

# Cross Valley Link

## Project History

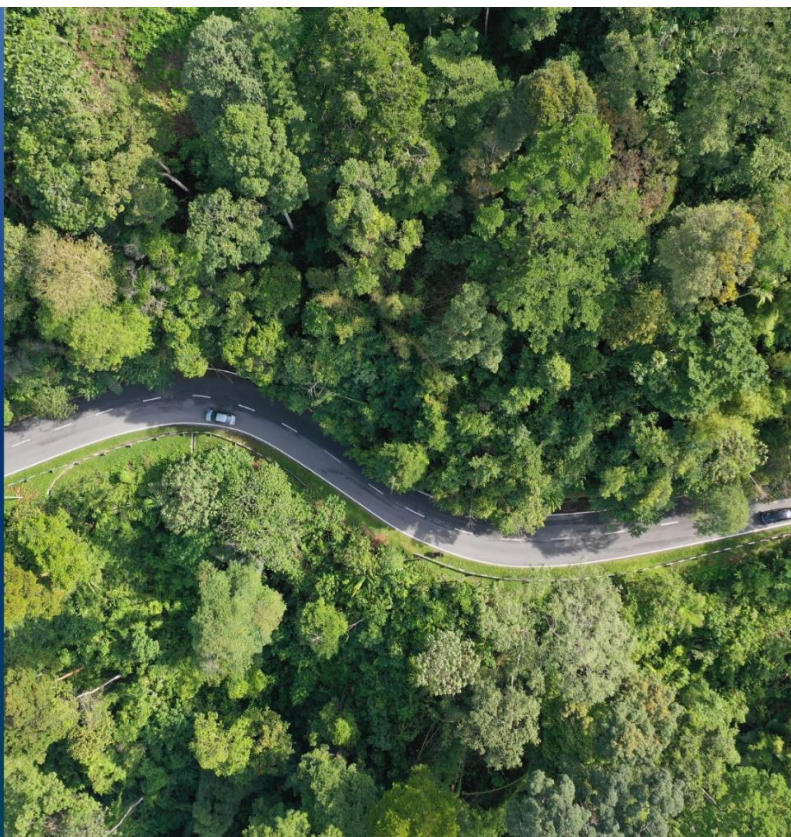
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## DOCUMENT CONTROL

S7(2)(b)(i)

### Revision Details

Provide a brief statement on what the updates are for each revision.

| Revision | Details                                                     |
|----------|-------------------------------------------------------------|
| 0.1      | For client review                                           |
| 0.2      | CVL component split out from P2G Option Commencement Report |

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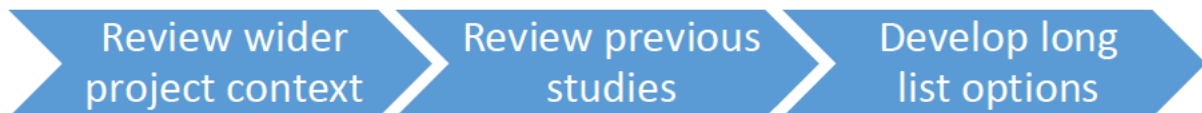
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# 1 Purpose

This document outlines the initial step in the option assessment process for the CVL component of the 2025 Petone to Grenada (P2G) and Cross Valley Link (CVL) Roads of National Significance (RoNS) project.

It provides an overview of the historic work and analysis undertaken on the CVL component of the project. This document demonstrates how the options process reviewed this historical information to provide a series of recommendations to inform the long list development.

The following process has been utilised to develop these recommendations.



## 1.1 Background

The Petone to Grenada Link Road (P2G) is a proposed new highway that will connect the economic centres of North Wellington/Porirua and Lower Hutt. It will result in significantly reduced journey times between these cities, facilitating greater movement and increased economic activity, and will help reduce congestion on SH1 and SH2.

The Government Policy Statement on Land Transport (GPS) 2024-34 has identified the Petone to Grenada Link Road and the Cross Valley Link (CVL) as a Road of National Significance (RoNS). They are identified jointly as a RoNS to “unlock housing growth” and will contribute to the primary strategic priority of the GPS, which is to support economic growth and productivity. The National Land Transport Programme 2024-27 (NLTP) includes the P2G and CVL RoNS as a project that will unlock land for housing, improve resilience, and support economic growth.

