

10/08/2020

Dear [REDACTED]

Request for Information – Local Government Official Information and Meetings Act 1987

We refer to your official information request dated 7 August 2020 for information regarding Cross Valley Connections.

Please find the Petone Esplanade Strategic Case (2016) attached.

We have decided to grant the rest of your request. However, the Draft Programme Business Case report for the Cross Valley Transport Connections project has to go through a peer review process for some elements before it is finalised. This is an NZTA requirement. The peer reviews should only take a matter of weeks and so we should have a final report to share with the public soon. We will make the report available once it is completed.

- When, including a date and time, was the Supplementary Order Paper for the Council meeting on 28 July (with content relating to the Cross Valley Connection) first made publically available?
 - Friday the 24th of July following the Council briefing on the evening of the 23rd of July.
- The diagram on page 14 of the PBC Executive Summary contained in the aforementioned order paper shows a new alignment of a Cross Valley Connection following the rail corridor on the eastern side of the river as opposed to historic proposals which have followed the Whites Line alignment. Why was the alignment used in the diagram?
 - The final Programme Business Case report will provide context and explanation of this point.

Our Head of Transport, John Gloag is more than happy to talk to you if you were interested in any specific parts or need more context. His email is John.Gloag@huttcity.govt.nz or you can call him on 04 570 6856

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Yours sincerely,

Euan Kyle

Senior Advisor, Official Information and Privacy

Encl Strategic Case CVL Final.PDF

Petone, Esplanade Strategic Case

VERSION 1.0

Strategic Case - Part A - Strategic Assessment

DOCUMENT CONTROL


Document Information

	Position
Document ID	<i>Strategic Case CVL - Part-A – 1.0</i>
Document Owner	Hutt City Council

Document History

Version	Issue Date	Changes
0.1	3 June 2016	Discussion draft for Project Team review and comment
0.2	10 June 2016	Draft for stakeholder and partner review
0.3	25 July 2016	Draft accommodating feedback

Document Sign-off

Role	Name	Sign-off
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EXECUTIVE SUMMARY

For some time now, The Esplanade has struggled to balance the competing claims placed on it. On the one hand, The Esplanade is asked to perform as a major 'link', conveying more than 25,000 vehicles each week day. On the other hand, The Esplanade has a dominant bearing on the character and accessibility of Petone's foreshore as a 'place'.

In broad terms, these two roles – link and place – compete against each other. Links are designed to *save time* for people, by facilitating efficient traffic flows. Places, by contrast, encourage people to *spend time* at a particular location. For these reasons, link/place configurations are often uneasy arrangements. This is the case with The Esplanade, its respective and conflicting demands are too large and too inconsistent to be simultaneously satisfied. Consequently, The Esplanade struggles to perform *either* of its roles effectively.

The shortfalls with the existing arrangement have long been identified in Council strategies, past studies and public opinion. There are however growing questions about whether the status quo can continue to be maintained. These questions stem from the recent economic, social and traffic developments.

In terms of transport developments, within 15 kms of The Esplanade, there are eight¹ transport projects currently at various stages. Delaying decisions on The Esplanade's future means opportunities will be lost to integrate these other projects with any changes to The Esplanade, and vice versa. From a social and economic perspective there is currently a shared community and political resolve to develop The Esplanade to increase its amenity value and commercial activities.

Findings & Proposed Next Steps

The combination of these factors means there is an opportunity to make coordinated changes that could improve the overall social, economic and transport outcomes. For this reason, there is a growing realisation that maintaining the 'do nothing' approach into anything beyond the medium term will be unsustainable. Fundamentally, within ten years 'doing nothing' is likely to result in the following:

- Congestion along The Esplanade will increase.
- Significant opportunities stemming from developing The Esplanade's amenity potential could be lost.
- Benefits from other elements of the transport network may be less than expected.
- The regional network may be end up being sub-optimally configured.

The only way to avoid these negative outcomes is through change. Ideally, change would be an informed, coordinated and managed process. Accordingly, the Project Team recommends progressing to an indicative business case now to explore options of change to align with other investments.

Overall, this strategic case demonstrates there is a strong alignment with the strategic direction of Hutt City Council and the NZ Transport Agency for change. Furthermore, our assessment of strategic fit and effectiveness, H/H, reinforces a strong case for change.

¹ P2G, Wellington to Hutt City Walking & Cycle Way, The Great Harbour Cycle Way, Melling Gateway, Melling Intersection Improvement, SH2/SH58 Intersection, Ngauranga-Aotea Quay Smart Motorway & Transmission Gully

PART A – THE STRATEGIC CASE

1. INTRODUCTION

1.1 Purpose

This Strategic Case outlines the strategic context and case for change. It is the first step towards answering the following investment questions:

- What happens to The Esplanade and the surrounding areas if nothing happens?
- Do the consequences of doing nothing warrant change?
- What could change look like?
- Who should lead any changes and when?

As it is the initial step, it is deliberately high-level, succinct and does not broach solutions. The objective at this early stage, is to provide stakeholders with an understanding of the presenting issues. Then to bring them together to exchange their ideas and perspectives. Through this engagement with stakeholders, it has been possible to establish whether or not there is a case and appetite for change. This document reflects those discussions and decisions.

1.2 Decision sought

The Project Team now requests approval from Hutt City Council (HCC) and the New Zealand Transport Agency (The Transport Agency) to progress with an indicative business case. Proceeding to an indicative business case, accords with The Transport Agency's Planning and Investment Group's approval of the point of entry document.

Rationale for an indicative business case

Typically, the next step for an investment opportunity of this scale, type and complexity would be a programme business case. In the Project Team's view, a programme business case is unwarranted because the project is already supported by a comprehensive range of research and robust analysis. Specifically, this project has already been the subject of the following reports:

- Valley Floor Connector Needs Analysis, 2003
- Ngauranga Triangle Strategy Study, 2010
- The National Economic Benefits Permitted by the Cross Valley Link, 2010
- Hutt Corridor Plan, 2011
- Petone Esplanade Capacity Study, 2012
- Seaview Links Project Feasibility Report 2015
- Draft Hutt Network Operating Framework 2016
- The Infrastructure Strategy 2015 - 2045
- The Urban Growth Strategy 2015 - 2045
- The Economic Development Plan 2015 - 2045
- Vision Seaview Gracefield 2030
- Petone Vision Statement
- P2040: Petone Spatial Plan (draft)

Some of these reports, most notably the Seaview Links Project Feasibility Report 2015, evaluated rail, ferry, rail and cycling modal options. This analysis is akin to the work that would be undertaken as part of a programme business case. As such, we are confident this earlier analysis is of sufficient quality and quantity to support this project's advancement to the indicative business case stage.

2. PARTNERS AND KEY STAKEHOLDERS

Two organisations and one transport/business user participated in the development of this strategic case. An overview of each organisational stakeholder's interest in this project is provided below.

New Zealand Transport Agency (Partner)

The Transport Agency provides a range of transport related functions. Two functions are of particular relevance to this project. Firstly, The Transport Agency is responsible, through its board, for allocating funds from the National Land Transport Fund to land transport activities, including local roads, state highways and public transport. Secondly, The Transport Agency has a transport planning function. The Transport Agency is an investment partner for this project because The Transport Agency is a potential funding source for any future investment, and also because there is a need to align any changes to The Esplanade with other transport projects.

Hutt City Council (Partner)

HCC is the local authority for Hutt City, extending from Petone, Wainuiomata and Eastbourne, and north to Stokes Valley. As at 2013 it had a population of about 100,000. The Council performs two main functions. Firstly, it is required to enable democratic local decision-making and action by, and on behalf of, communities. Secondly, the Council plays an important role assessing and realising the current and future needs of communities for good-quality local infrastructure, local public services. The Esplanade's role as a key piece of transport infrastructure, and its potential to lift amenity value and economic outcomes, give rise to the Council's interest in this project. As any change to The Esplanade will require approval and funding from the Council, it is an investment partner for this project.

3. STRATEGIC ASSESSMENT - OUTLINING THE NEED FOR INVESTMENT

Context

The Esplanade sits in a strategically valuable location. A location which sees it fulfil two distinct functions. On the one hand, The Esplanade is a major arterial, conveying over 25,000 vehicles a day. In this capacity, it provides an essential 'link' between Lower Hutt's southern areas and the rest of New Zealand. On the other hand, by spanning the waterfront, The Esplanade has an immense impact on Petone foreshore's value and potential as a 'place' to visit and enjoy.

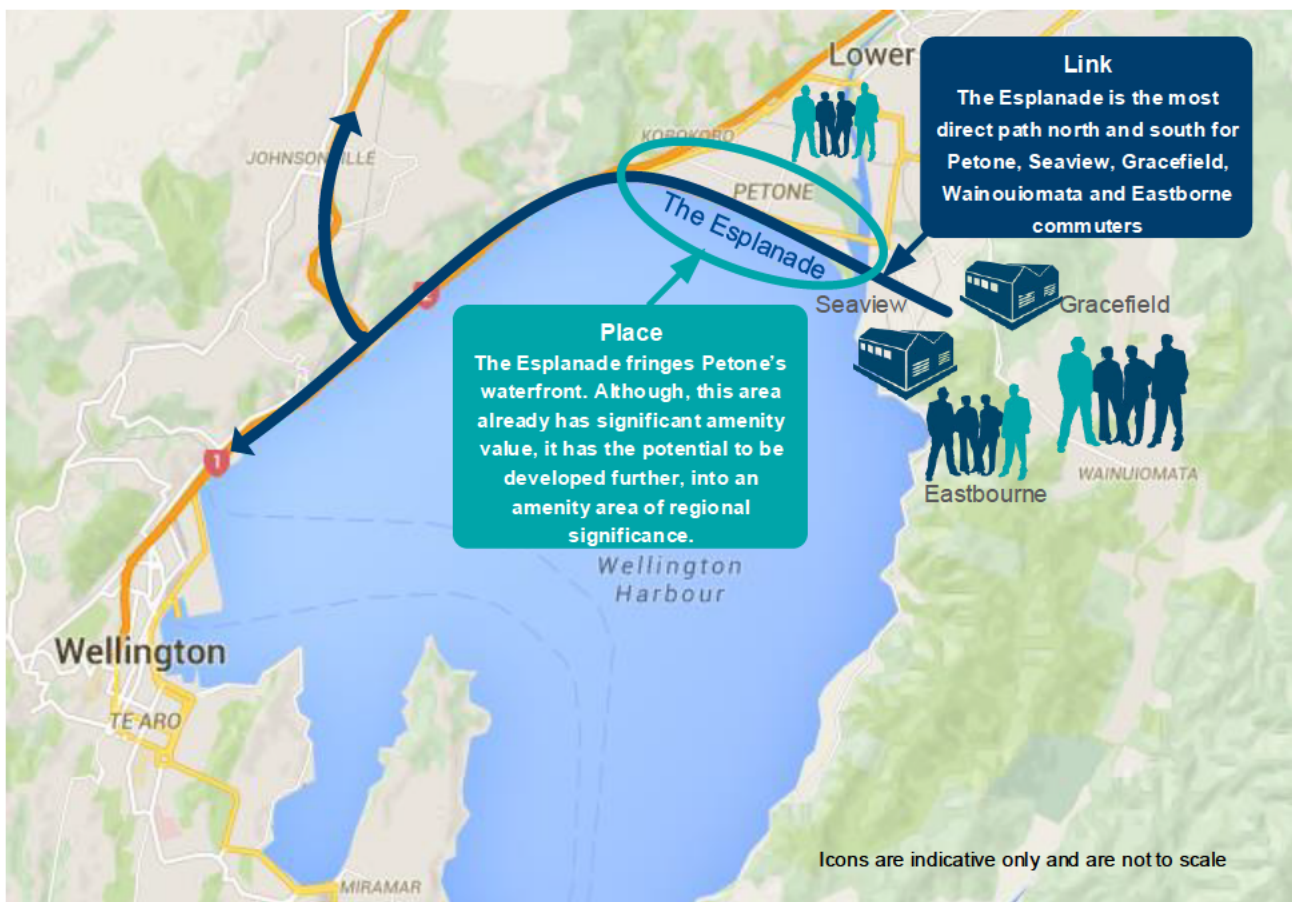


Figure 1: The Esplanade's strategic location & overlapping purposes

Can The Esplanade perform both of these roles?

For some time now, The Esplanade has struggled to balance the competing claims being placed on it. In broad terms, these two roles – link and place – compete against each other. Links are designed to *save time* for people, by facilitating efficient traffic flows. Places, by contrast, encourage people to *spend time* at a particular location by, for example, taking in the scenic views. For these reasons, link/place configurations are often uneasy arrangements, especially where there are sizable competing demands.

In the case of The Esplanade its respective demands are large. In this light, it is not surprising The Esplanade’s current performance sees it struggle *either* as a link or as a place. Its respective demands are simply too large and too inconsistent to be simultaneously met.

The fact there are two compelling yet incompatible demands operating over the same resource makes for difficult decision making. This explains why, despite longstanding calls for change, change has been slow to come.

In the interests of finding a way forward, a group of stakeholders convened in May 2016 to identify the following:

- The problems resulting from The Esplanade’s current state.
- The likely benefits that would flow from addressing the issues.
- The measures needed to prove the benefits had been captured.

A summary of these points are shown below. A more detailed overview of the group’s discussions and insights is provided across the remainder of this chapter.

