

29 May 2019

John Milford
Chief Executive Business Central

Chris Bishop
Member of Parliament for Hutt South

Ray Wallace
Mayor for Lower Hutt

Wayne Guppy
Mayor for Upper Hutt

Ref: NZT-3892

Dear Mr Milford, Mr Bishop, Mayor Wallace and Mayor Guppy

Thank you for your letter of 30 April 2019 regarding State Highway projects in the Hutt Valley. I am happy to meet with you to discuss these projects and will arrange for the appropriate Transport Agency officials to attend as well.

You have requested an urgent review of both the Melling and Petone to Grenada projects. The NZ Transport Agency recently reviewed both these projects against the policies set by the *Government Policy Statement on Land Transport 2018-2021* (GPS) through the re-evaluation process.

The re-evaluation of Melling found that the project aligns with the new priorities set out in the GPS. Funding has been approved for completion of the detailed business case. Once the detailed business case has been completed, funding for the next phase – involving further design and consenting – will be considered against funding availability. We expect this to be in early 2020.

The re-evaluation of Petone to Grenada recommended that the project be redesigned with a focus on resilience, safety and improving transport choice across the state highway network. This new focus is consistent with the outcomes sought by the GPS. In endorsing the re-evaluation of the Petone to Grenada link road project, the Transport Agency Board noted that an east-west link road is required to improve resilience, safety and transport choice.

The next step for the re-evaluated Petone to Grenada link road project is to undertake a detailed business case. This business case will take a step back to ensure all east-west options across the state highway network (i.e. the triangle formed by SH1, SH2 and SH58) are considered. Improving east-west transport choice is expected to improve the overall functioning of the state highway network. The detailed business case will commence when funding becomes available.

Your letter has also raised concerns regarding the potential for increased congestion on SH2 from Melling to Ngauranga Gorge following the opening of the Transmission Gully Motorway. We expect that the opening of the Transmission Gully Motorway will redistribute traffic across the state highway

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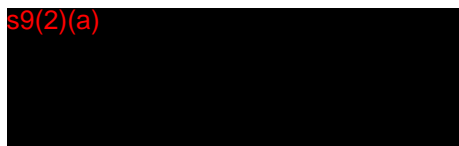
network differently. We are currently preparing an operational plan to help ensure that the wider state highway and local road network is ready for the opening of the new motorway.

We have also recently announced the commencement of the consenting phase for the northern sections of the Wellington to Hutt Valley Walking and Cycling Link on SH2. The link includes constructing a dedicated walking and cycling facility on the seaward side of the Hutt Valley Rail Line between Ngauranga and Petone. Once complete, this facility will improve safety for cycling and walking. It is also expected to encourage more people to walk and cycle between the Hutt Valley and Wellington rather than to drive.

Greater Wellington and KiwiRail are also planning a series of infrastructure upgrades to the Hutt Valley Rail Line (including double tracking between Trentham and Upper Hutt). Completing these improvements will enable timetable changes to be made to commuter services and will allow the option of increasing service frequency at peak travelling times. We are anticipating that these improvements will encourage more people to use local rail services rather than to drive on SH2 at peak times.

Yours sincerely

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Nick Rogers

Interim Chair, New Zealand Transport Agency

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