

Hutt Corridor Plan

Adopted December 2003

For more information, contact:

Greater Wellington
142 Wakefield Street
PO Box 11646
Manners Street
Wellington 6142
T 04 384 5708
F 04 385 6960

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info@gw.govt.nz
www.gw.govt.nz

Hutt Corridor Plan: Upper Hutt to Ngauranga Merge

The Hutt Corridor follows State Highway 2 and the Wairarapa railway line from Ngauranga through to Upper Hutt. The Hutt Corridor Plan was adopted in December 2003 following a

consultative process. Ensuring alignment with the strategic framework provided by the current RLTS will be carried out as part of the plan's next review.

The long term vision for this corridor as described in the RLTS 2007-2016 is:

Along the Hutt Corridor from Ngauranga to Upper Hutt, State Highway 2 and the Wairarapa railway line will provide a high level of access and reliability for both passengers and freight. These primary networks will be supported effectively by local and regional connector routes. High quality rail and bus services will accommodate the majority of people using passenger transport to commute along this corridor during the peak period. Maximum use of the existing road network will be achieved through measures giving priority to buses and addressing severe traffic congestion. Comprehensive bus services and adequate park and ride facilities will provide additional access for the community. Effective safety measures on the road and rail networks will ensure that no one is killed or injured when travelling in this corridor. East-west connections between this corridor and other corridors and regional centres will be efficient, reliable and safe.

Needs and issues

- Low population growth in the Hutt Valley
- Continued employment in Wellington CBD for people living outside of Wellington City
- Slow down in manufacturing regionally
- Peak period road congestion
- Inadequate peak frequency levels of passenger rail in the Hutt Valley
- Increase in freight movements across the Hutt Valley, particularly near or in residential areas
- Increase in journeys for recreation and shopping
- Poor local access in and out of the Hutt Valley

- Lack of direct passenger rail access to the Lower Hutt Central area
- Growing need for improved roads to meet increases in tourism.

Key outcomes

- A safer, more reliable road and rail corridor
- User expectations of a consistent regional corridor are met
- Reduced congestion in parts of the corridor
- Balanced investment in road and passenger transport, along with travel demand management.