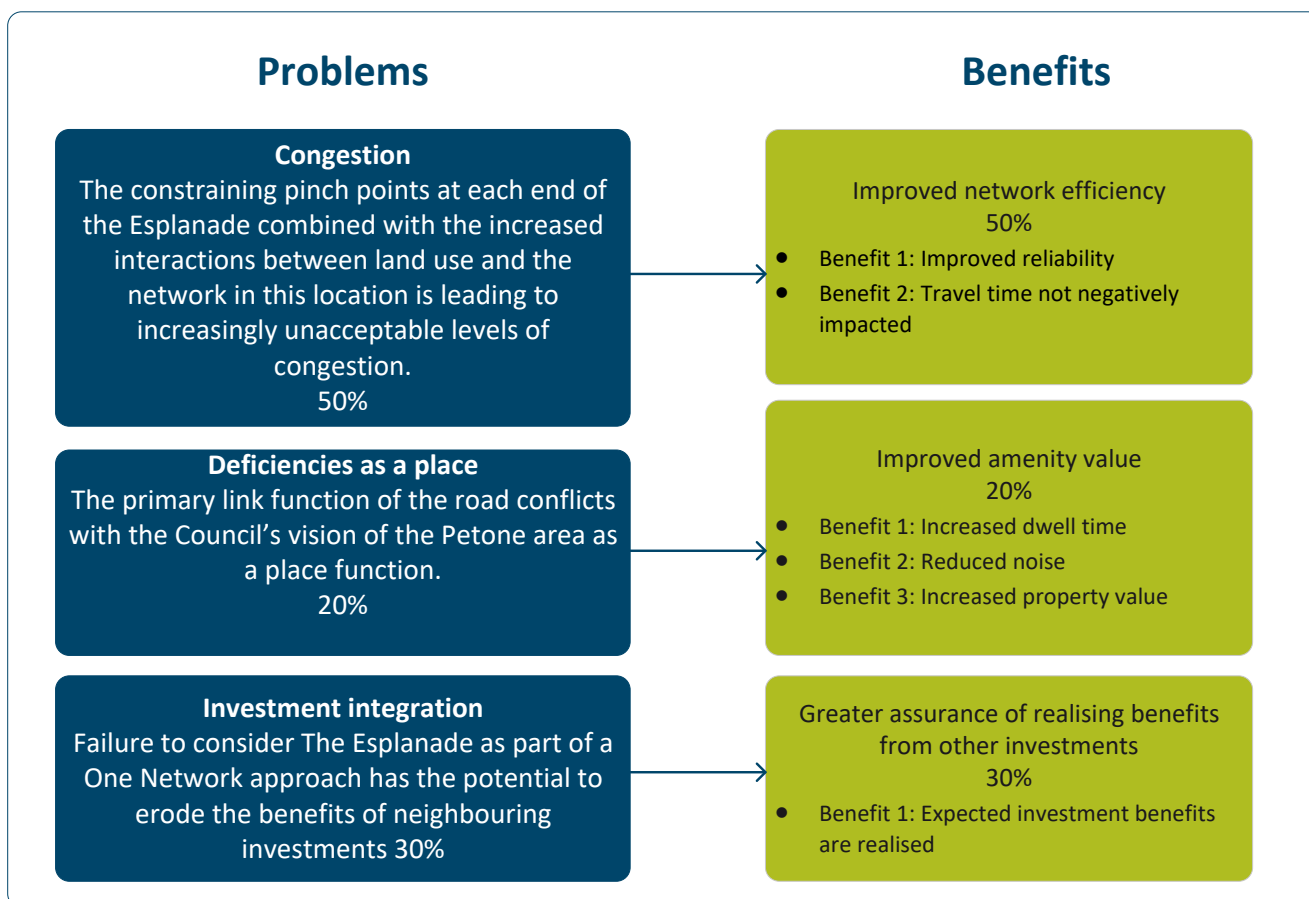


Figure 2: Problems & benefits

Congestion

What's the problem?

"The constraining pinch points at each end of the Esplanade combined with the increased interactions between land use and the network in this location is leading to increasingly unacceptable levels of congestion." – Weighting 50%

The Esplanade no longer functions as an efficient arterial, especially at peak times. Today, peak time queues, travel time delays and variable travel times are daily, prominent features. Provisional analysis, discussed below, is consistent with the finding that congestion exists and is getting worse.



Figure 3: Congestion on The Esplanade

Where's the evidence?

Data from two sources – Google Maps and the Transport Agencies Travel Time Surveys – have been extracted and analysed to assess the trends and extent of congestion on The Esplanade. At a summary level, this data shows that congestion on The Esplanade is (a) currently reaching unacceptable levels and (b) is worsening over time.

Evidence suggesting congestion is currently at unacceptable levels

Google Maps Journey Planner data was extracted for The Esplanade for both morning and afternoon peak periods.² The results demonstrate highly variable travel times, particularly east-west movements during the morning peak period.

During the morning peak period, travel times increased from 7 to 20 minutes, an increase of 185%. At its slowest, average morning travel speeds dropped to 18 km/h. In terms of the afternoon peak periods, travel times were not affected to the same degree, but there was still a significant fall in average travel speeds to 25 km/h. Overall, these peak period speeds compare poorly to the free-flow speed of 50 km/h.

The following heat maps, Table 1 and Table 2, highlight the significant variability in travel speeds affecting The Esplanade on a daily basis. Of particular note, is the fact morning peak period speeds fall as early as 5:30 a.m, and they fail to recover fully until very late, 10:00 a.m. This is a peak period of 4.5 hours. These tables demonstrate a significant congestion issue.

² The methodology is provided at Annex 3.

Table 1: Lowest average travel speeds (km/h) during the morning peak period

Time	Monday	Tuesday	Wednesday	Thursday	Friday
5:00	51	44	51	51	51
5:30	44	39	44	44	44
6:00	35	35	39	39	39
6:30	35	30	30	35	35
7:00	25	25	22	22	25
7:30	22	18	18	18	20
8:00	22	18	18	20	20
8:30	25	22	18	20	30
9:00	30	25	25	30	39
9:30	39	35	35	39	44
10:00	44	44	44	44	44

Table 2: Lowest average travel speeds (km/h) during the afternoon peak period

Time	Monday	Tuesday	Wednesday	Thursday	Friday
15:00	40	40	36	40	36
15:30	40	36	36	36	30
16:00	36	30	30	30	30
16:30	36	30	26	30	26
17:00	36	30	26	30	30
17:30	30	30	30	36	30
18:00	30	30	36	30	36
18:30	36	36	36	36	36
19:00	45	40	36	40	45
19:30	45	45	40	45	45

Figure 4 below is an extract from the NZ Transport Agency’s Wellington Travel Time Survey Technical Report. This was an annual survey, undertaken nationally to better understand travel time around the network. It used methodologies developed by Austroads and uses the floating car method. The route of interest stretches from the Dowse interchange into Wainuiomata by means of Hutt Road and The Esplanade. This section of the route is characterised by significant fluctuations in travel speeds and large variability between days. Such variability in travel speeds is a typical indicator of flow breakdown, this indicates the network is above capacity, and consequently, users are likely to

experience significant and unpredictable delays in travel. These are the hallmarks of congestion and provide justification for improvements to the network.

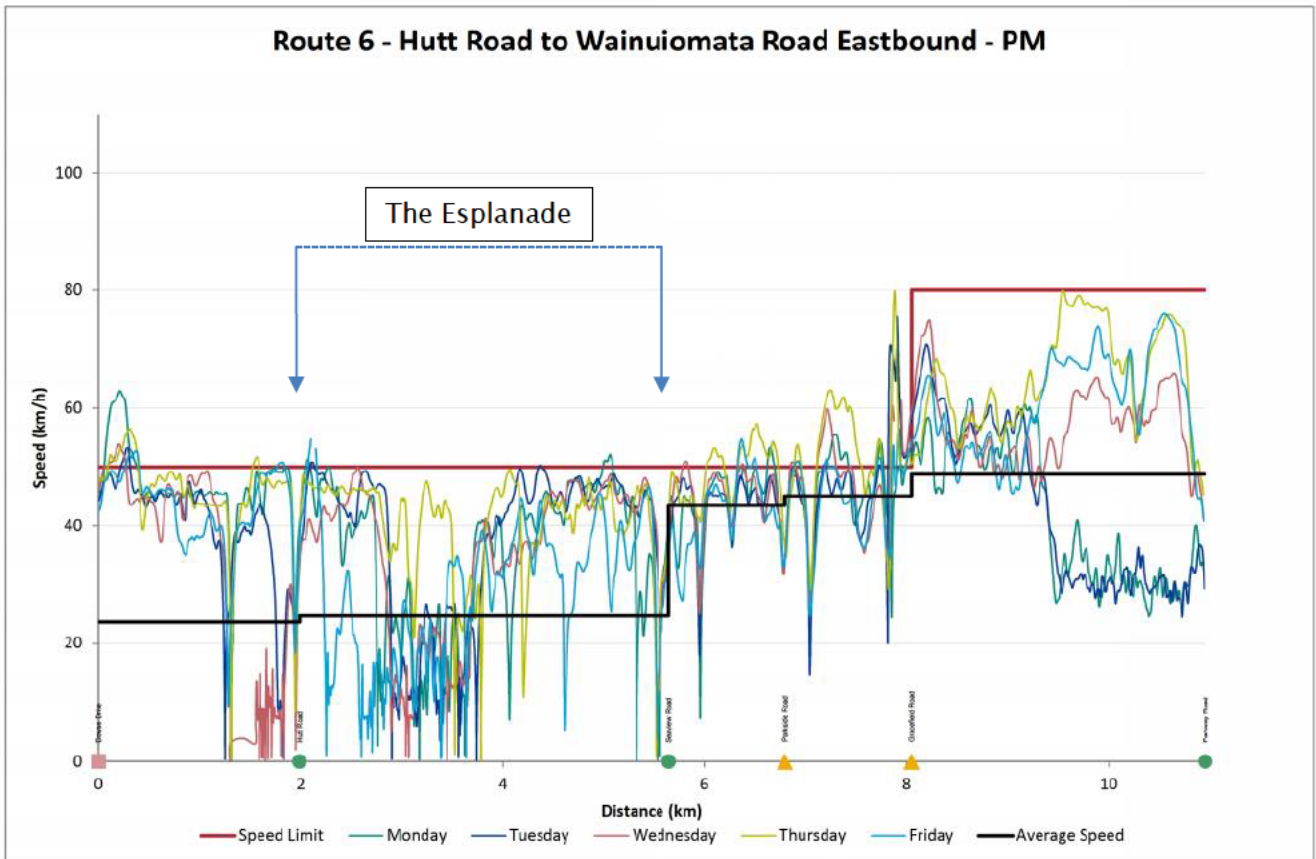


Figure 4: Eastbound travel speeds along The Esplanade in the PM peak³

Evidence base suggesting constraining pinch points

The graph below further reinforces the impact of congestion along The Esplanade. In addition, it illustrates a significant drop in travel speed along The Esplanade when approaching the Petone interchange. The sharp drop in travel speeds highlights the location of the pinch point at the Petone interchange.

³ Wellington Travel Time Surveys Technical Report March 2014, Beca

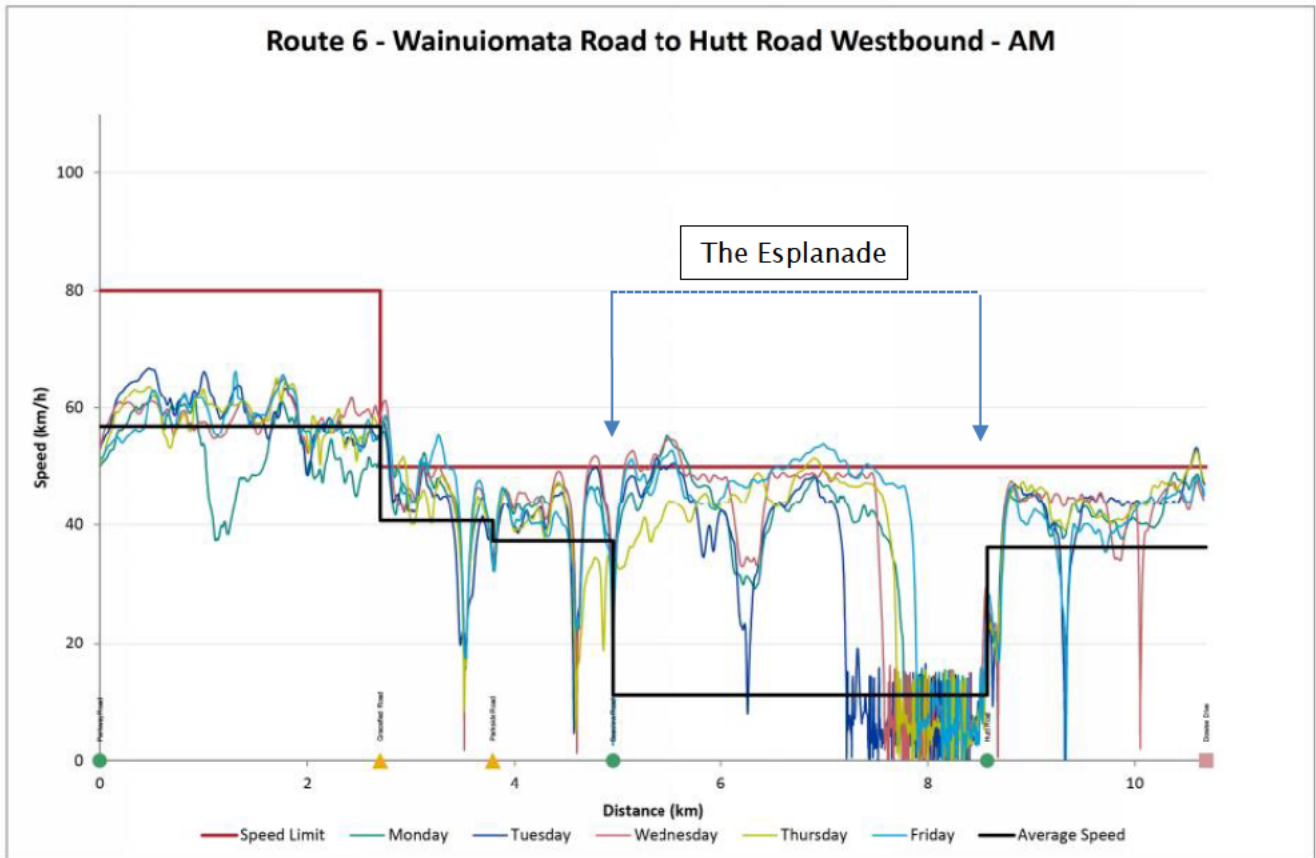


Figure 5: NZ Transport Agency Wellington Travel Time Survey Technical Report March 2014

Evidence base suggesting congestion is getting worse

Figure 6 below shows the congestion indicator determined by the Travel Time Surveys. Comparing the indicators between 2010 and 2014 shows that The Esplanades congestion has become substantially worse. Furthermore, in 2014, The Esplanade was one of a few places in the Wellington Region to have an indicator value of 4+ (over 4 minutes of delay per kilometre). The regional maps in both 2010 and 2014 are provided in Appendix F.



