

Summary Large Investigation Project Descriptions

Potential Projects

Petone to Grenada Link

The investigation of a new link road between Petone and Grenada was identified as a high priority in the Hutt Corridor Plan adopted in November 2003. If established it will provide a more efficient link between the Hutt Valley and Porirua, and shift traffic from the already congested Ngauranga – Petone and Ngauranga Gorge routes.

Ngauranga to Aotea Quay Capacity Improvements

The urban motorway south of Ngauranga is the region's busiest road carrying some 87,000 vehicles per day. This section experiences significant congestion resulting from the merging of two lanes from Ngauranga Gorge with two lanes from the Hutt Valley into just three lanes. Providing an additional lane in each direction will enable existing feeder road capacity to be more efficiently utilised.

Petone - Ngauranga Capacity Improvements

The investigation of a new tidal flow lane, preferably managed as a high occupancy toll (HOT) lane, was identified as a high priority in the Hutt Corridor Plan adopted in November 2003. The scope of this work must include completion and upgrading of the cycle facilities.

Increase Hutt Rail Frequency

Improved signalling and additional rolling stock. This would allow near doubling of rail frequency from 20 to 10 minutes during the peak and 30 to 15 minutes during the off-peak.

Akatarawa Road Upgrade Investigation

The existing 35km route (21 km in UHCC & 14km in KCDC) is windy and narrow with poor sight distance. It is proposed to widen the route to 2 lanes between SH1 and SH2 suitable for vehicles up to 12m in length including 45 to 50 seater buses & non-articulated trucks providing an alternative regular and emergency route between the two corridors.

SH2 Intersection Safety Improvements

Programme to address accident blackspots on SH2 intersections in the Hutt Corridor (not already included in the Transit investigation priority list). Three intersections between SH58 and Melling need investigating.

Masterton Bypass and Forestry Roading

Undertake a review forest harvesting projections, forecasting the impact on pavements on the various logging routes and investigating options for heavy vehicles to bypass the Masterton urban area, with logging traffic particularly in mind.

Kennedy Good Interchange

Investigate the replacement of traffic signals with an interchange at the Kelson / Kennedy Good Bridge intersection to reduce delays, improve safety and increase accessibility.

Aotea Quay off-ramp realignment

Reconstruction of the existing off-ramp to facilitate Wellington City Council's Wellington Gateway Project.

Otaki - Te Horo Expressway

Four laning to improve the level of service along SH1. As a result of consultation in 2003 Transit has decided not to pursue designations in the short to medium term.

Rail electrification to Timberlea

Extending the urban electric rail network 3.4km north of Upper Hutt to Cruickshank Road and Timberlea.

Featherston to Wellington Express Train

The provision of additional rolling stock to provide an express service from Featherston to Wellington.

Rimutaka Hill 70 kph design

Developing designs sufficiently to allow continual incremental improvements to be undertaken without delay should funds become available.