

## Projects and Timing

### Projects 2003 to 2008

#### Road Projects

- Construct SH2 Dowse – Korokoro Interchange.
- Construct SH58 safety improvements.
- Complete consents for the SH2/SH58 interchange .
- Design and construct a two-way cycle and pedestrian facility between Petone and Ngauranga on the seaward side of the rail line. This is a requirement before improvements on SH2 between Petone and Ngauranga can be completed.
- Investigate and construct a reversible HOT lane between Petone and Ngauranga. An HOV lane can be implemented until an HOT lane is legally permissible.
- Commence construction of 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 the 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 when appropriate.
- Construct the preferred link road between Seaview/Gracefield and SH2 connecting either at Petone or Dowse-Korokoro.

#### 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.
- Investigate in conjunction with Hutt City Council, the public transport improvements, related to the current Melling line, that best suit the future development and transport connections of the Hutt CBD and implement as soon as funds and development permits.

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**

- 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.

### **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.