

Cross Valley Link and Connections Project

Council Briefing: 24 July 2024

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Agenda

- Purpose
- Council Review Timeline
- Project Timeline
- Recap – Programme Business Case 2021
- What's Changed since 2021?
- Updated Problems & Objective Themes
- Council feedback
- Next Steps



Purpose

- To refresh the strategic story and confirm what Hutt City Council want to achieve from the Cross Valley Connection before working with NZTA on the CVC/P2G programme
- To align with the new 2024 Government Policy Statement
- To seek Council feedback on refreshed Problems and Objectives



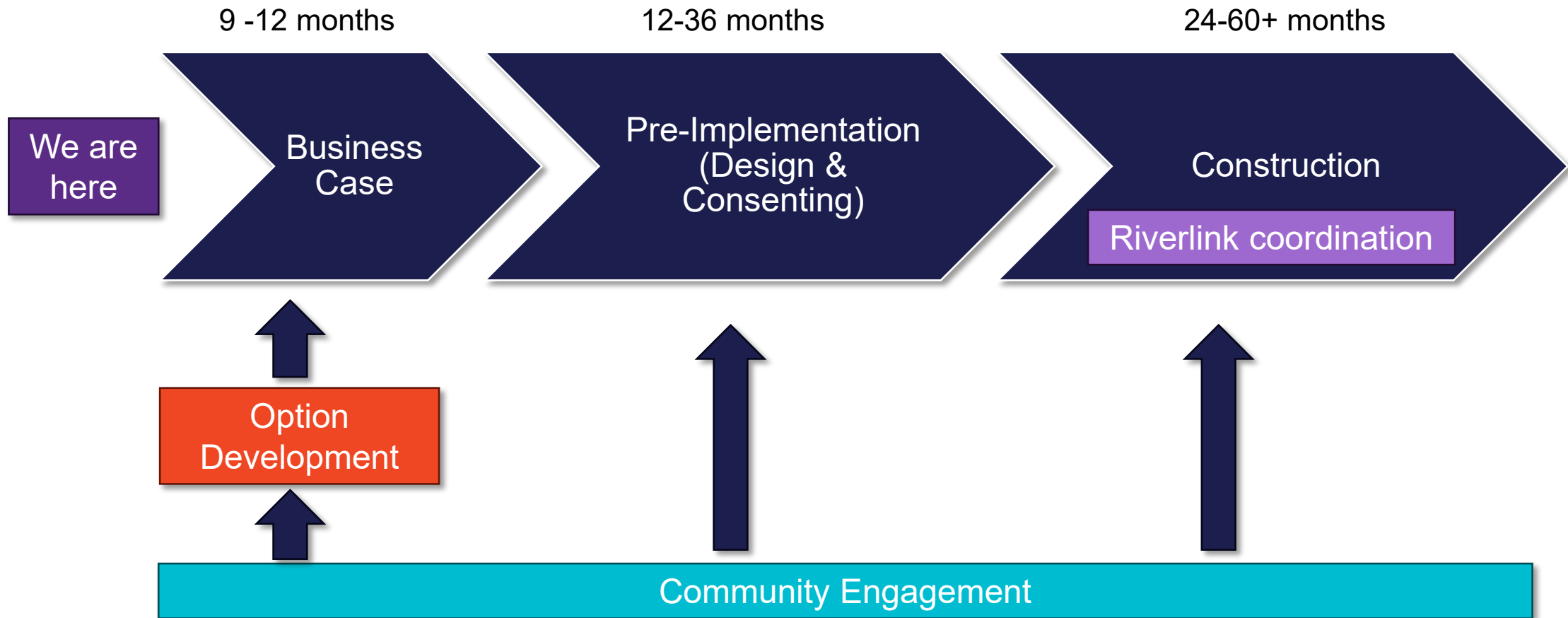
Council Review Timeline

- **Corporate Leadership Team#1 – Completed on 15 July**
- **Council Briefing #1 – 24th July**
 1. Test initial work on problems and objectives
- **Corporate Leadership Team#2 – 19 August**
 1. Present updated strategic direction and objectives for discussion and feedback, including Mana Whenua and NZ Transport Agency feedback
- **Council Briefing #2 – 11th September**
 1. Present updated strategic direction and objectives for discussion and feedback
- **Council Meeting – 1st October**
 1. Approve strategic direction and objectives
 2. Integrate with NZ Transport Agency Petone to Grenada and Cross Valley Link Business Case



Project Timeline

- Indicative timeline of development of the programme



Recap: Programme Business Case 2021 – Objectives

Two investment objectives for Programme Business Case:

- To **improve the resilience of southern Lower Hutt** by enhancing the transport network's ability to withstand and respond in a timely manner to high impact low probability and low impact high probability events
- To **improve access** to and from key destinations and key urban growth areas in southern Lower Hutt.

