

## The case for the new Link Road

Transport in the Hutt Valley and through the Ngauranga Gorge plays an important role in our everyday lives. These corridors support public transport links, walking and cycling, freight movement and community travel along Wellington's two primary highway routes.

### Why we need it

State Highway 2 (SH2) is particularly vulnerable as it is affected by daily congestion in peak hours, unreliable journey times, delays and a lengthy detour via State Highway 58 (SH58) if the road is closed or blocked.

State Highway 1 (SH1) is also congested in the morning and afternoon peak periods – a situation which needs to be addressed to support the efficiency of the Wellington Northern Corridor between Ngauranga Gorge and the SH1 connection with Transmission Gully.

The link road is also needed because:

- Travel issues on SH1 and SH2 affect more than 3000 vehicles an hour in each direction creating personal, business and economic problems for the region
- Both SH1 and SH2 are reaching capacity during peak periods
- Improvements need to be made to ensure the transport network in Wellington does not limit our potential for growth, our ability to get goods and services to market quickly and easily, cause people difficulty when travelling for work, education, health or family reasons or isolate parts of Wellington in bad storms, earthquakes and when sea levels rise
- It provides a valuable opportunity to improve safety and efficiency for people travelling between the Hutt Valley and Porirua and ensure that there is an alternate route for people to take if the road is blocked or closed
- It's vital to improve freight connections to help support economic growth and productivity in the Wellington region
- By improving freight we make improvements that benefit everybody, as it allows food to be delivered to your local grocery store, delivers goods you've purchased to your home and provides companies with the ability to access markets more easily and make products more affordable.

### Background

A number of previous studies have been carried out to consider developing a link road between SH1 and SH2. The first time it was identified appears to be in the 1975 Wellington Region Land Use and Transport Study. This was followed by the Greater Wellington Land Use and Transport Strategic Review indicating the route deserved further study in 1988 and resulted in the first detailed study of the link in 1991.

Further studies have included:

- SH1 Inland Route Review of Southern Sector – Petone to Grenada North Link 1991 (Works Consultancy Services)
- Petone to Grenada Link Study 1995 (BECA)
- Hutt Valley – Porirua Link Initial Appraisal of Possible Links Working Paper for Steering Committee Consideration 1996 (Works Consultancy Services)
- Hutt Valley – Porirua Road Link Study Feasibility Investigation Report 1997 (Opus)
- Ngauranga Triangle Strategy Study – Detailed Technical Report 2009 (SKM)
- Ngauranga Triangle Strategy Study – Petone to Grenada Link Road Project Feasibility Report 2010 (SKM).

A common link identified between the different studies has been the need to relieve congestion on SH1 and SH2 north of Ngauranga Gorge and improve regional connectivity between the Hutt Valley and areas north of Grenada.

We have drawn on information from all these studies, helping us to identify key issues and develop potential options. A variety of routes have been considered between Petone and Grenada, including a link to the former Transmission Gully route near Tawa, which was identified in the 1991 study.

Early studies proposed routes that travelled over the hill north from SH2 at Petone through the Korokoro Valley in Belmont Regional Park. The most recent study avoided this area by travelling over the hill west across the coastal escarpment of the Wellington fault from Petone at SH2. This study also proposed a full interchange at Petone, south facing ramps at its connection to SH1 at Tawa and a connection midway to provide access to the Lincolnshire Farm Development and Horokiwi Road.

### Interesting historical fact

The general location of the route options we're suggesting for the new Link Road have historically been used for travel between the Hutt Valley and Porirua.

Our research has found that early European settlers in the district writing about how they travelled in the early part of the 19th century did so for the most part on well-used old Maori tracks.

In the 1880s, prominent Wellington settler James Coutts Crawford wrote about his journey from the Kapiti Coast to Port Nicholson following his arrival in New Zealand in late 1839.

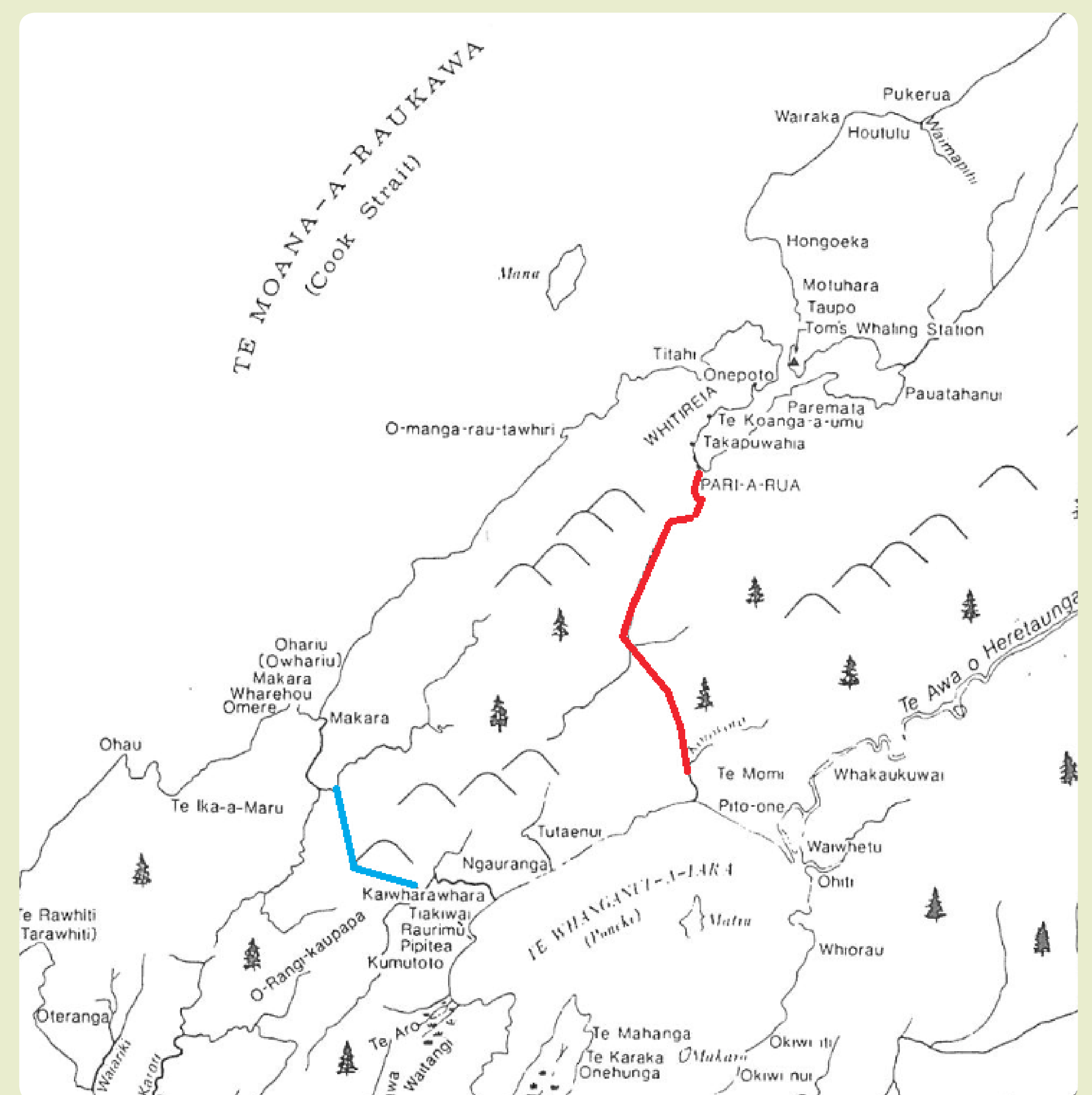
*"Passing Titahi Bay, and the pretty shores of Porirua, we entered the main bush, and travelled up the stream, in a line with whose course the present road stretches. We crossed and re-crossed the stream about seventy times, until at length the path ascended and led us over the summit of the range overlooking Korokoro. The whole distance traversed, with the exception of some few patches of cultivation at Porirua, was through dense and uncleared forest. ... The Hutt Valley presented a dense forest of gigantic trees, and a large pa was visible at Pitone. As we descended the hill, our advance was hindered by a mass of newly-felled forest, which was cleared and ready for burning off. Our escort now commenced firing guns to attract the attention of the fishermen; and as we descended the hill the canoes approached the shore, so that when we reached it, they were there to meet us."*

(Coutts 1880: pp 27-28)

Eldson Best also reports that many of the first journeys by Europeans through the district were made using "old Maori trails", the main one running over the hills from the Korokoro Stream to Tawa Flat and on to Porirua.

After the Petone settlement was removed and relocated to its current site of Wellington City, the track from Kaiwharawhara across Paerau hill was used more. This track joined with the Korokoro track at Takapu and then carried on to Porirua.

Best describes the Korokoro track as beginning on the south side of the Korokoro Stream, close to the mouth. It then ascended through bush up a steep hill and followed the ridge line to the Takapu Valley to the Kenepuru Stream and on to Porirua.