Hutt Corridor Plan overview

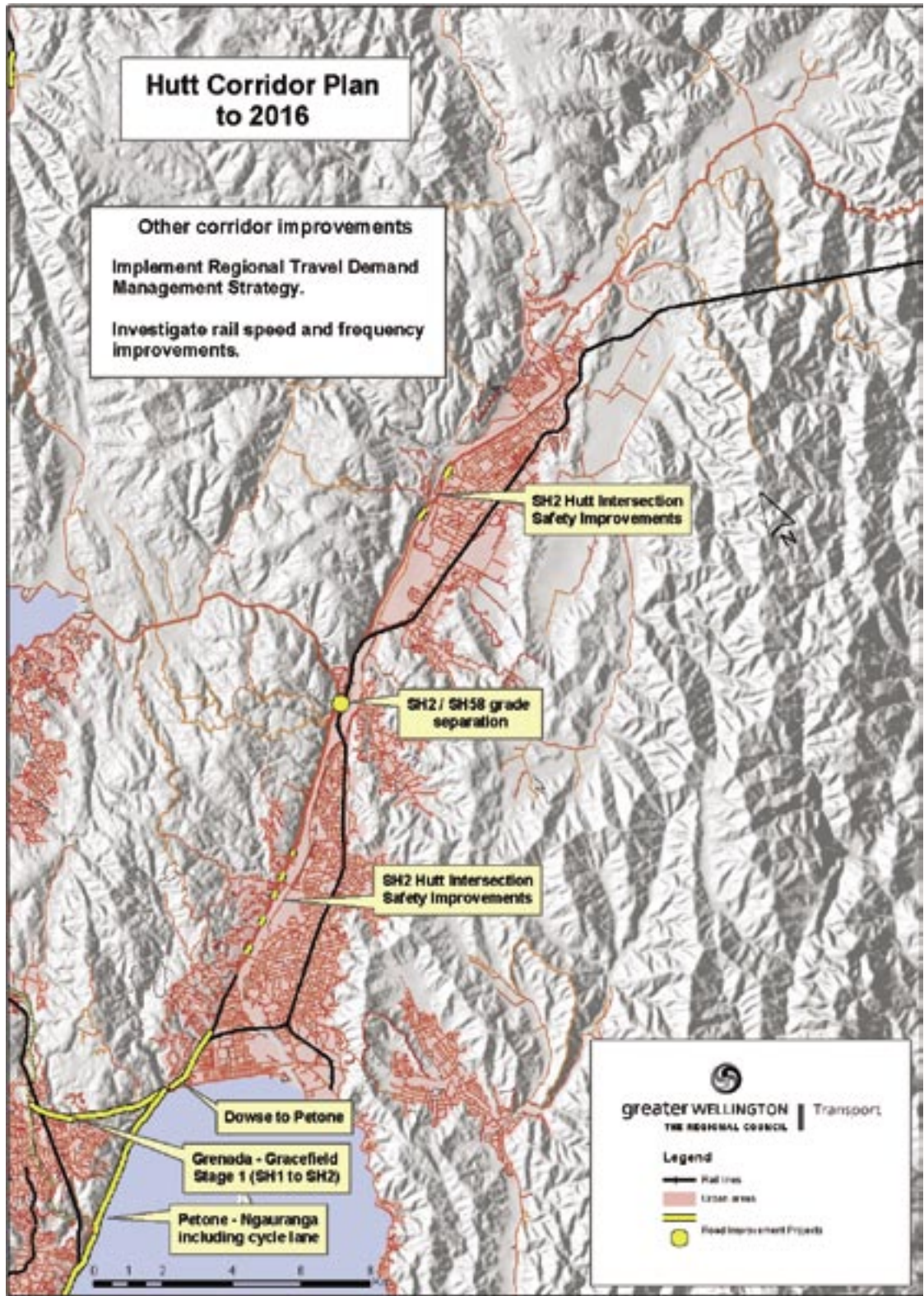


Figure 1: Hutt Corridor planned improvements to 2016.

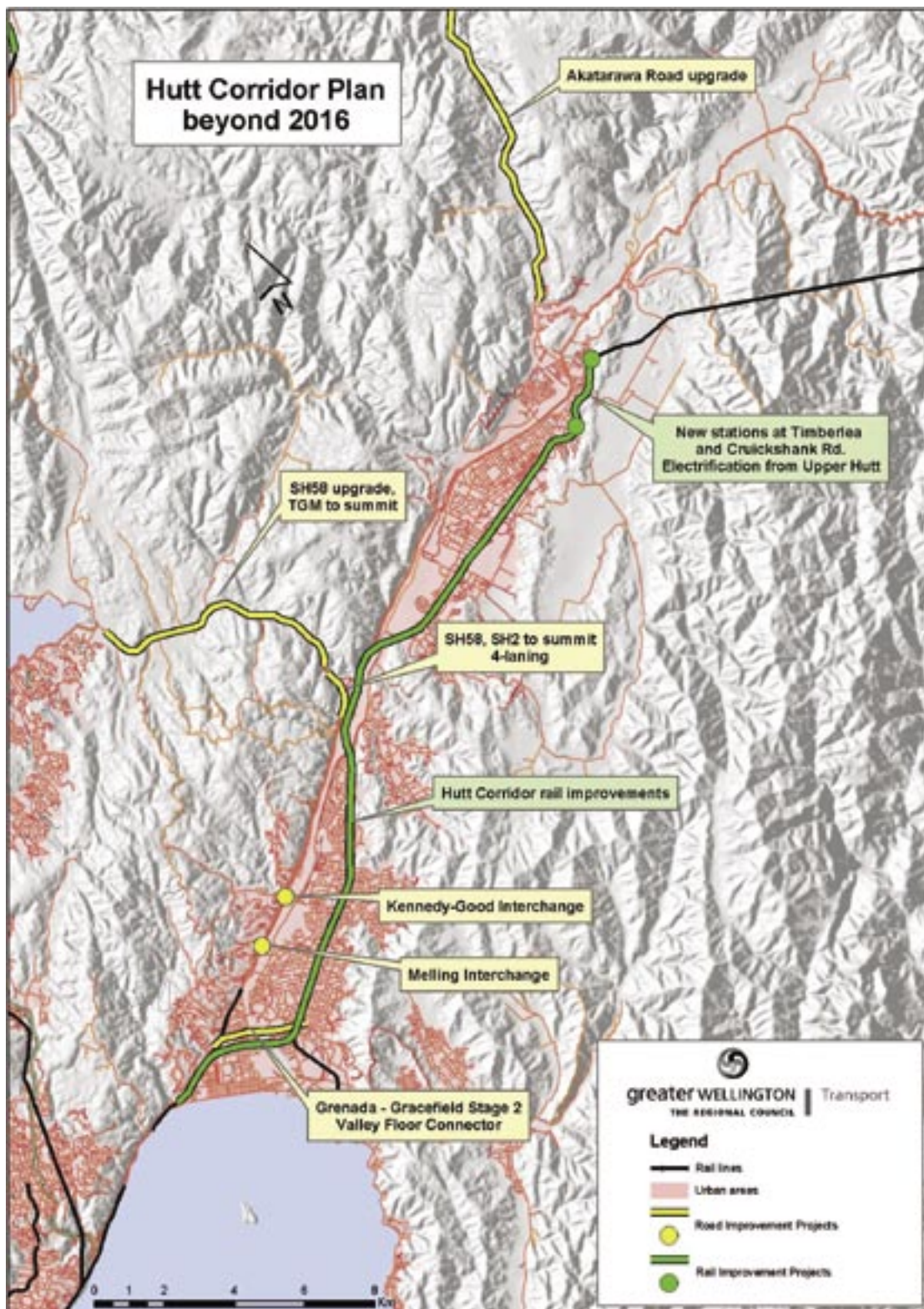


Figure 2: Hutt Corridor planned improvements beyond 2016.

