

Cross Valley Connection programme Qs&As

Q: What is a programme business case?

A: A Programme Business Case (PBC) is a document that identifies options and alternatives to address the underlying or root cause of a problem. It proposes a recommended solution, which could include a broad mix of activities that might be delivered by multiple parties over time. PBCs are generally developed for complex investments and could involve more than one mode of transport or other interventions. It reduces risk and ensures all appropriate options are considered.

Q: Why is a programme business case important?

A: A PBC provides stakeholders with assurance that a broad range of options have been considered, that the proposed programme represents a long-term view and provides the best value for money.

Q: What are the next steps?

A: Hutt City Council is working with Waka Kotahi to progress the next stage of the business case. This will involve preparing a Single Stage Business Case for phase 1 of the programme.

Q: What will be the key milestones of the programme?

A: Hutt City Council is working with Waka Kotahi to determine the key milestones to progress the business case and detailed design.

Q: What is the timeline?

A: Once the milestones have been agreed with Waka Kotahi, Hutt City Council will set to work, identifying a detailed timeline that will help us meet those milestones. This information will be shared on our website when completed.

Q: Why can't Council just get on and build it now?

A: Council needs to follow the correct design, engagement and consent process before we can start building the various components that will make up the Cross Valley Connections programme.

Q: When will it be built?

The programme has been split into three stages. Stage one (2021-2024) involves walking, cycling and accessibility improvements on Petone Esplanade, Hutt Road and Ewen Bridge; bus priority improvements at key intersections and developing improved active mode and micromobility access plans to the Petone, Ava and Woburn train stations. Stage two (2025-

2028) will involve improvements to the Gracefield interchange, and stage three (2028 onwards) will look at a new east-west transport corridor that caters for all users.

Q: How much will it cost?

A: Council has put aside \$160m for the programme. Funding will also be sought from Waka Kotahi/NZ Transport Agency.

Q: How is this going to improve traffic flow on Petone Esplanade and around Jackson Street?

A: The Cross Valley Connections programme will offer travellers safer options by providing walking, cycling and accessibility connections and bus priority at key intersections, such as Jackson St/Hutt Road and Jackson St/Cuba St.

Q: How does the Cross Valley Connections programme fit with Council's involvement in the Riverlink project?

The Cross Valley Connections project forms part of the overall development of an integrated transport system for Hutt City which includes [Riverlink](#) and the Council's plans to expand the city's network of key walking and cycling routes as part of its wider transport strategy. These projects all contribute to the council's overall aim of creating a safe, resilient and integrated transport system that caters for everyone.

Q: How will it link in with the Eastern Bays Shared Pathway project?

The Cross Valley Connections programme will complement the Eastern Bays Shared Pathway project and Te Ara Tupua – the creation of a walking and cycling link between Wellington and Lower Hutt. These initiatives will contribute to the council's overall aim of creating a safe, resilient and integrated transport system that caters for all users.

Q: Why are we building another road when we have a climate crisis? More cars just means more emissions?

A: Stage three of the Cross Valley Connections programme involves several improvements which will contribute to the council's overall aim of creating a safe, resilient and integrated transport system that caters for all users.