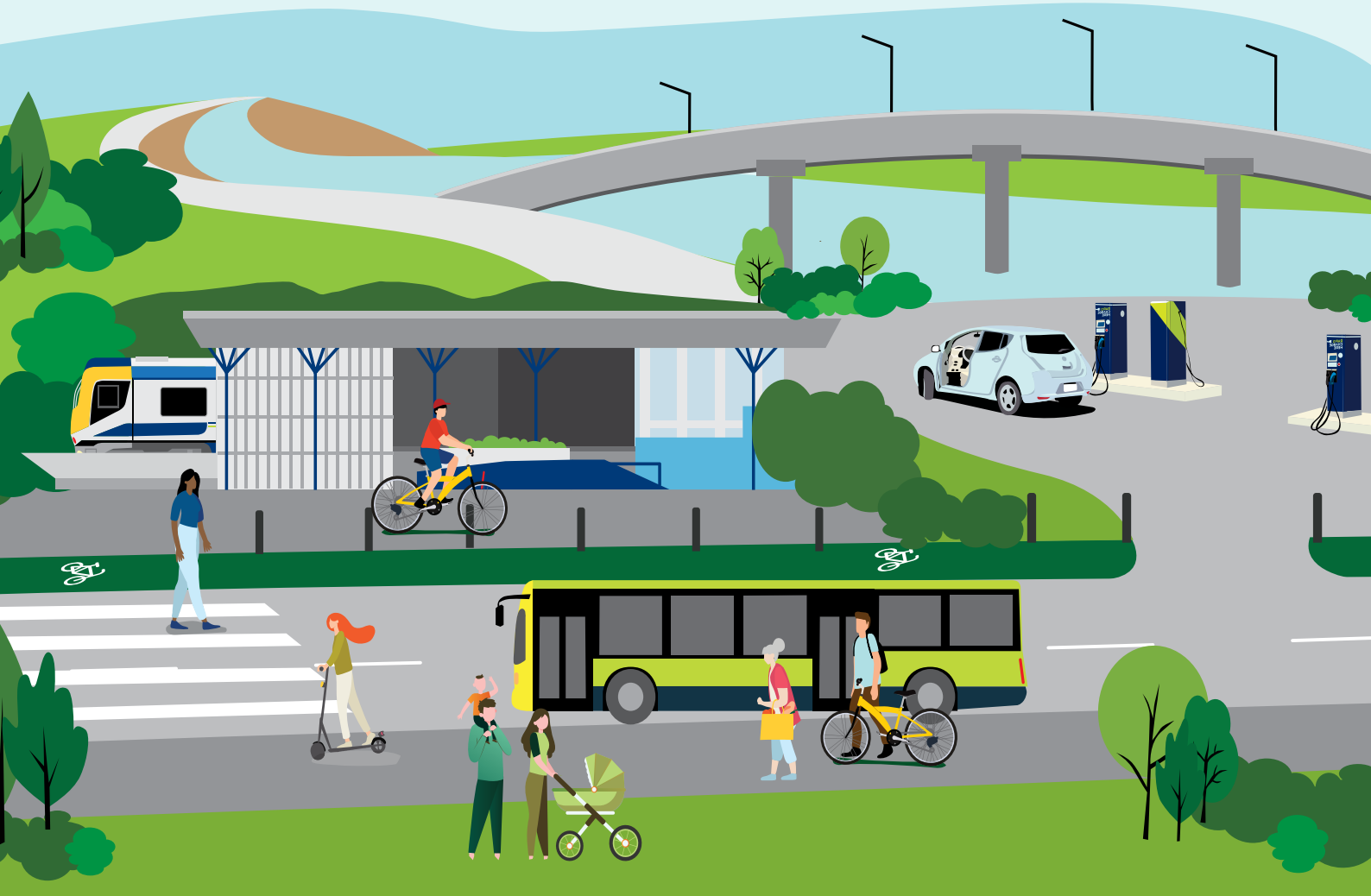
HUTT CITY
TE AWA KAIRANGI

Whiria te muka tangata, whārikihia te kaupapa
Better Connections

Hutt City Council's Draft Integrated Transport Strategy

2022



He Mihi

Ko Te Awa Kairangi he pou herenga iwi, he pou herenga waka.

Here mai ko te kei o tō waka ki te tumu herenga waka o ngā pae mounga kua whakatūtūria nei e te hikuroa o Ngake. Mai i Tararua ki Remutaka ki Pūrehurehu, ki Pōkai Mangumangu, ki Pareraho, ki Tirohanga, ki Tukutuku, ki Puke Tirotiro, ki Pukeariki, e whakamarumarutia nei Te Tatau o Te Pō a Ngāti Te Whiti, a Ngāti Tāwhirikura, ki Pukeatua, te tuahu tapu o Te Kāhui Mounga i te wā i a Māui ki te whakapuare i te wahanui o Te Ika Whakarau a Kutikuti Pekapeka. I ahu mai i Te Wai Mānga, i a Rua Tupua, i a Rua Tawhito, Ko Ngake, ko Whātaitai. Ka timu ngā tai o Te Wai Mānga, ka pari mai ko Te Whanganui a Tara e pōkarekare mai ana.

Ka tū a Pukeatua ki runga i ngā wai e kato ana, i a Awamutu, i a Waiwhetū, kei reira a Arohanui ki te Tangata a Ngāti Puketapu, a Te Matehou, a Ngāti Hāmua e tū ana, tae noa atu rā ki ngā wai tuku kiri o te pūaha o te awa o Te Awa Kairangi. Koia hoki te puna i heke mai ai he tangata. E kore e mimiti tēnei puna, ka koropupū, ka koropupū. Ko Te Awa Kairangi e rere iho mai ana i hōna pūtakenga i Pukemoumou i te paemounga o Tararua ki runga i hēnei whenua, ki runga i tēnei kāinga, hei āhuru mōwai ngā iwi.

Te Awa Kairangi is a rallying point for the many people and the many tribal affiliations that have made it their home.

Bind yourself to the many mountains of this place that were born from the lashing tail of Ngake. From Tararua to Remutaka, to Pūrehurehu, to Pōkai Mangumangu, to Pareraho, to Tirohanga, to Tukutuku, to Puke Tirotiro, to Pukeariki, to Te Korokoro o Te Mana which stands atop Te Tatau o Te Pō of Ngāti Te Whiti and Ngāti Tāwhirikura, to Pukeatua, the sacred altar of the Mountain Clan in the time of Māui. It was here that the two ancient tūpuna, Ngake and Whātaitai, were summoned from the depths of the freshwater lake, tasked with prising open the mouth of the great fish.

It is Pukeatua that stands above the waters of Awamutu and Waiwhetū, the home of Arohanui ki te Tangata of Ngāti Puketapu, Te Matehou, and Ngāti Hāmua, flowing out to the life-giving waters at the mouth of Te Awa Kairangi. This is the spring that gives life to the people. This spring which will never be diminished, it will continue to flow, it will continue to flourish. Te Awa Kairangi that flows down from its source at Pukemoumou in the Tararua Ranges and over these lands as a sheltering haven for the people.

Contents

04 **Message from the Mayor**
05 **Message from Mana Whenua**
07 **Section 1: Introduction**
08 Why this strategy is needed
10 The drivers of our strategy
12 What our community has told us

13 **Section 2: Our current situation**
14 Population and land use
16 Road
18 Cycling
20 Public Transport
22 Our travel behaviour
23 Challenges we are facing

27 **Section 3: Our focus areas**
28 Guiding principles
29 Focus areas

41 **Section 4: Coordinating our approach**
42 Implementing the strategy
44 Measuring outcomes



Message from Mayor Campbell Barry

> ***E ngā ringaringa e mau ana ki tōu kīwei o te kete***
>
> ***Mā te kaunihera e mau i tō mātou***
>
> ***Mā tātou katoa e kawe atu rā ki te pae tawhiti kia tata***
>
> ***Tēnā tātou katoa!***
>
> *To the many hands holding on to your handle of the basket*
>
> *Council will hold fast to ours*
>
> *And it is by us all together that the basket is carried until the distant horizon meets us*
>
> *I greet us all!*

At Hutt City Council, we want Te Awa Kairangi ki Tai Lower Hutt to be a place where everyone thrives. A key component to achieving this is enabling our residents to move around our city freely, safely, and efficiently, while taking care of our environment. But right now, we face a number of growing challenges in our transport network — increasing congestion, a disconnected network, and poor transport infrastructure.

To respond to these challenges head on, we've developed the Integrated Transport Strategy, which sets out our ambitious vision and roadmap for the future of Lower Hutt's transport network. The Strategy is a critical and foundational piece of work for Lower Hutt. It will support future-focused and cohesive decision making for transport in our city, where our people and our environment are kept front and centre. Whatever your means of travel — whether that be by bike, bus, car, or walking — we need an approach to transport planning that is integrated and improves everyone's experience and options.