(Map from Hamer and Nicholls 1990:14)

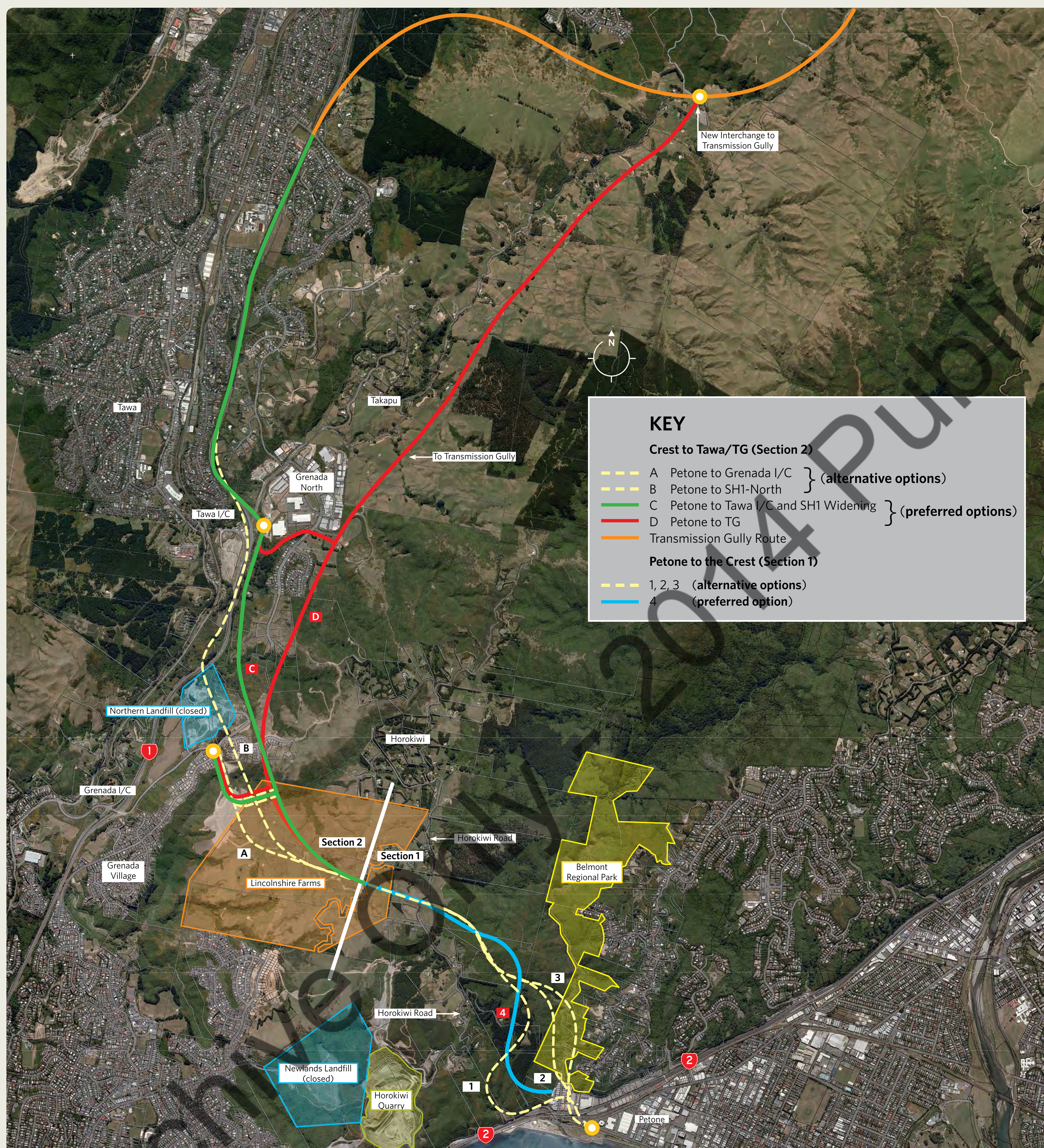
# The Link Road proposal

The Link Road will generally be a new 80km/h four-lane road with two lanes in each direction divided by a barrier down the middle. The road is likely to be six lanes where the road is very steep at Petone so faster moving vehicles are not held up by slow moving trucks. If Option D is preferred, only two lanes would be required between Grenada North and the proposed Takapu Interchange on Transmission Gully.

## Issues and constraints

In developing our options we have identified a number of issues and constraints that have informed our selection of routes, including:

- Ecological impacts (ie issues associated with proposed routes passing through open spaces and parks or crossing the Horokiwi Stream)
- Geotechnical issues associated with the rock structure
- Ecological and consenting issues with earthworks required through contaminated former landfill sites
- Topographical constraints regarding horizontal curves and gradients because of the steep and hilly terrain
- Land acquisition issues
- Visual impacts
- Other social concerns.



## Route description

At the eastern end, the road begins at Petone, goes over the hill and connects with SH1 at Tawa, the Link Road's western end. It includes a new interchange at Petone, which will provide significant congestion relief for the problematic SH2/Petone Esplanade merge. It also includes the potential to connect the new Link Road with Transmission Gully as well as SH1 at Tawa. This will provide quicker and more direct northbound travel from the Hutt Valley and northern Wellington suburbs.

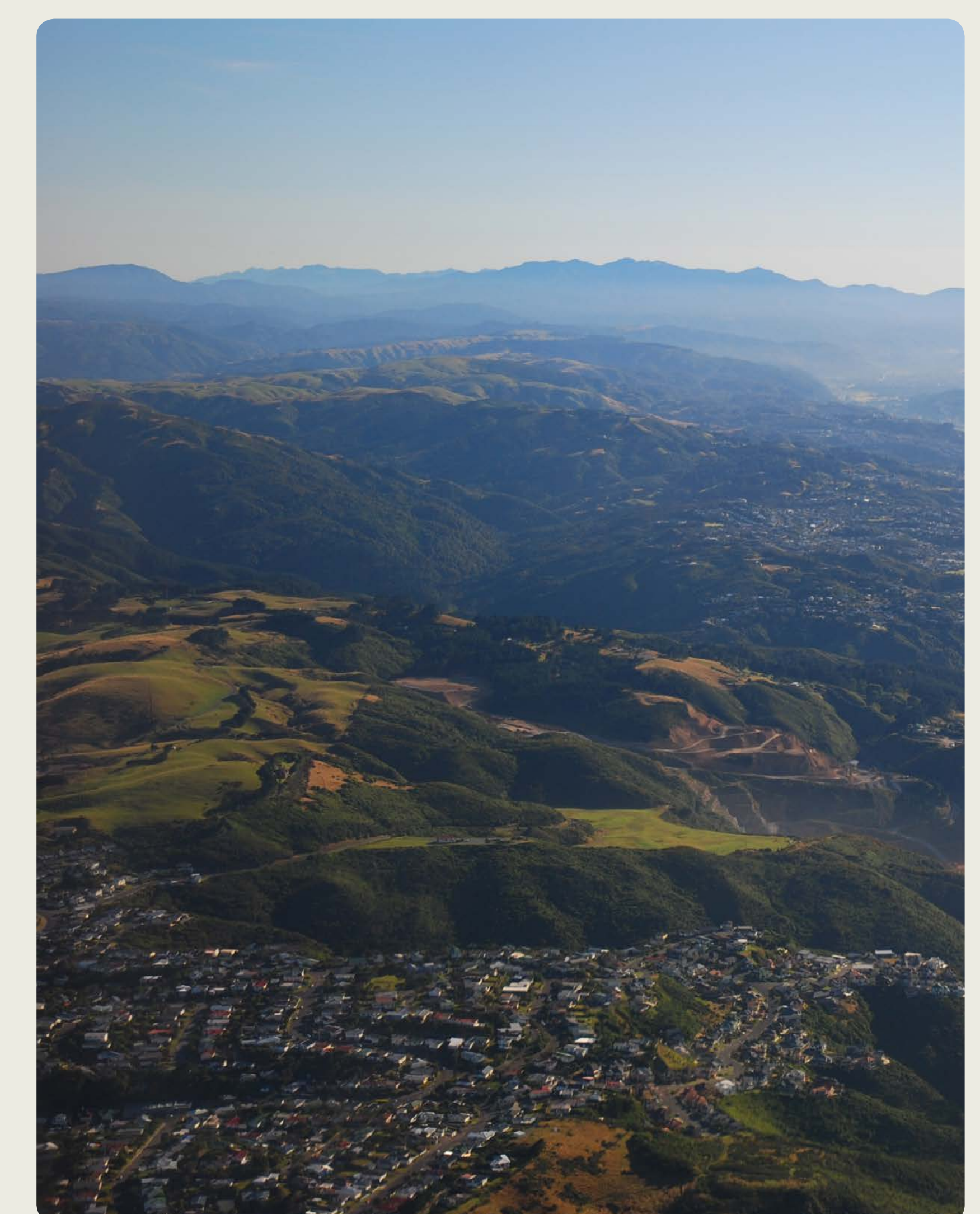
Because of the local terrain the new road has to travel over, the incline will be relatively steep (similar to the gradient of Ngauranga Gorge). This requires us to excavate the hill, producing around eight million cubic metres of soil and rock, which is equivalent to almost

eight filled Westpac Stadiums. We could use this material for other improvements, like the Wellington to Hutt Valley Walking and Cycling Link.

The Link Road itself includes two distinct sections:

- Petone to the Crest of the Wellington Escarpment, and
- The Crest of the Wellington Escarpment to Tawa or Transmission Gully.

