



 Cornish Street and Wellington Escarpment

# Petone Grenada Link Road – RTC Update


**Keeping you informed**

There is a lot of work to be done for the proposed Petone to Grenada Link Road and we want to ensure that you are well informed about what will be done over the coming months. The table below outlines upcoming key activities while the following pages have quick facts and other information on what we are doing to make a decision.

<b>October</b>	Continue to develop, test, evaluate “north of Tawa” alternative options (concludes end of October) Update on half day workshop		→	RTC update
<b>November</b>	Project Option specialist workshop on short-list options (to follow half day workshop) ↓ CEs updated on specialist workshop (via email or at Nov EAG)	←	→	CEs to inform Councils then develop report back to WRTC
<b>December - March 2014</b>	Project team considers options further ↓ Update to landowners/stakeholders		↓	WRTC considers NZTA findings Report back to NZTA ↓ NZTA decision making process begins
<b>Mid 2015</b>				CEs consider NZTA findings within Councils Decision made on P2G preferred option and approach

**STATE HIGHWAY 58**

- Haywards Hill curve realignment construction begins November
- Engagement with affected landowners/general public on proposed long-term safety improvements late November
- Outcome of engagement released December

**WELLINGTON TO HUTT VALLEY WALKING AND CYCLING LINK**

- Draft consultation report to be released early November
- Decision making process yet to be determined



### Keeping you informed

There is a lot of work to be done for the proposed Petone to Grenada Link Road and we want to ensure that you are well informed about what will be done in the next nine months. The table below outlines upcoming key activities while the following pages have quick facts and other information on what we are doing to make a decision.



### 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. It can generate up to 185 jobs by 2031, improve travel to/from Wellington City on State Highway 2 and State Highway 1 and cut 15 minutes off a Hutt Valley to Tawa/Porirua journey.



### 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 shows it will be more attractive for freight operators.



### We need the Seaview Link first to fix the Esplanade don't we?

A new Petone interchange, an integral part of the new Link Road, will improve the flow of travel onto State Highway 2 and therefore improve travel on the Esplanade. The interchange will ensure that traffic can merge onto the highway more efficiently and will result in smoother travel along the Esplanade at peak times. A Seaview Link could also assist traffic flow, and we are working with Hutt City Council to consider this.



### Isn't the Link Road going to push 10,000 cars onto the Esplanade?

No, 2,500 additional cars are anticipated, spread across the average day.



### Could a Petone Interchange be built first?

There could be advantages to constructing a new Petone Interchange as a first step, both to improve traffic sooner and to facilitate construction. We will consider this possibility in the coming months.



### 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.



### **We don't need more capacity on State Highway 1, do we?**

We currently expect that there might be more capacity needed between Transmission Gully and the Link Road. So we need to plan for what people need in future as opposed to what we need right now. We are still working on how to better accommodate future growth.



### **Isn't this 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 route?**

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.



### **We don't need a shorter trip between Petone and Tawa / Porirua do we?**

This journey is only part of what the Link Road does. It also provides an additional route in the case of State Highway 1, State Highway 2 or State Highway 58 being closed, allows us to open up housing and industrial development as well as improving freight travel, which can reduce the cost of your goods at the shops. It also has the potential to facilitate the construction of the Wellington to Hutt Valley Walking and Cycling Link.



### **How does this link 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 does it do for me if I live in**

#### **THE WELLINGTON REGION**

Supports regional growth by opening up residential and light industrial development opportunities across the region. It also makes the region more resilient to natural disasters/events and more accessible for moving freight.

#### **THE HUTT VALLEY**

Improves travel times to Wellington by three minutes and gives you an alternative route if State Highway 2 is closed. Supports more walking and cycling and offers opportunities to make the train route more resilient to natural disasters/events, including strengthening the tracks, which can improve capacity and speed.

#### **WELLINGTON**

Gives you an alternative route if State Highway 1 or State Highway 2 are closed. Opens up more housing and industrial opportunities, which helps the region to prosper. Also provides the opportunity to facilitate more walking and cycling between Ngauranga and Petone.

#### **PORIRUA**

Improves travel to/from Wellington by three minutes and gives you more options about how you travel to the Hutt Valley when combined with safety improvements to State Highway 58. Makes jobs in the Hutt Valley more accessible and gives you more options about where you work and live because journeys are 15 minutes quicker. Better public transport can also be provided with new routes added on the Link Road.

#### **KAPITI COAST**

Improves travel to/from Wellington by three minutes and gives you more options about how you travel to the Hutt Valley when combined with safety improvements to State Highway 58. Makes Wellington more resilient in a natural disaster/major event and makes it more attractive to live or do business in the region.



## What are we working on now?

We are currently updating the North Wellington Saturn Model. We have been gathering more traffic data on the Esplanade and State Highway 2 to improve the model, as well as updating land use information. This will make the model more accurate, allowing us to test scenarios, taking consultation feedback into account.

Our primary focus is to determine what the Link Road should look like by establishing when the demand for, and timing of, additional capacity is needed north of Tawa. Here is a summary of the scenarios we are testing and the outcome we want from this work.

### **Demand assessment and public transport (PT) tests:**

To determine the impact of improved PT combined with Link Road scenarios.

**Tolling assessment:** To further develop a business case for tolling the Link Road scheme

**Updated Option C and D tests in new model (with and without more capacity on SH1 north of Tawa):** To test whether additional capacity is required north of Tawa, and to understand the impacts of either widening State Highway 1 or developing a Takapu Link. Also, to identify when more capacity is required, and determine if the Link Road's construction could be staged.

**Updated Option Test combined with best PT and demand management (DM) measures:** To determine to what extent Demand/PT measures could be used with the Link Road and how this would impact on its size (eg two, four or six lane route).

**Four-laning SH58 with and without P2G:** To consider the impacts of four-laning State Highway 58 and what effect this would have on the Link Road.

**Sensitivity Tests on State Highway 2 grade separations north of Petone:** To determine if State Highway 2 improvements north of Petone will increase the attractiveness of an upgraded State Highway 58 compared with the Link Road.

**State Highway 2 widening south of Petone Interchange (with and without tolling):** To determine if widening State Highway 2 south of Petone would create a more competitive route via Ngauranga Gorge rather than the Link Road, reducing the predicted traffic demand on the Link Road.

**Seaview Link Test:** To understand if capacity improvements to Seaview (via a Cross Valley Link or Esplanade improvements) are required for the Link Road and if they have positive or negative impacts on the Link Road.

**Sensitivity Tests on future regional growth and the impact on BCR:** To understand the risk of future land use uncertainties by estimating a range of BCRs associated with each scenario.

### **OTHER THINGS WE ARE WORKING ON INCLUDE:**

- Designs for Tawa and Petone interchanges
- Investigating alternative alignments in the Hunters Hill area

## Contact us

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