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Petone 2 Grenada Feedback
Freepost 225938,
PO Box 5084,
Thorndon,
Wellington 6145

Petone to Grenada Link Road Feedback

The Hutt Valley Chamber of Commerce is appreciative of this opportunity to provide feedback on the latest proposal for the Petone to Grenada Link Road. This submission outlines the Chamber's position on the proposal, and addresses the specific questions raised in the consultation material that are relevant to the interests of the Chamber and its Members.

Introduction

The Hutt Valley Chamber of Commerce is a key voice in representing the interests of its 700 members on issues impacting on their economic wellbeing. The Chamber has a special interest in the promotion of transport infrastructure development and has a standing Transport Working Group of key industry and Governmental stakeholder which meets as required to promote key roading development opportunities. Whilst this Working Group grew out of concern some years ago on the planned abandonment of the Cross Valley Link corridor that initiative taken by the Chamber was instrumental in ensuring that it remained as a key roading initiative and that its importance should be formally reassessed in respect to its benefit cost. We understand that that review was completed last year and showed a favourable benefit cost particularly when coupled with the Petone to Grenada Link Road.

The importance of the Petone to Grenada Link Road provides key economic benefits in the following areas:

- Removal of the vulnerability of the SH2 between Korokoro and Ngauranga corridor in vehicle accidents situations and natural disaster events
- Removes pressure particular at peak traffic hour periods on SH2 and the Ngauranga intersection which has a detrimental impact on business performance
- Provides a more direct route for commuters moving between the Hutt and Porirua commercial and industrial areas
- Opens up better access to the key regional retail sectors
- Provides improved efficiency for freight movement
- Will be a key connector to the Hutt Valley following completion of the Transmission Gully RoNS project

The Wellington Region needs a holistic and integrated roading plan. The Chamber has and will continue to pursue through various forums its objective of a more holistic approach to roading which it believes will deliver enhanced roading efficiency outcomes and stimulate economic growth.

The Chamber's Overall Position on the Petone to Grenada Link Road Proposal

The Grenada to Petone Link Road is an essential addition to the Wellington Region's roading network. The Chamber strongly supports the case presented by NZTA for the Petone to Grenada Link Road which is stated to include reducing congestion on SH1 and SH2, improving east/west connectivity, improving journey times and reliability, improving network resilience, and in particular, improving freight connections.

Within excess of 5000 truck movement a day centred on the Seaview /Gracefield industrial area and with the significant volume connecting via the valley suburban road network to SH2 and thereafter to SH1, the Chamber views the benefits of the Petone to Grenada Link Road as resounding in terms of reduced travel time and distance. The Chamber also considers that the link to the Seaview-Gracefield commercial area (the regions primary industrial and research area) is critically important as a connection and therefore needs to be integrated with the proposal (i.e. a 'Seaview to Grenada Link Road' concept).

One of the key benefits of the Petone to Grenada Link Road proposal identified in the Ngauranga Triangle Strategic Study (2010) was that it will serve freight movement from Seaview/Gracefield to northern Wellington and beyond (southern North Island via SH1). Such benefits, including economic growth potential, will be limited while the increasingly congested Esplanade route is used as the connection to Seaview/Gracefield. A Cross Valley Link road provides a feasible and superior alternative to The Esplanade route and use of the suburban roading network. The 2010 Strategic Study stated:

'The building of the Cross Valley Link in conjunction with the Petone to Grenada Link Road would significantly improve Seaview-Gracefield's connectivity to those areas served by SH1 such as northern Wellington, Tawa, Porirua and the lower North Island.' (pg 26)

Feedback on Route Options, Connections and Tolling

Petone Interchange and Petone to Crest of Wellington Escarpment

- We support the proposed interchange option subject to adequate provision for freight vehicle movements, either from The Esplanade or SH2/Cross Valley Link (preferred).
- Essential to ensure physical separation of vehicles and pedestrians/cyclists at the Interchange
- We support the Option 4 route proposal provided adequate provision is made for freight vehicles given the steepness of the route (crawler lanes proposed).

¹ Currently (2012), 28,000 vehicles/day use The Esplanade, 20% of which are heavy vehicles.

Crest of Wellington Escarpment to Tawa/Transmission Gully

- We support the preferred options (C and D), with a preference for D in terms of ease of freight movement to/from the lower North Island (connection to Transmission Gully and consistent elevation).

Tolling

- We support in principle any initiatives (including tolling) that would advance the timing for completion of the project.

We appreciate the opportunity to provide feedback at this stage of this important project and would be happy to facilitate a stakeholder seminar to secure input and support if this considered of benefit

Yours sincerely



Mark Futter
Chief Executive