Figure 6: Comparison of congestion indicators along The Esplanade in 2010 and 2014

Summary of the congestion evidence base

The evidence aligns with the problem statement. There is a significant congestion problem along The Esplanade, the problem is getting worse with time and there are constraining pinch points along the network, exacerbating the issues faced.

What benefits would flow from addressing The Esplanade's congestion?

If congestion was addressed and the network efficiency was improved, there is the potential for greater economic development in the Seaview and Gracefield industrial areas. In addition to this development in West Petone could be spurred if the area is seen as easier to access. Addressing the congestion on The Esplanade will also help the council achieve its vision for the Petone and foreshore area. The Esplanade would also fulfil its function within the road network should the congestion be addressed. This can occur either by acting as a more efficient arterial route, or fulfilling the councils vision of helping address Petone and the Foreshore as an attractive place.

How would we measure the benefits?

By measuring travel time reliability and travel times it will be possible to prove whether or not these benefits had been realised. See Appendix B – Benefits Map on page 24.

Deficiencies as a place

Where's the problem?

"The primary link function of the road conflicts with the Council's vision of the Petone area as a place function." - Weighting 20%

HCC along with the local community have for some time been seeking to increase the amenity value of The Esplanade. This intention is, however, frustrated to a significant extent by The Esplanade's role as a major arterial, which has four lanes in parts and conveys around 25,000 vehicles a day. These features mean The Esplanade currently acts to sever the foreshore from the community and adds noise to the environment. The overall effect is the foreshore area is less pleasant and accessible than it otherwise could have been, which in turn constrains its amenity potential. This conflicts with HCC's desire to:

"Improve the amenity and recreation values of Petone beach and The Esplanade, and reduce community separation"

- *Urban Growth Strategy 2012-2032*

Where's the proof?

Does the Council have an intention to enhance The Esplanade amenity value?

The Council has clearly stated its intention to increase The Esplanade's amenity value across several strategic documents, these can be found in Table 3: Hutt City Council's strategic alignment with this investment opportunity, on page 16.

Does the Esplanade actually negatively impact on the waterfront's amenity value?

As noted above, The Esplanade negatively impacts on the waterfront's amenity value in several ways. The most significant of which is its severance effect. The Esplanade's severance effect is best demonstrated visually. The figure below provides an aerial photograph of Petone's foreshore. It shows The Esplanade running *in between* the waterfront and Petone in an unbroken line for the length of the waterfront.



Figure 7: Petone foreshore, highlighting the 'barrier' impact of The Esplanade

The Esplanade’s severance effect, is also mentioned in a recent spatial planning review of Petone. The review finds that the Esplanade acts as “a barrier to access to the foreshore...[due to its]...carriageway widths, streetscape design, limited crossings and traffic volumes”⁴.

This same review also conducted community workshops to capture stakeholder perceptions about Petone’s most positive and negative features. The findings from these community workshops are presented in the figure below. The Esplanade is represented as a red dotted line. The red colour coding indicates The Esplanade is perceived by stakeholders as one of Petone’s negative features.

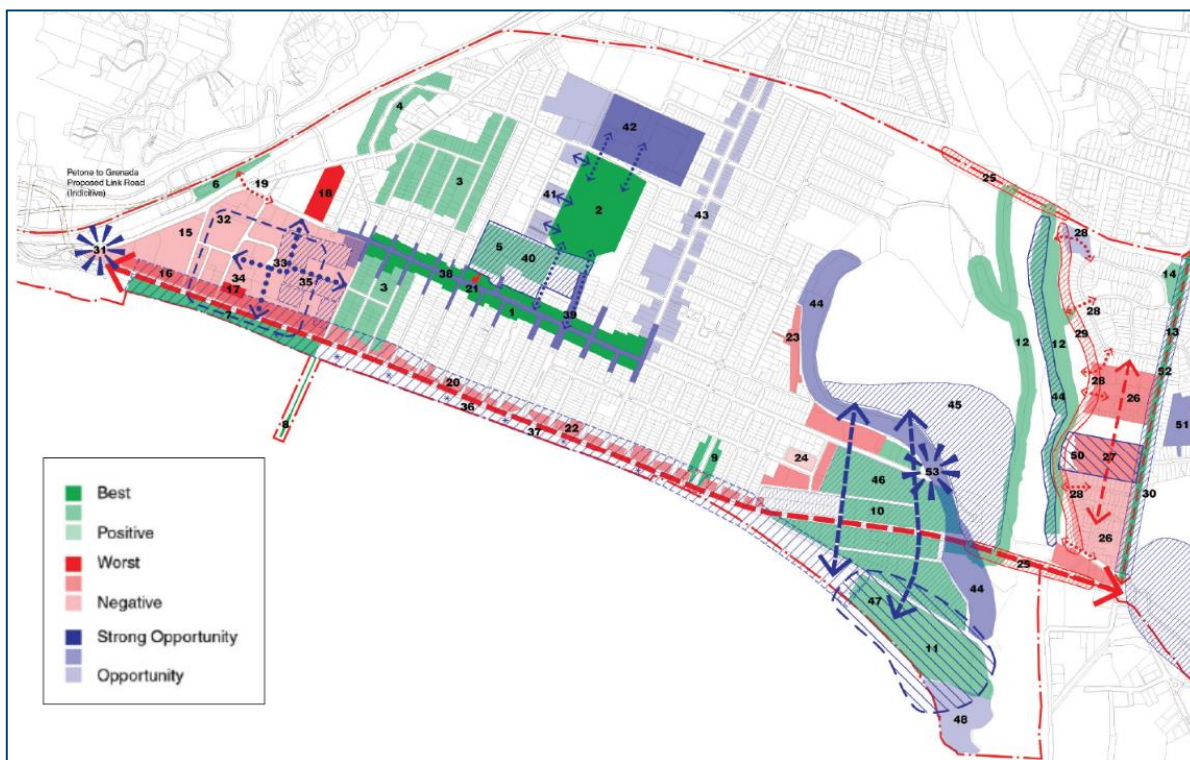


Figure 8: Stakeholder perceptions of Petone’s best and worst features (The Esplanade is represented by the red dashed arrow)

Summary of evidence base

There is compelling evidence that:

- That the Council’s aspires to lift The Esplanade’s amenity value.
- The Esplanade’s current configuration and use as a major arterial frustrates the ability to increase its amenity value.

On this basis, we have a high degree of confidence that the primary link function of The Esplanade conflicts with the Council’s vision of the Petone area as a place.

What benefits would flow from increasing the waterfront’s function as a place?

If The Esplanade’s traffic function was de-powered, there would be greater scope to increase the waterfront’s amenity value. The exact scale of the amenity value would turn on a range of factors; chiefly the extent of traffic reduction and budget earmarked for development. At an indicative level,

⁴ P2040 Group, P2040: Preliminary Study for a Petone Spatial Plan (Draft), April 2016, p 80.

however, less traffic could give rise to wider walk and cycleways, easier access between the foreshore and Petone, and more shops.

How would we measure the benefits?

If Petone waterfront's amenity value was improved we would expect to see more cyclists, higher land values and less noise. The reasons for selecting these measures are outlined below.

- *Less noise* - Traffic is noisy, most people would prefer to avoid this level and type of noise if given an option. Measuring a reduction in noise levels on The Esplanade would indicate that the area has improved its amenity value and development potential.
- *More cyclists* - People tend to cycle in areas that have a higher amenity value. If more people are cycling on the waterfront it is indicative of a higher amenity value.
- *Higher values* - People typically want to live next to agreeable areas, this desire tends to drive land values in these areas up at a brisk rate. For this reason, we would expect to see residential land values next to The Esplanade to outpace surrounding areas.

Investment integration

Where's the problem?

"Failure to consider The Esplanade as part of a One Network approach has the potential to erode the benefits of neighbouring investments." – Weighting 30%

The Esplanade's current congestion issues, and the community desire for its traffic role to be scaled back, point towards a need to change The Esplanade. If this change happens, it will have an impact on how the rest of the local road, and SH interchanges, will function. Without increased clarity on the future function of The Esplanade, the design choices on neighbouring investments will only cater for today's network. Should the future role of The Esplanade vary from its current state, the network will be poorly placed for this new arrangement despite the recent investment. By bringing clarity to the role of The Esplanade, there is the ability to provide long term and lasting benefits for the combination of projects. This can only exist if a clear vision for the future state of the network is in place prior to these design decisions being made.

Currently within 15 kms of The Esplanade, there are eight transport projects that are currently in development, these projects provide an opportunity to shape the future state of the network. Opportunities to ensure such widespread integration of the network rarely present themselves and failure to exploit this opportunity is likely to lead to a widespread negative impact on the network. Delaying decision making on The Esplanade could remove an opportunity to adjust any one of the other projects to ensure they align and are part of a coordinated investment. It will also lead to design decisions being made which only have short term benefit should there be the future changes to The Esplanade.

Where's the proof?

As mentioned above there is currently significant investment in the road network in and around Hutt City. However, these other projects are having to make assumptions about the future role of The Esplanade which may be inconsistent with Hutt City Council's strategic direction. Or they may side step the issue entirely, for example, the programme business case for the State highway 2 improvements only references 'improved east west connections', as it assumes this strategic case will lead to the necessary further investigation to improve the local road network and its interaction with SH2.

The most obvious example of a direct interaction with The Esplanade is the Petone to Grenada (P2G) project. The P2G project is expected to link directly into The Esplanade by means of the new Petone interchange. The Transport Agency does not yet have a preferred option for the form of the interchange, and are currently assessing a range of interchange options. The options under consideration will have a wide range of potential impacts on The Esplanade, and the local road network as a whole. To inform their decision making, the Transport Agency is seeking a view from Hutt City Council on the level of interaction it would like to see between the P2G Link and Hutt City's road network. The most important aspect of this is the future role of The Esplanade in the road network. This is why it is critical to continue beyond this strategic case to ensure that the required planning is undertaken to ensure that benefits of investing are realised across both local and state highway roads.

What benefits would flow from optimising the network?

If timely decisions were made about The Esplanade's future, there would be greater assurance regarding the benefits and role of other investments and there may also be opportunities to reduce the capital costs of these other projects. Specifically, clarifying The Esplanade's future would enable a coordinated approach to be taken, both from an individual project's point of view, and also from a one-network perspective (ie the Hutt City Network Operating Plan).

How would we measure the benefits?

If The Esplanade was performing effectively and in alignment with other transport projects, we would expect to see the other projects realise their stated benefits. The benefits are generally transport related, such as improved travel time and reduced delay. However, there are also significant strategic benefits to both Hutt City Council and NZ Transport Agency in achieving their desired networks including amenity, resilience and network function.

4. STRATEGIC CONTEXT

This chapter provides a 'line of sight' between this proposed investment opportunity and strategic objectives of the partner organisations, Hutt City Council and The Transport Agency.

Hutt City Council

Organisational Overview

Hutt City is the local authority covering Petone, Wainuiomata and Eastbourne, and north to Stokes Valley. It has a population around 100,000 and covers an area of 377 km². As with most local authorities the Council has a wide operating brief including, water, building consent, car parking, library, parking, rubbish, emergency, and infrastructure services, in addition to this it also performs regulatory functions (eg bylaws). In terms of elected officials, the Council has 12 councillors and one mayor. In terms of staff the Council has five business divisions comprising the CEO's office, a strategic service, city infrastructure group, community services and a governance and regulatory group.

Organisational Outcomes, Impacts and Objectives

The Council's vision is to make Hutt City a great place to live, work and play. The Council's key outcomes are articulated in its Integrated Vision document. The following four key strategies and two plans comprise the vision set:

- the Environmental Sustainability Strategy
- the Infrastructure Strategy
- the Leisure and Wellbeing Strategy
- the Long Term Integrated Community Facilities Plan
- the Urban Growth Strategy
- the Economic Development Plan

These key strategies are also underpinned by several community based documents. The following three of which are relevant to this project:

- Vision Seaview Gracefield 2030
- Petone Vision Statement
- P2040: Preliminary Study for a Petone Spatial Plan (draft)

The table below shows where the Council's documented objectives align with the problems and benefits identified by this project.

What value does Cross Valley Link hold in the context of this strategic case?

A Cross Valley Link option is referred to in many of the Council's documents below, it is important to clarify the standing the Cross Valley Link includes all options, for example it could involve developing The Esplanade into a four lane highway or it could refer to an alternative road.

Table 3: Hutt City Council's strategic alignment with this investment opportunity

Document	Objective	Suggested initiative
The Urban Growth Strategy	Reduce the costs imposed on the city's businesses by making it easier to grow, and more attractive for new businesses to establish	Conduct a feasibility study of Cross Valley Link and look to repurpose the Esplanade as a Place
	Improve the amenity and recreation values of Petone beach and The Esplanade, and reduce community separation	
	Raise the residential and commercial development potential of The Esplanade, Jackson Street and western area of Petone	
	Improve walking and cycling facilities that are consistent with the Great Harbour Way concept.	
The Infrastructure Strategy	Improve transport resilience, in a major quake the Esplanade is predicted to subside.	Conduct a feasibility study of Cross Valley Link
The Economic Development Plan	Increase the number of commercial and industrial developments in Lower Hutt.	Investigate and then develop the Cross Valley Link to improve traffic movements across the Valley, facilitate access to Seaview/Gracefield and support the Petone Vision mixed development and amenity
Vision Seaview Gracefield 2030	Improve traffic efficiency. Traffic efficiency needs to improve for commercial/industrial vehicles, including overweight and overweight dimension trucks, to and from Seaview Gracefield. Traffic congestion along The Esplanade results in loss of trade, costs for business, costs for employees and lack of competitiveness of Seaview Gracefield as a location.	Continue to push for the Cross Valley Link development to provide a direct route to and from Seaview Gracefield.
Petone Vision Statement	Growth in Petone will be managed in an economically and environmentally sustainable manner	Changed roading networks that improve the movement of residential and business traffic and add amenity vale to areas such as the foreshore.
P2040: Preliminary Study for a Petone Spatial Plan (draft)	Emerging principles to underpin a future Petone Spatial Plan	Revitalise the Foreshore and The Esplanade. The foreshore is an extremely important component of Petone's identify and also offers a regional destination owing to its expansive views of Wellington Harbour.
Draft Hutt City Network Operating Framework	To establish long-term network objectives	Indicates The Esplanade's long term role in the network is primarily a walking and cycling corridor.

