

## **Summary Major Investigation Project Descriptions**

### **Potential Projects**

#### **Western Corridor package investigation**

Transit has called this project TGM (Transmission Gully Motorway) Investigation. However, the scope of investigation is well beyond the TGM road construction project. Investigations should be integrated with other complimentary improvements contained in the RLTS's Western Corridor Plan. The detail of investigation proposals will become clear toward the middle of 2004 as current investigations into TGM's cost, benefits and delivery timeframe are completed.

#### **Ngauranga to Aotea Quay 8 laning**

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 to Grenada**

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.

#### **Petone - Ngauranga auxiliary lane**

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.

#### **Valley Floor Connector**

The investigation of a new link road between Seaview and the new Dowse Interchange was identified as a high priority in the Hutt Corridor Plan adopted in November 2003. There is some synergy between this project and the proposed Petone - Grenada link road.

#### **Peka Peka to Poplar 4 laning - Stage 1**

Improving the level of service along SH1 through Paraparaumu and Waikanae.

#### **Improve routes between Hutt & Kapiti / Porirua**

Identified as a longer-term priority in the Hutt Corridor Plan adopted in November 2003.

### **Waikanae rail/ road/ town centre package**

It is anticipated that once GWRC establishes the Waikanae rail electrification and increases service frequency, access to the eastern side of Waikanae will be reduced. This can be mitigated by the provision of grade separation in the vicinity of Te Moana Rd. Recent public consultation by KCDC has also identified improvements to the Waikanae Town Centre that could possibly be co-ordinated with the aforementioned improvements.

### **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.

### **Whitford Brown grade separation**

Further consideration of options to reduce delays on SH1 and improve access to the northeastern part of Porirua including the Aotea Block development site.

### **Rimutaka Hill 70 kph design**

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

### **Paekakariki intersection & flooding**

Recent emergencies have highlighted that this area is vulnerable to closure and there are no suitable alternative routes. This study would aim to identify improvements to reduce the frequency of closures and limit the consequences when extreme events do occur.

### **SH2 / Kelson grade separation**

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

### **Pukerua Bay - Otaki passing lanes (SH1)**

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

### **Pukerua Bay bypass designation**

Further improving the level of service along SH1 by establishing a new alignment generally to the east of the current highway. Timing will be subject to decisions about TGM expected in mid 2004, however if TGM is further delayed then it will be necessary to get this capacity improvement underway as soon as possible.

### **Mana - Plimmerton beyond interim improvements**

Further improving the level of service along SH1. The current improvements being implemented along Mana Esplanade will have a limited life. The need to review the scope and timing of further improvements will be subject to decisions about TGM expected in mid 2004.

### **Coastal Highway upgrade**

Further improving the level of service along SH1. The need to review the scope and timing of further improvements will be subject to decisions about TGM expected in mid 2004.

### **Additional Rail upgrade**

Further improving the level of service along the western rail corridor. This would involve double tracking and curve straightening and tunnel lowering. The need to review the scope and timing of further improvements will be subject to decisions about TGM expected in mid 2004.