With Council's ambitious work programme across the city's transport infrastructure over the next 10 years, we have a once in a generation opportunity to drastically improve our city's transport landscape. From the Melling Interchange upgrade and Tupua Horo Nuku (the Eastern Bays shared path), to Te Ara Tupua (Ngāūranga to Petone Shared Path), our micro mobility programme, and the long-planned Cross Valley Connections project, the Strategy will play a key role in guiding all of these projects.

To ensure we get the most from investments in roads, public transport, and active transport options, your concerns, ideas, and experiences need to be at the core of this Strategy. That's why we want your feedback, so that ultimately we can make Lower Hutt to be the easiest city in the country to move around for all transport users. I look forward to hearing from you.

Campbell Barry
Koromatua o Te Awa Kairangi ki Tai
Mayor of Lower Hutt



Message from Mana Whenua

Our vision:

The primary focus for Taranaki Whanui in terms of our transport needs are our whānau (families), our takiwā (place) and our taiao (environment).

We take a wide view which is premised on how we best enable whānau to reach the places they need to get to within our various communities and ensure that we can create a connection to our takiwā and support a positive relationship with our taiao.



Key principles:

Whānau, Takiwā and Taiao

Whānau

This city was founded by our whānau who years after their arrival co-habited with the early settlers and today there are whānau across all areas of our wonderful city. These whānau are growing every year and it is expected that over the coming decades our population will increase greatly.

Therefore we must commit to fixing the transport flow of which, roads, tunnels, cycle ways, walkways, rail (inter alia) all provide a solution to the gridlock we will most certainly experience if we do nothing. We must also recognise that what goes on top of our transport networks will likely change over the coming decade – through technology and cost reduction through scale.

We all have a responsibility for ensuring effective and efficient transport which enables greater mobility of children. Likewise we must consider the transportation needs of our kaumatua (elders), our disabled and wider whānau members who need to get work, medical centres, university and social, cultural, recreational, sporting and community events and activities.

To transition our transport system we need to consider safety, ease of use, everyday family life, cost and ultimately how our transport systems connect with the design and development of our city. We must ensure that our transport networks have the agility to accommodate the needs of many different whānau.

Taiao

Our environment is incredibly important. Our waters and our whenua are taonga left to us by our tupuna to provide and sustain life. The present generation of Taranaki Whānui have an obligation to ensure this taonga is available to future generations in as good, if not better, quality than that which we inherited. Our whakapapa to Ranginui and Papatūānuku underpins this relationship and connects our genealogy to the mountains, the waters, the ocean and the land.

We understand that more people often means more roads, more cars and more fossil fuels. But the realities are that we are living within a world where climate change is an undeniable truth which is impacting our relationship with our environment. With this knowledge our iwi are becoming more conscious of our obligation to Papatūānuku and are driven to ensuring that we leave an environment for the generations to come that enables them to thrive. Our view is that we will only support transport services and modes that are sustainable and ensure that our relationship with our mother Papatūānuku is not harmed and that our ability to provide for the needs of our future whānau who have not yet arrived is not put at risk.

Takiwā

Our city has rich and diverse history that spans thousands of years and any transport scenario selected must incorporate and give life to our history as mana whenua within Te Whanganui a Tara. This is a history which we offer up gladly, and we will actively support, promote and lead projects and activities that facilitate the reconnection of our whānau to their home, their place and their turangawaewae.

Transportation is about movement and we want to ensure that when people are moving through our traditional places and sites that they are aware and start to appreciate our city within a traditional Taranaki Whānui context. This is significantly important to our numerous whānau who call our city home.

Our support:

We support solutions that consider the needs of our whānau, our connection with our takiwā and the protection of our taiao.

We must be mindful of the needs of our whānau and avoid creating new or perpetuating any inequities or restrictions to our whānau and their transportation needs. In other words, let us avoid creating unintended consequences affecting the whole spectrum of people (tamariki, pakeke, kaumatua, disabled, inter alia) who make up our whānau and whose options for transportation may in many circumstances be very limited.

Collectively we need to ensure that our whānau are involved in the design, development and implementation of any projects and or initiatives, and we must consider how we further facilitate the connection with our takiwā and protect our taiao. Taranaki Whānui is very open to working with the Council on this strategy as it moves forward and welcome any opportunity to provide input, support, guidance and leadership.

1

Introduction



Why this strategy is needed

Our vision:

> ***"Te Awa Kairangi ki Tai Lower Hutt has a sustainable transport network that connects communities and enables all of our people to thrive"***

We are committed to making Te Awa Kairangi ki Tai Lower Hutt a place where everyone thrives. A great transport system that connects our communities, provides access to social opportunities, and helps grow our economy is key to our success. Like other major cities, we are facing some big challenges, including a fast-growing population, the threat of climate change and supporting the wellbeing of our communities.

The Integrated Transport Strategy (this Strategy) outlines our vision, and strategic direction for responding to Lower Hutt's growing transport challenges. It outlines an integrated approach to delivering land use planning, transport planning, investment and encouraging behaviour change within Lower Hutt.

The Strategy will guide Hutt City Council's decision making about changes to the transport system to address the challenges our communities are facing.

Our communities are important, and our environment is precious. We need to protect them by making decisions about the long-term priorities and thinking about the consequences of the ways resources are used.

We want a sustainable transport system that improves the quality of life for today's community without compromising the ability of future generations to meet their own social, environmental, economic, and cultural needs. This means providing our community with transport options that connect people easily, safely, and affordably to where they need to go, whether travelling by foot, bike, or public transport. Developing an environmentally, economically, and socially sustainable transport system will protect Te Awa Kairangi ki Tai Lower Hutt and enable our children and grandchildren to thrive. It will tackle our climate change challenges, reduce congestion, create more liveable places, and support the health and wellbeing of our communities.

We recognise the distinctive and diverse communities that make up Te Awa Kairangi ki Tai Lower Hutt. We have engaged with our communities to understand the specific transport challenges they face and how transport needs differ across our communities.

The insights gained have helped shape our understanding of their needs, and how best the transport system can meet them.







The drivers of our strategy



Changing Technology

Technology is changing how people move around our city and our transport system needs to be well-positioned to accommodate, encourage and reap the benefits from these opportunities.

The growth of micro-mobility services like e-scooters, e-bikes and car sharing services, and the expected trend towards more electric and even autonomous (self-driving) cars, means that our transport systems need to become adaptable and responsive to meet the changing needs of our communities.



Population Growth

Te Awa Kairangi ki Tai Lower Hutt has been experiencing strong population growth in recent years. In 2021 the resident population count of 112,000 had already surpassed earlier projections of what our population would be in 2030.

This population growth will create an increasing number of journeys across our city and will put increasing pressure on our existing transport system unless we change how we travel.



Community Characteristics

Transport developments for our city need to factor in important demographic and sociographic considerations to best serve the communities who need them the most.

Communities with higher deprivation and unemployment rates require better access to affordable and well-developed transport networks to access social and economic opportunities.

To maintain important social connections, elderly communities need to be supported with reliable transport services (non-car modes), as they are generally less mobile with lower access to private vehicles.



Climate Change

Transport is the primary source of greenhouse gas emissions in Te Awa Kairangi ki Tai Lower Hutt and future developments have a crucial role in responding to our climate change challenges.

In June 2019 Hutt City Council declared a climate emergency to raise awareness and prioritise reducing council and city-wide emissions to net carbon zero, in line with the Government's Climate Change Response (Zero Carbon) Act, targeting for New Zealand to be net carbon zero by 2050.

Net emissions in Te Awa Kairangi ki Tai Lower Hutt have reduced over time (a 9% reduction between 2001 and 2019, despite 10% population growth in that time), however the city needs to reduce emissions at a much higher rate to achieve carbon neutrality by 2050.

Source:
Lower Hutt City greenhouse gas inventory.



Future Development

Our city is growing, and we need to make careful choices with the land we have available. We need to create better access and transport options to growth areas to support strong, resilient, vibrant, and connected communities.

Future development is expected to include both new greenfield sites and residential intensification within the Lower Hutt central city, Petone and key centres along the public transport corridor.

There is limited land available for greenfield residential development in Lower Hutt. Priority greenfield areas include remote communities within Wainuiomata and the Western Hills.

Note:
The Wellington Regional Growth Framework outlines the need to support an additional 200,000 people and 100,000 jobs within the Wellington region over the next 30 years. 30% of the growth is expected to occur within the Eastern Growth Corridor, which includes Lower Hutt.

What our community has told us

We reached out to our communities during the development of this Strategy. We wanted to understand the transport challenges faced by residents and businesses, better understand their needs, and explore how changes to the transport system would affect different parts of the community.

Many people are keen to change their travel behaviour but see barriers or issues preventing this change.

You Said

"Cycling is currently so threatening – the frequent pinch points (bridges, intersections etc) are pretty off-putting"

Actions to improve transport in lower hutt

- We need to develop better transport connections to and between key activity centres and services within Lower Hutt to make it easier for people to get to where they need to go
- We need to target improvements within communities that currently have fewer transport options as these communities will benefit the most from future changes
- We need to make sure that those who are transport disadvantaged (such as those without access to other modes) are not unduly penalised when implementing disincentives such as parking restrictions
- We need to provide opportunities for our communities to positively experience alternatives to car travel through non-critical trips (such as leisure or recreation)
- We need to think about how the transport system can be more flexible in providing choices that make it easier for households to travel in ways that better suit their needs.