Proposals on the two sections are more widely understood for the area between Petone and Grenada North as they were considered as part of the Ngauranga Triangle Study. As part of our investigations into the new Link Road, we have identified a need to respond to future traffic growth on SH1. This is needed because the Link Road will draw traffic away from the SH58 Haywards route and



southbound traffic will instead travel along State Highway 1 between Porirua and Tawa en route to the new Link Road.

Given that the Link Road reduces journeys by approximately 7km, traffic modelling predicts that more capacity will be required either on SH1 north of Tawa or through a new link to Transmission Gully as road users take advantage of this shorter, more fuel-efficient route.

We know both options for the section between the Crest of the Escarpment and Tawa or Transmission Gully have considerable property impacts. Our choice of a preferred option will not be made lightly.

There are more details on our proposals on five other information boards.

## The route options

We considered a shortlist of four different options for the Link Road and a further four options for the section that includes the Petone Interchange. These options were evaluated to consider criteria such as ecology, archaeology, cost, resilience and landscape/visual/recreational implications. A map of the options is shown below.

### Petone Interchange

In considering a preferred route for the Link Road, we considered a number of alternative locations, other than Petone, for the SH2 intersection that would form the start of the new route. These were at:

- Dowse Interchange
- Korokoro Crescent and
- Horokiwi Road.

The Dowse Interchange and Korokoro Crescent options were discounted because they were more expensive and they both pass through Belmont Regional Park. The Dowse Interchange option also affected residential areas while the Korokoro option would also pass through the Korokoro Valley Stream.

The Horokiwi Road option was discounted because of a number of challenges. These were:

- Needing to upgrade SH2 to six lanes (three in each direction) because of increased traffic between Horokiwi and Petone
- Not enough separation between Horokiwi and Petone on and off ramps to meet safety recommendations
- SH2 would need to be widened to build a new interchange, resulting in a large part of the Petone foreshore needing to be reclaimed and complicated by the location of the railway line.

### Interchange styles

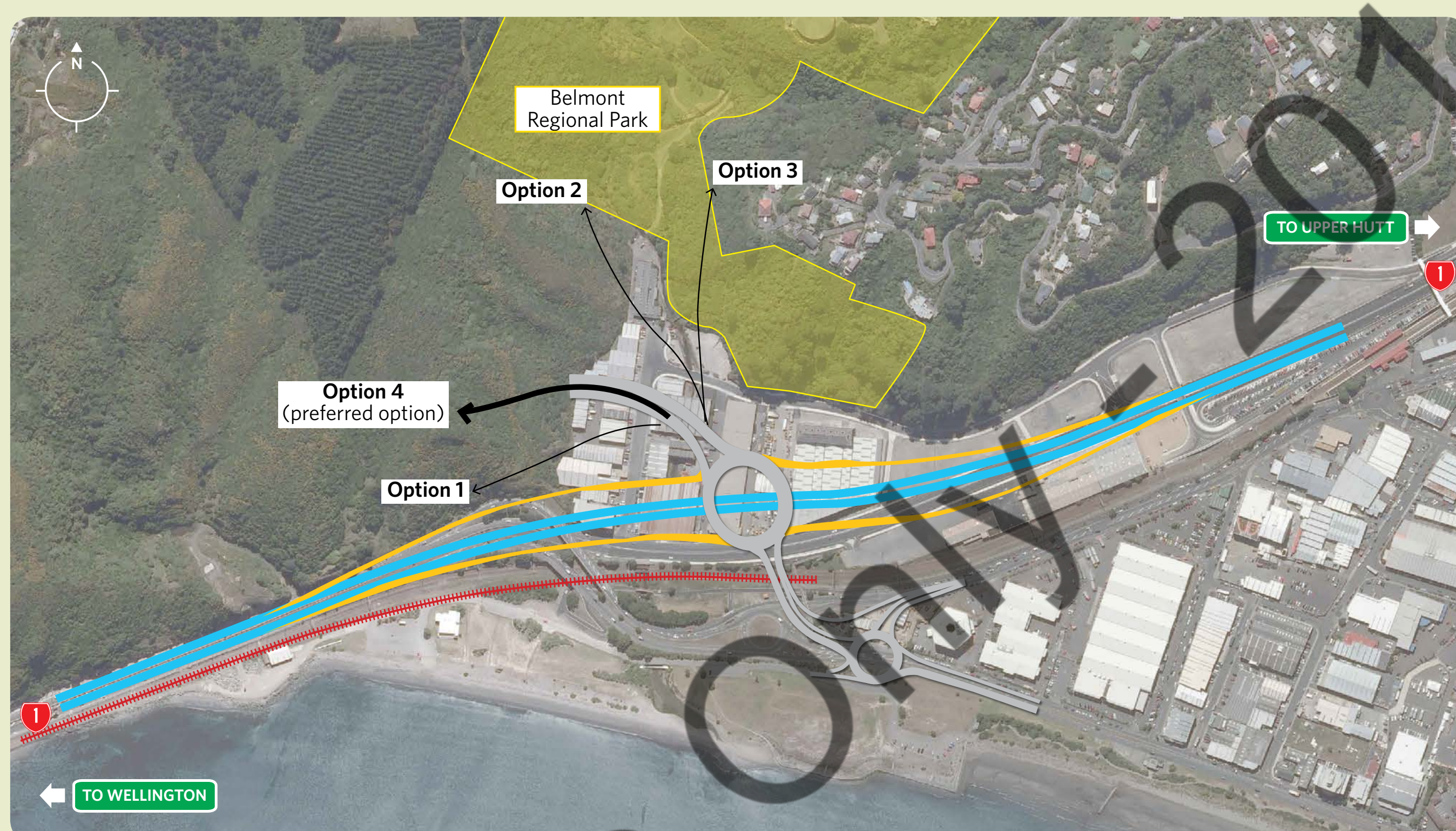
Two interchange styles have been considered - one with north facing ramps only and the other, a full interchange.

We found that the full interchange with full accessibility delivered more benefits than the north-facing ramps option. A full interchange also allows for more connectivity through Petone because it is more effective in linking to both SH2 and the new Link Road.

The benefits of the Petone Interchange are that it improves the flow of traffic and reduces congestion and delays on The Esplanade, particularly in the eastbound direction in the morning peak period. There is a slight downside in that the Link Road's improved connectivity will also increase the number of vehicles travelling along The Esplanade. This latter issue is being considered separately as part of a study we have been carrying out in conjunction with Hutt City Council. Some information on this is available on the board considering how the Link Road fits into the wider network.

As well as providing better vehicle travel, the interchange could be used for improving walking and cycling connections between the Petone foreshore and Belmont Regional Park.

An interchange may look similar to the SH2 Dowse Interchange, with an elevated roundabout, or it may take another form. We will work on the interchange's design once we have finalised the route the Link Road will take.



An image of a full interchange concept at Petone



The north-facing ramps interchange concept at Petone

### Walking and Cycling

In developing options for the new Link Road at Petone we considered how a "beach to bush" connection between Belmont Regional Park and Petone Foreshore could be included for pedestrians and cyclists.

This connection was previously proposed in the Ngauranga Triangle Strategy Study in 2010 and relates to a condition of the SH2 Dowse to Petone Upgrade Project to investigate a pedestrian and cycle bridge near the existing Petone overbridge.

We know that providing a connection between the Korokoro Valley mouth of Belmont Regional Park and the sea is important to the community and will be a key factor in designing the new Petone interchange.

The new interchange needs to allow a better connection for recreation activities, separate pedestrians and cyclists from traffic, support urban intensification in the western area of Petone and fit well in the local community context from a visual and urban design perspective.

It also provides an opportunity to improve the current entrance to the Regional Park from the Korokoro Industrial Area. This area is not currently designated as open space and the approach through the industrial environment is not attractive. This means there is no visual or physical link between the foreshore and Regional Park and no enticement to cross to it.

Providing pedestrian and cycle facilities on the new Link Road itself is something we are still considering and would be keen to receive feedback on. This will help us to decide if we should

consider developing a dedicated pedestrian cycle path along the route or continue to have cyclists use the shoulder of the road as they currently do on other parts of the highway and local road network. Issues we will need to consider for pedestrians and cyclists will include:

- The gradient of the route
- Whether it will be attractive to pedestrians and cyclists
- The cost of providing walking and cycling facilities
- The number of vehicles using the route, and
- Whether trucks would use the shoulder.

Please let us know your thoughts.

### Questions

What do you think about the Petone Interchange options?

How often do you visit Belmont Regional Park and how do you access it?

What do you think the benefits are of providing a pedestrian and cycle link between Belmont Regional Park and Petone Foreshore?

What would be the benefits of providing a pedestrian/cycle path along the Link Road?

## Petone to the Crest - Discarded options

For the southern section of the Link Road, the team originally considered three options between Petone and the crest of the Wellington Escarpment. These three options did not deliver the best results so the team considered a fourth option. The main difference between the four options is the routes they follow going over the steep hill slopes from Petone to the hilltops of Lincolnshire Farm. The main similarity is that they all require soil and rock to be cut from the hillside to create a new road. Several challenges were found with options 1, 2 and 3 leading to them being discounted. These are outlined below.

