

## **Submission on the proposed Petone-Grenada Link on behalf of the Normandale Residents Association**

### **Petone Grenada link**

The majority of residents in Normandale work either in Lower Hutt or Wellington. Our principal concerns therefore are the potential impact on travel to Wellington, and the constraints and opportunities offered by the proposed road works to facilitate access between the Western hills and in particular Belmont Regional Park and the Petone foreshore.

Our major concern is however the fact that the proposal is being presented as a 'bolt on' addition to the existing road network rather than as an integral part of a system wide review. Although it is suggested that this is merely a matter of phasing and that, for example, a cross valley link between Gracefield and SH2 could be considered subsequently to the proposed work, we consider that the proposed options, if completed, would negate some desirable options from consideration.

Secondly, we consider that these options were pursued; the detrimental effect on the Petone Esplanade and its use as a recreational facility would be catastrophic.

We consider, and have consistently argued in previous submissions, that the objectives of network resilience and improved access to SH1 North would be better met by a cross valley link to Dowse interchange and improvements to SH58 to link with Transmission Gully or the existing SH1.

Finally, we note that the BC ratio for all options fail to meet the Governments normal threshold for road improvements and can only conclude that the proposed road should not be given priority over other improvements.

Nonetheless, we consider that of the options presented, the preferred option (Option 4) is the least damaging.

Should this proposed work go ahead we consider that the costs should be borne by tolling. We particularly submit that tolling should be weighted more heavily on commercial vehicles. We note that the ability to electronically log use and identify road user type exists. We therefore see no impediment to this proposal and consider that it aligns with the principle that user and polluter should bear the costs of their activity rather than the population at large.

### **Petone – Ngauranga Cycleway**

We recognise the opportunities offered to integrate this work with improved cycle and pedestrian access between the Hutt valley and Wellington and strongly support this. We would support the seaward option in preference, but note that once again this work appears to be being considered in isolation without consideration of an integrated cycle network within the Hutt Valley. We also note that neither option caters well for both sets of commuter cyclists ie those wishing to enter/ leave the Lower Hutt local network at Petone and those wishing to continue or join from the North. We submit that further commitment from HCC on the integration of cycle networks into the roading system is obtained before any final decision on these alternatives is made.

## Detail points

- Our ability to comment in the time provided was compromised by the lack of consistency within the documentation. Route options are variously referred to as P<sub>1</sub> – P<sub>4</sub> and A-D within the same document, and as Options 1-4 in others. We could not easily determine how these various identities mapped onto each other.
- We consider that in the initial scoping, insufficient consideration was given alternative options, in particular the use of rail to replace heavy freight.
- We note that the survey carried out during consultation on the Western Corridor Plan (2006) that little public demand was identified. We understand that subsequently, traffic levels have failed to meet the projected levels and show signs of a long term decline.
- The report produced after the 2006 consultation also noted that: '*... connection from the Hutt Corridor to the Western Corridor needs to be sequenced to ensure that it builds onto an operational Cross Valley Connector to avoid negative traffic impacts on other roads*'. (p51)
- We note the concerns of the design consultants over the gradient necessary to climb the Wellington Fault scarp, and the consequent need for 'crawler' lanes for HGV traffic. We endorse this concern.
- For the Petone – Grenada link, we applaud the efforts made to avoid any compromise of Belmont Regional Park (option 4), and would strongly oppose any option that did so.

For and on behalf of the Normandale Residents Association



Pete Matcham

President