

Hutt Corridor Study

Objectives

- (1) Accessibility and economic development
- (2) Economic efficiency
- (3) Affordability
- (4) Safety
- (5) Sustainability

Importance of network balance

Scope

Ngauranga – Te Marua

+ connections to SH1/Porirua/Transmission Gully

Road, passenger transport, walking, cycling

Identified Needs and Issues

(RLTS p 57)

- Low population growth in 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
- 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

Note the importance of economic issues

What Have We Looked At?

State Highway

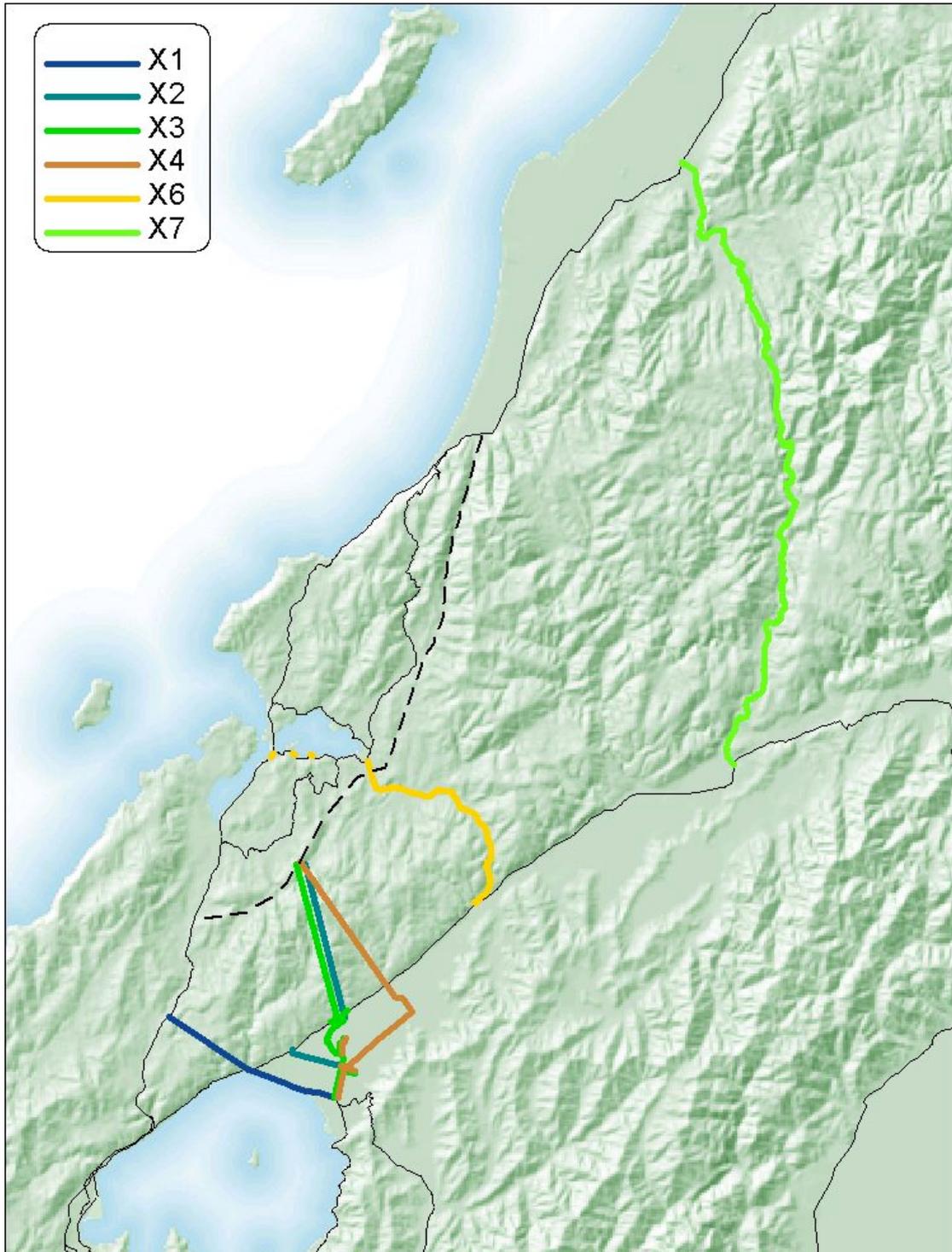
- (i) Efficiencies gained by closing some intersections
- (ii) Extra HOT lane Petone to Ngauranga (tidal flow)
Grade separation at Melling
Silverstream Bridge 4 lanes
- (iii) Extra tidal flow lane Petone to Ngauranga
Full grade separation Melling, Belmont, Silverstream,
Moonshine, Gibbons, Totara Park
Realignment of Petone curve
Silverstream Bridge 4 lanes

