

Strategic Roading Programme - project descriptions

(Source: 2nd Draft RLTS)

Corridor	Ref.	Project	Total 10 Year Cost	Description
Regional	1	SH block programme	\$30M	Funding allowance for small projects generally costing less than \$3M each, usually with a significant safety component.
Regional	2	TDM, walking and cycling	\$5M	Funding allowance for walking and cycling projects which implement the regional pedestrian and cycling strategies.
Regional	3	TDM, traffic management	\$2.5M	Funding allowance for TDM roading related projects including ATMS, HOV lanes, and traffic management improvements, consistent with the TDM Strategy action plan.
Ngauranga to Airport	4	Inner City Bypass	\$14M	Completion of a new route between Willis St and Kent Tce. State highway traffic will be removed from Ghuznee St allowing it to return to a local access road. Vivian St will flow eastbound and a new route, being an extension of Buckle St, will flow west bound. The route is fully connected to the local road network via traffic signal controlled intersections. Footpaths and cycle lanes are being provided.
Ngauranga to Airport	5	Waterloo Quay rail grade separation	\$22M	Rail over bridge on Waterloo Quay to facilitate more frequent rail freight movement to CentrePort.
Ngauranga to Airport	6	Terrace Tunnel traffic flow	\$20M	Allowance for the development of a traffic flow system for the Terrace Tunnel to accommodate the direction of peak flows. Links to Wellington Inner City Bypass and motorway improvements. The need for and scope of this project will be considered in more detail in the current Ngauranga to Airport Study.
Ngauranga to Airport	7	Ngauranga – Aotea capacity improvement	\$20M	Allowance for the provision of an additional lane in each direction to enable existing feeder road capacity to be more efficiently utilised. Prerequisite to Petone – Ngauranga HOT lane and Transmission Gully Motorway. Also related to City Gateway project, Terrace Tidal Flow and Basin to Airport capacity projects. The need for and scope of this project will be considered in more detail in the current Ngauranga to Airport Study.
Ngauranga to Airport	8	Basin Reserve Interchange	\$27M	Allowance for a flyover out of Kent Terrace and over the top of the Basin Reserve (Meritec, 2000, option H). Adds to the benefits of the inner city bypass. The need for and scope of this project will be considered in more detail in the current Ngauranga to Airport Study.
Ngauranga to Airport	9	Basin - Airport capacity	To be confirmed	Allowance for four laning between the Basin Reserve and Evans Bay, including Mount Victoria Tunnel duplication. The need for and scope of this project will be considered in more detail in the current Ngauranga to Airport Study.

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Hutt	10	Dowse to Petone upgrade	\$73M	The Dowse to Petone upgrade is aimed at reducing delays and improving safety along this section of SH2. The proposed improvements include building an overbridge at the Korokoro Intersection (connecting the Western Hills with Hutt Road) and an interchange at the Dowse Drive intersection (connecting Dowse Drive and Hutt Road via a roundabout raised over the highway). It also includes safety improvements between the existing Korokoro and Petone intersections. All appeals have now been resolved. Design work is complete. All required properties have now been acquired. Dowse interchange provides access to SH2 for the proposed Grenada – Gracefield Stage 2, Cross Valley Link.
Hutt	11	SH2/58 grade separation	\$37M	To improve safety at the intersection of SH 2 with SH 58, Transit is proposing to build a grade-separated interchange (similar in layout to the Porirua Mungavin Interchange). Complements SH58 (SH2 - summit) four laning.
Hutt	12	Grenada - Gracefield Stage 1, SH1 – Petone link road	\$180M	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. The project will also need to include a major upgrade to the SH2/Horokiwi intersection. Links to Wellington Regional Strategy and Western Corridor Study. Also needs to be considered with Petone-Ngauranga HOT lane and Cross Valley Link proposals.
Hutt	13	Grenada - Gracefield Stage 2 CVL	To be confirmed	Establishment of a new cross valley link (CVL) road between the (yet to be built) Dowse Interchange and Randwick Rd/Whites Line, including a new shared road/rail bridge replacing the existing Ava Rail Bridge. Also involves traffic calming the Petone Esplanade to discourage traffic. Links to Dowse to Petone upgrade. CVL has synergies with the Grenada to Gracefield stage 1 and the Petone-Ngauranga HOT lane proposals.
Hutt	14	Melling Interchange	To be confirmed	This project involves the construction of a new grade separated interchange to replace the traffic signals at the Melling intersection on SH2.
Hutt	15	SH58 (SH2-summit) 4 laning	\$1M	To improve safety along the 5 km length of SH 58 from SH 2 to Harris Road, Transit is proposing to realign the road and upgrade it to four lanes with a median barrier. Appeals have been lodged against the resource consents and Notice of Requirement. Transit is working to resolve these. There is also some property yet to be acquired. Links to SH2/58 interchange and SH58 upgrade TGM to SH2.
Hutt	16	Petone - Ngauranga HOT lane and cycleway	\$60M	Establishment of a new fifth lane between Petone and Ngauranga, to be managed as a tidal flow, possibly with a toll for low occupancy vehicles.

