Project/Activity Name	Description	Plan	Significant safety issue?	Counts	Starts in first 3 years	Links to other projects
Passenger Transport Projects						
Bus Service Improvements	Service improvements required to meet demand and RLTS, PTP and GPS patronage targets. The scope of service improvements has not been determined, but will be subject to detailed study to prove the business case prior to seeking funding.	Passenger Transport			Yes	Builds on WCC bus priority measures, real time information, electronic ticketing, rail service improvements.
Paraparaumu & Waikanae Station upgrades	Upgrade of existing Paraparaumu and Waikanae stations to support electrification and double-tracking to Waikanae, including stabling facilities at Waikanae. Possible provision for additional park and ride facilities.	Western Corridor		Approximately 3500 passengers per day.	Yes	Packaged with electrification/double-tracking to Waikanae (committed). Related to Matangi rolling stock, and Waikanae roading improvements.
Rail Electronic Ticketing	Electronic ticketing scheme for the rail network.	Passenger Transport		Approximately 32,000 passengers per day.	Yes	Pre-requisite for full integrated ticketing scheme for the Wellington region, with possible integration with a national scheme. Related to a Real Time information scheme.
Rail Scenario 1	Improves capacity and reliability of the urban passenger rail network by 7 additional 2-car EMUs (trains), double tracking Trentham to Upper Hutt, North-South junction stage 1, frequency increases, reliability improvements and station upgrades.	Regional Rail		Approximately 32,000 passengers per day.	Yes	Follows current new rolling stock project, electrification to Waikanae, Kaiwharawhara Throat upgrade, Johnsonville Line improvements, station platform upgrades. Prerequisite to other rail enhancements.

Project/Activity Name	Description	Plan	Significant safety issue?	Counts	Starts in first 3 years	Links to other projects
Local Road Projects						
Adelaide Road capacity improvements	Capacity improvements related to the Adelaide Road precinct redevelopment – including dedicated bus/cycle lanes in both directions, intersection safety improvements, parking and landscaping improvements.	Ngauranga – Airport Corridor		Approximately 13,000 vehicles per day.	No	Related to Basin Reserve improvements and wider bus priority measures.
Grenada-Gracefield Stage 1	New strategic road linking Grenada and Petone, via the Lincolnshire Farm development area. Improves east-west connectivity and trip efficiency. Congestion relief on SH1 and SH2.	Hutt and Western Corridors		Up to 25,000 vehicles per day in 2026.	No	Related to Grenada-Gracefield Stage 2, Petone – Ngauranga active mode link and possible SH2 capacity improvements.
Grenada-Gracefield Stage 2	A new cross valley link road from Hutt Road (adjacent to SH2/Dowse Interchange) to Randwick Road/Whites Line West, including a new shared road/rail bridge replacing the existing Ava Rail Bridge.	Hutt and Western Corridors	Yes - Crash rates on major local roads & intersections are very high. Estimated crash reduction of 7 crashes over 5 years.	Up to 10,000 vehicles per day in 2026.	No	Related to SH2/Dowse Interchange project with subsequent links to SH2 capacity improvements and the Grenada – Gracefield Stage 1.
Johnsonville Road capacity improvements	Local road capacity and access improvements as part of town centre plan.	N/A			No	Related to mall development and Johnsonville rail station upgrade.
Kapiti Western Link Road Stage 1 and Ihakara Street extension	Construction of a new local arterial between Raumati Road and Te Moana Road, providing relief to State Highway 1 by offering an alternative north-south route for local traffic, including a new bridge across the Waikanae River. Extension of Ihakara Street (cul-de sac) to meet Western Link Road Stage 1. Provides improved connectivity between the Western Link Road and Paraparaumu Town Centre.	Western Corridor		SH1 Lindale – 24,000 vehicles per day.	Yes	Related to Western Link Road Stages 2 and 3, and Western Link Road Southern Connection.

