

## Projects suggested by submitters for inclusion in the RLTP

Project	Comment
<b>Ngauranga to Wellington Airport (N2A) corridor</b>	
Light rail or overhead rail track or high quality dedicated public transport spine from Wellington station/Johnsonville to the airport.	Identified in the Ngauranga to Airport Corridor Plan as a potential longer term development beyond 10 years. A feasibility study for a high quality passenger transport scheme between the Railway Station and Newtown is included in Table 1, second priority by Greater Wellington under the second priority activities to commence in 2011/12.
N2A projects to create efficient state highway route through the CBD to airport. Duplication of Mt Vic tunnel.	Identified in the Ngauranga to Airport Corridor Plan as a potential longer term development beyond 10 years. Development of the Basin Reserve improvement is provided for in the programme. Investigation and preliminary design for other elements of the route is being planned for coming years under the umbrella of the Levin to Wellington Airport road of national significance. Construction of projects will not be included in the RLTP until the study has been completed.
N2A - Scheme assessment for four-laning Wellington Rd/Ruahine St and duplication of Mt Victoria tunnel should be brought forward (in first 3 years alongside Basin Reserve upgrade).	
Two lane the Hataitai bus tunnel.	Considered by the Ngauranga to Airport Corridor study and dismissed as a feasible project.
Terrace tunnel tidal flow.	Considered by the Ngauranga to Airport Corridor study and dismissed as a feasible project.
Bus lane through Manners Mall.	Funding provision included in Table 2 of the proposed RLTP under Bus Priority Scheme. WCC is currently considering this particular project.
Strengthening the Aotea Quay Overbridge (WCC).	WCC advise that there is a provision in their maintenance, operations and renewals programme for limited strengthening works to be carried out.
Underpass to Ngauranga industrial area.	Not an identified need in any corridor plan.
<b>Rail network and services</b>	
<p>Rail Scenario 1 was included in the proposed programme. However, subsequent announcements by the Government mean that it is likely that funding of rail capital projects will be outside this process. The capital costs of RS1 will be removed from the final programme, but operating costs continue to be shown.</p> <p>Greater Wellington expects that longer term rail network development will be guided by the Regional Rail Plan.</p>	
More trains to Paraparaumu.	Committed rail projects currently underway (new trains and double track to Waikanae) will allow more frequent rail services to Paraparaumu from 2010.
New railway stations requested at Raumati South, Churton Park, MacKays, Lindale, Timberlea, Aotea, Glenside.	<p>Rail Scenario B includes provision for network extensions and new stations to commence 2017/18 depending on demand and capacity. Rail Scenario 2 provides for further increased frequency and capacity from 2014/15 depending on demand and capacity. These scenarios have not been put forward by Greater Wellington to the RLTP at this time.</p>
Retain and upgrade Muri Station.	
More rail projects for Wairarapa.	
Extend electrification to Masterton.	
Extend rail electrification to Otaki.	
Rail services to Lower Hutt CBD.	
Full rail services to suburbs north of Upper Hutt.	
Need to go beyond RS1. Include Rail Scenario 2 in next RLTP table.	

Project	Comment
Monorail connecting Airport, railway station, and hospitals at Newtown, Porirua, Hutt and Palmerston North.	Future longer term rail network development will be guided by the Regional Rail Plan. Projects of this scope are likely to be beyond 30 years.
Rail loop created by Upper Hutt to Waikanae rail link.	
Double tracking Pukerua Bay to Paekakariki.	Partial double tracking is included in Rail Scenario 1. Full double tracking is featured in Rail Scenario A from 2017/18.
Improvements to Takapu Railway Station.	Allowances for ongoing network wide station maintenance and improvements are included in Rail Scenario 1.
Re-activate the railway sidings and Seaview/Gracefield rail link.	Provided for in Rail Scenario A from 2017/18. This scenario has not been put forward by Greater Wellington at this time.
<b>Other public transport projects</b>	
Direct public transport service from Kapiti to Lower Hutt.	Operational matter referred to Greater Wellington for consideration.
Full integrated ticketing.	Greater Wellington advises that it supports the introduction of a network wide electronic ticket and has provided funding for this in its LTCCP but notes that it is likely to be some years away. The RLTP includes the investigation (Table 1, second priority) and implementation (Table 1, third priority) of rail electronic ticketing as a first step towards a wider integrated ticketing scheme.
<b>State Highway 1 (north of Ngauranga)</b>	
Upgrade existing SH1, generally and north of Mana.	SH1 between Levin to Wellington Airport has been identified as a road of national significance by the Government. The Final RLTP will need to acknowledge this change and identify projects relating to this road of national significance. NZTA are proposing further investigations over the next 3 years.
SH1 should bypass all towns - local roads through towns only.	
Otaki bypass.	
4-laning to Manakau, bypassing Otaki, Waikanae, Paraparaumu and Pukerua Bay	
Pukerua Bay Bypass (even if TG is to go ahead).	
Flyover at Kapiti lights.	Not currently proposed by NZTA. Matters of this nature will be subject to the SH1 Kapiti Strategic Study due for completion later this year.
Addressing bottleneck at Kapiti Lights SH1.	
Widening the SH1 overpass in Paraparaumu.	
Seeks upgraded intersection or roundabout at Paekakariki.	NZTA advise that minor safety improvements have been implemented and they will continue to monitor the situation. Further safety improvements to the route either side of the intersection are being investigated.
<b>State Highway 2, State Highway 58 and east-west connections</b>	
Four laning of SH58.	NZTA have not proposed a development of this scale for the next 10 years. The need for this is subject to timing of Transmission Gully and Grenada-Gracefield, the latter currently being studied as part of the Ngauranga Triangle Study due to report back later this year. A strategy for short term safety improvements on SH58 is due to be released by NZTA later this year.
Widen or straighten SH2 Moonshine Bridge.	NZTA have not proposed a development of this scale for the next 10 years but have plans to investigate this as part of the Upper Hutt Bypass Upgrade (table 7).