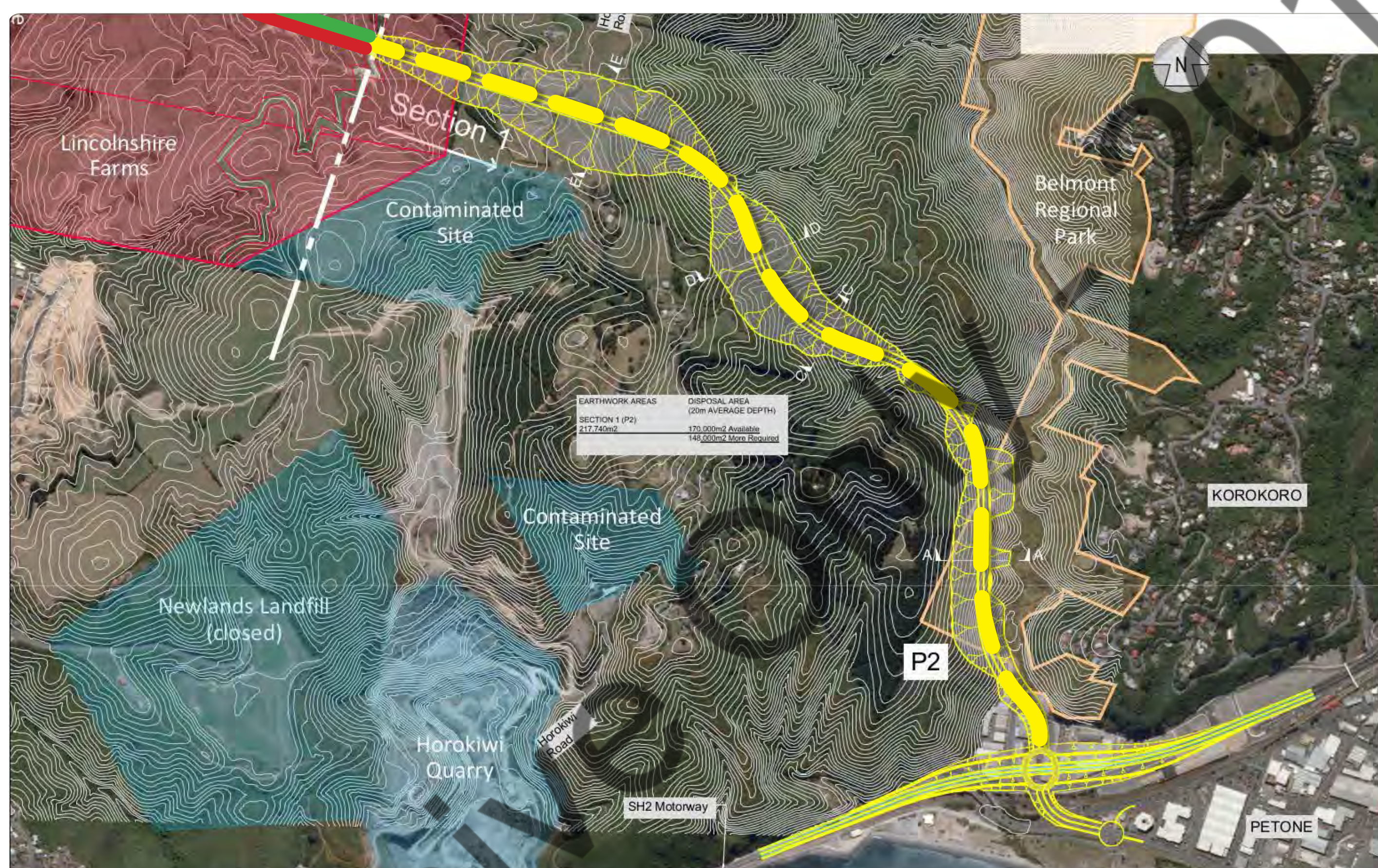


### Option 1

This route would be very visible to people travelling on the highway and on trains as well as from within Belmont Regional Park. The cuts to create the road would also result in an extensive number of bare areas.

There were further concerns about this route's ability to withstand a large earthquake as it travels along the coastal escarpment, which is located directly above a fault line. In the event of a large earthquake the Link Road and SH2 could both be compromised, closing this half of the Link Road and the Petone Interchange for months.

**Option 1:** From the proposed Petone interchange, this option climbs to the west and travels along the face of the coastal escarpment before curving to the northeast and running along the west of the ridgeline. From here the route swings back to the northwest and crosses Horokiwi Road before linking up with the eastern section of Lincolnshire Farm. The gradients of the steep sections range between 6 and 9% and the largest cuts into the hillside are up to approximately 60m high.

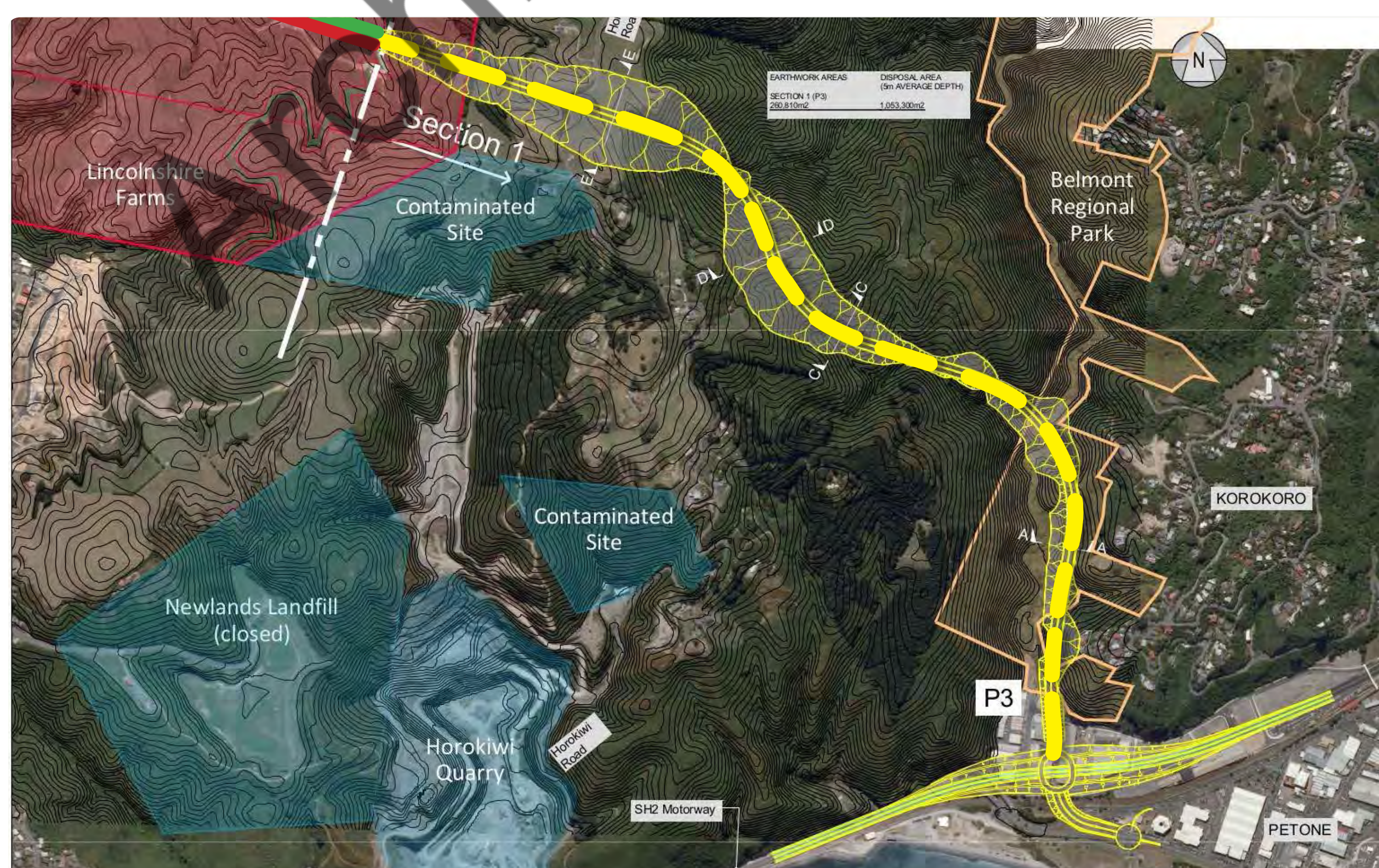


### Option 2

This route would also create visual impacts, but they were contained within the valley. Its biggest impact would be it directly encroaching on Belmont Regional Park and the Korokoro Stream.

Other concerns were also raised with this route. Travelling along the Korokoro Stream makes it vulnerable to earthquakes while storms could close the route for weeks.

**Option 2:** From the proposed Petone interchange, this route climbs to the north and travels along a section of the Korokoro Stream. It then continues northwest. This route is shorter in comparison to Option 1, but is steeper as a result. Its gradient is still within 6 - 9%. The largest cuts are near Horokiwi Road and are up to roughly 100m in height.



### Option 3

This route also encroaches on Belmont Regional Park, creating significant impacts on users. It would also affect Korokoro Stream, requiring an extra stream crossing.

Although it is located further away from the Wellington fault zone, in the event of an earthquake or storm it could still require weeks to clear the route and provide access.

**Option 3:** From the proposed Petone interchange, this route climbs to the north on a parallel embankment east of the Korokoro Stream. From this point the route climbs the eastern side of the Korokoro Valley within Belmont Regional Park. It then deviates northwest across the Korokoro Stream. The route climbs a branch of the Korokoro Stream before reaching the eastern hilltops of Lincolnshire Farm. The gradient starts at approximately 6% rising to 9% with cuts of up to roughly 100m near Horokiwi Road.