Benefits

- Improved transport network resilience
- Improved transport choices to encourage mode shift
- Improved accessibility and safety
- Improved development opportunities for urban growth areas in southern Lower Hutt

These align with previous government direction and Government Policy Statement funding priorities

What's changed – New Government Policy Statement

The new Government Policy Statement (GPS July 2024) has been released that sets out new priorities for the government:

1. Proposed Petone to Grenada and Cross Valley Link as Roads of Regional Significance funded by Crown
2. GPS 2024 priorities:
 - i. Economic Growth and Increased Productivity
 - ii. Unlocking land for housing
 - iii. Increased maintenance and resilience
 - iv. Safety
 - v. Value for Money
3. Reduces priority and funding for walking, cycling and Public Transport projects.



What's changed – Hutt City Council

Some HCC Policies and Strategies have been developed or changed, importantly:

1.Spatial Plan Development – Increased housing intensification is planned. Infrastructure Acceleration Fund Investment in Lower Hutt is planned to enable this residential intensification. The transport improvements are now a limiting factor

2.Hutt Urban Growth Strategy confirmed poor performance of the Esplanade (from transport perspective) as limiting commercial growth in Lower Hutt

3.Lower Hutt Growth Strategy identified transport access as key limiting factor to housing and further industrial growth

4.District Plan Review underway and its alignment with Cross Valley project

5.City Strategy is currently under development and need to understand its correlation with Cross Valley project

6.Integrated Transport Strategy identifies the network is constrained and prioritises key transport investment to support housing development, population growth, and climate change in Lower Hutt

