



Briefing: Cross Valley Link and Connections Project

24 July 2024 – 4.00pm

Attendees

Elected Members: Mayor Barry, Cr Barratt, Cr Briggs, Cr Brown, Cr Dyer, Cr Edwards, Deputy Mayor Lewis, Cr Mitchell, Cr Morgan, Cr Parkin, Cr Shaw, Cr Stallinger, Cr Tupou.

Staff: A Blackshaw, Acting Chief Executive; J Kingsbury, Director Economy and Development; A Geddes, Director Environment and Sustainability; E Anand, Head of City Delivery; R Oliver, Senior Consultant; J Randall, Democracy Advisor.

Apologies

There were no apologies.

Presenters

E Anand, Head of City Delivery – Transport

Key Objectives of the Briefing

The purpose of the briefing is to discuss the strategy and objectives of the Cross Valley Connection project and to receive feedback on its problems and objectives.

Introduction

The briefing covers work on cross valley connections over the last two months, how it aligns with the Government Policy Statement on Land Transport 2024 (NPS) and the outcomes Council is seeking when engaging with Waka Kotahi New Zealand Transport Agency (Waka Kotahi).

Presentation by Eddie Anand, Head of City

Delivery – Transport

Slide 1 – (Header)

Slide 2 – Agenda:

Slide 3 – Purpose:

Slide 4 – Council review timeline:

Slide 5 – Project timeline: What Council wants from the investment, the problems it is trying to solve, the opportunities, the options.

Slide 6 – Recap – Programme business case 2021 – objectives: investment objectives and benefits are aligned with the NPS in 2021.

Slide 7 – What’s changed – new Government Policy Statement: Priorities have changed with the new NPS.

Slide 8 – What’s changed – Hutt City Council: Council policies and strategies have also developed or changed. Officers need to ensure its objectives and the project aligns with these and the NPS.

Slide 9 – Strategic case and objectives – refresh: An internal across-Council team approach is important to ensure work will stand the test of time and aligns with Council’s direction.

Slide 10 – Strategic context review: A strategic approach is needed across all Council plans to feed into the Cross Valley Connection project.

Slide 11 – How have problems changed?: Some problems identified from 2021 have been refreshed and key problems have been strengthened.

Slide 12 – What problems are we trying to solve?: The evidence behind the problems. It is difficult to tackle problems within Council's current capacity.

Slide 13 – What do we want to achieve?: There have been some changes to outcomes due to the government's changed priorities.

Slide 14 – Objective themes: Reliable transport access, supporting housing development, economic productivity, regional connections, waterfront business and recreation.

Slide 15 – what do you think?:

Questions and discussion points

- As work progresses, officers will do modelling and get clearer data on the number of vehicles travelling on The Esplanade, Hutt Road and Randwick Road per day.
- Officers will be emphasising the importance of improving public transport and infrastructure to Waka Kotahi, including cycleways, bus lanes and station accessibility. The cost is likely to fall to Council. Officers have already been working on Esplanade cycle lanes and station accessibility at Petone and Ava. There is now bus priority at five intersections. Officers would like direction on whether a cycleway will be needed on the Hutt Road when there is a cycleway parallel to it from Petone to Melling.
- Officers will be working with Waka Kotahi on a combined business case for Petone to Granada as well as the Cross Valley Link. The Crown will fund the Cross Valley Link road as a road of national significance but there has not been confirmation of funding for Petone to Grenada. Officers will be looking for direction on whether the Esplanade and cycling paths should be included in the business case to ensure the options give effect to the objectives.
- Officers are investigating resilience, particularly with regard to the critical industrial areas of Seaview and Gracefield.
- The responsibility for costs associated with the Cross-Valley Link for surrounding areas are still to be discussed with Waka Kotahi.
- The Cross Valley Link will reduce the impact of heavy vehicles on Kennedy-Good Bridge as well as on roads through Naenae and Waiwhetū.

- Waka Kotahi is viewing the Cross Valley Link and the Petone to Grenada road as a package for business case purposes to provide economies of scale. It is not clear whether funding is being considered. The data from each business case will be separate. Officers will ask if the two projects can be separated when officers meet with Waka Kotahi later in 2024.
- Mayor Barry had recently spoken with the Member of Parliament for Hutt South Hon Chris Bishop and reiterated the importance Council was according the project. He has reminded Hon Chris Bishop that Council wants to progress the project as a priority.
- The project timeline might span two governments so objectives need to be clear. Officers are aiming for a designation for the road's placement within two or three years. They would be looking for opportunities to work with utility providers to ensure roads are not dug up twice and there is no clash with RiverLink work. A timeline of four to five years is envisaged before the works can begin.

Next steps

Councillors were asked to send any feedback to officers through the Elected Members requests email by the end of the week.

The Director, Economy and Development agreed to send a link to the business case to members the following day.

Briefing materials

Attachment 1 – Presentation: Cross valley Link and Connections project

The briefing closed at 4.40pm