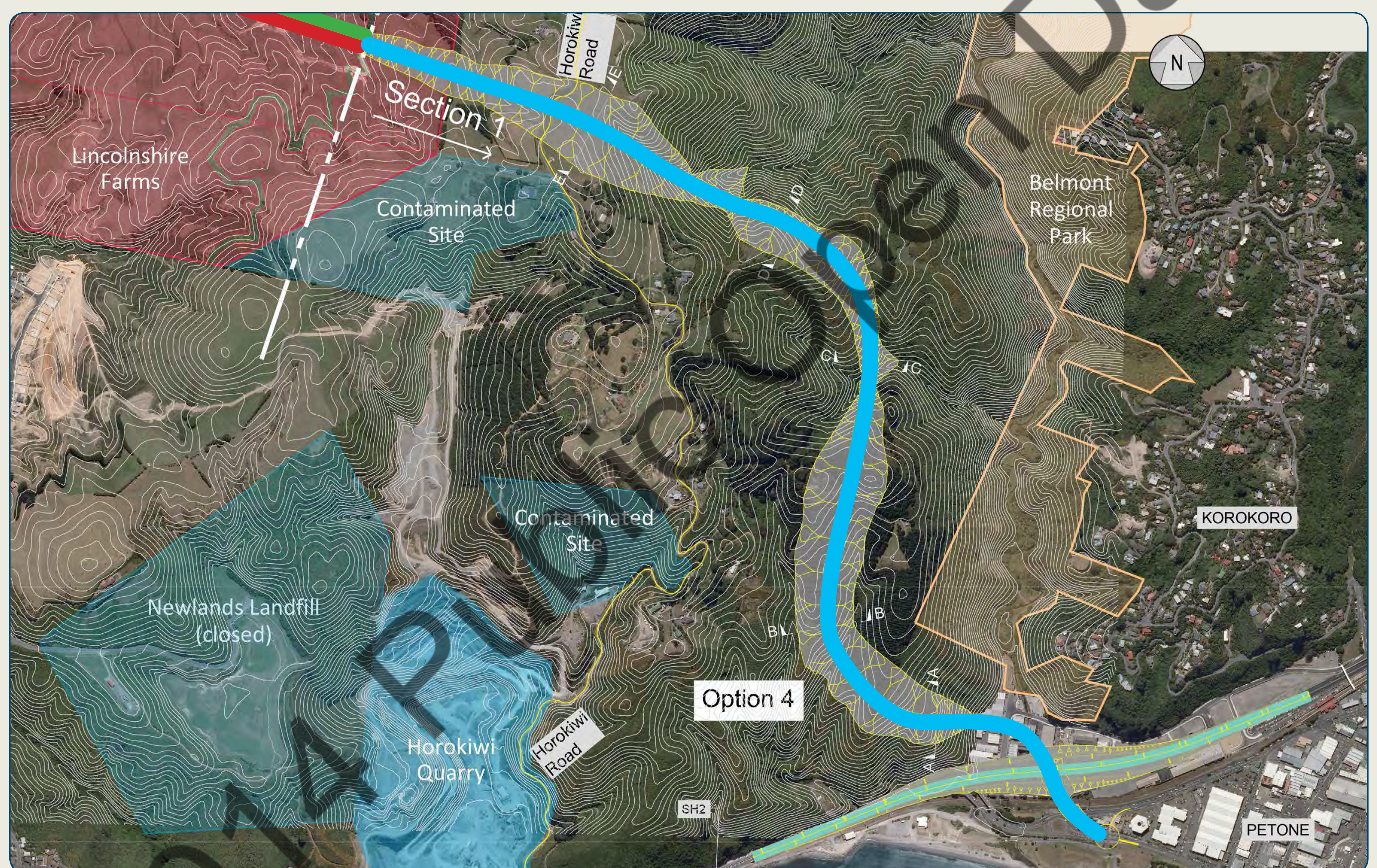
## Petone to the crest - Preferred option

After considering Options 1, 2 and 3, Option 4 was added and investigated further. This became the preferred option because it does not go through Belmont Regional Park and it provides better earthquake resilience than Option 1.

In selecting this route as a preference, we took into account previous studies on the Link Road. These clearly identified the public were against any impact on Belmont Regional Park. We also noted that this option meets a key objective of improving the highway's earthquake resilience.

Although the route for Option 4 avoids the coastal escarpment and the Korokoro Valley, it will require more earthworks than the other options. Other issues and opportunities have been identified, including:

- It will create a number of bare areas as a result of cuts into the hillside
- From Petone, the view of the hillside cuts will be significant
- It is located away from the Wellington Fault zone
- If the route is closed by an earthquake it could be reopened within a few weeks without compromising the Petone Interchange
- It provides substantially more network resilience than the current highway route
- It is the most expensive option.



### Option 4

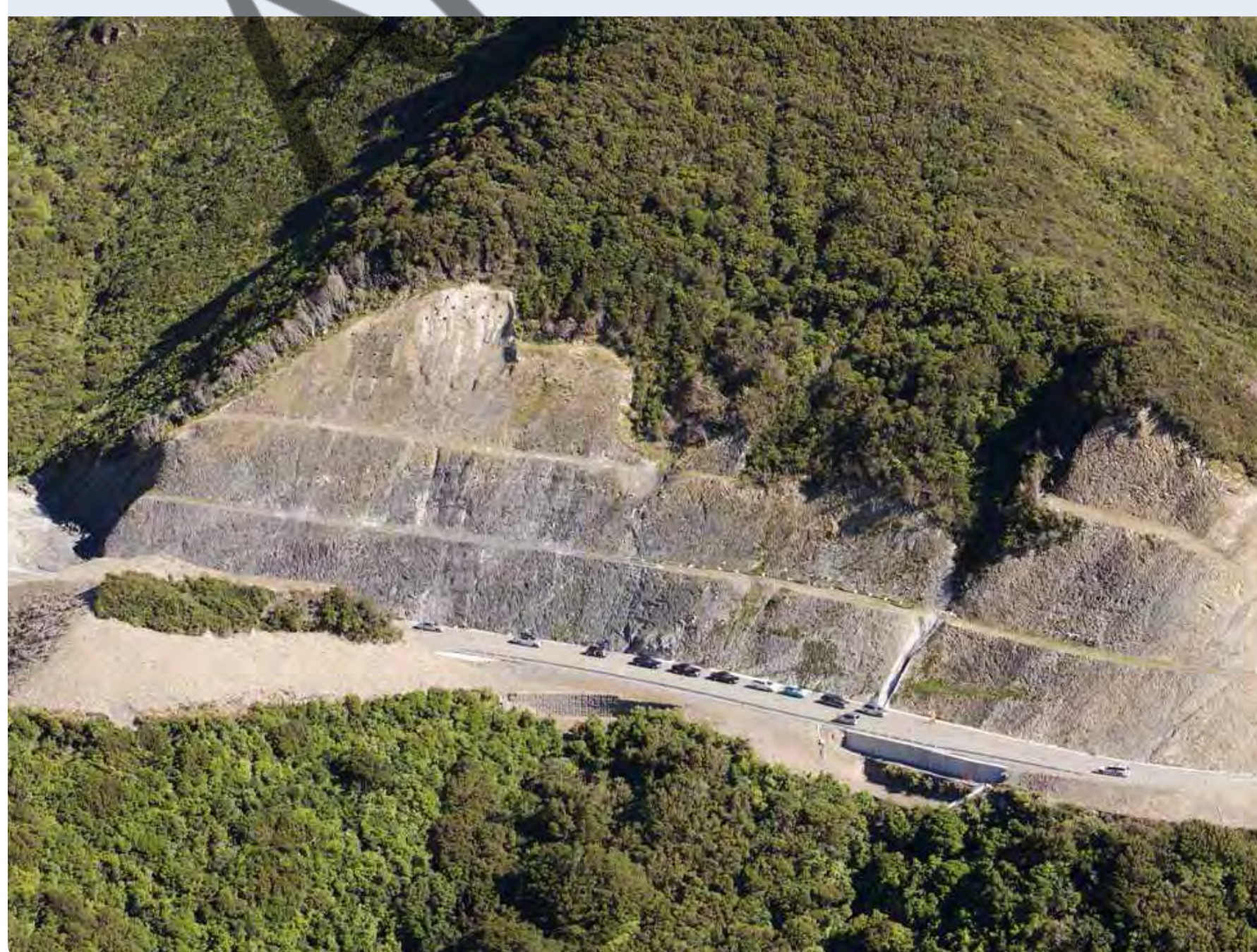
From the proposed Petone interchange, this route climbs west to the face of the steep hill slope at the intersection of the coastal escarpment and western flank of the Korokoro Valley. It then runs through the steep sided hill in large cuts before curving north. After crossing a branch of the Korokoro Stream, the route curves northwest, to reach the eastern section of Lincolnshire Farm. Option 4 starts at a 6% gradient and increases to 9% for the majority of the route. There are a series of cuts along the route, the largest roughly 85m near Horokiwi Road.

### Excess soil and rock

To understand the scale of the cuts we are proposing to make into the hillside for Option 4, take a look at the below picture which shows similar cuts made to Muldoon's Corner on the Rimutaka Hill route of SH2. They are about 59m while the Link Road proposal has cuts of up to 85m near Horokiwi Road.