Travel Demand Management

TDM: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Implement relevant initiatives of the Regional Travel Demand Management (TDM) Strategy (December 2005)	All named agencies	Ongoing	As set out in the TDM Strategy	As set out in the TDM Strategy	As set out in the TDM Strategy	As set out in the TDM Strategy
Investigate the provision of a reversible HOT lane between Petone and Ngauranga.	Transit (lead) GWRC	As soon as possible	To be determined	R	Complete investigation by 2007/08	Investigation completed
Construct a reversible HOT lane between Petone and Ngauranga	Transit (lead) GWRC	To commence 2010/11	\$60M	R	Construct HOT lane by 2012/13	Construction completed

Note: Further investigation of roading improvements between Ngauranga – Petone and Grenada – Gracefield needs to be undertaken as soon as possible to determine an appropriately coordinated package.

Passenger transport

Passenger transport: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Investigate increasing Upper Hutt - Wellington rail operating speed and frequency at peak from 20 minutes to 10 minutes and interpeak frequency from 30 minutes to 15 minutes	GWRC (lead) ONTRACK	Underway	Administrative	GWRC (Land Transport NZ subsidy)	Review complete by 2008/09	Review reported to GWRC
Investigate increasing Melling line rail frequency at peak and interpeak periods, especially extending the evening peak service	GWRC	2010/11	Administrative	GWRC (Land Transport NZ subsidy)	Review complete by 2010/11	Review reported to GWRC

Notes: (i) All proposals to improve rail services assume a continuous programme of improvements to rolling stock, park and ride facilities, bus feeder services, integrated ticketing, real time information and other measures.

(ii) A trial of bus services between Petone and Upper Hutt was undertaken between 2001 and 2003. The service was discontinued due to lack of patronage.

(iii) There is a need to evaluate and determine the most appropriate connections between Hutt CBD and the public transport network in conjunction with the development of the proposed Melling/SH2 interchange (roading project).

Passenger transport: long term projects (beyond 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Implement increasing Upper Hutt – Wellington rail operating speed and frequency at peak from 20 minutes to 10 minutes and interpeak frequency from 30 minutes to 15 minutes where appropriate	GWRC (lead) ONTRACK	Beyond 10 years	To be determined	To be determined	Improvements completed	Operating speed and frequency increased
Design and implement extension of electrification and services northward beyond Upper Hutt, including new stations at Timberlea and Cruickshank Road.	GWRC (lead)	Beyond 10 years	To be determined	To be determined	Extension of services complete	Progress reported to GWRC

Roading

Roading: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Develop an implementation plan for Grenada to Gracefield links and the Petone – Ngauranga reversible HOT lane	Transit (lead) GWRC HCC WCC	As soon as possible	To be determined	C2 L (GWRC, HCC, WCC)	Complete implementation plan by 2007/08	Implementation plan completed
Construct SH2 Dowse – Petone interchange	Transit (lead) HCC	To commence 2007/08	\$73M	N	Open by 2008/09	Improvements completed
Design and construct SH2/SH58 grade separation	Transit (lead) HCC UHCC	To commence 2007/08	\$37M	C1	Open by 2011/12	Improvements completed
Investigate and construct a link road between Grenada and Petone (Stage 1 of Grenada – Gracefield)	Transit (lead) HCC WCC	Stage 1 investigation to continue from 2006/07	\$180M	C2 L (WCC)	Open by 2014/15	Road completed
SH2 intersection safety improvements (north of Melling and River Road)	Transit (lead) HCC UHCC	To commence 2007/08	\$10M	N	Improvements complete by 2011/12	Safety improvements completed

Roading: long term projects (beyond 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Construct a link road between Petone and Gracefield (Stage 2 of Grenada – Gracefield)	Transit (lead) HCC	Stage 2 to commence beyond 10 years	\$60M	To be determined	Road opened	Progress reported to RLTC
Upgrade SH58 between TGM and SH2	Transit (lead) PCC UHCC HCC	Beyond 10 years	To be determined	To be determined	Development underway	Progress reported to RLTC
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	HCC (lead) UHCC TNZ	Beyond 10 years	To be determined	To be determined	n/a	n/a
Design and construct an appropriate interchange at the Melling/SH2 intersection	Transit (lead) HCC	Beyond 10 years	\$68M	To be determined	Upgrade completed	Progress reported to RLTC
Construct the Kennedy Good Bridge – SH2 interchange	Transit (lead) HCC	Beyond 10 years	\$21M	To be determined	Upgrade completed	Progress reported to RLTC
Construct Akatarawa Road upgrade	UHCC KCDC	Beyond 10 years	\$20M	To be determined	Upgrade completed	Progress reported to RLTC

Walking and cycling

Walking and cycling: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Scope and design a two-way cycle and pedestrian facility between Petone and Ngauranga on the seaward side of the rail line	Transit (lead) HCC WCC	Underway	To be determined	N	Review complete by 2006/07	Review reported to RLTC
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	Transit TA's	As soon as possible	To be determined	To be determined	Construction complete	Facility open for use

Note: The above actions need to be coordinated with the design of the HOT lane between Petone and Ngauranga.