

**PETONE TO
GRENADA
LINK ROAD**



OPTIONS NORTH OF TAWA

THE QUICK FACTS



Will keep the **Hutt Valley Connected** in an earthquake, slip or crash



Creation of up to **550 brand new jobs**

Facilitates growth

in areas like Lincolnshire Farm, Porirua & Seaview



Mostly in cut through Horokiwi, so it **will not be readily visible** from Horokiwi or much of the Hutt Valley



Every commuter between Porirua & the Hutt Valley **will save around 30 minutes per day in peak travel**

A new interchange at Petone will make **everyone's journey faster**



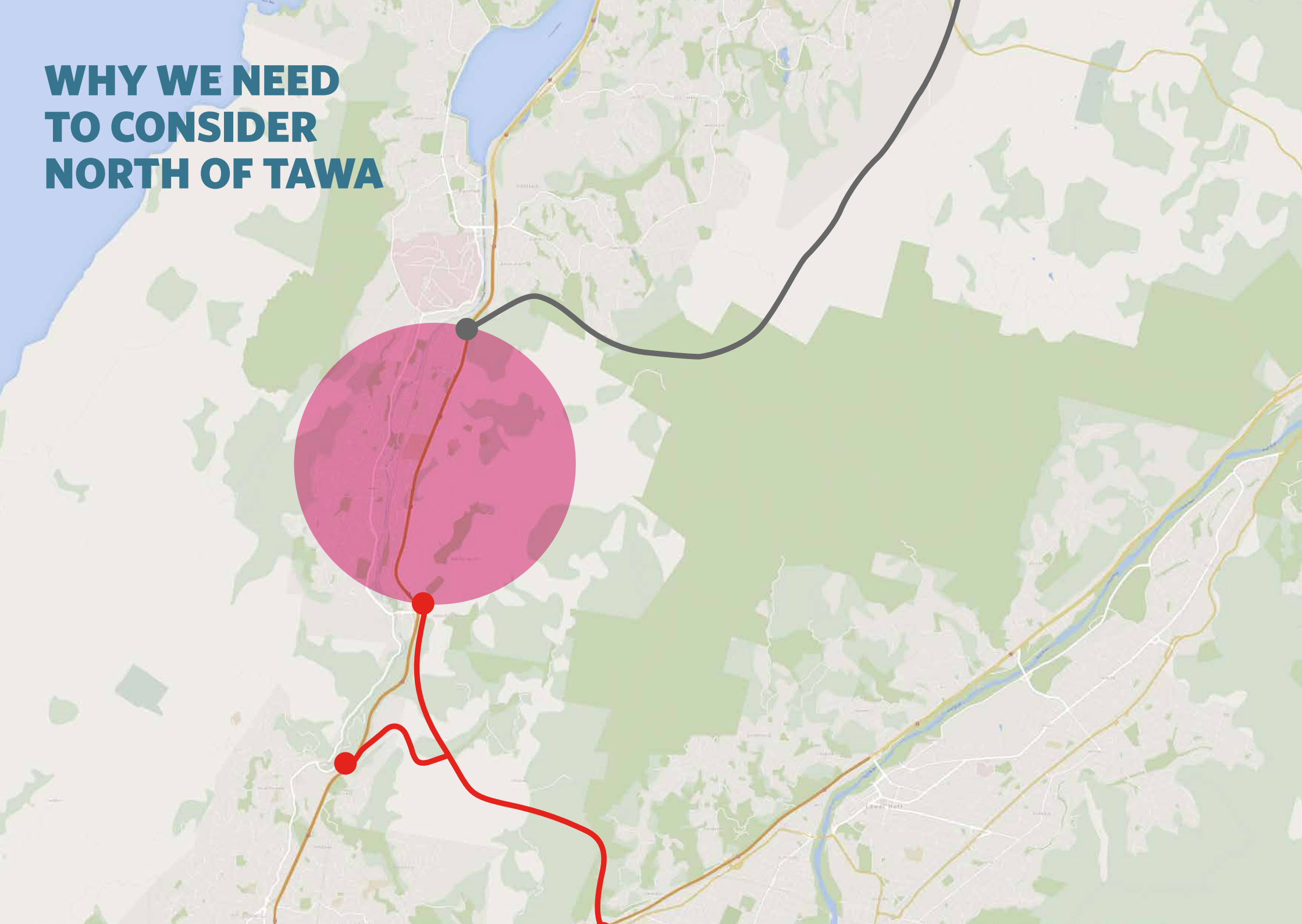
Better connections for communities, like Grenada North