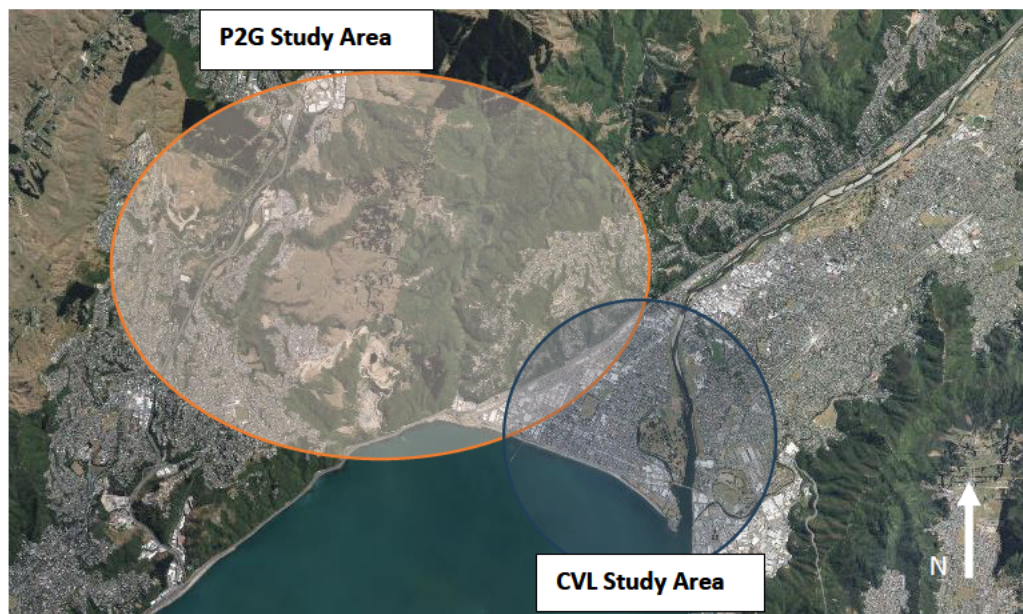
P2G and CVL are adjacent initiatives. P2G is proposed to provide an east-west corridor between the key urban areas of Lower Hutt (SH2) and North Wellington/Porirua (SH1). CVL is proposed to connect SH2 (and a future P2G corridor) with the Seaview/ Wainuiomata areas via a new/ upgraded corridor. Both projects have been investigated previously, P2G has been examined by NZTA and recent investigations into CVL have been progressed by Hutt City Council.

An Investment Case has been progressed for P2G which includes a Feasibility Study for CVL. The focus of the Feasibility Study has been to identify the alignment, form, and function that CVL needs to be to deliver on the project objective.

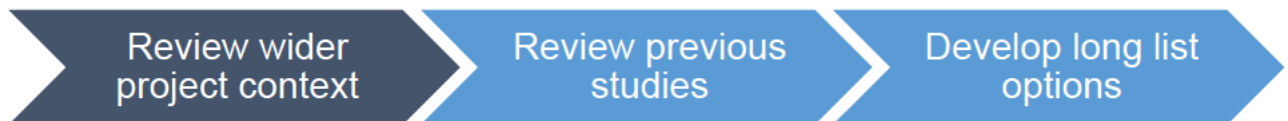
On completion of the Investment Case, a decision will be made whether to fund P2G, and hence progress to further design, route protection, and consenting. The study area is shown in Figure 1.



Figure 1: P2G-CVL study area



## 2 Wider project context: What has changed since the prior work?



Since the last CVL study was completed there have been some key changes to the project context. A summary of the key themes of changes are outlined in Table 1. Where relevant, these implications cover P2G as well as CVL.