Alignment to Existing Strategies/Organisational Goals

At a summary level, this Strategic Case is highly aligned to the long term strategic direction of Hutt City Council. This Council has for some time been a supporter for change on The Esplanade, and it is currently investigating the feasibility of such a change now, through this strategic case.

New Zealand Transport Agency

Organisational Overview

The Transport Agency is the Crown entity responsible for giving effect to the Government Policy Statement on Land Transport (GPS). It is responsible for planning and investment decisions relating to land transport as well as the operation of the state highway network.

The Transport Agency's purpose is to *deliver transport solutions for a thriving New Zealand*, which it defines as when the transport system is effective, efficient, safe, responsible and resilient⁵.

Organisational Outcomes, Impacts and Objectives

The Land Transport Management Act (LTMA) 2003 requires the NZ Transport Agency to assess all potential projects against the GPS, the relevant Regional Land Transport Strategy and the New Zealand Transport Strategy's five current key strategic priorities listed below:

1. Improving customer service and reduce compliance costs.
2. Planning for and delivering Roads of National Significance.
3. Improving the road safety system.
4. Improving the efficiency of freight movement.
5. Improving the effectiveness of public transport.

Alignment to Existing Strategies/Organisational Goals

The Regional Land Transport Plan

The Regional Land Transport Plans (RLTP) vision is *to deliver a safe, effective and efficient land transport network that supports the regions economic prosperity in a way that is environmentally and socially sustainable*. It is authored by a combination of the local councils and the Transport Agency. It currently defines the Cross Valley Link as a key network activity. The RLT has eight strategic objectives with 20 outcomes sought. Within the current RLTP, the priority focus areas are:

- Increased capacity (primary).
- Faster and more reliable journeys (primary).
- Effective and efficient freight network (primary).
- Reducing transport and land use conflicts (primary).
- Enhanced road safety (secondary).
- Increased resilience (secondary).

Investing in the problems currently facing The Esplanade would target several of the primary focuses, and depending on the type of investment, could also have benefits to the secondary focus areas.

⁵ <http://nzta.govt.nz/about-us/about-the-nz-transport-agency/our-purpose-and-priorities/>

Table 4: Alignment of investment in The Esplanade with the Regional Land Transport Plan

Priorities	Land transport objectives	Primary long term results	Potential benefits from investment
Efficiency	A reliable and effective strategic road network	Reduced severe road congestion	Investment has the potential
		Improved reliability of the strategic road network	Removal of ‘pinch points’ will create a network better able to cope with stresses caused by various means
	An effective network for the movement of freight	Improved freight efficiency	Removal of the ‘pinch points’ will improve access to industrial areas
Safety	A safe system for all users of the regional transport network	Improved regional road safety	Promotion of Petone as a place will remove traffic from the Esplanade
		Increased safety for pedestrians and cyclists	Promotion of Petone as a place will encourage more cycling due to increased perceived safety benefits
Resilience	An increasingly resilient transport network	Improved transport infrastructure resilience to disruption from unplanned events	Removal of ‘pinch points’ will create a network better able to cope with stresses caused by various means
		A transport network that supports the restoration of access and regional recovery after a major event	Removal of ‘pinch points’ will create a network better able to cope with stresses caused by various means
		Reduced regional economic risk	More resilient access to industrial areas
Liveability	A land transport system that delivers the right infrastructure and services to the right level at the best cost	A well planned, connected and integrated transport network	Integration of the transport network with HCC’s strategic objective as a place
		An attractive and safe walking and cycling network	Reduced traffic volumes by creation of Petone as a place c.f. link will promote more cycling and walking due to improved safety

The Government Policy Statement on Land Transport 2015/16-2024/25

The Government Policy Statement on Land Transport (GPS) sets out the direction for land transport investment. The structure of the GPS includes funding priorities, objectives and long term results. From this we can assess the potential benefits of investing in the problems facing The Esplanade against the results desired from central government. The alignment between the GPS and the this project are provided in Table 5 below.

Table 5: GPS alignment with the potential benefits stemming from this investment opportunity

Priorities	Land transport objectives	Primary long term results	Potential benefits from investment
Economic growth and productivity	A land transport system that addresses current and future demand for access to economic and social opportunities.	Support economic growth and productivity through the provision of better access to markets, employment and business areas.	Provides better access to a major industrial area. Improvement of the Hutt – Wellington transport link could improve employment opportunities within the region due to better access.
		Support economic growth of regional New Zealand through provision of better access to markets.	Provides better access to a major industrial area. Provides better inter-port connectivity.
	A land transport system that provides appropriate transport choices.	Provide appropriate travel choices, particularly for people with limited access to a private vehicle.	Potential to increase modal split by providing more varied attractive transport choices.
		Increased safe cycling through improvement of cycle networks.	Creation of the Petone foreshore as a place opposed to a link will create a more cycle friendly environment.
	A land transport system that is resilient.	Improved network resilience at the most critical points.	Potential to move traffic to a more resilient link.
	A land transport system that mitigates the effects of land transport on the environment.	Mitigation of adverse environment effects.	Removal of congestion along The Esplanade will improve the amenity of the Petone foreshore area (e.g. noise and air quality).
Value for money	A land transport system that delivers the right infrastructure and services to the right level at the best cost.	Delivery of the right infrastructure and services to the right level.	Ability to improve current infrastructure to better cope with network demands.
		Improved returns from public transport.	Potential to improve the attractiveness of public transport.

Alignment with the Regional Land Transport Plan is provided in Appendix D.

5. ANTICIPATED STRATEGIC FIT & EFFECTIVENESS

An assessment of the anticipated Strategic Fit and Effectiveness has been undertaken in accordance with the Transport Agency Investment Assessment Framework. The stakeholder partners to this Strategic Case have determined that the anticipated profile would be H/H/-.

Strategic fit

The Investment Assessment Framework states a road improvement activity must only be given a high strategic fit rating if the problem, issue or opportunity involves:

- Journeys for:
 - employment,
 - access to economic opportunities, including activities identified in regional economic growth strategies and in support of special housing area orders,
 - tourism, or
 - freight;
- Has a significant gap in the customer levels of service for:
 - journey time reliability,
 - resilience (including life lines),
 - mismatch capacity and demand that results in severe congestion.

The first problem statement identified in the ILM, and with 50% of the weighting, was:

The constraining pinch points at each end of the Esplanade combined with the increased interactions between land use and the network in this location is leading to increasingly unacceptable levels of congestion.

The Esplanade currently performs as an arterial in the local road network connecting to State Highway 2. In this function it carries journeys that access employment centres such as Seaview/Gracefield and the Petone Town Centre. It is also the major route for residents who live in Hutt City and work in Wellington City, as evidenced by the high peak traffic flows. Therefore it clearly provides for employment journeys.

Seaview Gracefield is Wellington region's largest industrial area. It is a hub for employment and also freight activity. The Esplanade has about 10% HCV's which is very high for any category of road. In this role it significantly contributes to freight movements and Wellington's economy.

Petone is a key player in Hutt City's growth strategy. It is regularly referred to in strategic documents as a location that will provide growth in industry, retail and resident members. It is seen as the prime area that will attract new residents and businesses to Hutt City and provide economic growth.

As discussed in the evidence base for problem 1, there is a significant gap in customer levels of service in journey time reliability. There is an increase in journey time of 185% in the peak compared to free flow travel times. This is easily classified as a significant gap in levels of service.

Seaview contains Wellington's fuel terminal, where fuel arrives via costal shipping and is stored in the tank farm. The fuel is transported around Wellington and the lower North Island via truck predominately along The Esplanade. Fuel is commonly known as a life line, as evidenced by the

Wellington Region CDEM Group Fuel Plan 2015. The Esplanade is not the only route to transport fuel from Seaview to the rest of the region, however, losing the road may have significant impact on distribution and Wellingtons ability to recover from an emergency event.

Effectiveness

Component	Explanation	Rating
Outcomes focused	<p>The strategic case process is highly outcomes focused, and clearly identifies the problem before proceeding. Through the strategic case we have identified the benefits of investing to solve the problems. These problems and benefits have been agreed to by the stakeholders.</p> <p>The evidence base discussed within this report is significant enough to warrant further understanding of the problems, and identification of options to solve the problems.</p>	H
Integrated	<p>Problem statement 3 illustrates the integrated thinking behind this strategic case, and the desire to maximise the benefits across the network from all investments. The Transport Agency, as a significant investor in the network, were key stakeholders in the discussion where the problem definition was agreed.</p> <p>Problem statement 2 illustrates the integration with land use planning undertaken by Hutt City Council, which contains the desire to improve the area through changes to the road network. The interaction between the place verse link function was a key topic in the ILM workshops.</p> <p>In resolving the problem statements there is a significant opportunity to better accommodate for walking and cycling modes along The Esplanade.</p>	H
Correctly scoped	<p>Part B articulates the scope parameters for the IBC. The scope is to develop a long list of options to address problems and achieve the investment objectives. This level of investment is appropriate at this stage.</p>	H
Affordable	<p>The strategic case process makes no assessment on the possible option to address the problems, so no assessment of affordability can be made.</p>	n/a
Timely	<p>It is timely to invest to further understand the problems and possible solutions now primarily because of the development of P2G. P2G is expected to be constructed in the next 5-7 years, and will alter the traffic patterns in Hutt City. Hutt City therefore needs to progress planning immediately to ensure that its network is able to handle the changes, and also to ensure integration between state highway and the local road network.</p> <p>Secondly, the congestion levels are becoming increasingly unacceptable as per the problem statement, further work is required now to better understand this problem.</p>	H
Confidence	<p>There is sound information in the evidence base of this strategic case to prove the problems. The following indicative business case will delve deeper into the data to allow for analysis such as traffic modelling which will assist in identifying appropriate options.</p>	H
Overall	<p>Assessment based on lowest rating of all components</p>	H

6. KEY FINDINGS/CONCLUSIONS AND NEXT STEPS

Problems Identified in the ILM / Other	Key Findings in the Strategic Case	Conclusions
<p>Problem 1: The constraining pinch points at each end of The Esplanade combined with the increased interactions between land use and the network in this location is leading to increasingly unacceptable levels of congestion.</p>	<ul style="list-style-type: none"> • Data shows that congestion on The Esplanade exists and is getting worse. • Travel times on The Esplanade are highly variability 	<p>The inconsistency of travel times and evidence of congestion along The Esplanade warrants further investigation.</p>
<p>Problem 2: The primary link function of the road conflicts with the councils vision of the Petone area as a place function.</p>	<ul style="list-style-type: none"> • Council and community desire is to remove/reduce traffic from The Esplanade • Public submissions have shown that The Esplanade is perceived as a barrier to accessing the foreshore • There is international evidence that converting 'links' to 'places' can be successful in spurring economic development and improving amenity values 	<p>The public has expressed views that both the large volumes of traffic and the amount of heavy vehicles on The Esplanade as detrimental to the area. The community and several council documents are in support of the development of Petone and The Esplanade as a place opposed to a link. This warrants further investigation.</p>
<p>Problem 3: Failure to consider The Esplanade as part of a One Network approach has the potential to erode the benefits of neighbouring investment. 30%</p>	<ul style="list-style-type: none"> • There is significant planning and investment in the road network • A one network approach needs to ensure an optimal network outcome, and benefits can be achieved 	<p>There are long term benefits and potential to reduce capital costs on adjacent projects by determining the role of The Esplanade in the Hutt City road network. Clarifying the role of The Esplanade in the transport network will also allow future investment in projects such as Petone to Grenada, and SH2 PBC plan appropriately. This warrants further investigation.</p>

APPENDIX A - INVESTMENT LOGIC MAP

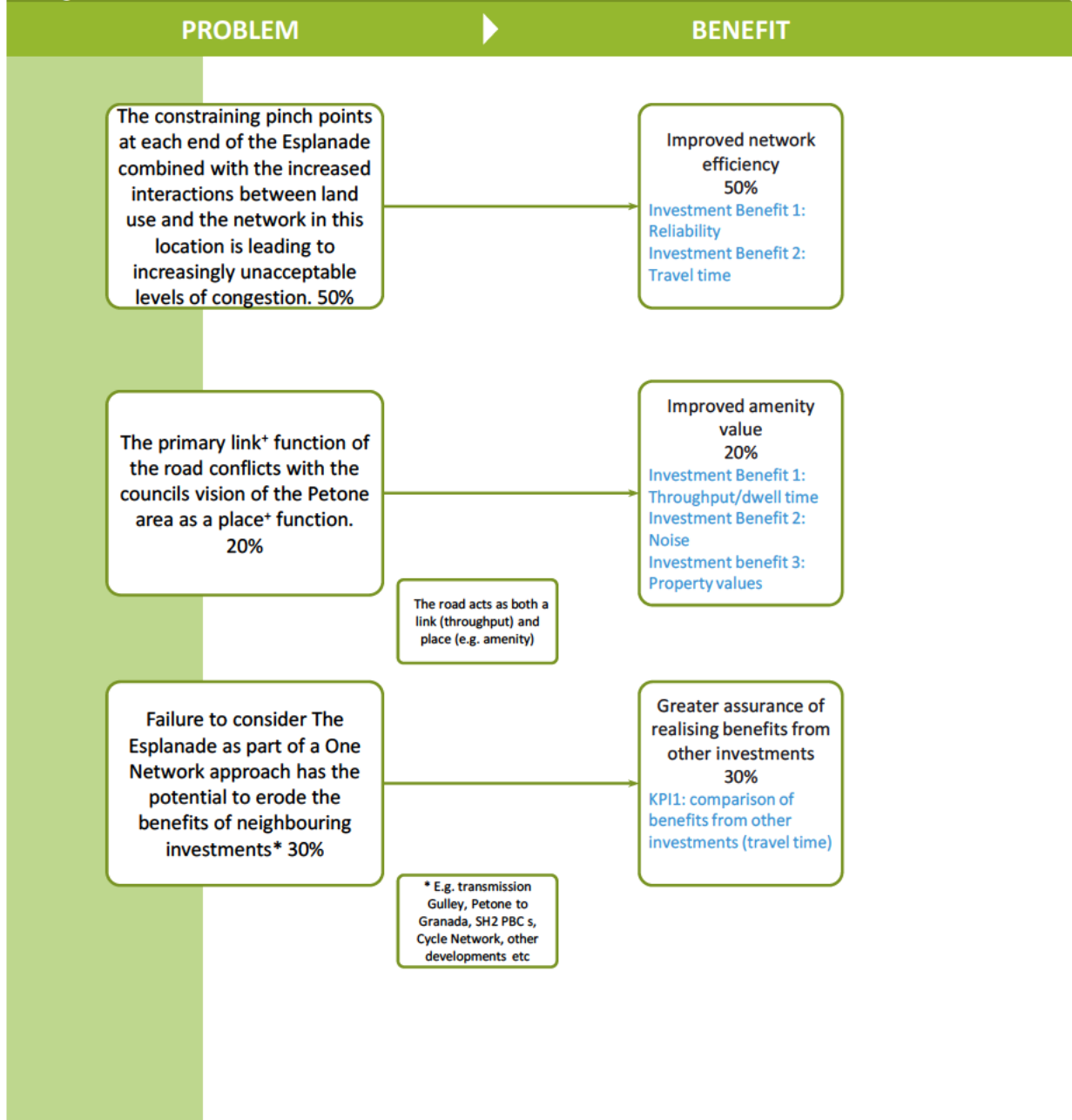
DEPARTMENT NAME Hutt City Council

Petone Esplanade

Understanding the transport issues along the Esplanade and the wider network

INVESTMENT LOGIC MAP

Programme



Business Problem Owner: Bruce Sherlock
Facilitator: Matt Barnes
Accredited Facilitator: No