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Hutt	17	SH2/Kennedy Good Interchange	To be confirmed	The replacement of traffic signals with an interchange at the Kelson / Kennedy Good Bridge intersection to reduce delays, improve safety and increase accessibility.
Hutt	18	SH2 Hutt intersection safety improvements	\$10M	Allowance to undertake safety upgrades at minor road intersections along SH2 between Melling and SH58.
Hutt	19	Akatarawa upgrade	To be confirmed	Existing 35 km route (21 km in UHCC & 14 km 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 12 m in length including 45 to 50 seater buses and non-articulated trucks providing an alternative regular and emergency route between the two corridors.
Western	20	MacKays Overbridge	\$3M	Completion of the bridge over the North Island Main Trunk Rail Line on SH1 south of Paraparamu.
Western	21	Travel Demand Management, Western Corridor ATMS+HOV	\$5M	Allowance for implementation of advanced traffic management measures and high occupancy vehicle lanes on the Western Corridor strategic roading network. Details have yet to be determined.
Western	22	Centennial Highway median barrier	\$17M	Continuation of the existing trial wire rope barrier to cover the whole length of the coastal section of SH1 between Paekakariki and Pukerua Bay.
Western	23	Western Link Road – Stage 1	\$107	The proposed Western Link Road is a joint project between Kapiti Coast District Council and Transit to build a parallel route to SH1 between Peka Peka (north of Waikanae) and Poplar Avenue (in Raumati). This parallel route would assist in relieving congestion on both the highway and local roads and is planned to be built in three stages. Stage 1 establishes the central section between Waikanae and Raumati. Links to Western Corridor projects and Western Link Road Stages 2 and 3.
Western	24	Western Link Road – Stage 3	\$19M	Completion of Stage 3, the southern section of the project.
Western	25	Western Link Road – Stage 2	\$42M	Stage 2 completes the route between Waikanae and Peka Peka. Links to Western Corridor projects and Western Link Road Stages 1 and 3.
Western	26	Pukerua Bay safety improvements	\$2M	Allowance for safety improvements, largely directed at addressing pedestrian conflicts, in the urban section of Pukerua Bay.
Western	27	Paekakariki traffic signals	\$1M	Allowance for safety improvements at the intersection of SH1/Paekakariki, but at a scale consistent with the long term down grading of the highway level of service through this section once the new Transmission Gully Motorway is open.
Western	28	Transmission Gully Motorway preparation	\$85M	Allowance for preparatory works to enable construction of Transmission Gully Motorway to commence in five years.

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Western	29	Transmission Gully Motorway construction	\$870M	Construction of a new inland highway between MacKays and Tawa.
Western	30	Transmission Gully Motorway debt servicing	\$26M	Allowance for debt servicing to address the current funding gap resulting from the construction expenditure on Transmission Gully Motorway.
Western	31	SH58 upgrade TGM to SH2	To be confirmed	Allowance to upgrade SH58 between TGM and SH2. Links to project 15 (SH58, SH2 – summit 4 laning).
Western	32	Otaihanga Interchange (2 lane)	\$35M	Grade separated interchange on SH1 at the intersection to Otaihanga township.
Western	33	Waikanae upgrade	\$12M	Allowance to commence upgrading of SH1 through the Waikanae urban area to address capacity and safety issues. The timing of this project has been delayed assuming some relief will be provided by the Western Link Road project. (projects 23-25).
Western	34	Tawa interchange	To be confirmed	Upgrading the Tawa interchange entry and exit ramps to address substandard areas and improve safety.
Wairarapa	35	Rimutaka Corner Easing (Muldoon's)	\$10M	This project includes straightening several tight bends in the highway about 500 metres south of Rimutaka Hill summit. Heavy vehicles regularly cross the centre line at this site. The Transit Board has approved a scheme to provide a 60km/h speed environment along this section of the highway. The project is consistent with the aim to continually improve access to Wairarapa by upgrading the hill road.