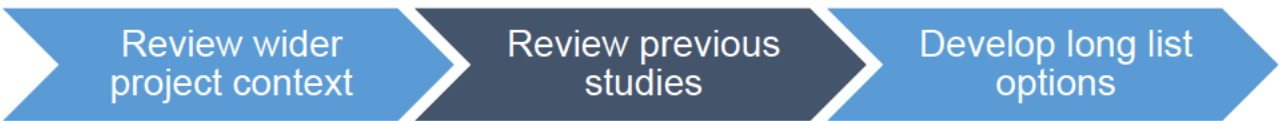
Table 1: Changes to the project context

| Key Change                              | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Implications for this project                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Change from GPS 2021 to GPS 2024</b> | <ul style="list-style-type: none"> <li>Government change in 2023 led to a new GPS (2024), reprioritising strategic transport outcomes.</li> <li>GPS 2021 focused on safety, travel options, freight, and climate change.</li> <li>GPS 2024 priorities are economic growth, maintenance/resilience, safety, and value for money.</li> <li>Reintroduction of Roads of National Significance (RoNS), with P2G/CVL identified as a priority.</li> <li>Walking/cycling funded via dedicated activity classes rather than integrated in RoNS.</li> <li>RoNS expected to be four-laned, grade-separated, tolled, and designed for 110km/h.</li> </ul> | <ul style="list-style-type: none"> <li>P2G/CVL has strong alignment with GPS 2024 and RoNS priorities, strengthening its case for NLTP funding.</li> <li>Public transport, walking, and cycling components are deprioritised—separate funding will be required for these elements.</li> <li>110km/h design speed not achievable due to terrain and cost—requires formal NZTA departure from RoNS standards.</li> <li>Accelerated delivery options (e.g. tolling, PPP) may be expected.</li> </ul> |

| Key Change                               | Discussion                                                                                                                                                                                                                                                                                                                                                                                                   | Implications for this project                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Wellington region growth patterns</b> | <ul style="list-style-type: none"> <li>Growth in the region increased in the late 2010s – early 2020s, exceeding the forecasts used for modelling in the mid-2010's.</li> <li>The share of growth occurring in Wellington City has decreased and growth has increased across the other council areas – particularly Lower Hutt, Porirua, Horowhenua and more recently in Kāpiti.</li> </ul>                  | <ul style="list-style-type: none"> <li>Along with P2G the corridor is expected to provide more regional benefits and support greater uptake of growth with demand for housing in the regions.</li> </ul>                                                                                                                                                                                                  |
| <b>Land Use Changes</b>                  | <ul style="list-style-type: none"> <li>Implementation of medium density zoning as part of National Policy Statement on Urban Development (2020) to include potential housing capacity</li> </ul>                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>Increased development pressure supports business case for P2G/CVL corridor.</li> </ul>                                                                                                                                                                                                                                                                             |
|                                          | <ul style="list-style-type: none"> <li>Future Development Strategy developed by Wellington Regional Leadership Committee (2024 – 2054).</li> <li>FDS provides greater certainty on areas of development including Eastern Porirua (1270 houses), Western Porirua (900 houses), Porirua Northern Growth Area (2550 houses) and Lower Hutt Central (1,000 houses).</li> </ul>                                  | <ul style="list-style-type: none"> <li>Supports long-term resilience and network capacity needs between Porirua and Lower Hutt.</li> </ul>                                                                                                                                                                                                                                                                |
|                                          | <ul style="list-style-type: none"> <li>Lincolnshire Farm was identified as a Development Area in the 2024 Wellington City 2024 District Plan.</li> <li>The area is now zoned as Special Purpose: Future Urban Zone.</li> </ul>                                                                                                                                                                               | <ul style="list-style-type: none"> <li>Lincolnshire Farm development no longer contingent on P2G, reducing its dependency but possibly increasing land acquisition costs.</li> </ul>                                                                                                                                                                                                                      |
| <b>Climate Change Objectives</b>         | <ul style="list-style-type: none"> <li>Parts of southern Lower Hutt are identified as being at risk from a range of natural hazards.</li> <li>While the impact of these were considered when 2015 proposal was last assessed, the implications of climate change on the increased frequency and severity of events, and the consequential impact on land use and the economy, was not considered.</li> </ul> | <ul style="list-style-type: none"> <li>Climate adaptation and risk creates significant uncertainty about the potential for growth and the long-term viability of large areas of southern Lower Hutt that were expected to benefit from P2G.</li> <li>Consideration will be needed in the option assessment process to consider how the options sit within these longer term possible outcomes.</li> </ul> |