The cuts will excavate a substantial amount of soil and rock from the hillside. Roughly eight million cubic metres will be generated, which would fill almost eight Westpac Stadiums. This provides us with an opportunity to potentially use this material for other improvements in the region, including:

- Reclaiming the foreshore for the Wellington to Hutt Valley Walking and Cycling Link
- Providing infill material for the proposed Wellington Airport extension, or
- To fill in gullies around the Lincolnshire Farm area creating further residential development opportunities.



Muldoon's Corner on the Rimutaka Hill

### Connecting Horokiwi

Although we have a preferred route for this section of the new Link Road, we still need to consider how the Horokiwi community will be connected to the highway network. One option is to provide a new connection to the Link Road and close the current SH2 connection. Another is to keep the SH2 access and not provide a new connection from Horokiwi.

The latter option would mean keeping the current SH2 access and connecting the Horokiwi community with a bridge over the new Link Road, similar to the one shown below. An access road could be established later linking to a new interchange at Lincolnshire Farm. The SH2 intersection would then be closed.



Potential bridge style for a road connecting Horokiwi

### Questions

*What do you think the benefits are of our preferred option for this section?*

*Should Horokiwi be connected to the highway network by the current SH2 connections or a new connection with the Link Road?*

*What do you think of the suggestions we've made for the excess soil and rock we are creating?*

*Is there anything else you want us to know regarding this section?*

## The Crest to Tawa - Options

For this section we considered four potential options. Three are variations on the previously considered idea of a new Link Road that connects with the existing highway at either Grenada or Tawa. The fourth offers the potential of a connection to Transmission Gully. The options are:

**Option A** - Petone to Grenada

**Option B** - Petone to Tawa with north facing ramps to SH1

**Option C** - Petone to Tawa with a full interchange to SH1 and the local network

**Option D** - Petone to TG with connections to Grenada and Tawa

### Challenges

There are a number of challenges with the different options, including the need to provide extra capacity on SH1. The challenges include:

- SH1 needing to be increased from four to six lanes between the new Link Road connection and the Transmission Gully interchange for Options A, B and C
- SH1 travel will be disrupted during construction of a new Link Road connection
- The Tawa interchange would need to be removed with Option B
- Increased ecological impacts through the Takapu Valley with Option D.

Having already selected our preferred option at Petone, the team then considered how Options A, B, C and D fit with Petone's Option 4.

Specialist investigations regarding ecology, archaeology, landscape/visual and resilience were carried out and through further analysis we determined all the options were similar in terms of archaeology and landscape/visual issues.

Regarding ecology and resilience, Options A and B are similar, but Option B was eventually eliminated because we found it did not deliver the benefits we are seeking given its costs.

We compared Options A and C and found their ecology ratings were similar. However, as Option C provides more earthquake resilience, we have discounted Option A.

This leaves us with Options C and D, which have similar costs and provide similar benefits. We prefer these options because they make us more resilient to earthquakes, are more cost effective than the other options considered, and connect with the Grenada and Tawa interchanges. This provides people with more travel options. As Option D also connects with Transmission Gully it provides people with even more travel flexibility.

We still need to choose a preference and need your views on the options' respective benefits. This will help us to clarify whether we will proceed with Option C or D.

### The importance of gradients in Option D

One of the reasons why the newer proposal of a Transmission Gully connection was considered is because routes between Petone and SH1 near Tawa cross very steep terrain. This will result in a section of road with steep gradients. We investigated this issue and found a connection between Petone and Transmission Gully will be 20% more efficient than a route connecting at Tawa and 40% more efficient than the existing route along SH1 and SH2 for heavy vehicles. This would be a significantly positive contribution to the local and national economy because it would reduce vehicle operating costs. That means freight operators spend less time and money on travel, which may result in lower prices for goods and services.

There is still more work to do to consider how Option D would fit with Transmission Gully as they are at very different stages of development. Should this be the direction we take we will look into this issue further.

### The discarded options



#### Option A

At the eastern section of Lincolnshire Farm, Option A runs northwest across the broad, undulating hilltop plateau of Lincolnshire Farm before turning north to the Mark Avenue roundabout area. Just before Mark Avenue, the route crosses a steep-sided gully at an existing crossing point and at the Mark Avenue area it runs southwest along Grenada Drive to the Grenada Interchange at SH1.

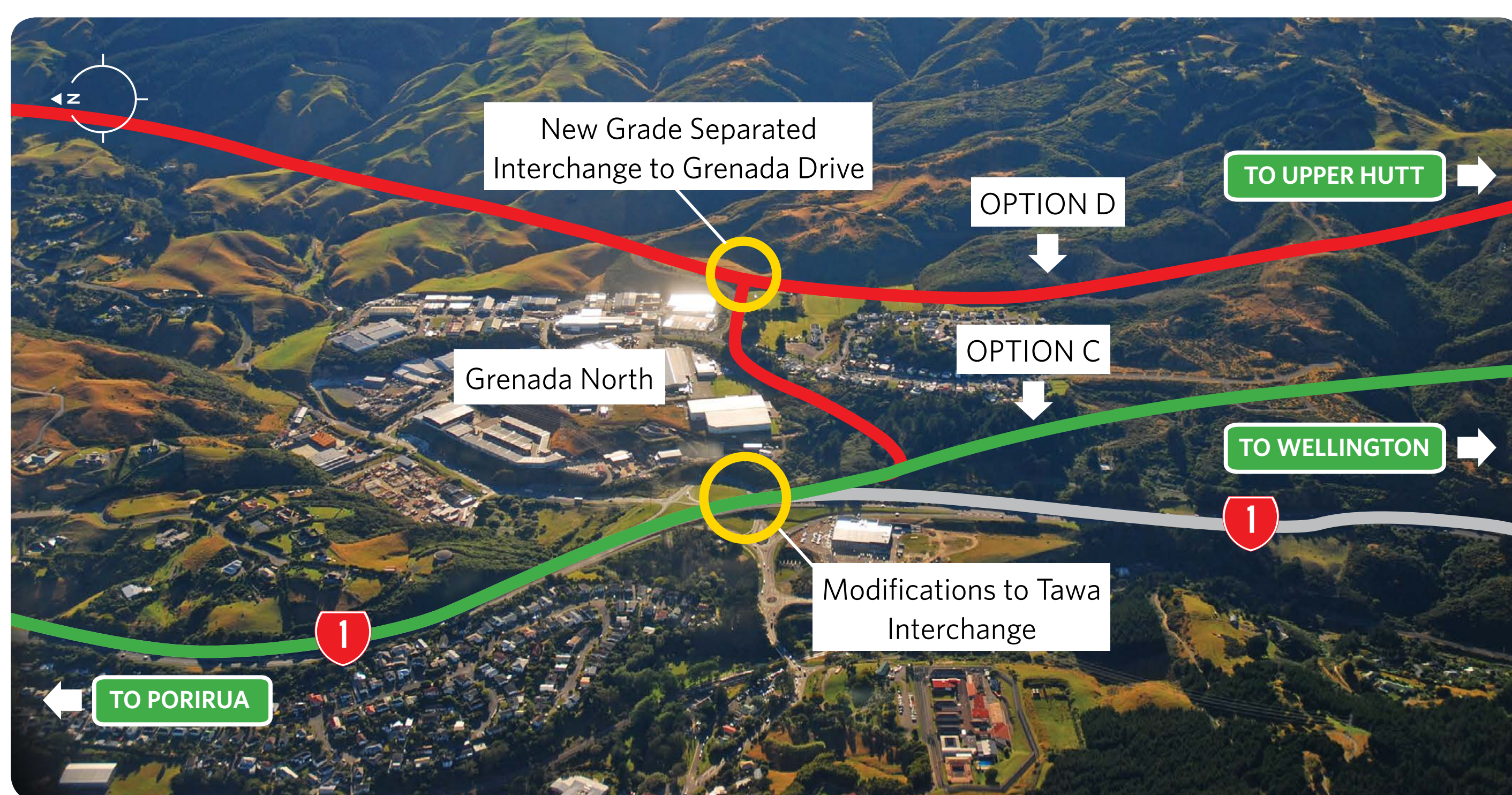


#### Option B

This option is similar to Option B but at the hilltop plateau at Lincolnshire Farm it turns north to SH1. Between the northwest section of Lincolnshire Farm and SH1, this route crosses a deep gully and cuts through the northern landfill before eventually connecting to SH1 with north facing ramps only. This would not provide full access to Tawa or Grenada North.

# The Crest to Tawa - Preferred Options

After thorough consideration, Options C and D became our preferred options. Both are feasible and we prefer them because they make us more resilient to earthquakes. They are more cost effective than Options A and B and connection with the Grenada and Tawa interchanges provide people with more travel choice.



## Option C

At the eastern section of Lincolnshire Farm, Option C runs northwest across the broad, undulating hilltop plateau at Lincolnshire Farm before deviating north to SH1. Between the northwest section of Lincolnshire Farm and SH1, this route crosses a deep gully and passes east of the northern landfill. Beyond this point, it runs parallel with SH1 to the interchange at Tawa. This option is currently expected to cost between \$179 and \$381 million and includes upgrading SH1 from four to six lanes between Tawa and Transmission Gully.