Factors that would influence our community to travel differently

Our communities would travel by foot or by bikes for short trips if:

- People felt safer when walking, scooting and biking for their journey
- People had a good quality, pleasant environment to enjoy when travelling

Our communities would travel by bike or public transport for longer trips if:

- Travelling by bike and public transport was more convenient
- The transport network was better connected and easier to use

Barriers to making a change

- Trips using public transport are not viable for some people as its unaffordable, poorly co-ordinated or does not take people to where they need to go
- People have greater hardship where there are no alternatives to a car
- People that depend on travelling by car often have limited exposure or experience in travelling by other modes, making them more hesitant to trying other modes
- The existing transport system does not meet the needs of people who take children to school or visit shops as part of their commute, making it more convenient to travel by car

2

Our current situation



Our current transport system

Population and land use

In 2021 Te Awa Kairangi ki Tai Lower Hutt had a population of 112,000 people. It is the second largest employment centre in the Wellington Region. The construction industry is the largest employer, followed by healthcare, retail, professional services, manufacturing, and education sectors.

Most people live on the valley floor, in the flat parts of the city. The suburbs of Petone, Waterloo, Naenae, Taita and Stokes Valley have the highest population densities. The Western Hill suburbs and Eastern Bays have the lowest population densities. Many of our residential areas are already focused around our railway stations.

Lower Hutt's city centre is the primary commercial and retail centre for the city, providing services and amenities for our community and the wider region. Petone is also a regional employment centre and a regional attraction for shopping and recreation. Hutt Hospital is a regionally significant healthcare facility. The Seaview/Gracefield area is important for employment, manufacturing, and industry.

Number of jobs in our key employment areas

Source: 2020 Annual economic profile - Lower Hutt City

Hutt Central
6,000

Petone
5,200

Gracefield
3,800

Hutt Hospital
1,300

Number of jobs in our key employment sectors

Source: 2020 Annual economic profile - Lower Hutt City

Construction
6,400

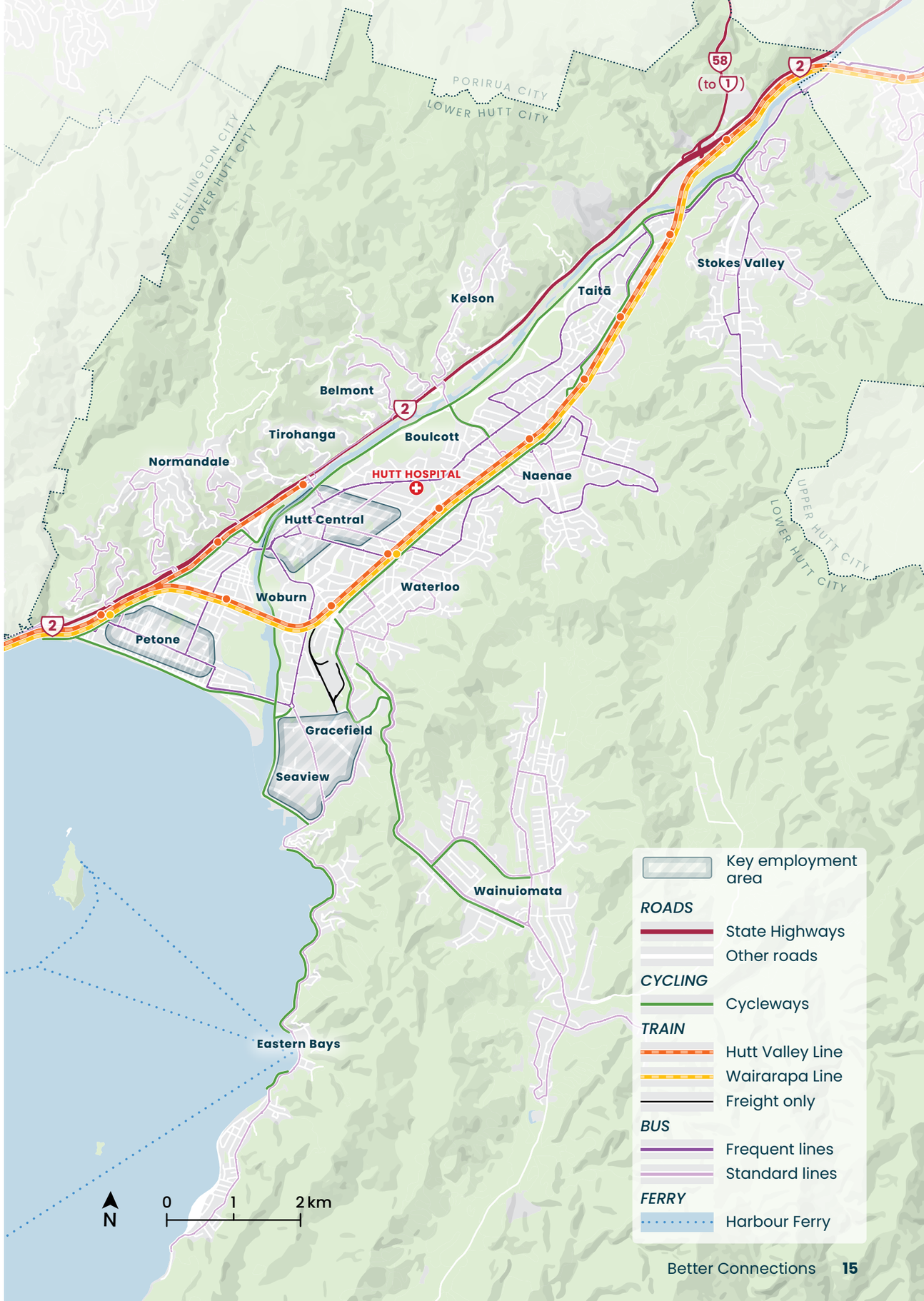
Health
5,900

Retail
5,330

Professional Services
4,900

Manufacturing
4,730

Education
4,260



Our current transport system

Our road network

A well-functioning road network is key to allowing our people to move freely within our city and to easily access other regions.

Our existing road network includes over 480km of roads which connect the city's main employment and transport hubs, provides links to regional areas via SH2 & SH58, and connects us to the rest of the North Island via SH1.

The development of this network has been strongly influenced by local geography and this has created challenges for many of our outlying communities. The hills on either side of Hutt Valley make access challenging from Wainuiomata, Eastern Bays and Stokes Valley. Limited east-west connections across the State Highway and Hutt River also create access barriers for communities in the Western Hills.

Te Awa Kairangi ki Tai Lower Hutt also has a strong commercial and industrial area at Gracefield/Seaview. As a key part of Wellington's regional core freight network this means a large number of trucks must travel on The Esplanade, Waione Street and Seaview Road to access this area and connect to the State Highway network.

These important factors must be considered in future road network developments.