### 3 Prior work on this corridor



#### 3.1 Cross Valley Connections (CVC) Programme Business Case

The CVC programme business case was approved by the NZ Transport Agency in August 2021. The PBC proposed a suite of interventions to support improved resilience and access to and from key destinations in Lower Hutt. These interventions included

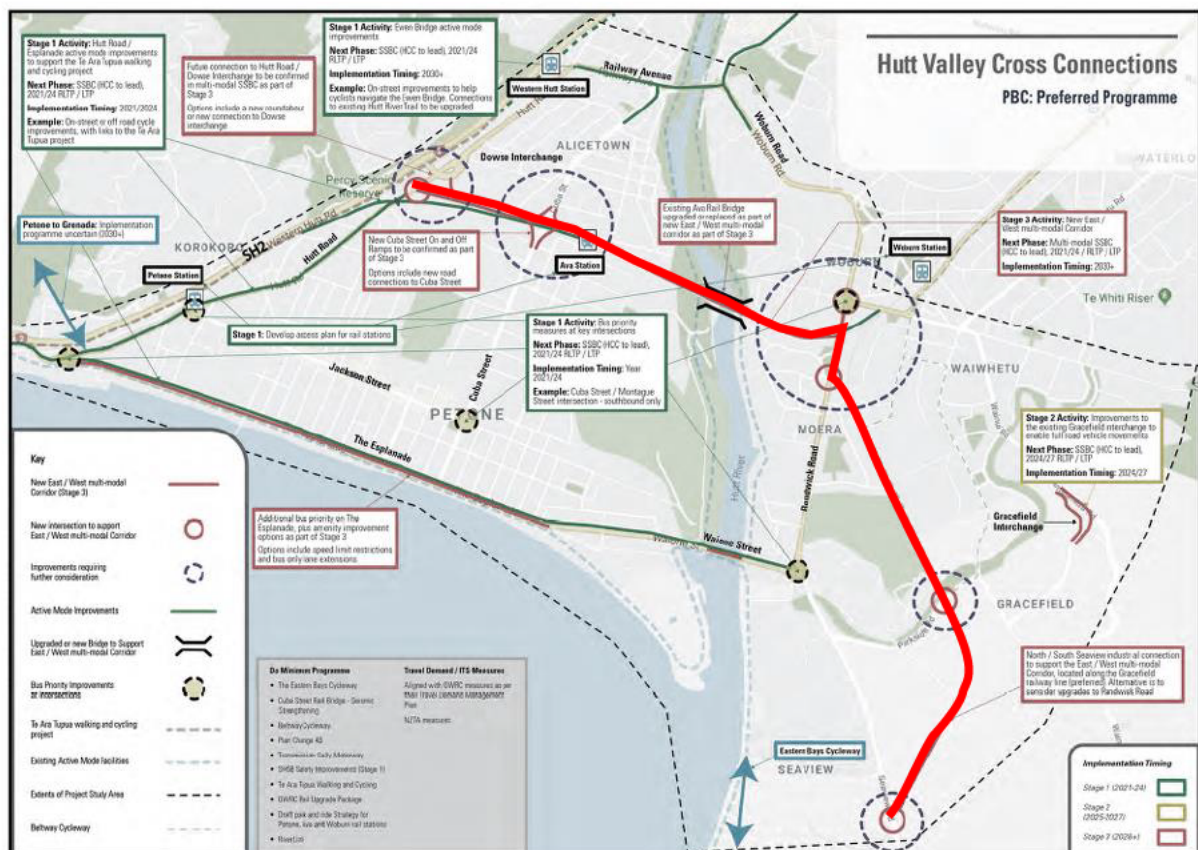
- New East – West multi modal corridor (Cross Valley Link)
- Active mode improvements on a range of corridors
- Bus priority improvements at several key intersections including Hutt Road and The Esplanade, Hutt Road and Jackson Street Jackson Street and Cuba Street, Randwick Road and Waione Street and Randwick Road and Whites Line East.
- Improvements to the existing Gracefield interchange

Further details are provided below on the CVL alignment and the role of Esplanade.