Project	Comment
More passing lanes on SH2.	NZTA advise that they have now developed all practical opportunities for passing lanes on SH2 south of Masterton.
Akatarawa route upgraded as third access to Wellington in an incident/earthquake. Seeks better connections, Upper Hutt to Waikanae.	UHCC have included a project of safety upgrades for this route (table 1, activities automatically included). Upgrading beyond this scale is estimated to cost over \$50m and is not considered affordable at this time.
<b>Wairarapa projects</b>	
Carterton traffic bypass.	The Wairarapa Corridor Plan signals investigation of such matters beyond 2013. At this time only a study of a potential Masterton Bypass has been identified by MDC (table1, priority 3).
Replacement of the Waihenga Bridge SH53.	NZTA advise that this project has an estimated cost of over \$7M. It will be included in a National Bridge Replacement Programme that is being assembled. The timing of the replacement will not be known for some time.
<b>Walking/Cycling projects</b>	
Petone to Ngauranga cycleway.	This route is identified as part of the region's Strategic Cycling Network and improvements are advocated through the Regional Walking and Cycling Plans, and the Ngauranga to Wellington Airport and Hutt Corridor Plans. NZTA, WCC and HCC are considering options for improving this area as part of the Ngauranga Triangle Study which is due to report back later this year.
Middleton Road walkway and cycleway.	This route is identified as part of the region's Strategic Cycling Network. WCC have not included it in the 3 year programme and advise that it is unlikely to proceed over the next ten years due to its high cost (some \$10m).
Cycle 'highway' from Johnsonville to CBD.	The Region's Strategic Cycling Network identifies SH1 Ngauranga Gorge and Hutt Road as the preferred route between Johnsonville and the CBD. NZTA and WCC are responsible for proposing improvements. None along the lines of a 'cycle highway' have been proposed.
Enclosed, ventilated space through Mt Victoria tunnel for cyclists/walkers.	Investigating improved walking and cycling facilities in the tunnel was identified in the Ngauranga to Airport Corridor Plan. Provision for these improvements has been included in the RLTP (table 1, second priority) by NZTA. The scope of the improvements has yet to be determined.
Pedestrian access across SH2 near Cornish Street, linking Petone Beach and Belmont Regional Park. (Petone Beach to Bush Pathway)	NZTA, WCC and HCC are considering options for improving this connection as part of the Ngauranga Triangle Study which is due to report back later this year.
<b>New links between communities</b>	
SH2 road tunnel between Hutt Valley and Wairarapa.	Tunnel options were considered as part of the Featherston to Upper Hutt study but were found to be unaffordable. The preferred option is to upgrade the existing route. Detailed investigation of upgrades to the Rimutaka Hill Road is included in the RLTP.
Tunnel to Wainuiomata.	This project has not been identified in any corridor plan to date. HCC would be responsible for progressing such an initiative. Tunnels are generally very high cost projects and therefore such a proposal is unlikely to be feasible.
New road from Wainuiomata to Naenae	This project has not been identified in any corridor plan to date. HCC would be responsible for progressing such an initiative, but advise that it is not considered a priority at this time.

<b>Project</b>	<b>Comment</b>
Bridge from Haywards to Stokes Valley.	This project was considered and dismissed through the Hutt Corridor Plan Process.
Tunnel from Kapiti Western Link Road to Paremata.	The Western Corridor Plan sets out the preferred roading solution to this section of the route as Transmission Gully.
Seeks a new local road between Paekakariki and Raumati South.	This project has not been identified in the Western Corridor Plan to date. KCDC would be responsible for progressing such an initiative, although it is noted that such a route would need to pass through Queen Elizabeth Park.
New Tawa to Porirua Link Road via top of Stebbings Valley.	This project has not been identified in any corridor plan to date. WCC would be responsible for progressing such an initiative.