Facilitates improved connections & **access to Belmont Regional Park**



Fill could be used to make a **cycleway between Petone & Wellington**

WHY WE NEED TO CONSIDER NORTH OF TAWA





3

OPTIONS

OPTION 1

NO CHANGE

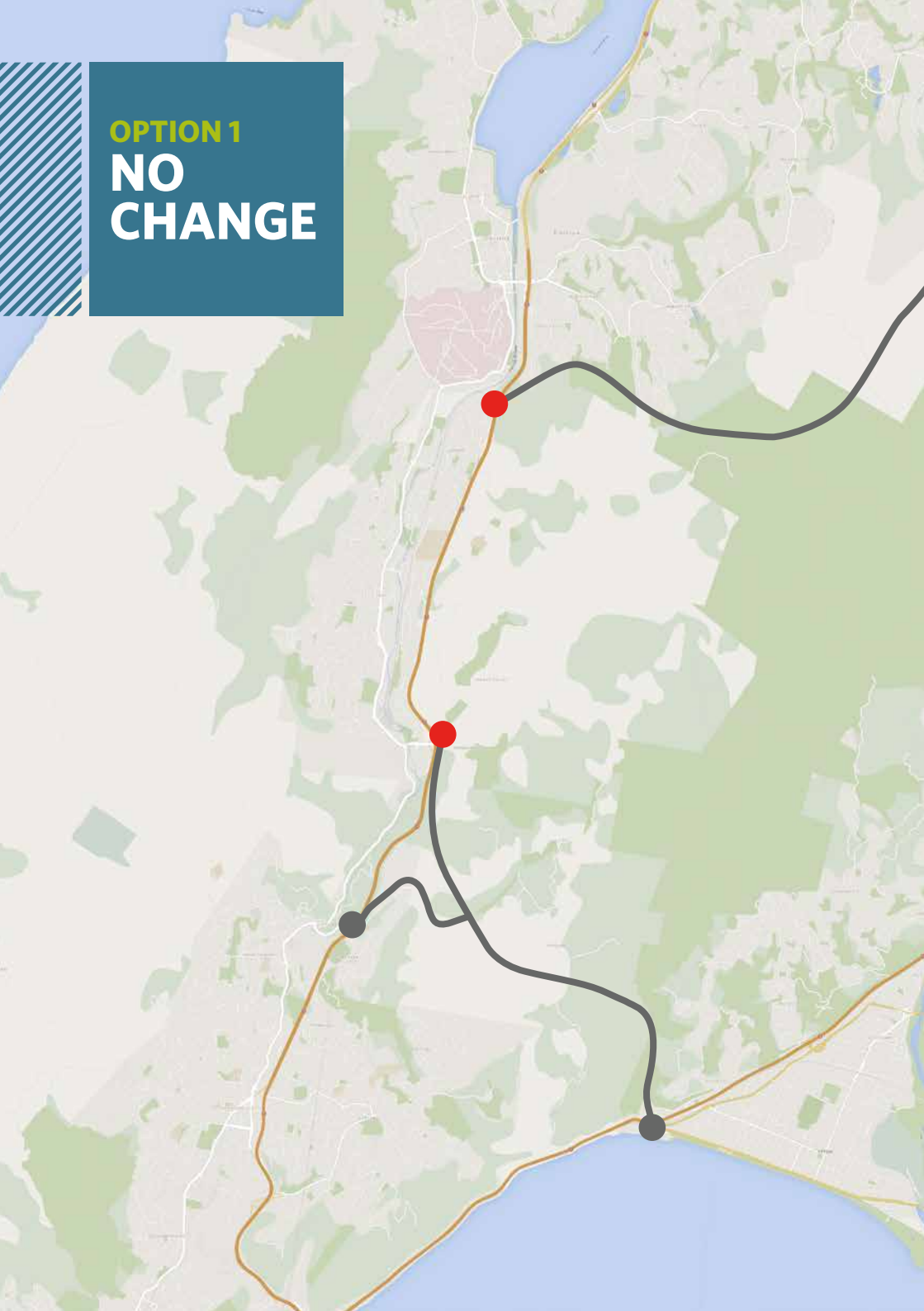
OPTION 2

WIDEN SH1

OPTION 3

TAKAPU LINK

OPTION 1
NO CHANGE



FREIGHT EFFICIENCY

NO EFFICIENCY GAIN

RESILIENCE

NO IMPROVEMENT

SOCIAL IMPACT

NO DIRECT IMPACT

PROPERTY IMPACT

NO IMPACT

ECOLOGY

NO DIRECT IMPACT

PUBLIC TRANSPORT

NO IMPACT ON PATRONAGE

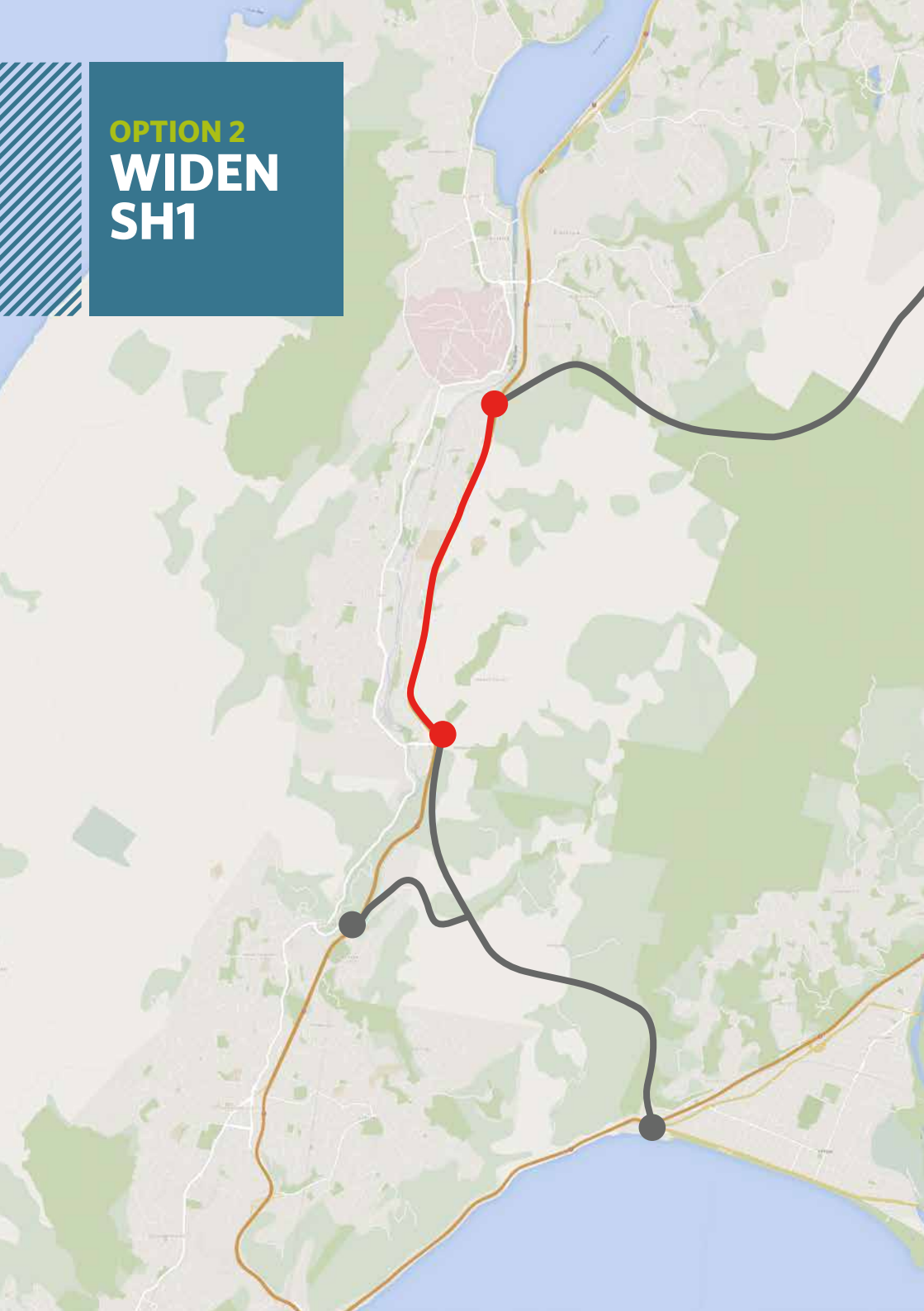
COST

\$0M

NETWORK

**MODEL SUGGESTS
SIGNIFICANT
CONGESTION
BETWEEN TAWA
& TRANSMISSION
GULLY BY 2031**

OPTION 2
WIDEN
SH1



FREIGHT EFFICIENCY

NO
EFFICIENCY
GAIN

RESILIENCE

MINOR
IMPROVEMENT
DUE TO
ADDITIONAL
LANES ON SH1

PUBLIC TRANSPORT

NO IMPACT ON
PATRONAGE

COST

\$25M - \$50M

ECOLOGY

MODERATE
IMPACT

NETWORK

MANAGES
PREDICTED
CONGESTION

SOCIAL IMPACT

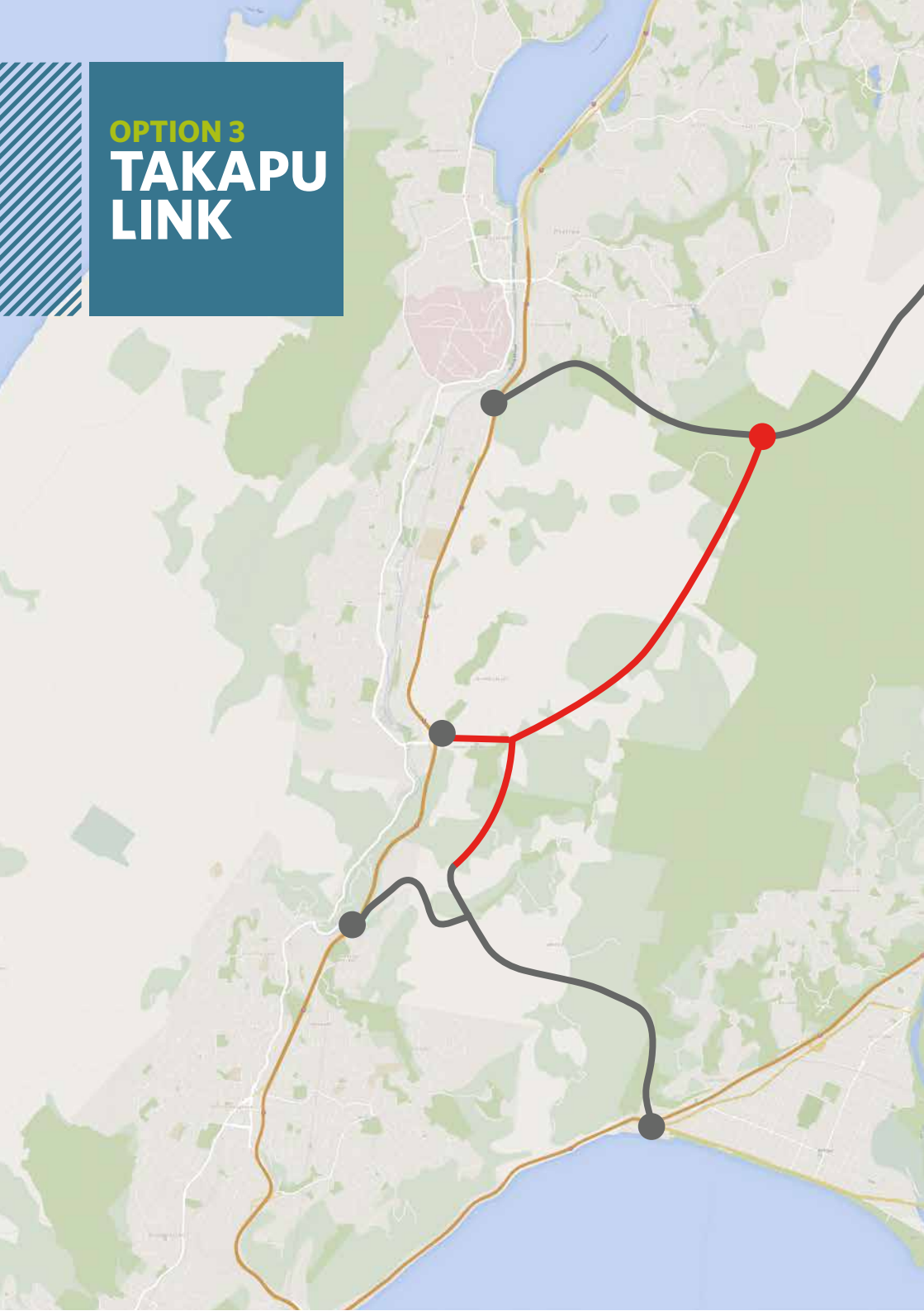
CONSTRUCTION
IMPACT ON
PROPERTIES
ALONGSIDE SH1

PROPERTY IMPACT

6 **HOUSES**
AFFECTED

30 **LAND**
PARCELS
AFFECTED

OPTION 3
TAKAPU LINK



FREIGHT EFFICIENCY

20%
EFFICIENCY GAIN

RESILIENCE

SIGNIFICANT IMPROVEMENT DUE TO THE ALTERNATE ROUTE PROVISION

PUBLIC TRANSPORT

NO IMPACT ON PATRONAGE

COST

\$30M - \$60M

ECOLOGY

SIGNIFICANT IMPACT

NETWORK

MANAGES PREDICTED CONGESTION

SOCIAL IMPACT

CONSTRUCTION IMPACT ON PROPERTIES