##### 3.1.1 CVL Preferred Alignment

Illustrated in Figure 2, the CVL previously preferred alignment (red) travels along Wakefield Street and the rail corridor to provide an additional east-west link.

Figure 2: CVL Recommended Alignment (Source: Cross Valley Connections PBC 2020)



This option includes the following features:

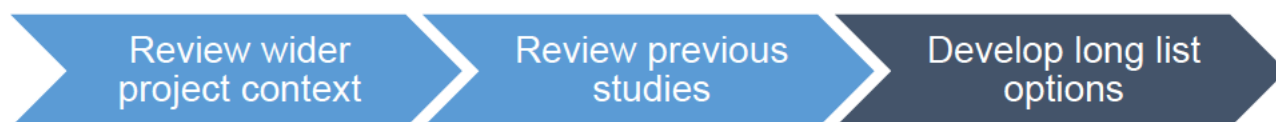
- An upgrade of the Ava rail bridge to provide for a multi modal corridor
- Connects to the Dowse Interchange (although noted in the PBC this would need further consideration)
- Ramps at the Cuba Street intersection (although noted in the PBC this would need further consideration), and
- Included 2 traffic lanes, with shared path facilities<sup>1</sup>.

#### 3.1.1.1 The Esplanade

The Esplanade is an existing east west corridor that runs alongside the Petone foreshore, connecting the Seaview/Gracefield area with the Petone interchange. The PBC found that this corridor currently provides a poor level of service and will continue to underperform into the future.

With the provision of a new east-west corridor (Cross Valley Link), the PBC preferred programme identified that this enabled opportunities for The Esplanade to be redesigned to provide additional bus priority, and amenity improvements. This also included options for speed limit restrictions.

## 4 Option development



### 4.1 Cross Valley Link

CVL was previously investigated by Hutt City Council in 2020 via the Cross Valley Connections Programme Business Case (CVC PBC) which considered a multimodal system approach to supporting economic development and improving resilience in Lower Hutt. Included within the proposed suite of interventions is CVL, a new/ upgraded corridor that connects the Seaview/Gracefield area with the strategic network at SH2.

The options considered for CVL within the CVC PBC are illustrated in Figure 3.

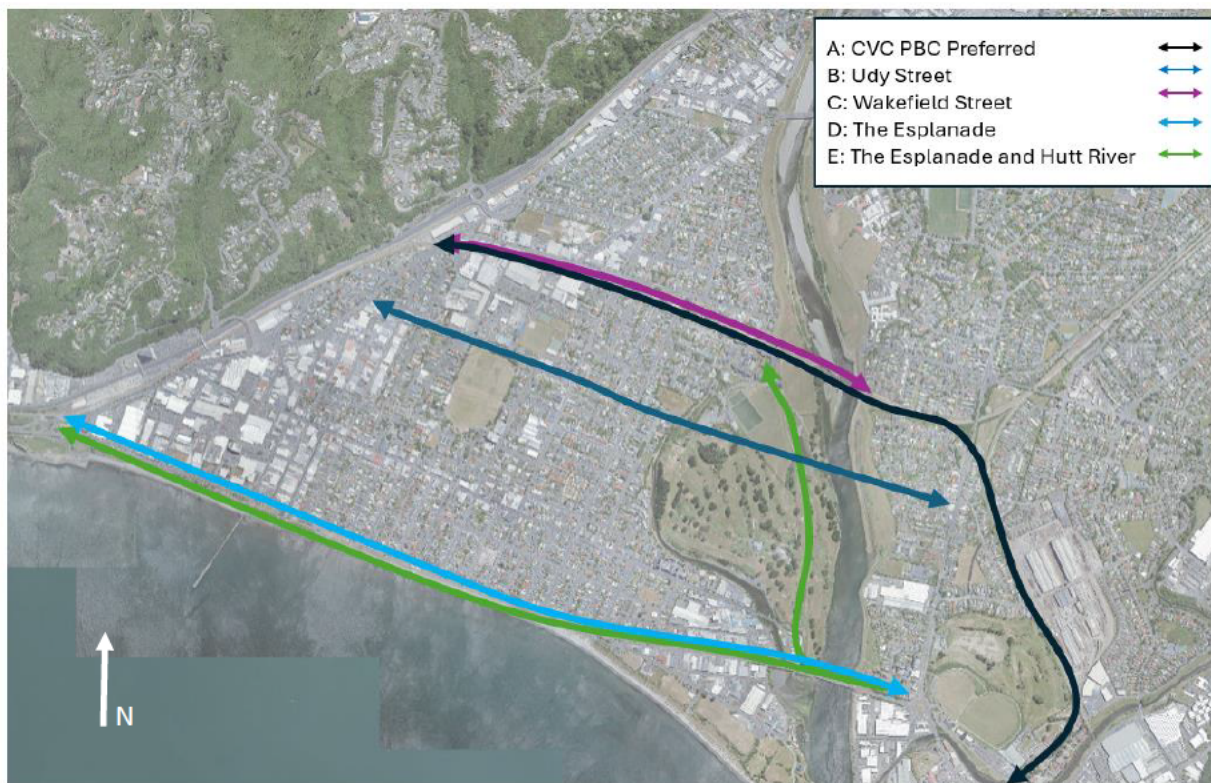
As the work completed is based on a PBC level assessment there is a high level of design uncertainty and additional investigations will need to be undertaken to understand options in greater detail. This supports the inclusion of a greater number of options in the long list.