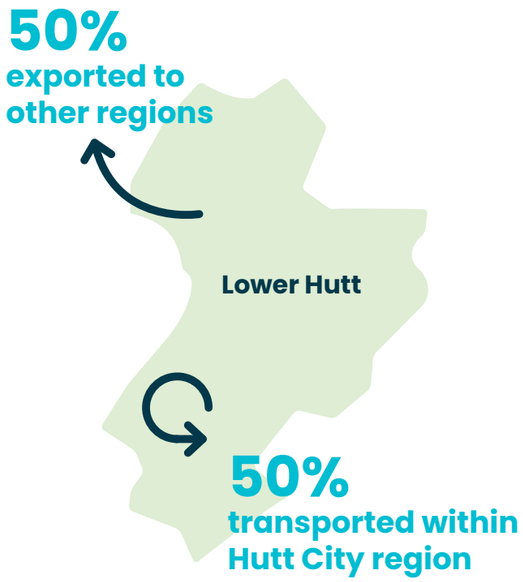
Major Freight Routes

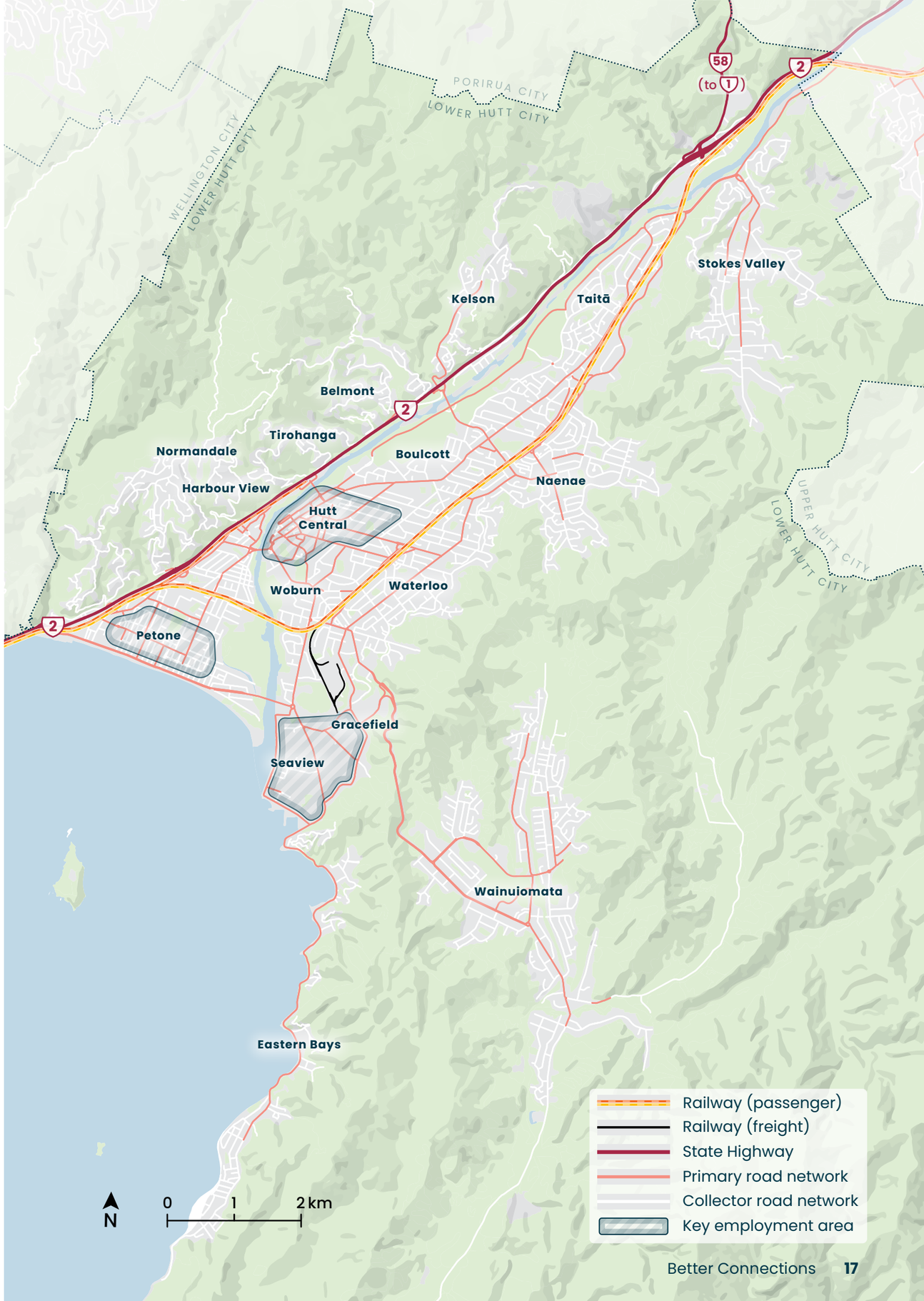
Source: Hutt City Council cross valley PBC



Freight Origination

Source: Hutt City Council cross valley PBC





Our current transport system

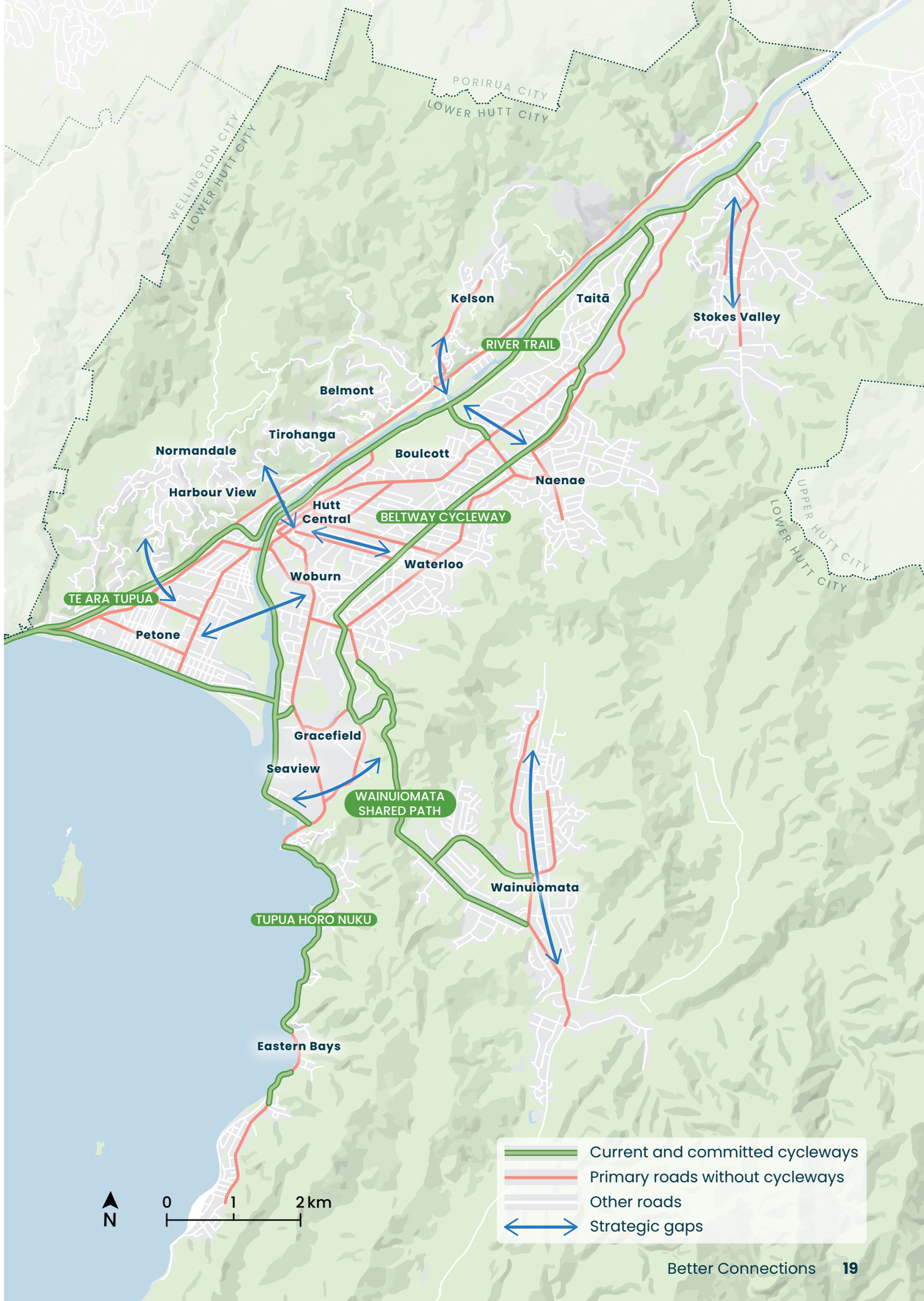
Our cycle network

Cycleways are an important part of our transport network and will become increasingly so with the growth of e-bikes and other micro-mobility options.

Our current cycle network comprises 26km of cycle routes, including the Hutt River Trail, The Esplanade and Wainuiomata Road shared paths. Future strategic connections include the Beltway, Te Ara Tupua and Tupua Horo Nuku, however even with the completion of the newly committed routes, strategic gaps will remain and will need to be addressed. These include limited east-west connectivity across the Hutt River and Hutt Valley into Hutt Central, Petone and Gracefield/Seaview, as well as a lack of connections to outlying residential areas including Stokes Valley.







Our current transport system

Our public transport network

Strengthening our public transport network is a key component in giving residents more choices of how they move around.