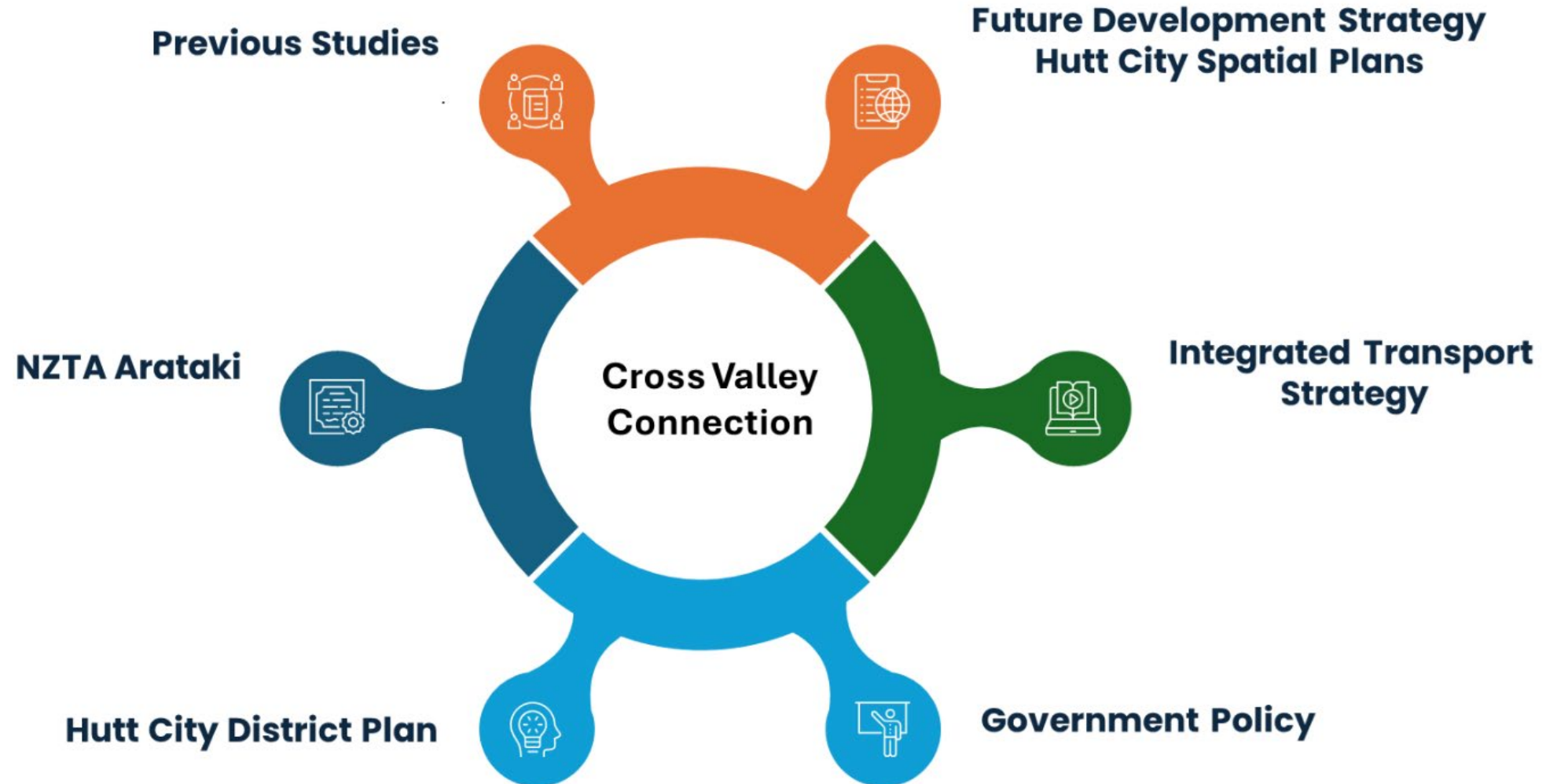


Strategic Case & Objectives- Refresh

- A strategic response to the changes is to review the Programme Business Case strategic case and objectives.
- Do Programme Business Case Problems, Objectives, Outcomes, Benefits still make sense, and align with the updated Council strategies/plans and GPS changes?
- Internal Council team was setup to develop updated strategic story and objectives. These following groups were represented:
 - Transport
 - Urban Development
 - Business and Economy
 - Strategy & Policy
 - Environment and Sustainability



Strategic Context Review



2021 Problems

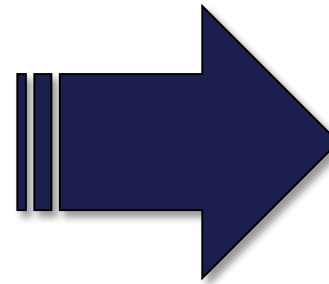
Lack of Transport Network Resilience

Southern Lower Hutt's transport network lacks resilience to major natural events, future sea level rise, and regular network interruptions, which will cause economic and / or social disruption for Lower Hutt and the Wellington region.

Limited Access

The existing transport system in southern Lower Hutt:

- Limits modal choice
- Constrains access to economic opportunities
- Creates safety issues for active mode users



Refreshed Problems

Lack of Transport Network Resilience

Southern Lower Hutt's transport network lacks resilience to major natural events, future sea level rise, which will cause economic and / or social disruption for Lower Hutt and the Wellington region.

Lack of Transport Network Reliability

Southern Lower Hutt's transport network is susceptible to regular network interruptions reducing economic productivity for Lower Hutt and the Wellington region.

Access Impacting Growth

The existing transport system in southern Lower Hutt:

- Limits modal choice
- Constrains access to economic opportunities
- Constrains housing growth
- Creates safety issues for active mode users

What Problems are we trying to solve?

Transport Network Resilience

- The Esplanade / Waione Street route and Seaview Road have critical resilience challenges
- Seaview Wharf is Wellington regions only fuel distribution centre
- Key route to access fuel supply terminals in Seaview is at risk following a major ~ M7.5 earthquake and will take many weeks to months to restore access
- Connectivity will also be important for accessing the portable water (e.g., Gear Island Water Treatment Plant) and wastewater (e.g., Seaview Wastewater Treatment Plant) facilities