Version no: 0.3
Initial Workshop: 09/05/2016
Last modified by: Matt Barnes 23/05/2016
Template version: 5.0

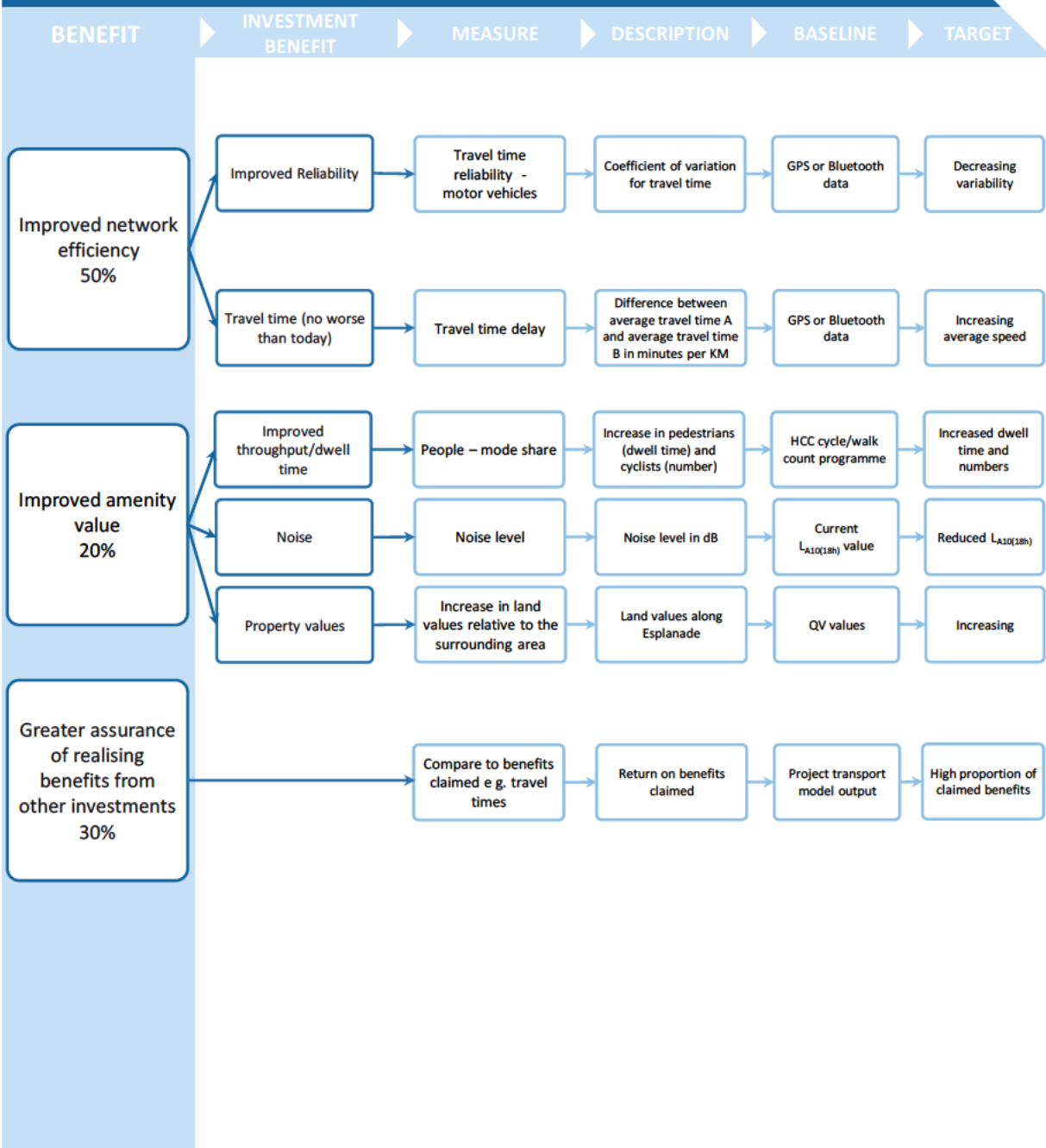
APPENDIX B – BENEFITS MAP

DEPARTMENT NAME Hutt City Council

Petone Esplanade

Understanding the transport issues along the Esplanade and the wider network

BENEFIT MAP



RESPONSIBILITY FOR DELIVERING THE BENEFITS

Name	Position	dd/mm/yyyy
------	----------	------------

Business Problem Owner: Bruce Sherlock
 Facilitator: Matt Barnes
 Accredited Facilitator: No

Version no: 0.1
 Initial Workshop: 19/05/2016
 Last modified by: Matt Barnes 23/05/2016
 Template version: 1.0

APPENDIX C – CONGESTION METHODOLOGY

Evidence base for the increasingly unacceptable congestion levels

The ILM workshops identified the primary problem being the increasingly unacceptable levels of congestion. Two approaches were undertaken to determine the evidence supporting this problem:

1. Using Google Maps to evaluate average travel speed between SH2 and Seaview along the Esplanade
2. Utilising traffic data from The Transport Agency's Traffic Monitoring System (TMS) to evaluate trends in traffic volumes.

Establishing average speed across The Esplanade

Google maps journey planner was used to determine journey times and therefore average travel speed across the Esplanade across a week in March 2015. The approximately 6 km long route included a short amount of travel on Seaview Road, the entire length of the Esplanade and a short section on SH2. Journey times were extracted for half hour periods, over both the morning and evening peak periods. Google outputs a range of expected travel times allowing an upper and lower expected average travel speed to be calculated.

Travel time varied greatly, particularly in the AM peak heading towards SH2 from Seaview, with reported travel times increasing from 7 to 20 minutes. This led to the calculated average travel speeds dropping down to 18 kmph. Evening peaks did not suffer the same drop, but had expected speeds as low as 25 kmph travelling in the opposite direction. These speeds compare poorly to the calculated average travel speed in ideal conditions of 51k mph in the AM peak and 45 kmph for the PM peak. The differences in travel time can be attributed to the longer red time faced by eastbound motorists at the Cuba Street traffic signals. Below are summary tables of average travel speeds along the Esplanade.

Table 6: Westbound travel speeds along The Esplanade, AM Peak

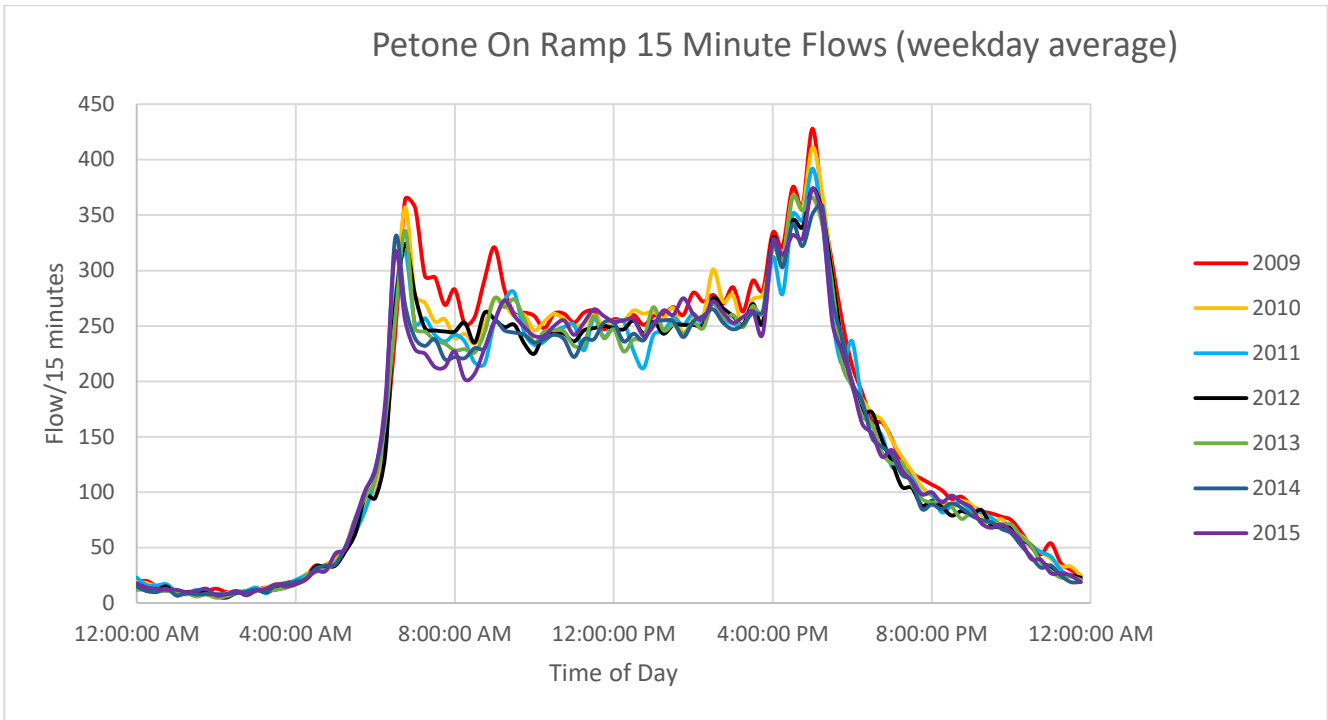
Time	Monday		Tuesday		Wednesday		Thursday		Friday	
	Fastest	Slowest	Fastest	Slowest	Fastest	Slowest	Fastest	Slowest	Fastest	Slowest
5:00	51	51	44	44	51	51	51	51	51	51
5:30	44	44	39	39	44	44	44	44	44	44
6:00	51	35	44	35	44	39	39	39	39	39
6:30	44	35	39	30	44	35	39	35	35	35
7:00	35	25	30	25	35	25	35	22	35	25
7:30	35	22	30	18	30	20	35	18	35	20
8:00	39	22	30	18	30	18	30	20	39	20
8:30	39	25	35	22	30	20	35	20	44	30
9:00	44	30	44	25	44	25	44	30	51	39
9:30	51	39	51	35	51	39	51	39	44	44
10:00	44	44	44	44	44	44	44	44	44	44

Table 7: Eastbound travel speeds along The Esplanade, PM Peak

Time	Monday		Tuesday		Wednesday		Thursday		Friday	
	Fastest	Slowest	Fastest	Slowest	Fastest	Slowest	Fastest	Slowest	Fastest	Slowest
15:00	40	40	40	40	36	36	40	40	36	36
15:30	40	40	36	36	36	36	36	36	30	30
16:00	40	36	30	30	30	30	40	30	30	30
16:30	40	36	30	30	36	26	40	30	36	26
17:00	36	36	40	30	40	26	40	30	40	30
17:30	45	30	40	30	40	30	36	36	45	30
18:00	45	30	45	30	45	36	45	30	45	36
18:30	45	36	45	36	45	36	45	36	45	36
19:00	45	45	40	40	45	36	40	40	45	45
19:30	45	45	45	45	40	40	45	45	45	45

Traffic Volumes

When graphing all years with available data, the downward trend in traffic volumes is still clearly shown in the AM peak. Only the 2012 year could be considered 'out of order'.