PROPERTY IMPACT

1
HOUSE AFFECTED

21
LAND PARCELS AFFECTED

PETONE TO GRENADA FREQUENTLY ASKED QUESTIONS

What are the benefits of improving journeys between Tawa/Porirua and Petone?

By improving these journeys we can provide an additional route in and out of Wellington in the event of a crash or earthquake and we can open land for housing and industrial development. We can make freight movement more efficient, which can reduce the cost of your goods at the shops. The Petone to Grenada Link Road also has the potential to facilitate the construction of the Wellington to Hutt Valley Walking and Cycling Link.

What does Petone to Grenada do to address congestion on the Esplanade?

A new Petone interchange will improve the flow of travel onto State Highway 2 and as a result improve travel on the Esplanade. The interchange will ensure traffic can merge onto the highway more efficiently and will provide smoother travel along the Esplanade at peak times.

This interchange could be built first to improve traffic sooner and facilitate further construction of the new Link Road. We will consider this possibility in the coming months.

A Seaview Link could also assist traffic flow, which is something we are working with Hutt City Council to consider.

Why not improve State Highway 58 instead?

We need both a Petone to Grenada Link Road AND a safer State Highway 58. This will significantly improve Wellington's east and west connections, especially if there's an earthquake, slip or major crash affecting State Highway 1 or State Highway 2 near Wellington City.

Isn't it too steep for freight?

The gradient is similar to Ngauranga Gorge and because the Link Road will be more direct and efficient, modelling and feedback from the freight industry show it will be more attractive for freight operators.

Is the road going through the Korokoro Valley?

No, we're not touching the Korokoro Valley or Belmont Regional Park.

A route on a fault line can't help us to be more resilient, can it?

The Link Road avoids the Wellington fault, unlike State Highway 2, which is much closer. Also, the way we design and build roads now ensures that they can be opened again quickly after an earthquake helping us to get help faster.

Why do we need to improve travel on State Highway 1 North of Tawa?

Our information indicates we could need more capacity on the highway between Transmission Gully and the Link Road once both projects are built. So, we need to plan for what people could need in future as opposed to what we need right now. We are still working on how we could accommodate this anticipated future growth with three options to consider and then decide if we should make changes now as part of the full project, build it later or wait and see what happens in future.

Isn't Petone to Grenada going to encourage more people to use their cars?

What it's really doing is encouraging more people to do business and live in the region and growing our economy. While some people may drive more, new transport capacity also offers potential for new public transport links.

Will walking and cycling be provided on the new Link Road?

We're considering how to best accommodate walking and cycling on the route. This can boost people's travel options and enjoyment of the region when combined with the Wellington to Hutt Valley Walking and Cycling Link.

How does Petone to Grenada connect with the Wellington to Hutt Valley Walking and Cycling Link?

The Link Road could support the Walking and Cycling Link (if a Seaside Option is ultimately preferred) by providing surplus soil and rock to reclaim the shoreline, making the Walking and Cycling Link less expensive to construct. Among the project's benefits is that it improves the transport network's resilience between Petone and Ngauranga.

What's the point of the Link Road?

It's about making the region more resilient to major events and helping our economy to grow. It gives us more travel options and makes the region more attractive to live and do business in. It can generate up to 550 brand new jobs, improve travel to/from Wellington City on State Highway 2 and State Highway 1 and cut around 30 minutes off a Tawa/Porirua to Hutt Valley return journey.



<http://www.nzta.govt.nz>