Transport Network Reliability

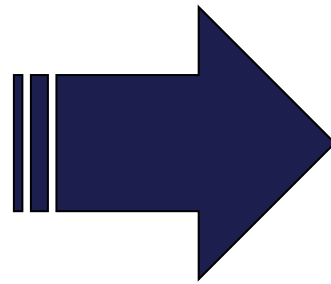
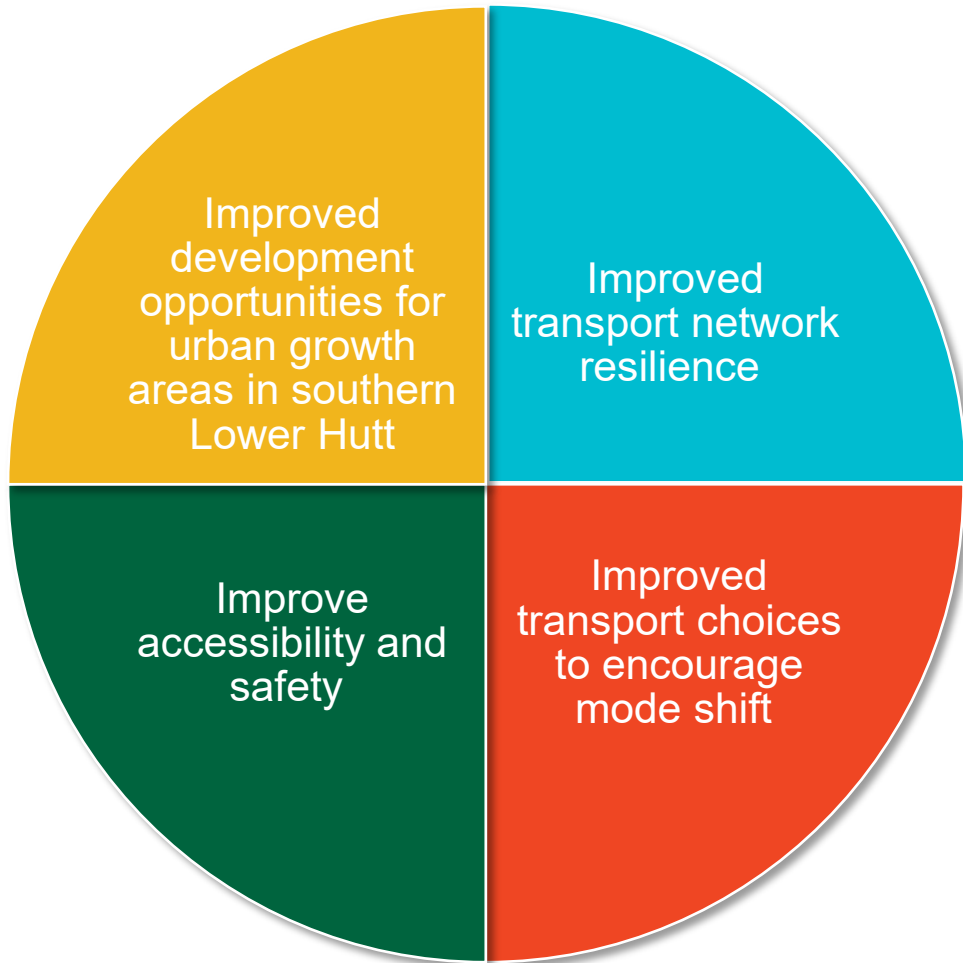
- Gracefield/Seaview area is a significant employment area for Lower Hutt
- Esplanade/Hutt Road/Railway Road all carry between 18,000 and 30,000 vehicles per day with The Esplanade carrying high proportion of heavy commercial vehicles (11.5%)
- All experience poor levels of service in the peak periods
- As highly trafficked routes these are susceptible to incidents and events that can disrupt network reliability
- Limited public transport priority measures within the corridors result in commuter and freight movements competing for road space – resulting in reduced public transport reliability

Access impacting Growth

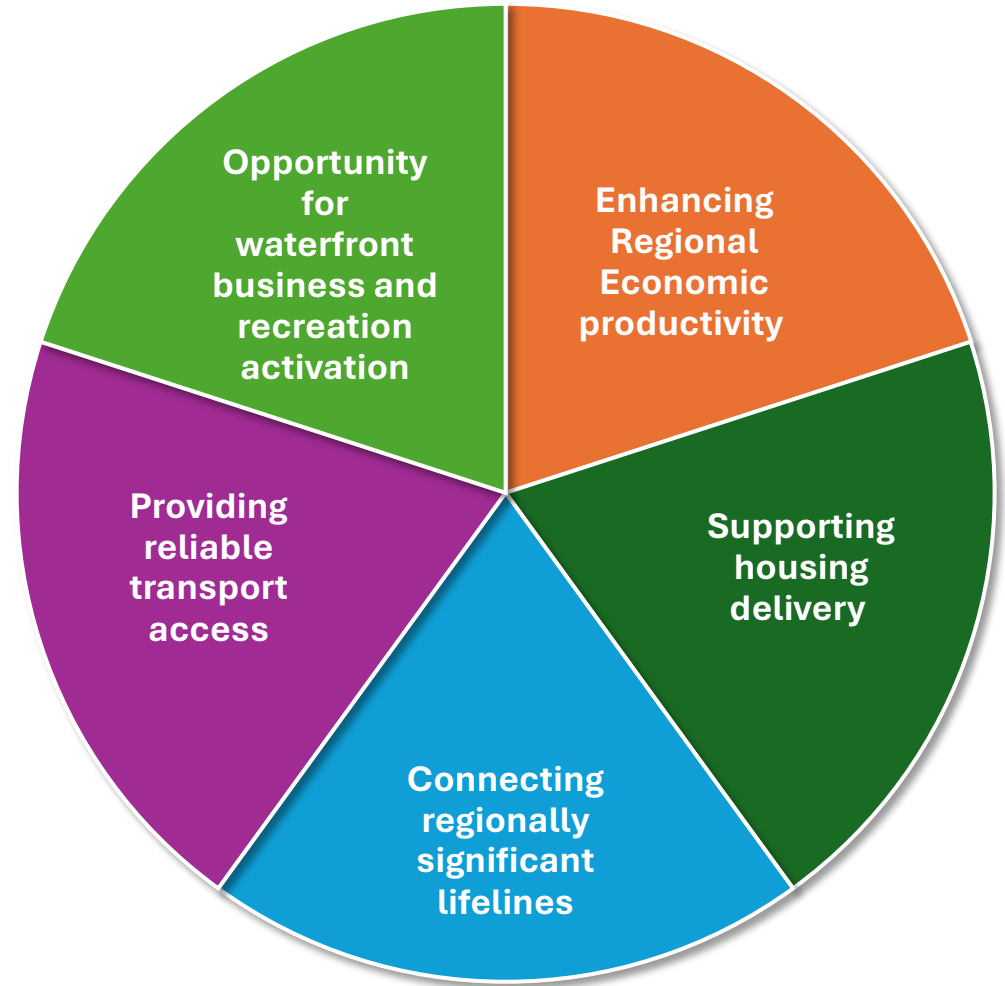
- Congestion on The Esplanade is limiting access to key destinations
- The Hutt Corridor Plan identified that there are conflicting demands for freight and commuter trips on key roads, and improved east / west connectivity are required
- Significant delay is experienced on The Esplanade, on average 4 minutes of delay per kilometre during peak periods
- Lower Hutt Growth Strategy identified that key road (and rail) infrastructure was operating at, or near capacity, especially during peak periods. This will adversely impact on infrastructure's ability to support future housing growth