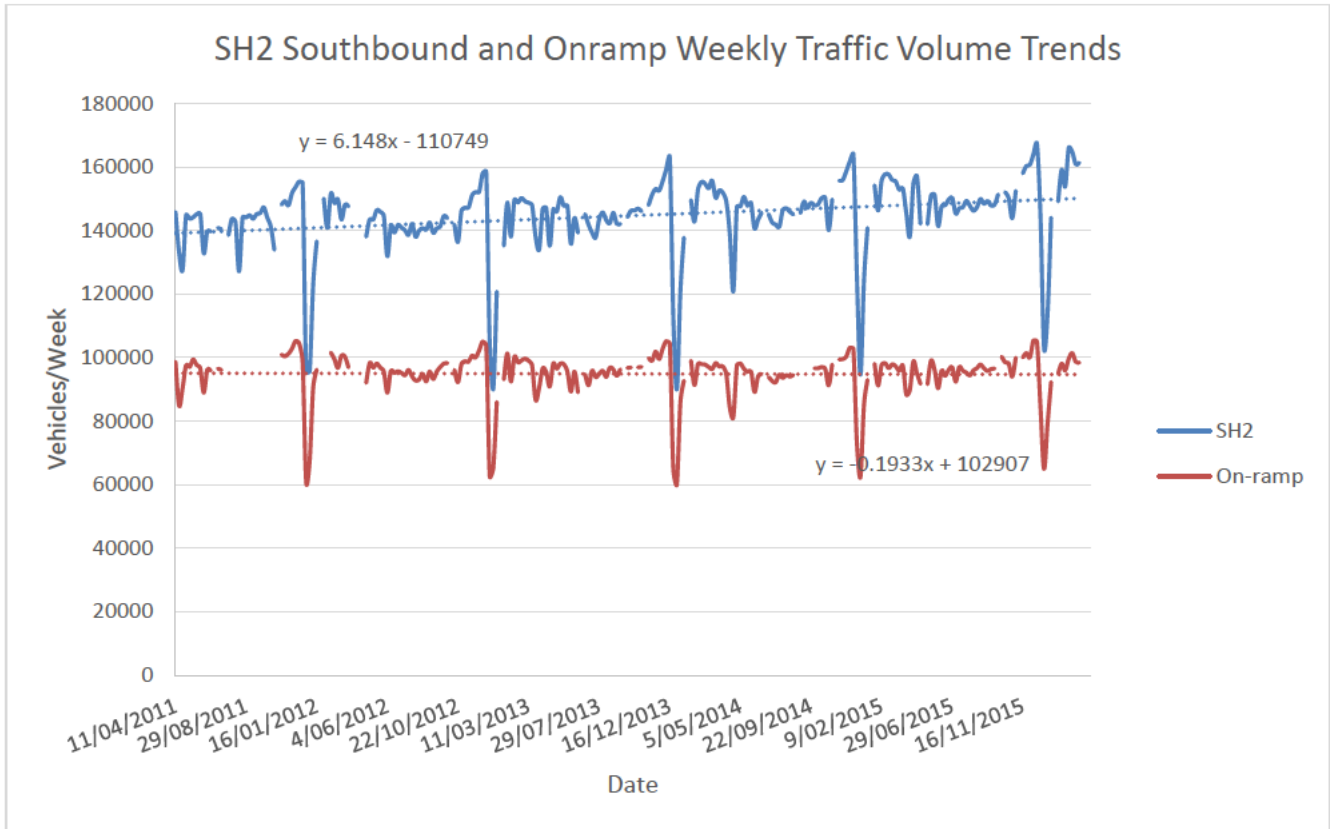


With these two assumptions we can use historic traffic data to evaluate the levels of congestion on the Esplanade caused by the network constraints. Graphing the weekly average 15-minute traffic volumes on the Petone on-ramp in 2009, 2012 and 2015 results in the following.

Causes of Increasing Congestion

There are two likely causes for a reduced throughput of the Petone on-ramp, a changed on-ramp layout or increased traffic on the state highway making it more difficult for vehicles to merge onto the highway. There have been no significant layout changes to the merge identified which leaves increased highway traffic to be investigated.

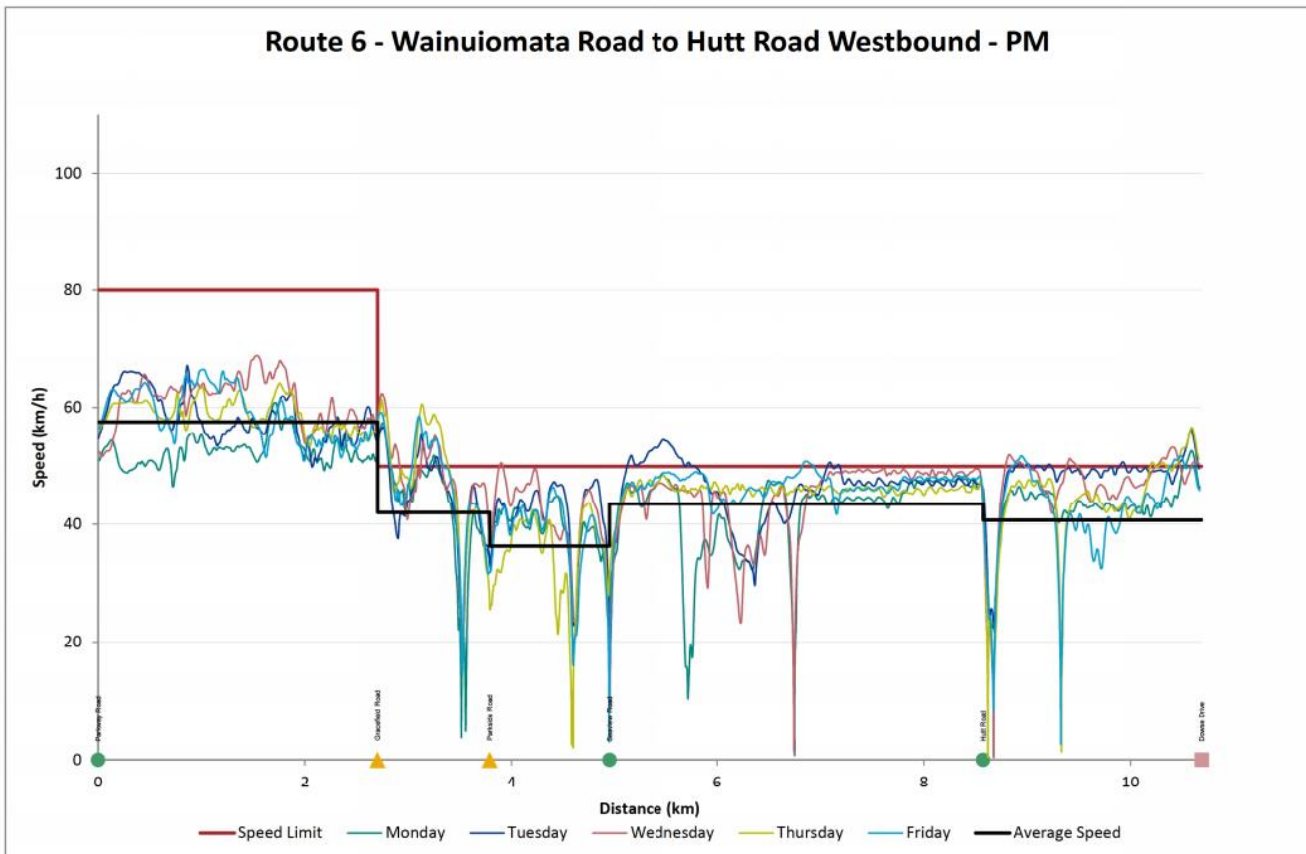
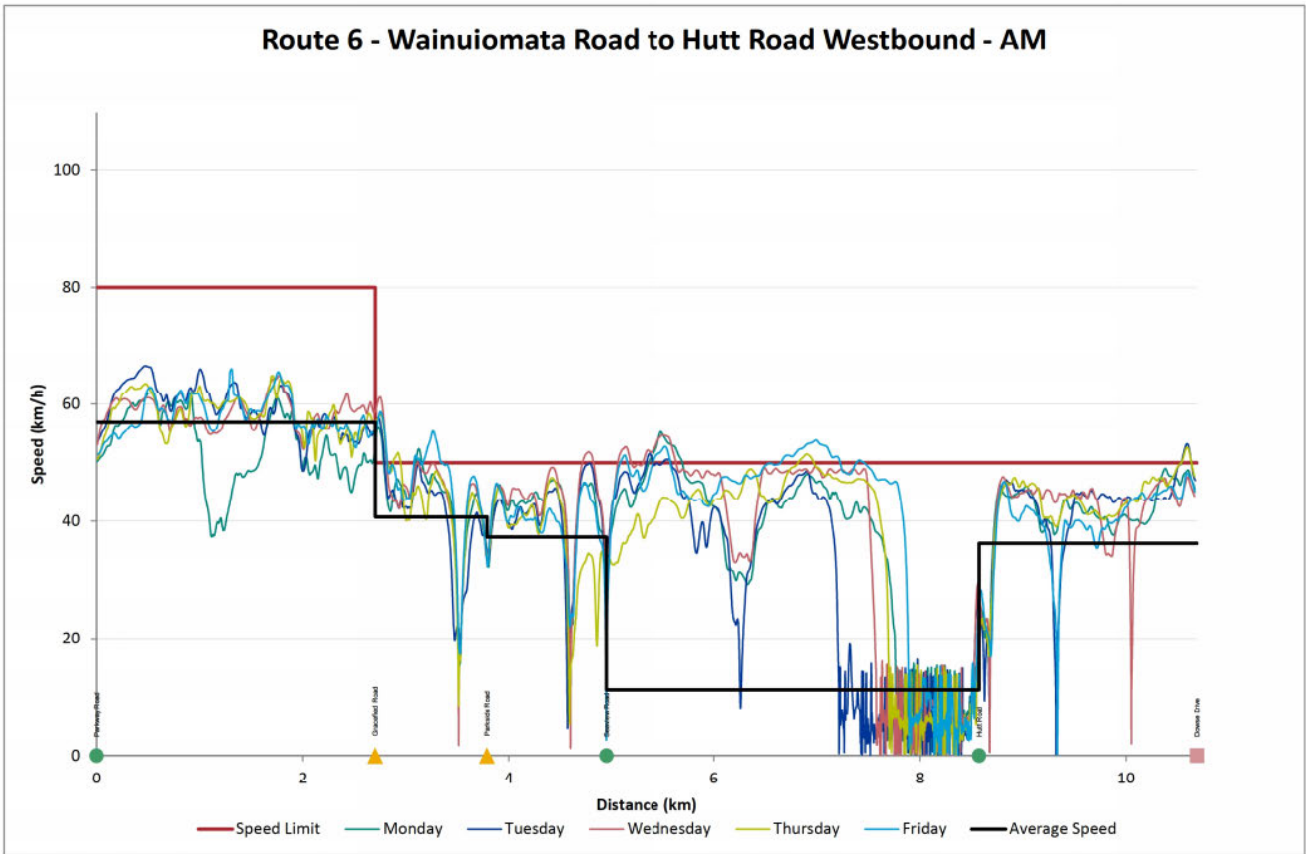
Evaluating highway traffic volumes by analysing weekly volumes validate the claim that traffic on the highway is increasing and that the on ramp traffic is slowly decreasing.



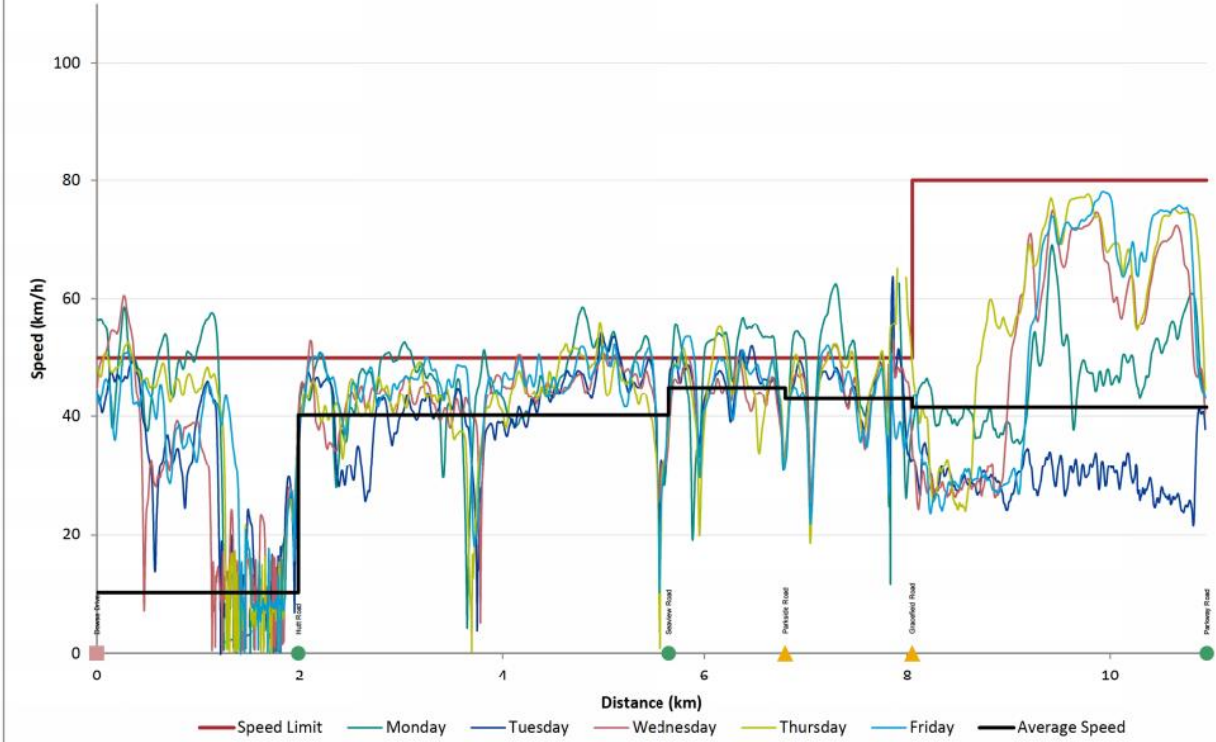
APPENDIX D – RLTP ALIGNMENT

Priorities	Land transport objectives	Primary long term results	Potential benefits from investment
		Improved quality of public transport	Improvement of journey time reliability will increase the perceived quality of the service
		Improved public transport reliability and journey times	Improvement of journey times for all transport users will also benefit public transport (bus) users
	A reliable and effective strategic road network	Reduced sever road congestion	Investment has the potential
		Improved reliability of the strategic road network	Removal of ‘pinch points’ will create a network better able to cope with stresses caused by various means
	An effective network for the movement of freight	Improved freight efficiency	Removal of the ‘pinch points’ will improve access to industrial areas
Safety	A safe system for all users of the regional transport network	Improved regional road safety	Promotion of Petone as a place will remove traffic from the Esplanade
		Increased safety for pedestrians and cyclists	Promotion of Petone as a place will encourage more cycling due to increased perceived safety benefits
Resilience	An increasingly resilient transport network	Improved transport infrastructure resilience to disruption from unplanned events	Removal of ‘pinch points’ will create a network better able to cope with stresses caused by various means
		A transport network that supports the restoration of access and regional recovery after a major event	Removal of ‘pinch points’ will create a network better able to cope with stresses caused by various means
		Reduced regional economic risk	More resilient access to industrials areas
Liveability	A land transport system that delivers the right infrastructure and services to the right level at the best cost	A well planned, connected and integrated transport network	Integration of the transport network with HCC’s strategic objective as a place
		An attractive and safe walking and cycling network	Reduced traffic volumes by creation of Petone as a place c.f. link will promote more cycling and walking due to improved safety

