

Cross Valley Link (Lower Hutt)

Strategic Context – Alignment to Strategic Documents

Appendix A

Strategic Context

June 2025

Strategic Alignment – National

Document	Description	Alignment
Government Policy Statement on Land Transport 2024 (GPS)	The Government Policy Statement on Land Transport 2024 (GPS) sets the ten year strategic direction of transport investment in New Zealand. GPS 2024 has established four strategic priorities: • Economic growth and productivity • Increased maintenance and resilience • Safety • Value for Money	Cross Valley Link has a HIGH alignment with the GPS 2024. GPS 2024 has identified the Petone to Grenada Link Road and the Cross Valley Link as a Road of National Significance (RoNS). They are identified jointly as a RoNS to “unlock housing growth”. The project is consistent with a focus on resilience, as it will shift a key transport route for Lower Hutt away from potential sea level rise, as well as providing more resilience for the city following a major seismic event. The project aligns with economic growth and productivity through the optimisation of a cross-city route connecting in with major commuter lines towards SH2 and Wellington CBD. A Value For Money approach has been taken to understand the option for the Cross Valley Link project that provides significant benefits while being most cost efficient. Achieving a BCR greater than 1 has been a priority throughout project development.
Ministry of Transport – Transport Outcomes Framework	Outlines what the government is aiming to achieve through the transport system. The key outcomes of the framework are summarised as follows: • Improve inter-generational wellbeing. • Improve quality of life in cities, towns and provinces. • Transport system needs to be integrated with land use planning and urban development. A guiding principle for government is ‘mode neutrality’, which can be defined as all modes and options are considered to find the best system solution. Users and decision-makers are aware of benefits and costs of transport choices to incentivise robust decision making and travel choices.	Cross Valley Link has a moderate alignment with the Transport Outcomes Framework. The project seeks to integrate land use and transport system needs, upgrading an existing route to support local and regional transport access with minimised disruption to the built and natural environment. The project has identified opportunities to optimise transport for multiple modes, with improvements to bus transit, walking and cycling facilities alongside the route including across the river, and managed motorway improvements. Access and connectivity for all mode users will support improvement of quality of life in Lower Hutt and well-being for different types of people into the future. The approach to the CVL project has prioritised achieving a benefit-cost ratio higher than 1.
Roads of National Significance	“The Government will reintroduce the successful Roads of National Significance programme to achieve its strategic priorities. The Roads of National Significance are some of New Zealand’s most essential state highway corridors that require significant development and investment that, when complete, will reduce congestion, improve safety, support housing development to address New Zealand’s ongoing housing crisis, boost economic growth, and provide a more resilient roading network.”	Cross Valley Link aligns with the vision for the Roads of National Significance programme. The benefits and outcomes for CVL will reduce congestion and support economic growth across the Hutt Valley and wider region.

Strategic Alignment – Regional

Document	Description	Alignment
Wellington Regional Land Transport Plan (RLTP)	The Wellington Regional Land Transport Plan (RLTP) sets the direction for the regions transport network over the next 10 years, and outlines the following vision for the land transport network: <i>“a connected region, with safe, accessible and liveable places – where people can easily, safely and sustainably access the things that matter to them and where goods are moved efficiently, sustainably and reliably.”</i>	The RLTP identified a need to further investigate Cross Valley Link and included it in the 2021-2024 Mid-Term Review, with a regional priority of 8. This is due to the upgraded connection improving local transport access and resilience. The inclusion of CVL as a RoNS project, supporting the movement of freight and people as well as improving resilience, is highlighted as a Priority Improvement Activity 2024-27 for the RLTP ‘Strategic Access’ investment priority.
Wellington-Horowhenua Future Development Strategy 2024	The FDS sets out a collaborative strategy for achieving well-functioning urban environments in the Wellington-Horowhenua area over the next 30 years. It identifies key areas where housing and business development should be focused and prioritised. The relevant strategic goals for the region as included in the FDS are: • Ensuring we have the infrastructure we need to thrive. • Providing affordable housing and compact well-designed towns and cities	The FDS supports the need for an <i>“investigation of a multi-modal East-West corridor to build resilience”</i> and identifies Cross Valley Link as a priority implementation action in the FDS Implementation Plan (June 2024). The upgraded CVL route will create positive outcomes for Lower Hutt through the reduction in congestion and the improvement of resilience, in turn benefitting the business and residential interests of the city.
GWRC 2024-2034 Long Term Plan	The LTP sets out the GWRC financial and strategic intentions for a range of activities across the Wellington Region including protecting the environment, enabling an efficient, accessible, low-carbon public transport network, and supporting sustainable economic development. The strategic Community Outcomes for the LTP are Thriving Environment, Connected Communities, and Resilient Future.	Cross Valley Link is seeking similar outcomes to those of the LTP, with a key outcome of the project seeking connected urban centres. This aligns with the ‘Connected Communities’ LTP outcome, particularly where future bus routes could use CVL route for efficient access across Lower Hutt. Additionally, the CVL project will aid in adapting to and preparing for future natural hazards by providing modern, robust infrastructure, aligning strongly with the ‘Resilient Future’ outcome.
Wellington Regional Climate Change Impact Assessment (WRCCIA)	An assessment undertaken on behalf of Wellington Regional Leadership Committee by Beca and NIWA, seeking to understand potential risks and impacts associated with climate change in the Wellington region. The assessment resulted in the identification of 363 risks and 12 potential opportunities. The assessment identified Petone as at risk for coastal flooding, erosion and sea level rise, and Lower Hutt vulnerable to fluvial and pluvial flooding. Landslides are also a risk for Lower Hutt.	The hazards identified in the WRCCIA have the potential impact of compromising roads and other structures that connect to key destinations and emergency services across Lower Hutt, or reducing level of service for periods of time. Upgrading and optimising capacity for a significant route across Lower Hutt through the CVL project creates an opportunity to address future hazards and vulnerabilities. The provision of a new bridge over the Hutt River is a further opportunity to design resilience into the Lower Hutt transport system.
Wellington Lifelines PBC (2019)	This PBC was developed to capture the necessary work needed to ensure Wellington Region is prepared in a major seismic event, considering the interdependencies of 16 infrastructure providers, including transport.	Transport access is identified as one of the vulnerabilities in the region, noting the lack of practical alternative routes once the primary routes are severed. Cross Valley Link is noted as key to transport between fuel terminals at Seaview with the rest of the region, and benefit of a route ensured against possible liquefaction.

