

Regional land transport strategy

Proposed Western corridor plan

Submission on behalf of Normandale Residents Association (NRA)

Long term strategy

The NRA supports the aims of the Regional land transport strategy as set out in the section headed “Long term strategy”, with the following provisos.

Increase rail capacity as a “pull” factor

We feel that the proven record of the rail commuter network as the primary transport mechanism for peak travel in both the Hutt Valley and the coast routes indicates that a increase in capacity reliability and frequency should be used as a “pull” factor to minimise road usage rather than as a reaction to demand. The objective should be to increase the percentage of commuter and off peak trips made by rail.

Increase freight capacity of rail.

We note that both track geometry and tunnel load gauge currently limit the capacity of the freight network and increase handling as standard containers cannot be shipped directly. We consider the work to alleviate this would have direct benefits to all aspects of the regions transport by reducing road traffic and would also contribute to the improvement of passenger services.

Travel demand management

The NRA wholeheartedly supports the introduction of demand management and in particular the marketing and extension of Park and ride facilities, improved bicycle carrying capacity on trains, CBD parking restrictions and boundary tolling.

Regional road transport network.

Key issues

Although the consultation document concentrates on the capacity and reliability of SH1, the NRA consider that the alleviation of road transport issues can only be addressed if the network is considered as a whole. To this end, we consider the development of easy access for freight traffic from Seaview to SH2 is the critical component. Feeding into the Dowse Drive interchange this will remove freight traffic and potentially a high volume of private transport from Petone Esplanade.

From this point access North is we consider, best provided via SH2, an upgraded SH58 and the Northern section of the proposed transmission gully route.

We note that this option also prevent the destruction of much of Belmont Regional Park by removing the need for the proposed Petone – Grenada link as well as the part of the transmission gully route that would have isolated the Western rim of the Park and severely degraded access from Porirua.

We consider that this alternative would also address the congestion issues at the SH1 and SH2 interchange as it would divert all traffic headed to and from the Hutt to the North from this intersection and the most heavily congested section of SH1.

Petone – Grenada link

The NRA is totally opposed to the proposed Petone – Grenada link. We consider that on the data available the benefits are by no means proven, and the environmental, social, and historical impact immense. The proposal also appears to ignore the proposed work on the Dowse Drive interchange and deliver traffic directly to the Petone Esplanade counter to the objectives of assisting safety, improving public health and ensuring environmental sustainability.

Submission prepared on behalf of the Normandale Residents Association
by

P. Matcham (President)