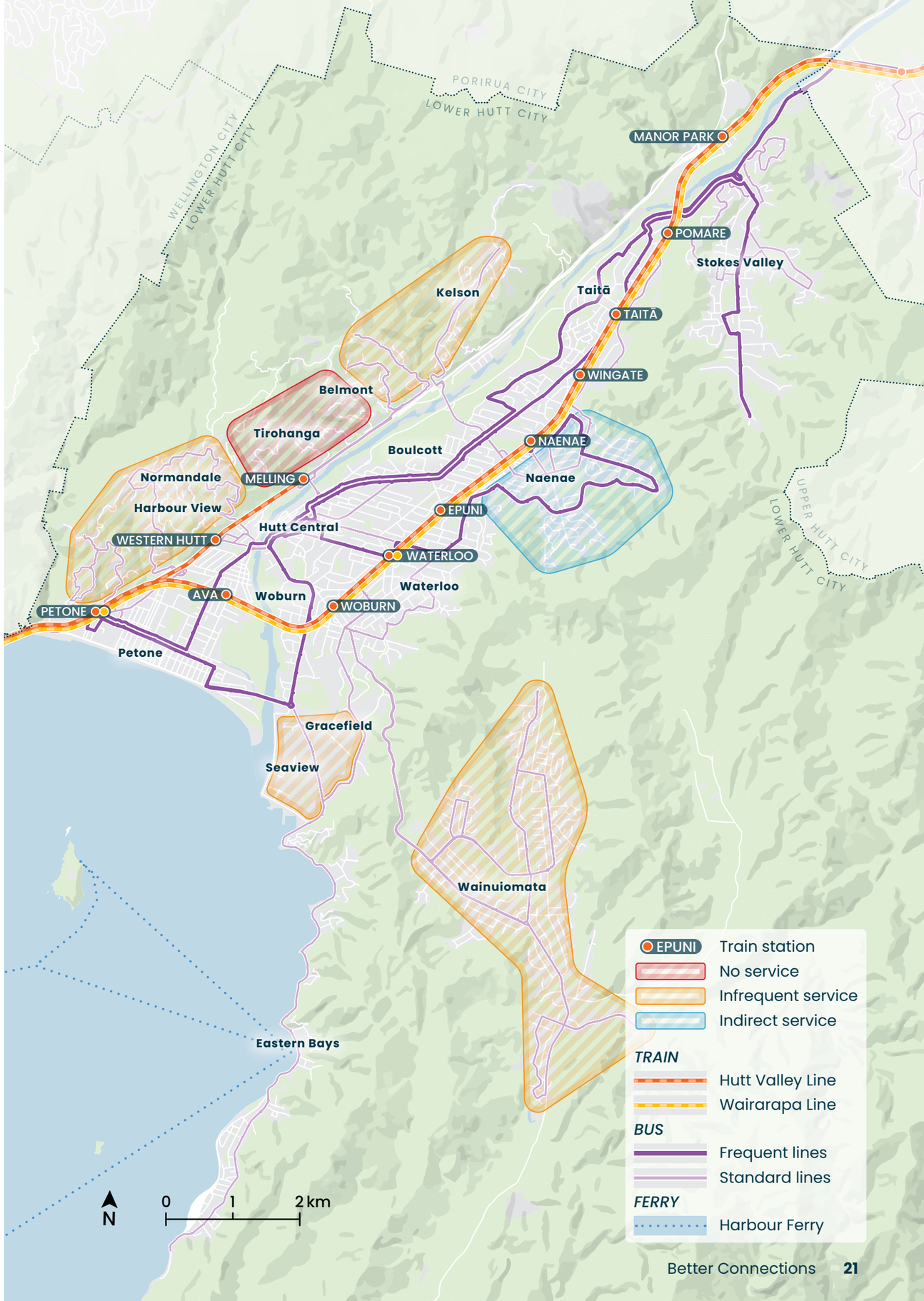
The existing rail network provides regular commuter services from higher-density residential areas in Hutt Valley to Wellington city centre, as well as connections to Upper Hutt and the Wairarapa, however there are areas of the valley that are not covered, such as Hutt Central and Seaview/Gracefield.

These areas are covered by our existing bus network and while it does cover most of the valley, it too has gaps that need addressing for areas that have limited or no bus services (as indicated on the map).

Opportunities for strengthening the existing bus network include:

- Providing higher frequency bus services to Hutt Central and the valley floor from remote suburbs in the Western Hills, or Wainuiomata and the Eastern Bays.
- Providing services to communities with no public transport coverage such as Harbour View and Tirohanga.
- Providing more direct bus services to centrally located residential areas (such as Naenae), as existing high frequency services are indirect, taking longer than travelling by car to key destinations.

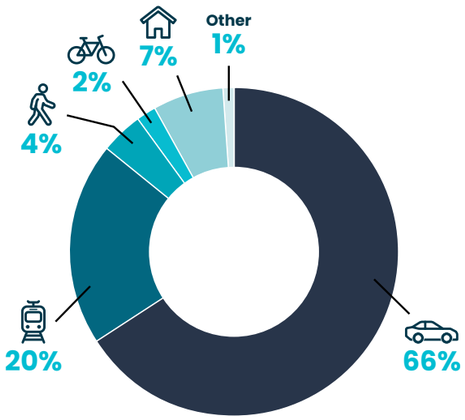




Our travel behaviour

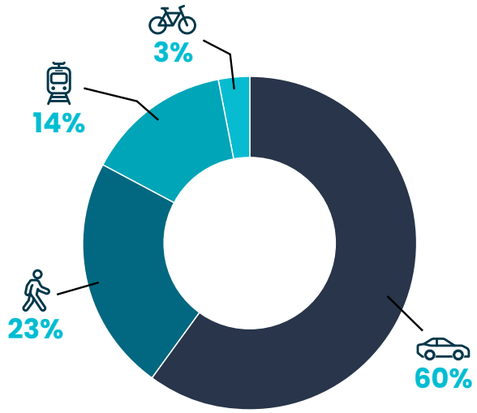
How people travel to work

Source: Statistics NZ - Journey to work data



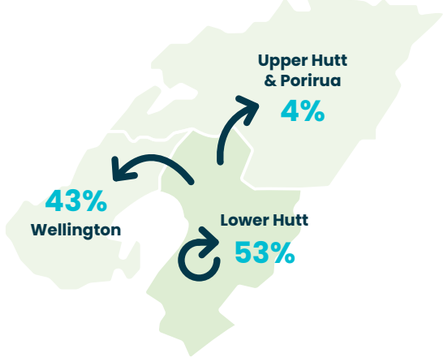
How people travel to school

Source: Statistics NZ - Journey to school data



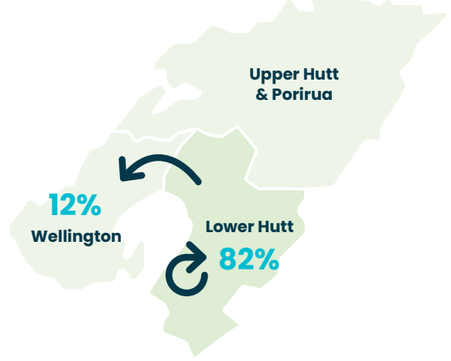
Where people work

Source: Statistics NZ - Journey to work data



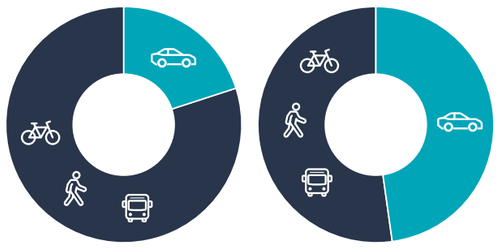
Where people study

Source: Statistics NZ - Journey to school data



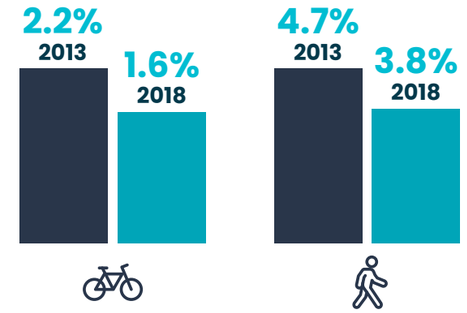
How we access the train

Source: GWRC - Rail survey analysis (2017)



Cycling and walking to work

Source: Statistics NZ - Journey to work data



Challenges we are facing

We want our transport network to support growth in our city by making it easier and safer for people to get to the places they need to go, providing transport choices that will reduce congestion and emissions, and create more liveable communities.

There are a number of strategic challenges we need to respond to as we manage and improve our transport system.

These were informed by a review of travel behaviour trends, and an assessment of the current and proposed transport and land-use system. They were also informed by Council's current plans and policies, and feedback from stakeholders and members of our communities.

Community engagement

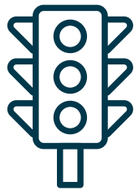
Our engagement around this Strategy aimed to seek out key stakeholders and engage with a diverse representation of the community.

Strategies, policies and plans

Policy documents at all levels of Government were reviewed to identify key themes, issues and opportunities that drive decision making.

Technical assessment

A technical assessment of data identified trends including demographics, technology, travel behaviour, safety, transport networks and services, and land development.



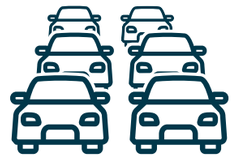
Longer journeys

Growing transport demands are leading to longer and less reliable journeys.



Community wellbeing

Transport is decreasing the quality of life and wellbeing of our communities.



Perceptions of Safety

Exposure to high traffic volumes affects perceptions of safety.



Limited travel choices

Some communities have limited travel choices.



Environmental impact

Transport emissions are negatively impacting the environment.



Natural hazards

Risk of communities being cut off as a result of natural events.



Longer journeys

Growing transport demands are leading to longer and less reliable journeys

As we have all experienced, parts of our roading network are often heavily congested at peak times, creating travel delays and unreliable journey times for freight, private vehicles, and bus services.

Key congestion hotspots include:

- The Esplanade
- Hutt Road / High Street
- Fairway Drive / Daysh Street
- Waiwhetu Road
- State Highway 2 and its local road connections.

Variable journey times can lead to commuters arriving late or needing to leave work early to avoid busy periods.

Travel delays have a personal cost to our residents and an economic cost for freight operators and businesses. This also impacts the punctuality and reliability of bus services, reducing the competitiveness and attractiveness of travelling by public transport.

