



greater WELLINGTON
THE REGIONAL COUNCIL

Hutt Corridor Plan
Ngauranga to Upper Hutt
December 2003

Hutt Corridor

This corridor follows the current state highway 2 from Ngauranga to Upper Hutt.

Projects 2003 to 2008

Road Projects

- Undertake a detailed evaluation of the design of Dowse-Petone as a result of possible Petone-Grenada and cross valley links, and a reversible HOT lane between Petone and Ngauranga as an urgent priority
- That Transit, Hutt City Council, Wellington City Council, and Greater Wellington Regional Council work together to develop an implementation plan for the cross valley and Petone-Grenada links and the Petone-Ngauranga HOT lane
- Construct SH2 Dowse–Korokoro interchange
- Complete consents for the SH2/SH58 interchange
- Scope and design a two-way cycle and pedestrian facility between Petone and Ngauranga on the seaward side of the rail line
- Investigate a reversible HOT lane between Petone and Ngauranga
- Investigate, design and obtain consents for a link road between Petone Esplanade/Hutt Road/SH2 connection and the Grenada/SH1 intersection
- Concurrently investigate and implement improved vehicle access across the lower Hutt Valley either by the best practical link with the Dowse/SH2 interchange or by improvements to Petone Esplanade
- Monitor and investigate the optimal connections of SH2 at SH58 and Silverstream intersections to the local road network including a possible direct connection to Stokes Valley by a new bridge across the Hutt Valley. Construct the preferred option as funds are available.

Public Transport Projects

- Continue with and monitor direct bus services between Porirua and Hutt and Upper Hutt CBDs
- Allow additional direct bus services from the Hutt Valley to Wellington CBD where these services are commercial and can be shown to attract more former car users rather than former train users
- Investigate increasing Upper Hutt-Wellington rail frequency at peak from 20 minutes to 10 minutes and interpeak frequency from 30 minutes to 15 minutes and implement as appropriate

- Investigate increasing Melling link rail frequency at peak and interpeak periods, especially extending the evening peak service
- Investigate increasing Upper Hutt to Wellington rail operating speed
- Design and implement extension of electrification and services northward beyond Upper Hutt, including new stations at Timberlea and Cruickshank Road.

All proposals to improve rail services from 2003 onwards assume a continuous programme of improvements to rolling stock, park and ride, bus feeder services, integrated ticketing, real time information and other measures.

Road Projects 2008 to 2013

- Construct a two-way cycle and pedestrian facility between Petone and Ngauranga on the seaward side of the railway line. This is a requirement before the improvements on SH2 between Petone and Ngauranga can be completed.
- Construct a reversible HOT lane between Petone and Ngauranga
- Construct a link road between Petone Esplanade/Hutt Road/SH2 connection and the Grenada/SH1 intersection
- Investigate and evaluate a Kennedy Good link to Transmission Gully
- Evaluate and determine in conjunction with Hutt City Council and Transit the most appropriate connections between Hutt CBD and the public transport network and need for and timing of a new Melling bridge. Design and construct an appropriate interchange at the Melling/SH2 intersection.

Road Projects Beyond 2013

- Construct the Kennedy Good bridge–SH2 interchange
- Construct the Kennedy Good bridge link to Transmission Gully
- Construct an interchange at the Melling/SH2 intersection.