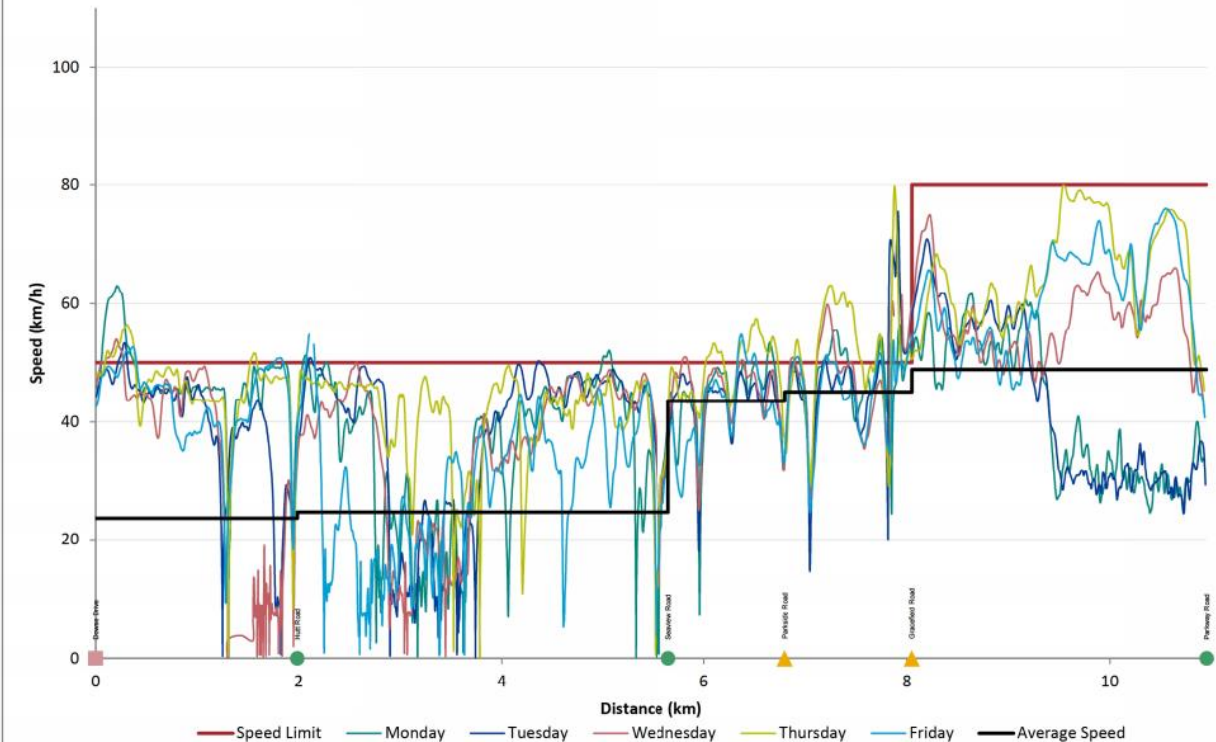
APPENDIX E – TRAVEL SPEED GRAPHS



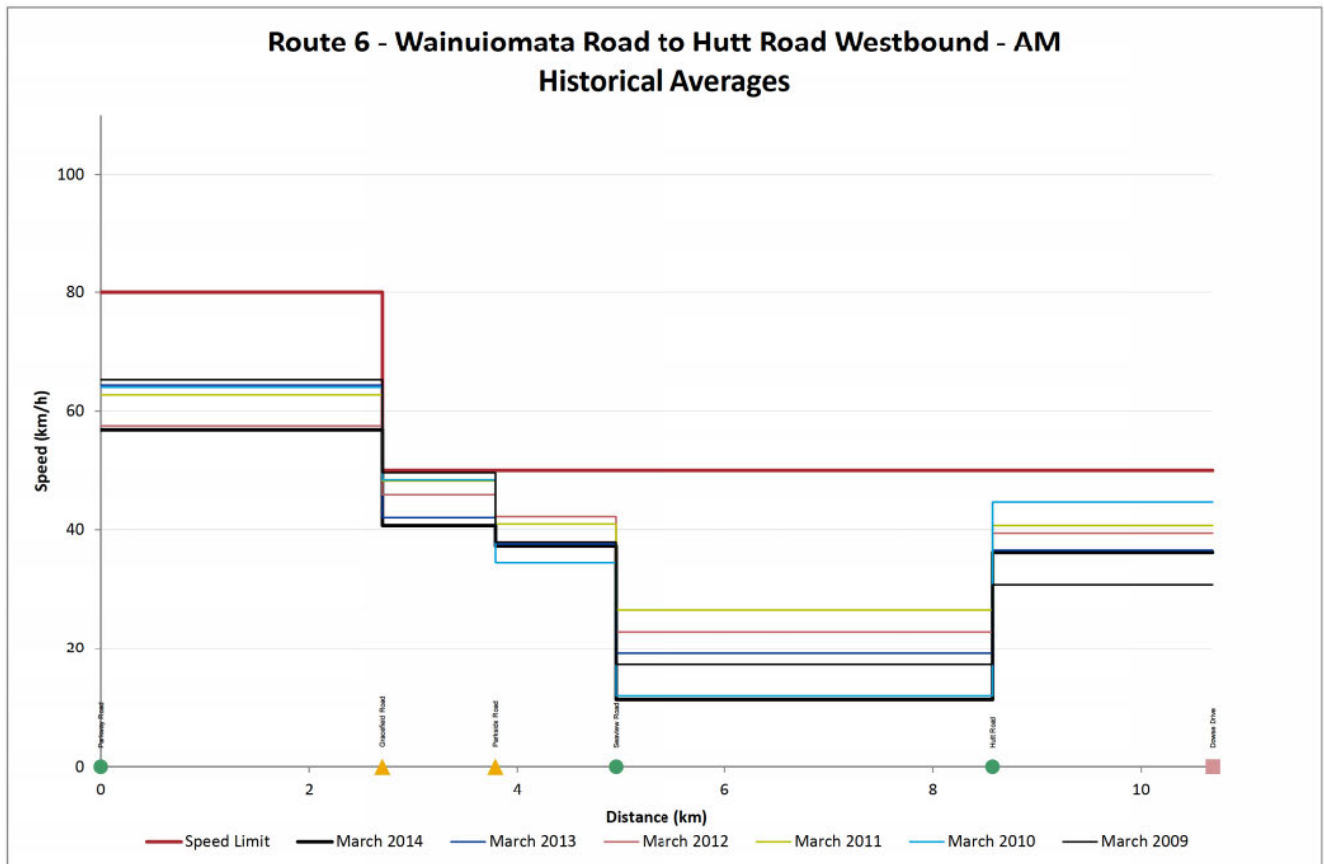
Route 6 - Hutt Road to Wainuiomata Road Eastbound - AM



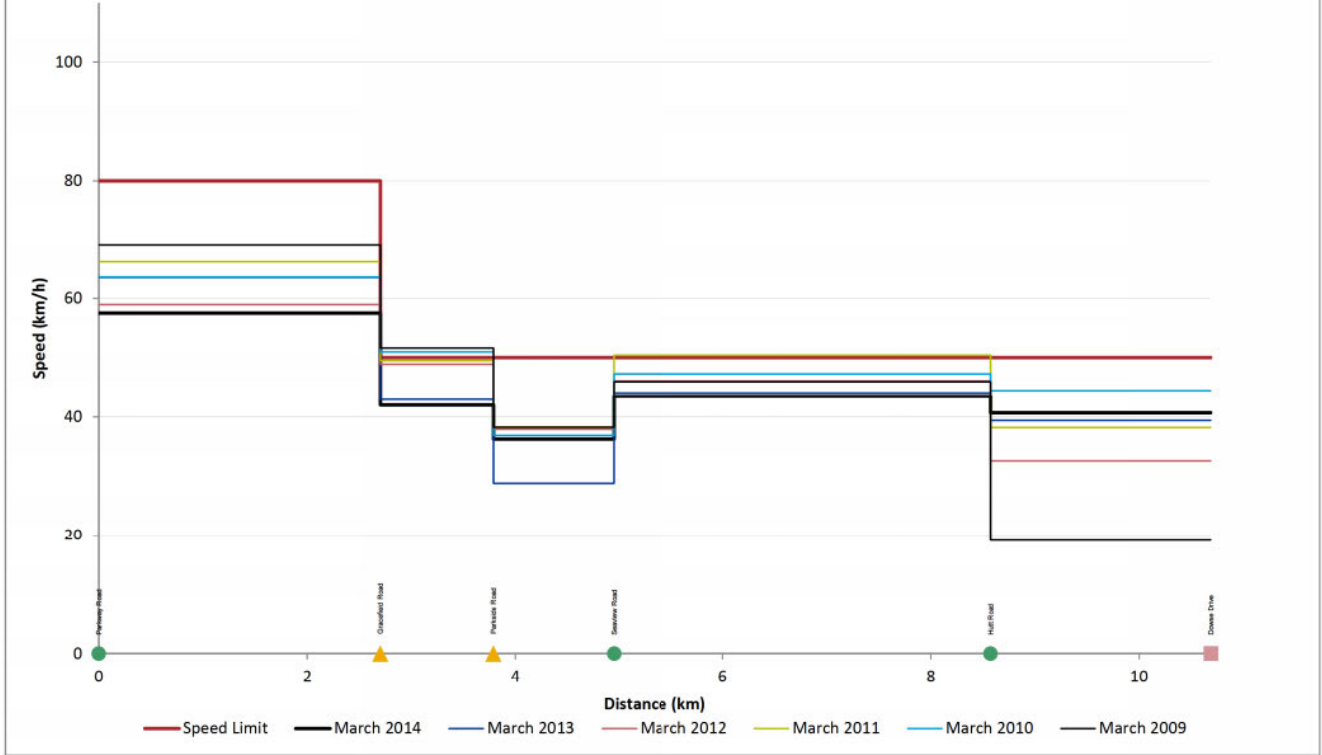
Route 6 - Hutt Road to Wainuiomata Road Eastbound - PM



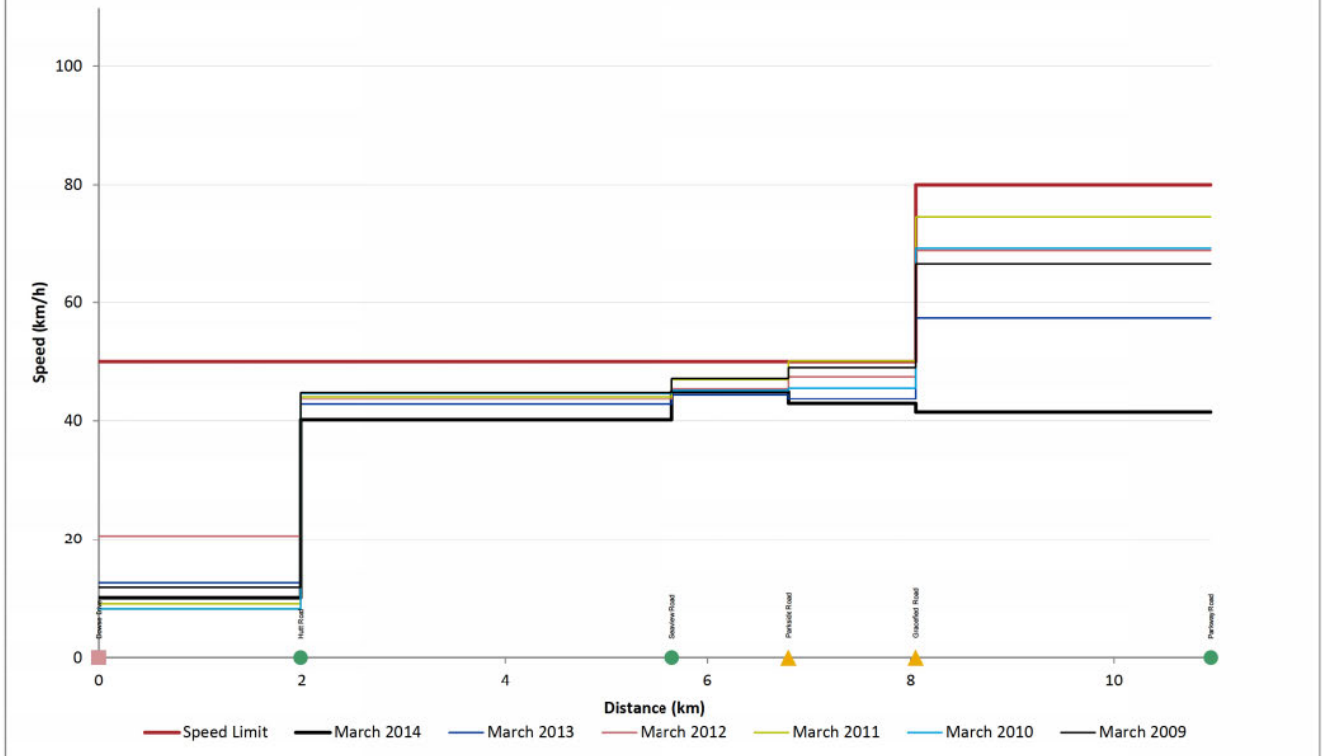
APPENDIX F: AVERAGE TRAVEL SPEED GRAPHS



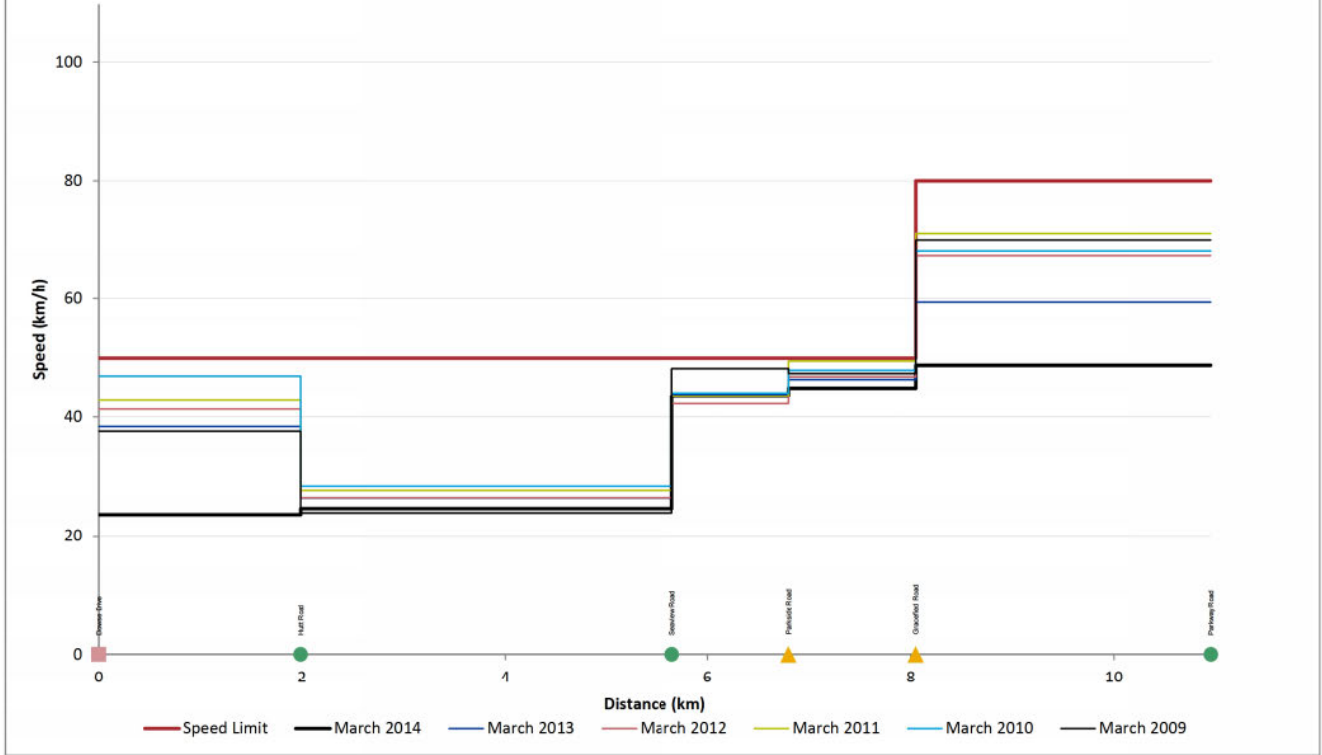
Route 6 - Wainuiomata Road to Hutt Road Westbound - PM Historical Averages