Unless we change how we travel, forecast population and employment growth will lead to further traffic growth and increased pressure on our primary road network to support future access demand.



Community wellbeing

Transport is decreasing the quality of life and wellbeing of our communities

A car focused transport system impacts on the social, economic, and physical health of our communities.

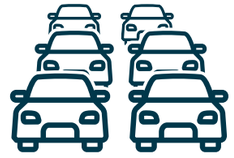
Apart from the immediate safety risks such as crashes, high levels of private car use can also affect people's health through increased exposure to air pollution, noise, or storm-water contamination.

Over reliance on private motor vehicle travel also reduces opportunities for daily physical activity, and high traffic volumes on major roads can reduce community coherence and lead to social isolation. Communities at key risk of social exclusion include those with mobility impairments, age-related limitations, low incomes, and low car ownership.

A car dominated transport system also leads to inequities, particularly for people with low incomes in areas with poor access to non-car-based options. This can lead to forced car ownership where a higher proportion of people's incomes are spent on travel. In some instances, people may choose to forgo trips to key services (such as GP appointments) or seek better employment opportunities.

Did you know?

Between 2014–17, rates of unmet GP needs due to a lack of transport within the Hutt Valley DHB were significantly higher than national rates. 4.6% of adults and 3.2% of children missed appointments due to a lack of transport.



Perceptions of Safety

Exposure to high traffic volumes affects perceptions of safety

Cars travelling through communities in great numbers and speed reduces perceptions of safety in our communities, especially for people walking and cycling.

Sadly, a number of deaths and serious injury crashes involving pedestrians and cyclists have occurred across Hutt Valley in the past 10 years.

Since 2011, 87 deaths and serious injury crashes involving pedestrians and cyclists have occurred in Hutt Valley. Pedestrians and cyclists are over-represented in our crash data, accounting for 29% of all deaths and serious injury crashes since 2011 compared with 21% nationally.

Crash data indicates most pedestrian crashes occur within key activity centres such as Hutt Central, Petone, Wainuiomata, Waiwhetu, Naenae and Taita. Key crash locations involving cyclists include The Esplanade, Gracefield and Waiwhetu, Hutt Central, Naenae, High and Daysh Streets.

The lack of appropriate and safe infrastructure creates actual and perceived safety risks which are barriers to travelling by foot or by bike.

Improving the perceived and actual safety of this is key to encouraging people to travel by these modes more often, particularly for shorter trips.

Community insights:

56% of respondents told us they would consider walking or cycling more often for shorter trips if they felt safer travelling by these modes.



Limited travel choices

Some communities have limited travel choices

Different transport choices make it easier for people to travel in ways that suit their needs.

Communities that are currently poorly serviced by public transport and active transport networks, such as Wainuiomata or the Western Hills, have a greater reliance on private cars for day-to-day travel because the alternatives are inconvenient, inaccessible, or non-existent.

Public transport and active modes have the potential to play a much bigger role in our transport system, connecting people to our activity centres, schools, and transport hubs.

We need to make it easier for people to get around using public transport, cycling or on foot by making these options more convenient, integrated, affordable and attractive.

Some of the challenges we need to overcome include:

- Gaps in the walking and cycling network.
- Busy streets and constraints such as the Hutt River and the rail line make it harder to travel by active modes
- Some bus services are not frequent enough or are indirect, making travel by car a more attractive option. Bus services are poorly integrated with rail, resulting in longer and less affordable journeys



Environmental impact

Transport emissions are negatively impacting the environment

Climate change could have serious implications for Te Awa Kairangi ki Tai Lower Hutt unless carbon emissions are reduced globally.

Our city is located on the most densely populated flood plain in New Zealand. We are also a coastal city that is vulnerable to sea level rise. As the effects of climate change increase, intense storms and heavy rainfall will lead to increased risk of flooding within the Hutt Valley.

Sea-level rises means that coastal properties and roads could be at risk of flooding during storm surges. We'll see road closures like those in the Eastern Bays more often. This will put billions of dollars of infrastructure and property at risk, impacting people's lives and their wellbeing.

Carbon emissions are a major source of climate change and our transport system accounts for over half of the total emissions in our city.

Major changes are needed in the way we travel if we are to meet our target of being carbon-zero by 2050.



Natural hazards

Risk of communities being cut off as a result of natural events

Our transport system is vulnerable to a range of natural hazards including seismic events, flooding, and storm surges.

A significant natural hazard event would have a major effect on the economic and social wellbeing of our communities, and the ability for local businesses to move goods and services.

Even smaller events such as localized landslides can have a significant impact, particularly for our remote communities with limited alternative access routes.

Key vulnerabilities in our transport system include:

- Limited number of bridges across Te Awa Kairangi
- Flooding from Te Awa Kairangi.
- Connections to Eastern Bays that are vulnerable to storm surges, sea inundation and coastal erosion.
- Coastal areas including Petone, Seaview and Gracefield which are at risk of liquefaction. Remote communities in Wainuiomata, Eastern Bays, Stokes Valley and Western Hills which are serviced by single roads susceptible to landslides and underslips.

3

Our focus areas



Guiding principles

We need people to be well connected to each other, to workplaces, to educational opportunities, to places of gathering or worship and to our natural environment.

The following principles will guide decisions about the planning, design, and management of the transport system and how these connections are provided.

Changes to our existing transport network should seek to balance the appeal of travel by car with the appeal of travel by other modes.

Improvements to our traffic network should not undermine the attractiveness of public transport.

We should prioritise changes that make active modes, such as walking and cycling, the most attractive option for people making short journeys.

Changes to our transport system, needed to service new development, should improve public transport and active mode networks before increasing road capacity.

We should prioritise changes that make public transport the most attractive option for people travelling to the main work and education hubs.

We should ensure that the access needs and challenges of everyone in the community are considered when planning for changes.

Focus Areas

As a city we have a number of complicated challenges in optimising our transport network, however we have lots of options and opportunities to make improvements.

Our consultation with city stakeholders and our communities has allowed us to define 7 focus areas for our strategy.

These are designed to deliver the vision for Te Awa Kairangi ki Tai Lower Hutt's transport system and need to be progressed in a coordinated way to maximise the benefits for the community.

These focus areas include optimising the transport and land-use system to minimise demand, supporting travel behaviour change, making it easier to use public transport and improving transport infrastructure.

Each of our focus areas are described on the following pages with examples of the types of interventions or projects that could be delivered or influenced by Council.

The scope, cost and timing of the projects needed to deliver on the vision will be developed as part of future projects.

1

Develop a connected and safe transport network that makes it more attractive for people to cycle, walk or use the bus

2

Create people-focused, liveable streets around key transport hubs and local centres

3

Encourage people to rethink how & when they travel

4

Make it easier for all people to use public transport

5

Improve connectivity to the regional transport network to support the movement of goods and services

6

Support the uptake of innovations that will help change behaviour and reduce emissions

7

Build housing and locate key services close to employment and activity centres to reduce travel distances and reliance on cars



Focus Area 1

Develop a connected and safe network that makes it more attractive for people to cycle, walk or use the bus

You Said

"Cycling is currently so threatening – the frequent pinch-points (bridges, intersections) are pretty off-putting"

Strategic challenges adressed

- **Longer journeys**
- **Limited travel choices**
- **Environmental impact**
- **Community wellbeing**
- **Perceptions of safety**
- **Natural hazards**

Why this is important

- The perception that travelling by bike, on foot or by bus is unattractive, unsafe, and inconvenient has created an inefficient transport system that suffers from congestion and delays.
- Improving safety and connectivity between centres will encourage people to use active travel for short trips, and public transport for longer trips.
- Bus and active mode connections within our city need to be improved to make them viable alternatives to travelling by car.
- Removing gaps in our active mode network will improve the convenience, safety, and attractiveness of these modes.
- Improving the reliability and competitiveness of buses will make them a more attractive option.