Public Transport

- (i) Bus lane Petone Ngauranga
New bus and ferry services Hutt to Wellington
Hutt – Porirua bus services
- (ii) Increased frequency and speed of rail services
Bus services between Hutt and Porirua
- (iii) Melling loop LRT
Stokes Valley LRT
New stations at Timberlea and Cruickshank Road
Increase frequency and speed of rail services
Additional Wairarapa services
- (iv) (ii) and (iii) above plus further rail speed increases,
ferry service frequency doubled, further Hutt to
Wellington bus services

Hutt – Porirua Link Roads

- (i) Petone–Grenada link plus Esplanade upgrade
- (ii) Melling–Porirua link plus 4 lane Whites Line to Dowse
- (iii) Melling-Porirua plus Randwick-Melling link
- (iv) Belmont-Porirua plus Randwick-Cambridge-Belmont link
- (v) SH58 4 laning
- (vi) Akatarawa Road upgrade



Hutt Corridor Options

2000 0 2000 4000 Meters



1:200000

Map printed March 4 2002



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State Highway Improvements

Efficiency improvements → increased Hutt Valley activity
→ longer travel distances
→ reduced PT use

Junction closures → highway efficiency benefits
→ safety
→ disbenefits to local roads

Petone–Ngauranga → 5 lanes possible
→ HOT lanes increases efficiency, earns revenue, attracts people away from rail
→ tidal flow – significant vehicle benefits attracts people away from rail
may congest other parts of network

Key Issue: Petone–Ngauranga capacity

Public Transport Improvements

Ferry options → no new options look promising

Direct bus services + Petone-Ngauranga bus lane

- increased Hutt Valley activity
- modest impact on highway vehicle numbers
- can reduce rail patronage

Rail services

- increased Hutt Valley activity
- speed and frequency big impact on use
modest impact on highway vehicle numbers
- extensions to Timberlea etc big impact
- LRT impacts modest unless frequency high

Key Issues: Provision of direct bus services without compromising rail

Can we achieve higher rail frequency and service extensions?

Hutt-Porirua Link Roads

- Links south SH58 - all increase activity if good links can be provided
- Petone Esplanade–Grenada link less sensitive to road standard
- Randwick-Melling-Porirua and Randwick-Cambridge-Belmont links sensitive to road standard
- Randwick-Melling-Porirua and Randwick-Cambridge-Belmont links may not be cost effective
- Valley floor link can be interdependent with SH1-SH2 link
- SH58 and Akatarawa Road upgrades not interdependent with southern part of the network and not prevented by other proposals

Key Issues: Does Hutt Valley look to Wellington or to Porirua with new link?

Can a good enough road be built to be cost effective?

Key Issues

Petone-Ngauranga

- Bus v car v rail
- Can we provide for bus and car and not compromise rail?
HOV, HOT?
- Downstream network Ngauranga-Aotea, Terrace Tunnel,
Wellington City network
- Cyclists?

Key Issues

Public Transport

- Bus v car
 - Bus services remote from rail
 - Penetration into Wellington CBD
- Higher Rail Frequency
 - Rolling stock
 - Timetable slots
 - Park and Ride – many easy options gone

Key Issues

Hutt-Porirua Link Roads

- SH1-SH2 link
 - Complete change in structure of region?
 - Focus on Wellington v focus on Porirua
 - Petone option provide relief for Petone-Ngauranga and Johnsonville-Ngauranga
 - Environmental/community impacts?
- Valley floor
 - Future of Petone Esplanade foreshore etc
 - Disruption of urban area
 - Freight movements to Seaview/Gracefield
 - Viability of Hutt CBD
 - Connection to Dowse

Petone option gets benefits from congestion relief

Other options get benefits from directness

Only as good as the standard they can be built

direct enough?
fast enough?
cheap enough?

Next Steps

- Briefing of stakeholders
- Stakeholder input on key issues
- More technical work

Is Doing Nothing An Option?

- Population decline: census trends and forecasts
- Population ageing: census trends and forecasts
- Long term economic prospects decline
- Economic prospects limited by network constraints
- Will schools, hospitals, business, shopping centres etc have sufficient critical mass to be viable?
- Viability same level of services provided by Council?

What Feedback Do We Want From You?

Are the needs and issues complete?

Are the basic options sufficiently comprehensive?

What analysis outputs are you particularly interested in?