### Proposed road configuration

- Three lanes in each direction from the east section of Lincolnshire Farm to just east of the northern landfill
- Two lanes in each direction between the east of the northern landfill to the modified interchange at Tawa
- One lane in each direction between the northwest section of Lincolnshire Farm and the Mark Avenue roundabout
- A modified interchange on SH1 at Tawa
- A new interchange linking with Lincolnshire Farm and SH1 at Grenada
- Widening and straightening of SH1 between Tawa and the southern end of Transmission Gully.

#### Key aims:

- Full connectivity to SH2, The Esplanade and Hutt Road in Petone
- Full connectivity to SH1 and the local road network at Tawa
- Link to Lincolnshire Farms and SH1 at Grenada.

#### Results

This option results in the average morning and evening peak travel speeds being increased, which reduces travel time, delays and queuing. It also has an expected reduction of traffic on SH2 and SH1 around the Ngauranga Interchange and on SH58 and increases traffic around SH2 north of Petone and north of the Tawa interchange.

## Option D

Similar to Option C, this route starts at the eastern section of Lincolnshire Farm and runs northwest across the hilltop plateau before deviating north to SH1 to connect with a new interchange that links with Grenada Drive. Between the northwest section of Lincolnshire Farm and SH1, this route crosses a deep gully and passes east of the northern landfill to a new interchange at Tawa to the east of SH1. Beyond this point it runs northeast along the gently sloping eastern flank of Takapu Valley to connect with Transmission Gully at the Takapu interchange. This option is currently estimated to cost between \$165 and \$375 million and provides an opportunity to make improvements to pedestrian and cycle facilities between the new Link Road and a reconfigured Tawa interchange.



### Proposed road configuration

- Three new lanes in each direction from the eastern to northwest section of Lincolnshire Farm
- Two new lanes in each direction from the northwest section of Lincolnshire Farm to Tawa
- One lane in each direction between Tawa and Transmission Gully
- A new interchange at the northwest section of Lincolnshire Farm connecting with Lincolnshire Farm and SH1 at Grenada
- A new interchange east of Tawa connecting with Tawa and SH1
- Modifications to the existing Tawa interchange
- North facing ramps at Transmission Gully

#### Key aims

- Full connectivity with SH2, The Esplanade and Hutt Road in Petone
- Eastbound connections with Transmission Gully at Takapu
- Link to Lincolnshire Farms and SH1 at Grenada
- Link to SH1 at Tawa.

### Results

This option results in the average morning and evening peak travel speeds being increased, which reduces travel time, delays and queuing. It has a minimal impact on Transmission Gully and has similar results in terms of travel in that it reduces traffic on SH2 and SH1 around the Ngauranga Interchange and on SH58 and increases traffic around SH2 north of Petone and north of the Tawa interchange.

## Questions

*What do you think the benefits are of Option C relative to Option D?  
Is there anything else you want us to consider?*

## How the Link Road fits in the wider network

We completed three transport studies to help inform our decisions on the Link Road. These studies considered the benefits of improvements to the existing highway routes of SH2 and SH58 and the potential of creating a new Seaview Link. A brief summary of these studies is listed below.



### SH2 Petone to Ngauranga Six Laning

This study looked at the potential widening of SH2 between Petone and the Ngauranga Interchange, including potentially making the highway six lanes wide (three lanes in either direction). While widening this section of SH2 (via seaward reclamation) is feasible, it would be expensive. A better investment focus for the short to medium-term is a new Petone Interchange, which, when combined with our Ngauranga to Aotea Quay SH1 Improvements, will significantly improve congestion and travel times.



### SH58 Efficiency Improvements

This study looked at SH58 efficiency upgrades from the future Pauatahanui Interchange (created by Transmission Gully) to the Haywards intersection with SH2. Efficiency upgrades to SH58 are not a suitable alternative to the new Link Road as they would deliver significantly fewer transport and economic benefits. With the new Link Road in place there will be no need to consider efficiency improvements to SH58 for quite some time. There is, however, a need to improve the safety of SH58. We are currently investigating safety improvements with a range of possible options being considered, including guardrails, realigning the road, better road marking, median wire rope barriers and widening the road.



### Seaview to SH2 Transport Link

In conjunction with the Hutt City Council, we investigated improving the transport link between Seaview and SH2. We looked at a variety of options, including upgrades to the rail network and identified that roading upgrades were feasible, generating positive transport and economic benefits. We also identified that the new Link Road would not trigger the need for any improvements to the road network. The Council is now considering the outcomes of this study.

### Tolling

An important issue we need to consider for the Link Road is how to fund its construction. At the moment, construction is planned from around 2019, but this would be subject to funding being available at that time.

One option we are considering is tolling the new Link Road. This could enable it being constructed earlier, realising the transport and wider economic benefits sooner.

Based on some early assessments, we believe this road could be a good tolling prospect because of the significant travel time savings and high traffic volumes expected to use it, particularly at peak times.

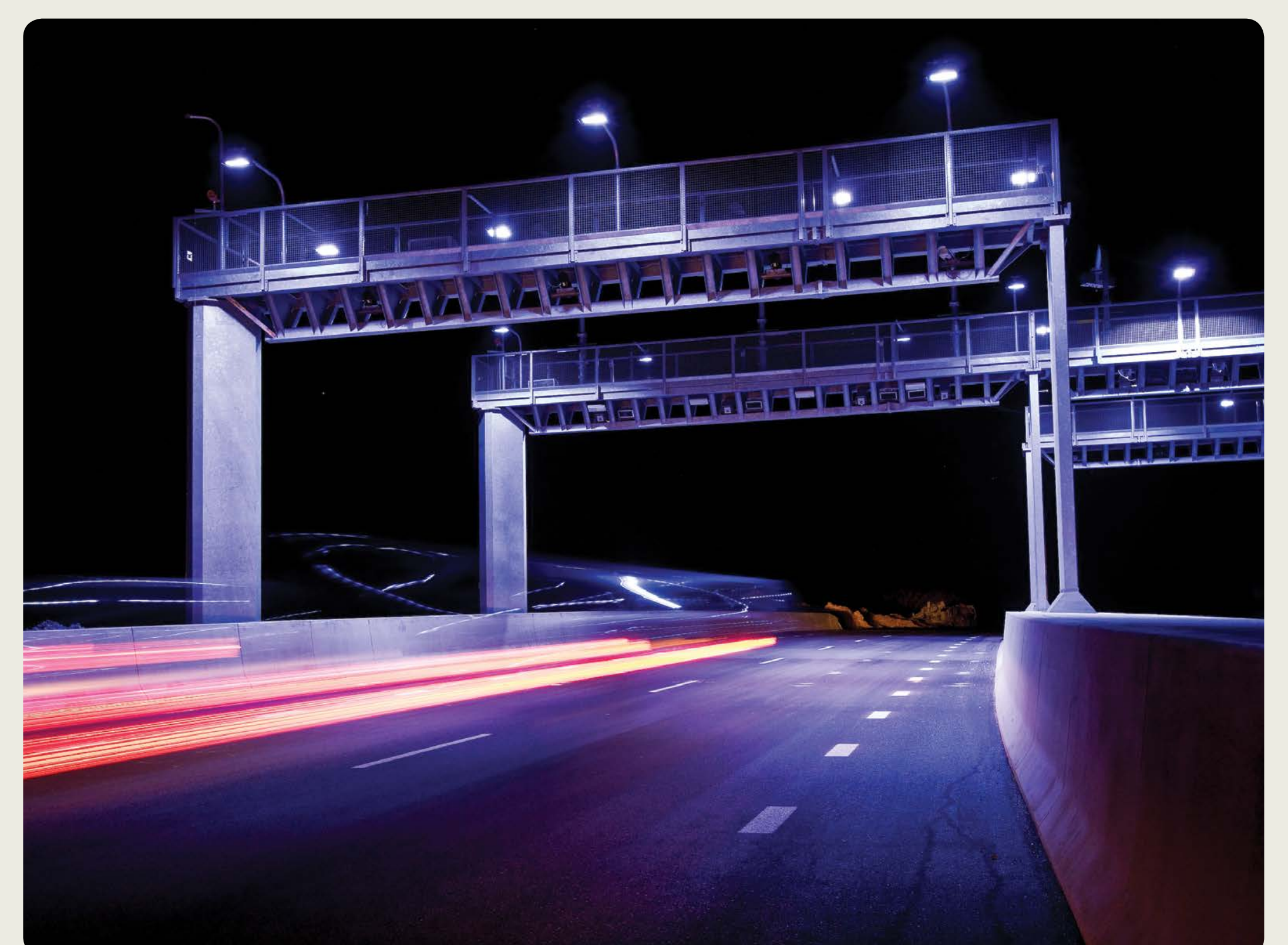
Before tolling is considered any further, we need to consult all the affected communities and stakeholders more widely on a detailed proposal that would include:

- The likely operational costs and economic benefits/impacts of tolling
- Potential impacts that tolling infrastructure (ie location of gantries) would have on the proposed road alignment, connections and interchanges, and
- Possible toll prices.