Route 6 - Hutt Road to Wainuiomata Road Eastbound - AM Historical Averages



Route 6 - Hutt Road to Wainuiomata Road Eastbound - PM Historical Averages



APPENDIX G – CONGESTION INDICATORS

(insert full page versions from bluebeam, 2010 and 2014, both directions, 4 graphs total)

From: [Euan Kyle](#)
To: [REDACTED]
Cc: [John Gloag](#)
Subject: RE: Cross Valley Connections Information [#51C450]
Date: Thursday, 10 September 2020 10:24:19 AM
Attachments: [hccsmalllogo_12fb0640-f486-4c5a-a775-f4ab1b1dfb5d.jpg](#)
[12153HaHEmailSignatureFINAL_3cd6181d-2156-4dde-9fbd-b6f7f302ed05.JPG](#)

Hi [REDACTED]

It is our intention to make these available when the finalised report is made available as the workshop materials require the report for context and reference.

Our reason is as per LGOIMA section 17(d) that the information requested is or will soon be publicly available.

Regards,

Euan Kyle

Senior Advisor, Official Information and Privacy

Hutt City Council, 30 Laings Road, Private Bag 31912, Lower Hutt 5040, New Zealand
T 04 570 6702 W www.huttcity.govt.nz

Euan Kyle

Senior Advisor – OIA & Privacy

Hutt City Council, 30 Laings Road, Private Bag 31912, Lower Hutt 5040, New Zealand
T 04 570 6702, M 022 4155438, W www.huttcity.govt.nz



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From: [REDACTED]
Sent: Thursday, 10 September 2020 9:28 AM
To: Euan Kyle
Cc: John Gloag
Subject: Re: Cross Valley Connections Information [#51C450]

Kia ora Euan,

Thanks for providing the time for publication of the supplementary order paper.

As regards the workshop materials I have read back through this email chain to see if I have missed anything and I think we are getting tangled.

I am not here pursuing release of the full programme business case, on that front I trust you will respond to my amended request for the PBC as at July 28 within due course.

What I am pursuing is Council's decision on release of materials relating to the workshop. I have reproduced the request below.

- All materials presented to Crs at the workshop regarding the Cross Valley Connection held on Thurs 23 July as well as any records of the discussion at this workshop.

The most thorough correspondence I have received on this issue is as follows '..please note the following. The materials presented to Councillors require the finalised Programme Business Case report for reference and context.'

It is not clear to me whether this is confirmation of release or not and so this is the issue I am requesting clarity on. Can you please confirm whether Council will release this information and if so explain the delay in doing so- it does not appear to me that this release needs to be contingent on finalisation of the PBC. If Council is refusing release of this information can you please provide a reason for this as per the LGOIMA rules.

Thanks again,



From: [John Gloag](#)
To: [REDACTED]
Cc: [Euan Kyle](#); [Kara Puketapu-Dentice](#); [Jarred Griffiths](#)
Subject: RE: Cross Valley Connections Information [#51C450]
Date: Friday, 2 October 2020 12:10:28 PM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[hccsmalllogo_12fb0640-f486-4c5a-a775-f4ab1b1dfb5d.jpg](#)
[12153HaHEmailSignatureFINAL_3cd6181d-2156-4dde-9fbd-b6f7f302ed05.JPG](#)

Hi [REDACTED]

While we expected the final Programme Business Case report to be available soon after your original request, this has not eventuated. The only reason we wanted to wait for the final report was to ensure we provided you the correct information with respect to the components that NZTA require to be peer reviewed. However, one of the component peer reviews has taken a lot longer than expected and I believe it is only reasonable that we now provide you the report in its current form, with the appropriate qualifications.

I will send this to you this afternoon along with the presentation material you requested that requires the report for reference and context.

Regards,
John

John Gloag
Head of Transport

Hutt City Council, 30 Laings Road, Private Bag 31912, Lower Hutt 5040, New Zealand
T 04 570 6856, M 027 278 8540, W www.huttcity.govt.nz



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From: [REDACTED]
Sent: Tuesday, 29 September 2020 4:39 PM
To: Jo Miller; Euan Kyle; John Gloag; Kara Puketapu-Dentice
Cc: Campbell Barry
Subject: Fwd: Cross Valley Connections Information [#51C450]

Kia ora koutou,

Below I have forwarded a request that Council release the Programme Business Case for the Cross Valley Connections project 'in its most up to date form as at 28 July'. This request was made on 21 August, 27 business days ago. I am not aware that I have received any response to this request.

I note that this request is an amendment of a request I made on 7 August which simply asked for the full Programme Business Case 'in its most up to date form'. I made this amendment as Council refused my original request and by this point I considered it more relevant to ask for the document in its most up to date form on 28 July when public decisions were made on the project.

When the initial request was refused it was done so on the basis that the information would soon be publically available (s17d of the LGOIMA). Under the act this is not a good reason to withhold but does provide an authority to do so. I expressed to officers my disappointment in this decision noting that I did not perceive the information I had requested to be the same information as a finalised and published version of the Programme Business Case. Below is an excerpt of an email I sent to officers on August 21;

I have previously requested information from this Council wherein confirmed and unconfirmed minutes from the same meeting were considered separate and distinct pieces of information. It was (and is) my expectation that a similar approach would be taken in this instance, in other words, the programme business case in its most up to date form as at 7 August is a different piece of information to a finalised version and the former is not what will 'soon' be publicly available. I am therefore disappointed that Council has chosen to withhold on those grounds.

Today while trying to understand the limits of s17d I came across Ombudsman guidance and a previous

decision which supports this position. Available [here](#) is guidance from the Ombudsman which states that;

*It must be the 'information requested' that is or will soon be publicly available.
Agencies must identify the specific information requested, and be satisfied that this information is or will soon be publicly available. If there is any lack of clarity about what has been requested, the agency should consult the requester...
Agencies cannot rely on section 18(d) if the publicly available information is different to what has been requested, even if it is related; or if it is in a different format.*

(Note that reference here is to s18d of the OIA, this is identical to s17d of the LGOIMA and the guidance applies to both).

Additionally, available [here](#) are case notes wherein an appellant had asked for 'a copy of the most recent documents on this'. Here the Ombudsman noted that;

'This case illustrates that it must be the actual information requested that is to be made publicly available, not other information, even if it is related, or the final version of the information.'

Given the late response and the guidance posted I would request that Council reconsiders their approach and provides a decision on this request as soon as possible.

Thanks,

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 21 Aug 2020 at 14:54
Subject: Re: Cross Valley Connections Information [#51C450]
To: Euan Kyle <Euan.Kyle@huttcity.govt.nz>
Cc: John Gloag <John.Gloag@huttcity.govt.nz>

Alternatively, would Council be willing to release the Programme Business Case in its most up to date form as at 28 July (in case there are any relevant changes since that Council is not keen to release at this stage)? This seems particularly relevant as it would make public the business case for the time at which public decisions related to it were being made. There is a clear element of public interest in asking for this and, if stated in the latest response, the full programme business case is required for reference and context to the workshop materials which were the basis of Cr decisions it would also meaningfully assist in effective participation by the public.

Regards,

[REDACTED]

On Fri, 21 Aug 2020 at 09:21, [REDACTED] wrote:

Kia ora Euan,

I have previously requested information from this Council wherein confirmed and unconfirmed minutes from the same meeting were considered separate and distinct pieces of information. It was (and is) my expectation that a similar approach would be taken in this instance, in other words, the programme business case in its most up to date form as at 7 August is a different piece of information to a finalised version and the former is not what will 'soon' be publicly available. I am therefore disappointed that Council has chosen to withhold on those grounds.

Can you please confirm whether or not you have also refused to release the requested information on the workshop (and if so on what grounds) or if it is Council's intent to provide that information.

Thanks,

[REDACTED]

On Fri, 21 Aug 2020 at 09:09, Euan Kyle <Euan.Kyle@huttcity.govt.nz> wrote:

21/08/2020

[REDACTED]

Dear [REDACTED]

Request for Information – Local Government Official Information and Meetings Act 1987

We refer to your official information request dated 7 August 2020 for information regarding Cross Valley Connections and your subsequent response dated 19 August 2020.

Please find our response attached.

As previously offered, our Head of Transport, John Gloag is more than happy to talk to you if you were interested in any specific parts or need more context. His email is John.Gloag@huttcity.govt.nz or you can call him on 04 570 6856

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Yours sincerely,

Euan Kyle

Senior Advisor, Official Information and Privacy

Hutt City Council, 30 Laings Road, Private Bag 31912, Lower Hutt 5040, New Zealand

T 04 570 6702 W www.huttcity.govt.nz

From: [REDACTED]

Sent: Wednesday, 19 August 2020 2:38 PM

To: Euan Kyle

Cc: John Gloag

Subject: Re: Cross Valley Connections Information [#51C450]

Kia ora Euan,

Thank you for the timely response.

I am happy to wait for the release of the finalised Programme Business Case so long as you are confident that it will be available before the end of the statutory 20 day period which I make to be on 4 September. If you are unable to assure me of this I would note that I requested the Programme Business Case 'in its most up to date form', not the finalised version and therefore I would request this to be released without undue delay or to be provided with any reasons for withholding.

Additionally, part of my request was that I be provided with 'All materials presented to Crs at the workshop regarding the Cross Valley Connection held on Thurs 23 July as well as any records of the discussion at this workshop' and I cannot see where this request has been referred to or fulfilled.

Regards,

[REDACTED]

On Wed, 19 Aug 2020 at 12:14, Euan Kyle <Euan.Kyle@huttcity.govt.nz> wrote:

10/08/2020

[REDACTED]

Dear [REDACTED]

Request for Information – Local Government Official Information and Meetings Act 1987

We refer to your official information request dated 7 August 2020 for information regarding Cross Valley Connections.

Please find our response attached.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Yours sincerely,

Euan Kyle

Senior Advisor, Official Information and Privacy

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T 04 570 6702 W www.huttcity.govt.nz

Encl

Strategic Case CVL Final.PDF

Response Letter to Official Information Request - Matt Young August 2020.pdf

From: Euan Kyle
Sent: Monday, 10 August 2020 3:00 PM
To: [REDACTED]
Subject: RE: Cross Valley Connections Information [#51C450]

10/08/2020

[REDACTED]

Dear [REDACTED]

REQUEST FOR INFORMATION - LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987: ACKNOWLEDGEMENT OF REQUEST

I am writing to acknowledge receipt of your official information request dated 7 August 2020 for information regarding Cross Valley Connections.

We received your request on 7 August 2020. We will endeavour to respond to your request as soon as possible and in any event no later than 20 working days after the day your request was received. If we are unable to respond to your request by then, we will notify you of an extension of that timeframe.

If any additional factors come to light which are relevant to your request, please do not hesitate to contact us so that these can be taken into account.

Yours sincerely,

Euan Kyle

Senior Advisor, Official Information and Privacy

Hutt City Council, 30 Laings Road, Private Bag 31912, Lower Hutt 5040, New Zealand
T 04 570 6702 W www.huttcity.govt.nz

Euan Kyle

Senior Advisor, Official Information and Privacy

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From: Contact

Sent: Friday, 7 August 2020 4:34 PM

To: Information Management Team

Subject: FW: Cross Valley Connections Information [#51C450]

-----Original Message-----

From: [REDACTED]

Sent: Friday, August 7, 2020 4:31 PM

To: "Contact" <contact@huttcity.govt.nz>

Subject: Cross Valley Connections Information

Kia ora,

Can I please be provided with the following;

- Petone Esplanade Strategic Case (2016)
- Cross Valley Connection Programme Business Case (in its most up to date form)
- All materials presented to Crs at the workshop regarding the Cross Valley Connection held on Thurs 23 July as well as any records of the discussion at this workshop.

In addition can I please be provided with answers to the following questions;

- When, including a date and time, was the Supplementary Order Paper for the Council meeting on 28 July (with content relating to the Cross Valley Connection) first made publically available?
- The diagram on page 14 of the PBC Executive Summary contained in the aforementioned order paper shows a new alignment of a Cross Valley Connection following the rail corridor on the eastern side of the river as opposed to historic proposals which have followed the Whites Line alignment. Why was the alignment used in the diagram?

Thanks,

[REDACTED]