Project/Activity Name	Description	Plan	Significant safety issue?	Counts	Starts in first 3 years	Links to other projects
Kapiti Western Link Road Stage 2	Completion of the route between Waikanae (Te Moana Road) and State Highway 1 to the north. This part of the route is fully linked to land development in North Waikanae. Current proposed developments propose a shortened route, which would be largely constructed by developers. There will however be costs to cover the incremental scope between what is necessary for the development and what is necessary for arterial road purposes.	Western Corridor		SH1 Waikanae – 22,000 vehicles per day.	No	Related to Western Link Road Stages 1 and 3.
Kapiti Western Link Road Stage 3	Extension of Stage 1 to the south of Raumati Road to connect back to State Highway 1 at Poplar Avenue. Provides greatly improved benefits from Stage 1 by enabling efficient connection to SH1.	Western Corridor		SH1 Raumati – 25,000 vehicles per day.	Yes	Packaged with Western Link Road Southern Connection. Related to Western Link Road Stages 1 and 2.
Masterton Eastern Bypass	Heavy traffic bypass of Masterton town centre. Improved access to the rail log freight service at Waingawa. Takes heavy traffic away from local roads, particularly through the town centre.	Wairarapa Corridor		SH2 Masterton South – 14,000 vehicles per day.	Yes	None
Melling Bridge Duplication	The construction of a duplicate bridge north of Melling Bridge to address capacity and safety issues.	Hutt Corridor	Yes - SH2/Melling intersection is the highest priority black spot in Hutt City with 98 recorded crashes over the last 5 years with a social cost of $11.8m.	SH2 Melling – 36,000 vehicles per day.	Yes	Packaged with NZTA Melling Interchange project
Ventnor Drive/Mazengarb Road Connection	Completion of a connection between Mazengarb Road and Ventnor Drive (and existing grade separated SH1 intersection for Lindale). Provides alternative to Kapiti Lights for local traffic to access SH1.	N/A		-	No	Follows from Western Link Road Stage 1.

Project/Activity Name	Description	Plan	Significant safety issue?	Counts	Starts in first 3 years	Links to other projects
Waterloo Quay capacity improvements	Local road and intersection capacity improvements to improve access to the port and ferry terminals.	N/A		-	Yes	N/A
Westchester to Glenside link	New road linking Westchester to Glenside providing direct access to motorway for existing and future residential development.	N/A		-	Yes	N/A
State Highway Projects						
Basin Reserve Upgrade	Upgrade of the Basin Reserve intersection to separate East-West state highway traffic from North-South passenger transport and local traffic. Includes complementary bus priority measures. Addresses capacity, access and safety issues at this location.	Ngauranga – Airport Corridor	Yes - Significantly reduces the potential for conflicts within and between modes.	SH1 Mt Victoria – 39,000 vehicles per day.	Yes	Related to wider Bus Priority schemes and Adelaide Road capacity improvements. Enables potential longer-term high quality PT spine, and potential longer-term Mt Victoria tunnel duplication.
Kapiti Western Link Road Southern Connection	A grade separated interchange connecting the Western Link Road to SH1 in the form of a south facing half diamond.	N/A – but consistent with Western Corridor	Yes - The project will significantly improve existing safety issues at the intersections of Poplar Ave, Leinster Ave and Raumati Rd by eliminating the at grade right turn movements.	SH1 Raumati – 25,000 vehicles per day.	Yes	Packaged with Western Link Road Stage 3.
Kennedy Good Bridge Interchange	Grade separation of SH2 with Fairway and Major Drive. In addition, provides a service road parallel to SH2 that will allow the removal of several at grade local road intersections with SH2. Primarily addresses safety and capacity issues.	Hutt Corridor	Yes - The Kennedy Good Bridge and nearby local road at grade intersections are unsafe with an accident record much higher than the expected rate. Safety issues exacerbated by congestion at signalised intersections and conflict between high speed through and low speed turning traffic at other minor intersections. 72 recorded crashes over last five years (1 fatal, 2 serious)	SH2 Kelson – 35,000 vehicles per day.	No	Related to Melling Interchange. Investigation stage to be carried out with the Melling study.

Project/Activity Name	Description	Plan	Significant safety issue?	Counts	Starts in first 3 years	Links to other projects
MacKay's-Paekakariki Wire Rope Barrier	The installation of a new central wire rope median barrier between the existing wire rope barrier at MacKay's Crossing and the Paekakariki Hill Road/SH1 intersection.	N/A	Yes - Significant safety improvements to this section of SH1, effectively stopping head on type crashes. 8 recorded crashes over last five years (2 fatal, 4 serious)	SH1 Raumati – 25,000 vehicles per day.	Yes	N/A
Melling Interchange	Grade separation of SH2 with Block Road and Tirohanga Road. (Note that the investigation phase will also include Kennedy Good and other at-grade intersections between Melling and SH58). Primarily addresses safety and capacity issues.	Hutt Corridor	Yes - High number and severity of crashes occur in the vicinity of the existing Melling intersections, exacerbated by congestion at signalised intersections and conflict between high speed through and low speed turning traffic at other minor intersections. 111 recorded crashes over last five years (No fatal, 3 serious)	SH2 Melling – 36,000 vehicles per day.	Yes	Packaged with Melling Bridge. Related to Kennedy Good intersection upgrade.
Moonshine-Silverstream Wire Rope Barrier	The installation of a new wire rope median barrier between the SH2/Moonshine Hill Rd intersection and the SH2/Fergusson Drive intersection.	N/A	Yes - Significant safety improvements to this section of SH2, effectively stopping head on type crashes. 39 recorded crashes over last five years (2 fatal, 2 serious)	SH2 Moonshine – 27,000 vehicles per day.	Yes	N/A
Mt Victoria Tunnel Fire Safety	Fire safety, ventilation and associated improvements to the Mount Victoria Tunnel to minimise the impact and consequences of a fire incident. Note: The refurbishment would also include associated works which would retrofit the tunnel to reasonably practicable levels including a walking and cycling review.	N/A	Yes - Very high consequences of fire incident but very low likelihood.	SH1 Mt Victoria – 39,000 vehicles per day.	Yes	N/A