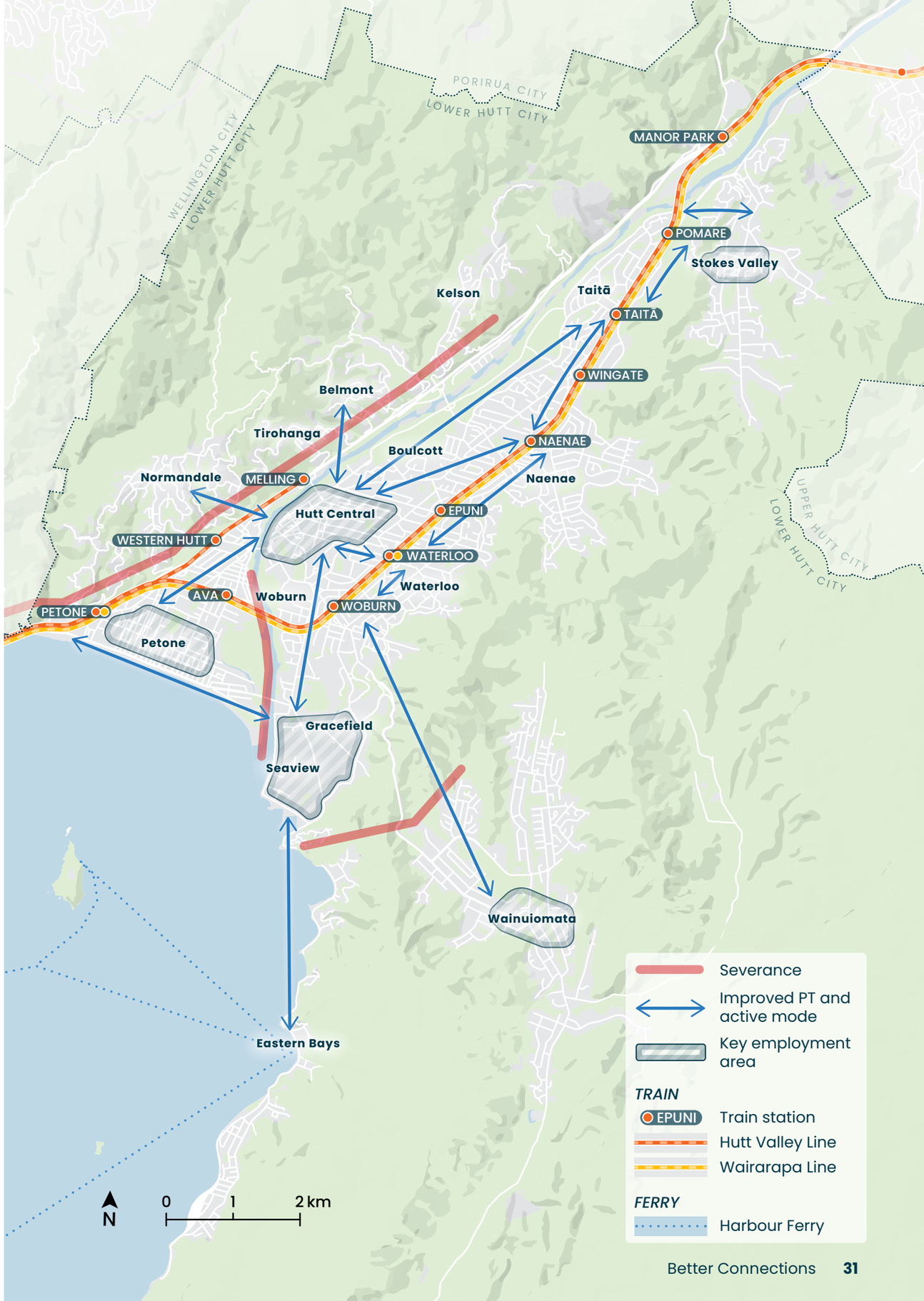
Where we can apply it

- Connecting local centres and major destinations within the Hutt Valley, including Hutt Central City, Petone and Seaview. This should include other activity areas such as recreational or educational facilities.
- Improving multimodal east-west connections and addressing the severence to active mode networks in communities with limited travel choices, such as Wainuiomata, Eastbourne, Stokes Valley and the Western Hills.

Actions we can take

Interventions that Council can lead or influence:

- Bus lanes and bus priority measures at intersections
- Completion of strategic walking and cycling links
- Safety improvements at key pedestrian and cycling crash locations
- Improved crossing points on high-traffic streets
- Additional connections over rail lines
- Road space reallocation, Kerbside Parking Management & Wider footpaths



Focus Area 2

Create people-focused, liveable streets around key transport hubs and local centres

You Said

"The lack of pedestrian crossings puts me off allowing my kids to cycle to school"

Strategic challenges adressed

- **Longer journeys**
- **Limited travel choices**
- **Environmental impact**
- **Community wellbeing**
- **Perceptions of safety**
- **Natural hazards**

Why this is important

- The quality, pleasantness and safety of our streets affect how much people want to cycle, walk and use public transport. People enjoy walking in interesting streets.
- Creating people-focused environments increases feelings of safety and makes it more attractive and convenient to access activity centres by walking and cycling.
- More people-focused environments encourage visiting and dwell-time, increasing quality of life for communities and economic benefits for local businesses.

Where we can apply it

- People should feel they can safely access and move around public transport hubs and local and neighbourhood centres.
- Key locations include Lower Hutt Central City, Petone, activity centres in Stokes Valley and Wainuiomata, plus around railway stations and local centres in Naenae and Taita.

Actions we can take

There are many ways to enhance and create more inclusive environments.

We can focus on creating attractive, convenient and people-focused environments that prioritise the movement of people rather than traffic through:

- Shared spaces / Shared use zones / Innovative street design
- Local Centre Streetscape improvements and footway upgrades
- Some lower speed environments and other targeted safety improvements
- Low-traffic areas around stations and activity centres
- Local centre masterplans
- Improved pedestrian priority & crossings
- Train station access improvements



Focus Area 3

Encourage people to rethink how & when they travel

You Said

"Public transport needs to be available when I want to use it and be able to get me to where I am going without too much hassle"

Strategic challenges adressed



Longer journeys | **Limited travel choices** | **Environmental impact**

Why this is important

- Behaviour change initiatives help us make the best use of our existing transport system and get the most out of future changes by making it easier for people to change their travel habits and try something new.
- Behaviour change initiatives seek to influence demand for travel and can reduce or delay the need to spend large amounts on new infrastructure or transport services.
- Behaviour change initiatives seek a better balance between cars and other forms of transport by encouraging people to think twice about if and when they travel.

Actions we can take

- Encourage people to try walking, cycling and public transport for some trips, acting as a gateway to long term behaviour change.
- Remove cultural or other barriers that discourage people from travelling by foot, bike or public transport.
- Manage demand for use of private vehicles through parking policy changes (times, limits, price, availability, etc) to influence the attractiveness of car travel.
- Work closely with organisations and community groups to develop, implement and monitor workplace, school, and personalised travel plans.

Where we can apply it

- Focus on schools and young people to establish a multi-modal culture from a young age and influence intergenerational attitudes.
- Work closely with major employers and community organisations that can facilitate and champion events and promotions. Influence individuals through their workplace culture.
- In the short-term target communities where travel by bus or active modes is more viable.
- Focus on people or organisations facing a change to embed new behaviours from the outset.
- Promote and leverage from new facilities and services as they are delivered.
- Leverage from perceived issues by focussing on high activity areas (e.g. Petone and Hutt Central City) that have well established parking management measures and traffic congestion.

Focus Area 4

Make it easier for all people to use public transport

You Said

"Some people have no other choice but to put up with poor bus reliability, but for people who have options this will prevent them from using buses in the future"

Strategic challenges adressed



Longer journeys | **Limited travel choices** | **Environmental impact** | **Community wellbeing**

Why this is important

- Public transport has significant potential to replace many shorter trips currently taken by private cars.
- Poor coordination between bus and rail timetables, fares and location of stops makes journey times longer and more complicated than travel by car.
- Making it easier for people to use public transport responds to community views that public transport is less convenient and accessible than driving.
- A connected network improves user convenience and offers easier access to a wide range of additional destinations.
- Enhancing public transport coverage within future growth areas and more remote locations (e.g. Wainuiomata) provides people with genuine transport options.
- Improved integration of public transport services will reduce community reliance on cars and park-and-ride facilities to access railway stations.

Where we can apply it

- Focus on bus connections between communities, employment centres and railway stations

Actions we can take

Working collaboratively with service providers and public transport operators, things that Council could lead or influence include:

- Provision of easily accessible information on routes and timetables, as well as real time public transport information
- Integrated ticketing, timetabling and changes to public transport fare structures to allow seamless transfer between rail and bus services
- Extended hours, enhanced frequencies and improved public transport coverage
- Initiatives that make public transport more accessible for those with disabilities
- Improve pedestrian environments, wayfinding, comfort and waiting facilities around bus stops and stations.
- Secure "end of trip" facilities for bikes and e-scooters
- Making it easier to take bikes on trains

Focus Area 5

Improve connectivity to the regional transport network to support the movement of goods and services

You Said

"The trainlines and state highway mean directness of route is severely compromised, especially if traversing the valley"

Strategic challenges adressed

Longer journeys

Natural hazards

Why this is important

- Transmission Gully and State Highway 58 upgrades provide improved regional links for goods and services in and out of the Hutt Valley.
- Most industrial areas are located on the eastern side of the valley creating strong east-west demand for transporting goods across to the State Highway network.
- Existing east-west roading connections are already congested, impacting on the efficient movement of goods and services to regional markets.
- Enhancing connections will encourage the use of the primary road network for freight and reduce the attractiveness of using local roads, removing conflicts with other modes.
- Improving connections to economic hubs within our city will make investment more attractive for businesses and create further job opportunities for our communities.

Where we can apply it

Connecting primary roading connections between the regional road network and commercial and industrial areas in the Hutt Valley, including:

- The major industrial area is located in Gracefield/Seaview.
- Smaller industrial areas located in Naenae and Taita.