What do we want to achieve?

2021 Outcomes



Refreshed Objective Themes



Investing in the Cross Valley Connections is critical for Lower Hutt – Objective Themes

Increase regional economic productivity, while ensuring the readiness of regionally significant lifelines. Connecting core businesses with the wider freight network, and linking with wider strategic investments such as Riverlink and Petone to Grenada.



Providing reliable transport access

Provide reliable east west transport links which are currently heavily trafficked, providing **unreliable travel times for freight and commuters**.

Increase business productivity and attractiveness by providing reliable transport.

Shift traffic movements, and freight, to an alternative route – away from Esplanade/Hutt Road/Railway Ave

Enhance the viability and performance of **business** by removing traffic from The Esplanade

Improve user experience which is currently poor

Improve trip reliability to existing routes that are **currently susceptible to incidents & events**



Enhancing Regional Economic Productivity

Support movement of freight and people within a regionally significant commercial area.

Connecting this area to the wider strategic freight network provides **region wide benefits**.

Enhance access to the **existing heavy industrial land in Lower Hutt that is not relocatable**.

Support access to 20% of Lower Hutt GDP and 18% of jobs.

Support access to Gracefield that provides 13% of GDP and 12% of jobs in Lower Hutt



Connecting regionally significant lifelines

Improve access to **Wellington regions only fuel distribution centre** at Seaview Wharf.

Provide resilient route **to access fuel supply terminals in Seaview** following a significant seismic event.

Provide resilient route to **access potable water and wastewater facilities**.

Provide resilient route for **Civil Defence and Emergency services to Seaview Wharf** to access water transport following significant event



Supporting housing delivery

- **Support increasing housing development** (3,500 homes) in Lower Hutt.

- **Increase housing supply with more attractive and reliable connections to Wellington**



Opportunity for waterfront business and recreation activation

- **Revitalise Petone by transferring traffic off the Esplanade.**

- Investment in recreational space, amenity, and climate adaption to **encourage economic productivity**.

- Connectivity to the Te Ara Tupua & Tupua Horo Nuku Walking and Cycling project.

Key Strategic Considerations

- Key opportunity to manage the network resilience to climate change including network readiness and adaptation, such as bridges over Hutt River and supporting connections north of high-risk areas
- Direct interface with planned, committed infrastructure, further leverage best use of investments
- It is cost prohibitive to replicate this unique situation of core industrial activities in proximity to wharf infrastructure and strategic networks

What do you think?

Council feedback on:

- Refreshed Problems
- Refreshed Objective Themes



Next steps

- Update presentation following Council feedback
- Test with Mana whenua and NZTA
- Present an updated strategic story to CLT and Council briefing in August
- Council Approvals in October
- Engage with NZTA on next steps for Cross Valley Connections, Cross Valley Link and Petone to Grenada project



Thankyou