Project/Activity Name	Description	Plan	Significant safety issue?	Counts	Starts in first 3 years	Links to other projects
Ngauranga-Aotea Tidal Lanes and Hutt Road Bus Lanes	The provision of an additional traffic lane in each direction along SH1 (between Ngauranga and the Aotea on and off ramps) for use during the peak periods. Reallocating road space on the motorway provides an opportunity to reallocate existing road space from general vehicle use to provide bus lanes along Hutt Road. This will improve the level of service provided by buses, increasing its attractiveness and potentially reducing the number of trips made by private vehicle.	Ngauranga – Airport Corridor		SH1– 88,000 vehicles per day.	Yes	N/A
Ngauranga-Petone Active Mode Link	A high quality active mode facility between Petone and Ngauranga, consistent with the Great Harbour Way concept. This project will be further defined as part of the triangle study.	Hutt Corridor	Yes - The crash history for cyclist between Petone and Ngauranga between 1996 -2005 was 12 reported crashes. The project would remove some cyclists from this section of SH2, reducing crash risk. In addition, these improvements are targeted at vulnerable road users.	SH2 South of Petone – 67,000 vehicles per day.	No	Related to possible Petone to Ngauranga capacity improvements on SH2 and longer term rail track speed improvements. Also related to Grenada to Gracefield Stages 1 and 2.
Rimutaka Hill Road (Muldoon's Corner) Upgrade	Realignment of tight curves in mountainous terrain about 500m south of Rimutaka Summit.	Wairarapa Corridor	Yes - Addresses existing significantly substandard road design which means trucks are unable to pass each other sometimes resulting in large trucks needing to reverse to allow other vehicles to pass. Reduced risk of a serious accident.	SH2 Rimutaka – 6,000 vehicles per day.	Yes	Part of longer term Rimutaka Hill Road upgrade programme.
SH2/SH58 Grade Separation	The SH2/58 Grade Separation (option 12), and "elongated roundabout", will grade separate the junction of SH2 and SH58, whilst also incorporating improved access to a number of local roads (Manor Park Road, McDougall Grove, Annabel Grove).	Hutt Corrdior	Yes - 57 recorded crashes over last five years (No fatal, 3 serious)	SH2 South of Haywards – 35,000 vehicles per day SH58 –	Yes	N/A

Project/Activity Name	Description	Plan	Significant safety issue?	Counts	Starts in first 3 years	Links to other projects
	Primarily to address safety.			14,000 vehicles per day.		
Terrace Tunnel Fire Safety	Fire safety, ventilation and associated improvements to the Terrace Tunnel to minimise the impact and consequences of a fire incident.	N/A	Yes – Very high consequences of fire incident but very low likelihood.	SH1 – 44,000 vehicles per day.	Yes	N/A
Waikanae Grade Separation	Grade separation of SH1 with Te Moana Rd and improved multimodal integration with the Waikanae Railway Station.	Western Corridor		SH1 Waikanae – 22,000 vehicles per day.	Yes	Related to Waikanae railway station improvements, electrification and double tracking of the North Island Main Trunk Line to Waikanae.

Nationally Significant Projects						
Transmission Gully Construction	Realignment of the existing SH1 route from MacKays Crossing in the north to Linden in the south, via 27 km inland route along the so-called Transmission Gully. Addresses capacity, reliability, resilience, safety and severance issues.	Western Corridor	Yes – Evidence shows that multi-lane, dual-carriageway roads with grade separated interchanges, such as Transmission Gully, have much lower crash rates than single carriageway roads with at-grade intersections, such as the existing SH1 route. Also safety benefits from reduced traffic on local roads through communities.	Up to 27,000 vehicles per day in 2026.	No	Transmission Gully is the major roading component of the integrated, multi-modal Wellington Western Corridor Plan, which was adopted by GWRC in April 2006 and has subsequently been incorporated into the adopted RLTS 2007-2016.