Actions we can take

Enhance east-west connectivity to the regional network through:

- Road or route optimisation
- Targeted capacity improvements
- Special vehicle lanes
- Increased movements of goods by rail



Focus Area 6

Support the uptake of innovations that will help change behaviour and reduce emissions

You Said

"I am looking forward to a payment system for public transport that covers all types e.g. one mobile app for everything"

Strategic challenges adressed

Longer journeys

Limited travel choices

Environmental impact

Community wellbeing

Why this is important

- Changing technology and the growing use of micro-mobility modes is changing the way communities travel.
- Electric and autonomous (self-driving) vehicles are expected to become more prevalent across New Zealand in the coming years.
- Embracing these technologies could lead to a reduction in car use and ownership and will change how we need to provide transport services, parking, and kerbside controls.

Actions we can take

Interventions we can lead or influence:

- Provide EV charging facilities co-located with parking in areas where people work, shop, visit and in residential areas
- Develop web-based software to make it easier to use or understand available transport services and options
- Make it easier and support innovative mobility providers (e.g. e-Scooters) to enter the market
- Increase the use of intelligent transport systems for traffic control and parking management
- Support the introduction of Demand Responsive Transport services
- Promote and support car sharing schemes
- Prioritise car parks for EVs and car sharing
- Develop a Carbon Zero innovation fund to incentivise green business practices
- Work with communities to encourage and support "grass roots" initiatives.



Focus Area 7

Build housing and locate key services close to employment and activity centres to reduce travel distances and reliance on cars

You Said

"What would influence me to walk more is shops and supermarkets closer to where I live"

Strategic challenges adressed



Why this is important

- Transport and land use are closely interrelated and should be mutually supportive. Well-designed transport systems service growth and development areas, and reinforce urban development patterns.
- Locating new residential development near to employment opportunities and activity centres reduces travel distances.
- Increases the convenience and attractiveness of active modes or public transport.
- Concentrating new employment opportunities or key services close to existing activity centres and transport hubs supports public transport and makes active modes more viable.

Where we can apply it

- Higher density housing would best be concentrated along the railway corridors, in Hutt Central & Petone, and around activity and employment centres in Avalon, Eastbourne, Moera, Stokes Valley and Wainuiomata.
- Transit oriented development focused around Waterloo train station.
- This aligns with the Government's National Policy Statement on Urban Development, the Wellington Regional Growth Framework (Spatial Plan), and the Hutt City District Plan.

Actions we can take

Our tools and opportunities to enable higher density developments in areas where people can access transport, services and employment include:

- District Plan zoning changes
- Financial incentives to encourage higher density developments
- Purchase of multiple titles to make it easier for developers to deliver higher density developments
- Private-public partnerships

4

Coordinating our approach



Implementing the strategy

A coordinated approach

Implementation of this strategy must recognise that success relies on changing attitudes and cultural norms in addition to simply changing the transport system.

Encouraging people to rethink how they travel will need people to feel differently about the transport choices that are available. This will involve changing the perceptions as well as the realities of the transport system.

To maximise the benefit for the community, delivery of the focus areas should be coordinated. For example, travel behaviour change initiatives will be most efficient when wrapped around a significant change to the transport system, such as the availability of a new cycling facility or new public transport service. New land developments are often accompanied by new transport infrastructure.

To achieve the vision it is important, particularly for residential development, that efforts are made to ensure that public transport is viable and easy to use from day one. In this situation, co-ordinating the early provision of enhanced public transport with targeted travel behaviour change will maximise the benefits.

Timing is key. Aligning the timing for changes to the transport system with major changes to land-use is crucial because most of us are creatures of habit. Once our travel patterns are established, it is hard to change them. People are unlikely to try a form of transport that is new to them if the options are not there or not seen to be viable. If they try something new and have a poor experience, it might be years before they are willing to have another go.

Triggers and opportunities

The factors that should trigger or create the opportunity for more emphasis on travel behaviour change include:

- Land development and changes to land-use
- Changes to transport infrastructure
- Changes to transport services.

There are a number of such opportunities being worked on in our region now and this strategy aims to guide these in a consistent way.



Wainuiomata Town Centre Upgrade

Let's Get Wellington Moving – are investigating ways to make driving to Wellington Central City less attractive. This may include charges for people that drive or reducing the road capacity in the central city. Such changes would affect a large number of Lower Hutt residents who drive to Wellington and could change their travel behaviours. If appropriately timed, delivery of behaviour change initiatives under this strategy could align well with the changing needs of our Wellington commuters.

Urban Transformation Plans – there are a number of plans underway to transform parts of our city. Projects include RiverLink, Central City Transformation Plan 2019, Petone 2020, Wainuiomata amongst others. The changes that these plans will deliver are aligned to this strategy and their implementation will change travel behaviour and how the community views the alternative travel choices they make available.

Transmission Gully – it is expected that the new motorway will make it easier to drive between Lower Hutt and Kapiti/Horowhenua, improving connections to the upper North Island. It may change travel patterns in the city, potentially increasing the traffic flowing through local activity centres. This may trigger the need to reconfigure some streets to maintain pleasant environments for people.

Petone to Grenada link road – while this project will not proceed until after 2028, it will create opportunities upon which the strategy can leverage. The change will affect how goods and freight are moved between Lower Hutt and the rest of the North Island. This change should trigger a focus on how goods are moved across the Hutt Valley and it may also trigger changes to the public transport network.



Transmission Gully | Photo courtesy of Waka Kotahi NZ Transport Agency

Collaboration

Implementation of this Strategy requires strong, ongoing, and effective collaboration.

It will require collaboration across council. Officers responsible for infrastructure development and maintenance, streetscape specialists, urban designers, behavioural change specialists and community development will need to collaborate to deliver holistic, multi-disciplinary projects and initiatives. Delivery will also involve partnerships and close collaboration with other agencies.

Greater Wellington Regional Council will be vital for achieving the vision for Te Awa Kairangi ki Tai Lower Hutt's transport network. GWRC are responsible for bus services across the region. They also deliver regionally focused travel behaviour change initiatives and seek to support territorial authorities and businesses.

Kainga Ora, Mana Whenua, Urban Plus and other organisations work to deliver new homes in Lower Hutt and the wider region. Through collaboration we can work to ensure that viable travel choices are in place as the new houses are occupied

Local Communities. There are also opportunities to work with communities and business in different parts of the city. Enabling community or business led initiatives can enable more innovative and enduring response to the transport issues facing the city.

Measuring outcomes

A coordinated approach

Monitoring is important for evaluating the progress of this Strategy in achieving our vision and delivering the right outcomes for our City.

A range of measures can be used to indicate whether the direction of change is in keeping with the vision of this Strategy, including mode shift, journey times, carbon emissions, health-related indices, economic growth, safety trends, and resident satisfaction.

Indicators of success

Increase in public transport use

Increase in people walking and cycling

Increase in community satisfaction

More active communities

Reduction in transport carbon emissions

Reduction in deaths and serious injuries

Reduction in private vehicle use

More reliable journeys

Outcomes

Improved community health

Safer communities

Increased community cohesion

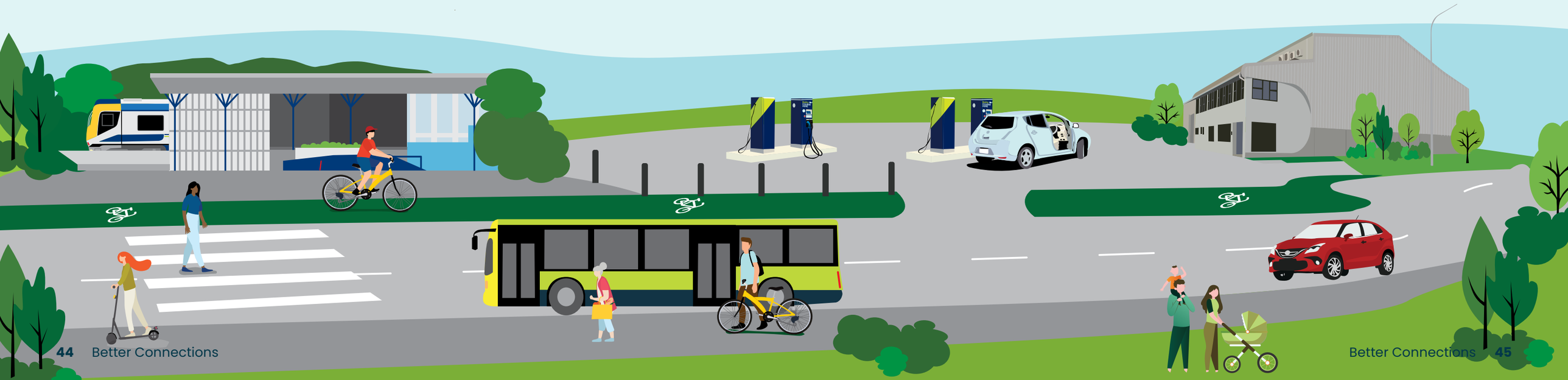
Increased social inclusion

Greater resilience

Reduction carbon emissions

Economic growth

Better access to opportunities



HUTT CITY

TE AWA KAIRANGI