Strategic Alignment – Local

Document	Description	Alignment
Hutt City District Plan (2025)	The HCC District Plan sets out the framework for management of land use and development in Hutt City, using objectives, policies and rules. The Plan also manages effects of land use and development including noise, traffic and heritage. Transport Objective 14A 3.1 is: <i>“A safe, efficient, resilient and well-connected transport network that is integrated with land use patterns, meets local, regional and national transport needs, facilitates and enables urban growth and economic development, and provides for all modes of transport.”</i>	The Cross Valley Link project aligns with the objectives set out in the Transport chapter of the HCC District Plan, particularly as the project seeks to improve efficient and well-connected movements across Lower Hutt by creating an optimised route to access SH2 and come in and out of the city, with improved travel times for road users. The project also supports additional resilience for the regional transport network, as well as helping to facilitate economic development through the improved travel times for residents and commuters, providing more efficient access to key destinations in Lower Hutt and the wider region.
Hutt River Floodplain Management Plan	A non-statutory 40-year plan for managing and implementing programmes that will gradually reduce the effects of flooding from the Hutt River, developed via thorough community consultation. The plan takes an integrated approach to floodplain management, proposing structures that are backed up by policies.	The Cross Valley Link project is not specifically identified in the plan, but the outcomes of the project align strongly with the purpose of the plan through its acknowledgement of the risks of the river, need for resilient bridge structures across the river, and recognising the significance of protecting residential and economic activity of Hutt City and the wider Hutt Valley in emergencies.
Hutt City Integrated Transport Strategy 2022	This strategy guides HCC decision-making about changes to the transport system, aiming to address the challenges that communities face in Lower Hutt through integrated land use planning, transport planning and investment. The strategy outlines a vision and strategic direction for transport in the district, including emissions reduction and increased use of alternative transport modes.	Cross Valley Link aligns with Focus Area 5 of the strategy <i>‘Improve connectivity to the regional transport network to support the movement of goods and services.’</i> Cross Valley Link can support the achievement of this Focus Area actions such as targeted capacity improvements, east-west connectivity across the city, and route optimisation. CVL also supports Focus Area 1 <i>‘Develop a connected and safe network that makes it more attractive for people to cycle, walk or use the bus.’</i> The cycling and walking facilities along the CVL route will enhance the network and safety for active mode users crossing the city, as well as drawing traffic away from the Esplanade where active mode use is common.
Cross Valley Connections PBC (CVC)	This PBC was approved by the NZTA Board in August 2021. The report set out a project to improve the congestion and land use outcomes along Petone’s Esplanade, by diverting traffic onto a new east-west connection through the city, further from the foreshore.	Cross Valley Link seeks many of the same outcomes as the Cross Valley Connections PBC, overall improvements for social, economic and transport outcomes for Lower Hutt, as well as benefits for active mode users and bus services, greater resilience to earthquakes and sea level rise, and increased capacity on the key transport direction through the city. This is reflected in the CVL Key Problem Statements, which look at Lack of Connectivity, Congestion, and Resilience Challenges. Cross Valley Link will build upon the CVC work.