time. Further investigations of the potential congestion levels and consideration of multi-modal options to address future congestion have since been undertaken, as set out in this report and attachments. While the recommended preferred option is still to 'Wait and See' in relation to the additional north-south capacity, it may be considered prudent to specify a preference (Option C2 – SH1 Widening) for the purpose of any designation, to provide greater certainty should additional capacity prove to be needed in the future.

## **6. NZ Transport Agency decision-making process**

The NZ Transport Agency has indicated that it would be helpful for the Regional Transport Committee and Councils in the region to provide feedback or direction in relation to the options north of Tawa Interchange, as they see fit.

The NZ Transport Agency will then be undertaking a Multi-Criteria Analysis of all of the options proposed for the P2G Link Road, evaluating all current and previously considered options (including the Wait and See option) against the project objectives. A range of technical specialists will consider the relative merits of each of the options and the combined feedback from these specialists will result in a recommendation for a preferred option for the P2G Link Road.

The NZ Transport Agency will then consider this recommendation alongside all of the feedback from the Regional Transport Committee, individual Councils, the public and stakeholders before making its decision as to which option to progress.

At this stage it is intended to carry out this analysis in May 2015 and it is anticipated that a decision on a preferred option will be announced in July 2015.

## **7. Council's 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 (the Act). Part 6 sets out the obligations of local authorities in relation to the making of decisions.

### **7.1 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.

The proposals subject of this decision may have a large impact on a small number of residents and also have a history of generating public interest and debate within the region. However, this report involves the Council providing direction and feedback to another organisation (NZ Transport Agency) who will make the final decisions in relation to the subject proposal. Officers therefore recommend that the matter be considered to have low significance.



Officers have outlined in this report: the options (including advantages and disadvantages); the previous consultation undertaken by the NZ Transport Agency and community views in response; and, the consistency of the proposal with relevant regional transport plans.

## 7.2 Engagement

The NZ Transport Agency will make the decisions about future consultation and engagement and is not a matter for decision by Council. The requirements of the Resource Management Act 1991 will apply in relation to consultation and notification of affected parties when the proposal reaches the consenting stage.

## 8. Recommendations

*That the Council:*

1. **Receives** the report.
2. **Reconfirms** the P2G Road as an important project for the future of the region acknowledging that it improves east-west connectivity, resilience, land use integration, freight efficiency, relieves severe congestion and delivers substantial economic benefits.
3. **Notes** the opportunity to use surplus fill from the P2G Road to support a seaward side option for the Wellington to Hutt Valley walking, cycling and resilience link.
4. **Agrees** to an integrated package of transport improvements, including a new Wellington to Hutt Valley walking and cycling link, a significant safety upgrade of SH58, SH2 corridor improvements and a new Cross Valley Link between SH2 and Seaview.
5. **Encourages** the NZ Transport Agency to bring forward sections of the project to provide early benefits to the wider strategic road network, including a new grade separated intersection at Petone.
6. **Agrees** to the preferred option of 'Wait and See' for north of Tawa Interchange.
7. **Agrees** that if increased road capacity is deemed necessary at some point in the future, that Option C2 (widening of SH 1) is preferred.
8. **Notes** that Option D (Takapu Link) delivers few transport benefits and has potentially significant ecological impacts.
9. **Authorises** the Chair to send a letter to the NZ Transport Agency outlining the views of the Council on the P2G Road and options north of Tawa Interchange.

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**Attachment 1: Q and As on P2G Link Road options north of Tawa**

**Attachment 2: Transport modelling assessment of options north of Tawa**