At this early stage, the key questions we would like your thoughts on about tolling as an option are:

*Would you support a toll on the Link Road if it meant building it sooner?*

*What are your thoughts on the benefits of tolling the Link Road in order to help realise its benefits for the region?*





## Next Steps

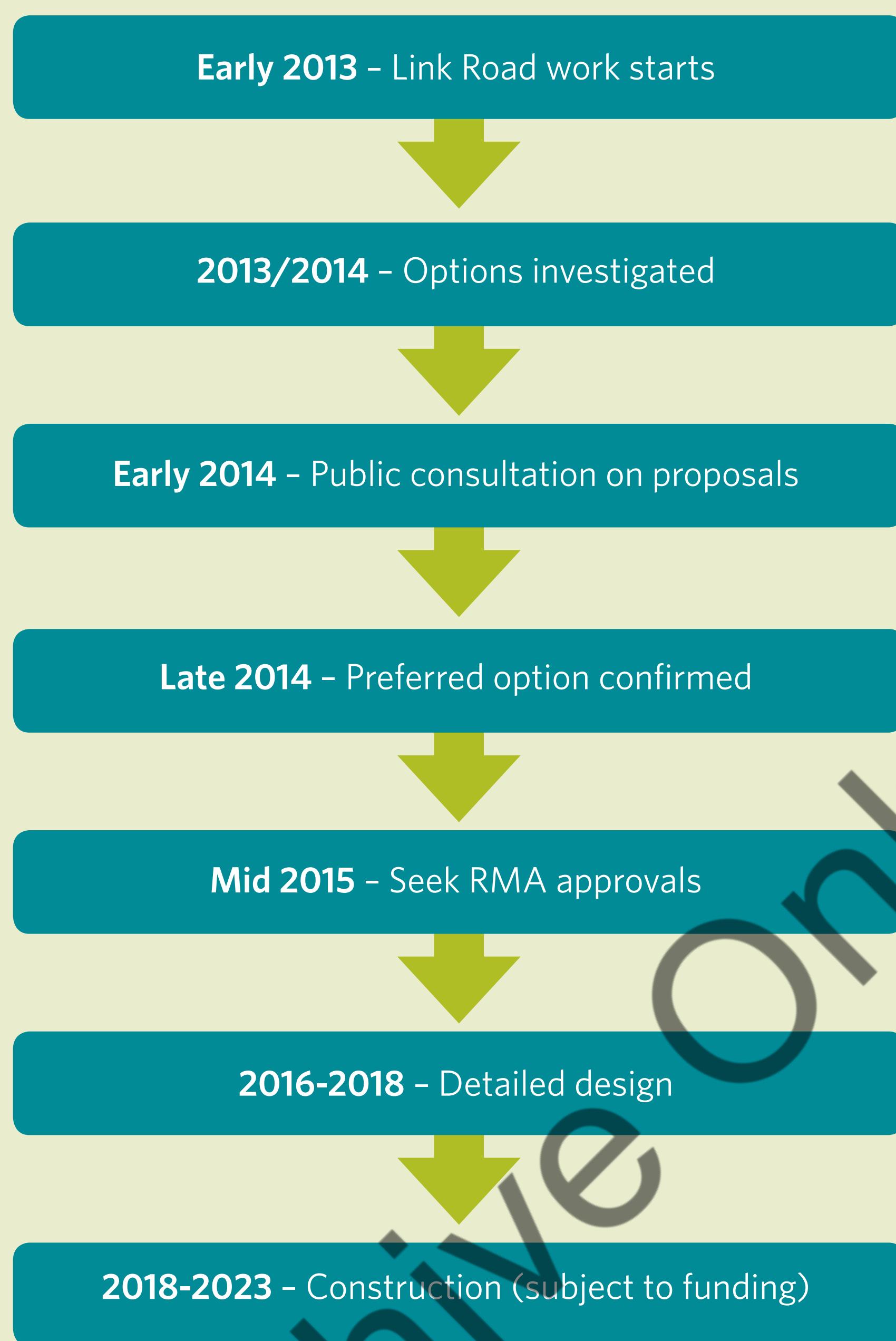
We welcome your feedback as it will help us refine our plans for the Link Road and will inform our next steps for the Wellington to Hutt Valley Walking and Cycling Link.

Please give us your feedback today or send it to us via our website or email address before the end of March. We will be summarising everyone's feedback into a report that we will make publicly available later in the year. Your personal details will remain private.

We expect to refine our proposals further and make decisions on the Link Road at the end of the year or in early 2015. We will then complete a scheme assessment report and consult with the community on our proposals. This will include discussions about how we mitigate potential construction and operation impacts. You can expect to hear about these from 2015.

The Link Road is currently scheduled to begin construction around 2019. This timing will depend on when consents are granted and how we agree to fund construction.

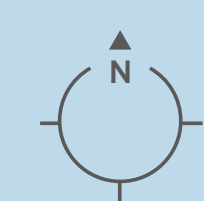
### Indicative project timeline



Thanks for coming!

### Contact us

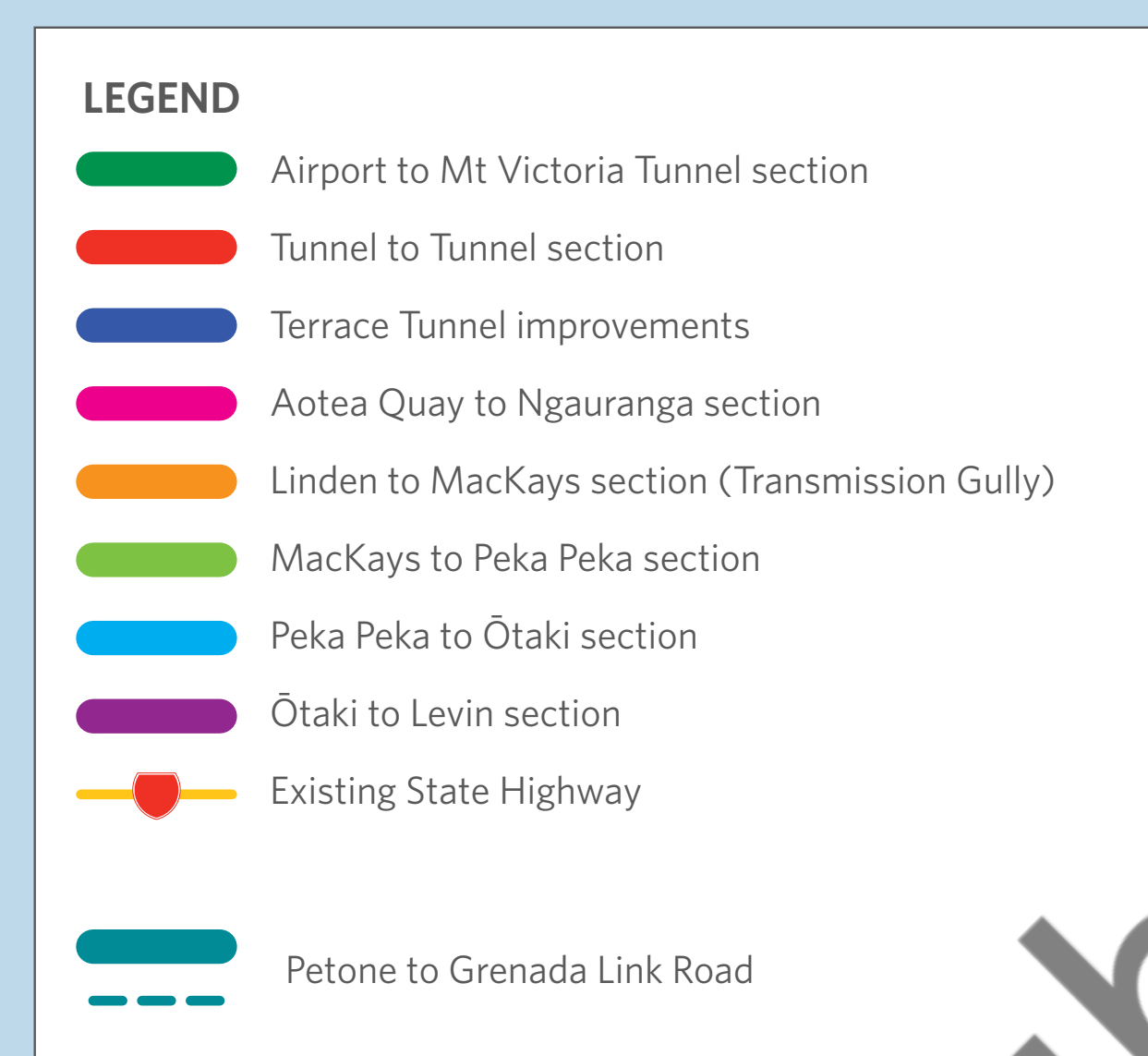
**Website:** [www.nzta.govt.nz/petone-grenada-link-road](http://www.nzta.govt.nz/petone-grenada-link-road)  
**Email:** [petone2grenada@nzta.govt.nz](mailto:petone2grenada@nzta.govt.nz)  
**Freephone:** 0508 P2G INFO (0508 724 4636)  
**Freepost:** Petone to Grenada Link Road Team  
 Freepost 225938  
 PO Box 5084, Thorndon  
 Wellington 6145



### Wellington Northern Corridor

(Wellington Airport to Levin)

#### ROAD OF NATIONAL SIGNIFICANCE



This diagram shows how the new Link Road fits in with the Wellington Northern Corridor Road of National Significance and demonstrates our network approach to making improvements that support travel between Wellington and the greater North Island.