**As such, it is recommended option development for CVL commences at the long list.**

<sup>1</sup> Cross Valley Connections PBC, Pg 152, Option 3



Figure 3: Cross Valley Link Options considered in CVC PBC 2020



#### 4.1.1 Long list development recommendations for CVL

Based on the review of the CVC PBC, Table 2 sets out the following long list recommendations.

Table 2: CVL option commencement recommendations

| Recommendation                                                                                                                                                                                           | Reason for recommendation                                                                                                                                                                                                                                      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Include options north of Wakefield Street                                                                                                                                                                | Options to the north of Wakefield Street were not considered in the PBC, and it is recommended that for completeness an option utilising Railway Avenue is included to be closer to existing urban centre, and utilising existing infrastructure.              |
| Include Options A, B, C and D from the PBC                                                                                                                                                               | Given the uncertainty of integration options between CVL and P2G, and to maximise opportunities for integration.                                                                                                                                               |
| Do not re-investigate a river edge option for CVL (Option E)                                                                                                                                             | The option that utilising the Esplanade, and then travels north along the western edge of the Hutt River scored poorly against the investment objectives in the PBC and offers limited integration opportunity with P2G with compared to the Esplanade option. |
| All options terminate at the same location at the eastern end of the corridor, and that further investigations on the extent of the corridor be completed as part of the emerging preferred assessments. | By using a consistent end point, comparison between options is simplified. Further investigations on alignments for extensions of CVL can be completed in subsequent stages.                                                                                   |

## 5 Recommendations

Previous analysis and assessment has been undertaken on the CVL corridor. This work has considered numerous options. The long list development recommendations are summarised in Table 3.

*Table 3: Long list development recommendations*

| Element           | Recommendation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Cross Valley Link | <ul style="list-style-type: none"> <li>As the work completed is based on a PBC level assessment there is a high level of design uncertainty and additional investigations will need to be undertaken to understand options in greater detail. This supports the inclusion of a greater number of options in the Long List.</li> <li>It is noted that options to the north of Wakefield Street were not considered in the PBC, and it is recommended that for completeness an option utilising Railway Avenue is included</li> <li>Given the uncertainty of integration options between CVL and P2G, it is recommended that Options A, B, C and D are included in the Long List to maximise opportunities for integration</li> <li>The option that utilising the Esplanade, and then travels north along the western edge of the Hutt River scored poorly against the investment objectives in the PBC and offers limited integration opportunity with P2G with compared to the Esplanade option and as such is not recommended to be included in the Long List</li> <li>The Preferred Option (A), travels via the railway line to the Seaview area. It is noted that this extension was a preferred option refinement in the PBC. For the Long List, it is recommended that all options terminate at the same location, and that further investigations on the extent of the corridor be completed as part of the emerging preferred assessments.</li> </ul> |

This report has been prepared for the exclusive use of our client Waka Kotahi - NZ Transport Agency, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

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