

Western Corridor Plan

Adopted April 2006

For more information, contact:

Greater Wellington
142 Wakefield Street
PO Box 11646
Manners Street
Wellington 6142
T 04 384 5708
F 04 385 6960

Published August 2007
GWTS-D-G-07/187

info@gw.govt.nz
www.gw.govt.nz

Western Corridor Plan: Otaki to Ngauranga Merge

This corridor generally follows the line of State Highway 1 and the North Island Main Trunk Railway from Otaki to Ngauranga. It includes connections to adjacent corridors.

The Western Corridor Plan was adopted in April 2006, following a consultative process. Ensuring alignment with the strategic framework provided by the current RLTS will be carried out as part of the plan's next review.

The long term vision for this corridor as described in the RLTS 2007-2016 is:

Along the Western Corridor from Ngauranga to Otaki, State Highway 1 and the North Island Main Trunk railway line will provide a high level of access and reliability for both passengers and freight travelling both within and through the region in a way which recognises the important strategic regional and national role of this corridor. These primary networks will be supported effectively by local and regional connector routes. A high quality rail service will accommodate the majority of people using passenger transport to commute along this corridor during the peak period. Comprehensive bus services and adequate park and ride facilities will provide additional access for the community. Traffic congestion on State Highway 1 will be managed at levels that balance the need for access against the ability to fully provide for peak demands due to community impacts and cost constraints. Maximum use of the existing network will be achieved by removal of key bottlenecks on the road and rail networks. Effective safety measures on the road and rail networks will ensure that no one is killed or injured as a result of network deficiencies when travelling in this corridor. East-west connections between this corridor and other corridors and regional centres will be efficient, reliable and safe.

Needs and issues

- Serious reliability, resilience and congestion problems for both rail and strategic roads
- Safety issues
- Growing population and transport demand
- The community's clear message that the current uncertainty of transport plans is unacceptable
- The need for a long term strategic solution for this corridor.

Key outcomes

- A safer, more reliable road and rail corridor
- User expectations for a consistent regional corridor are met
- Reduced congestion in parts of the corridor
- Balanced investment in road and passenger transport, along with Travel Demand Management.

Western Corridor Plan overview

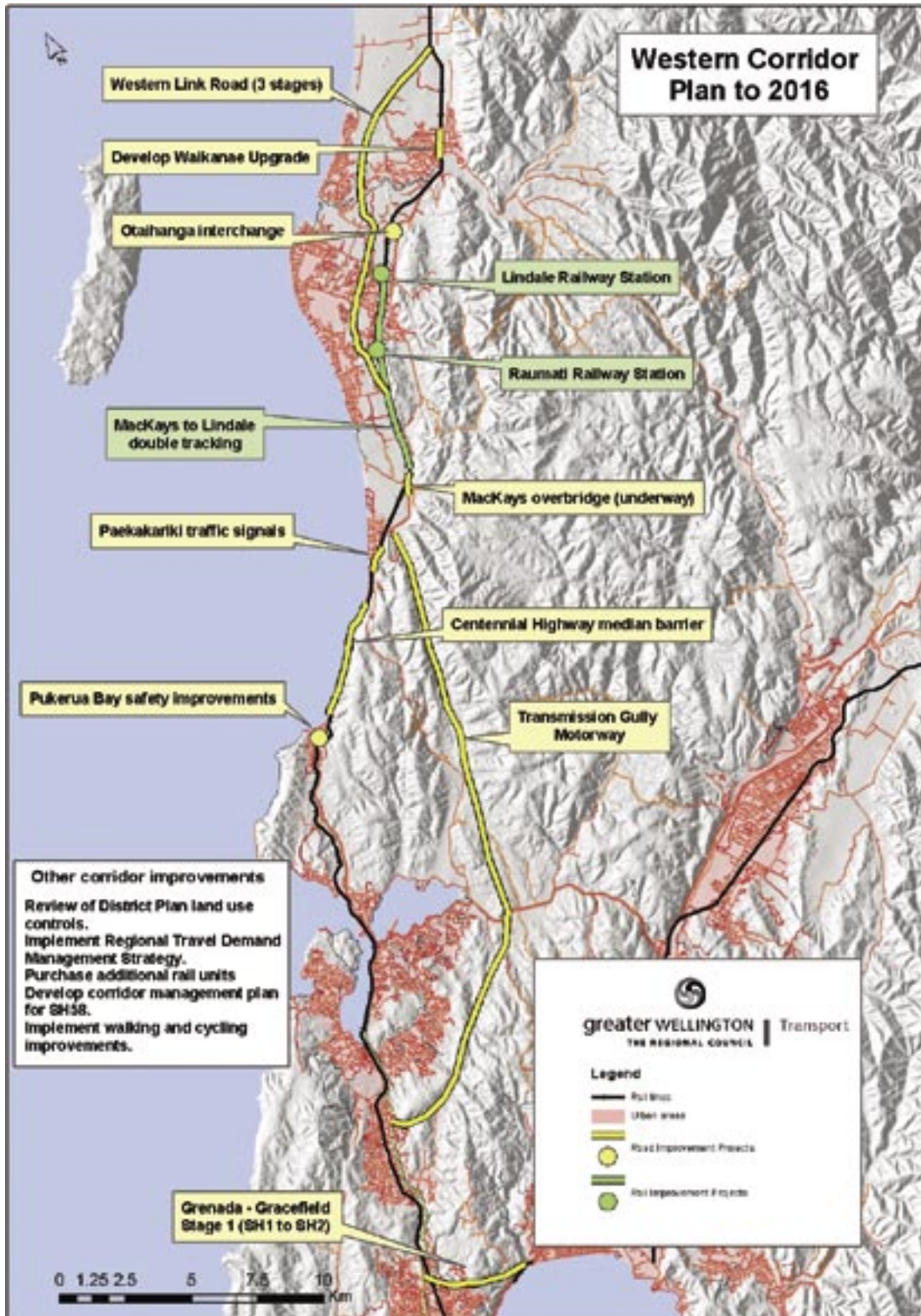


Figure 1: Western Corridor planned improvements to 2016

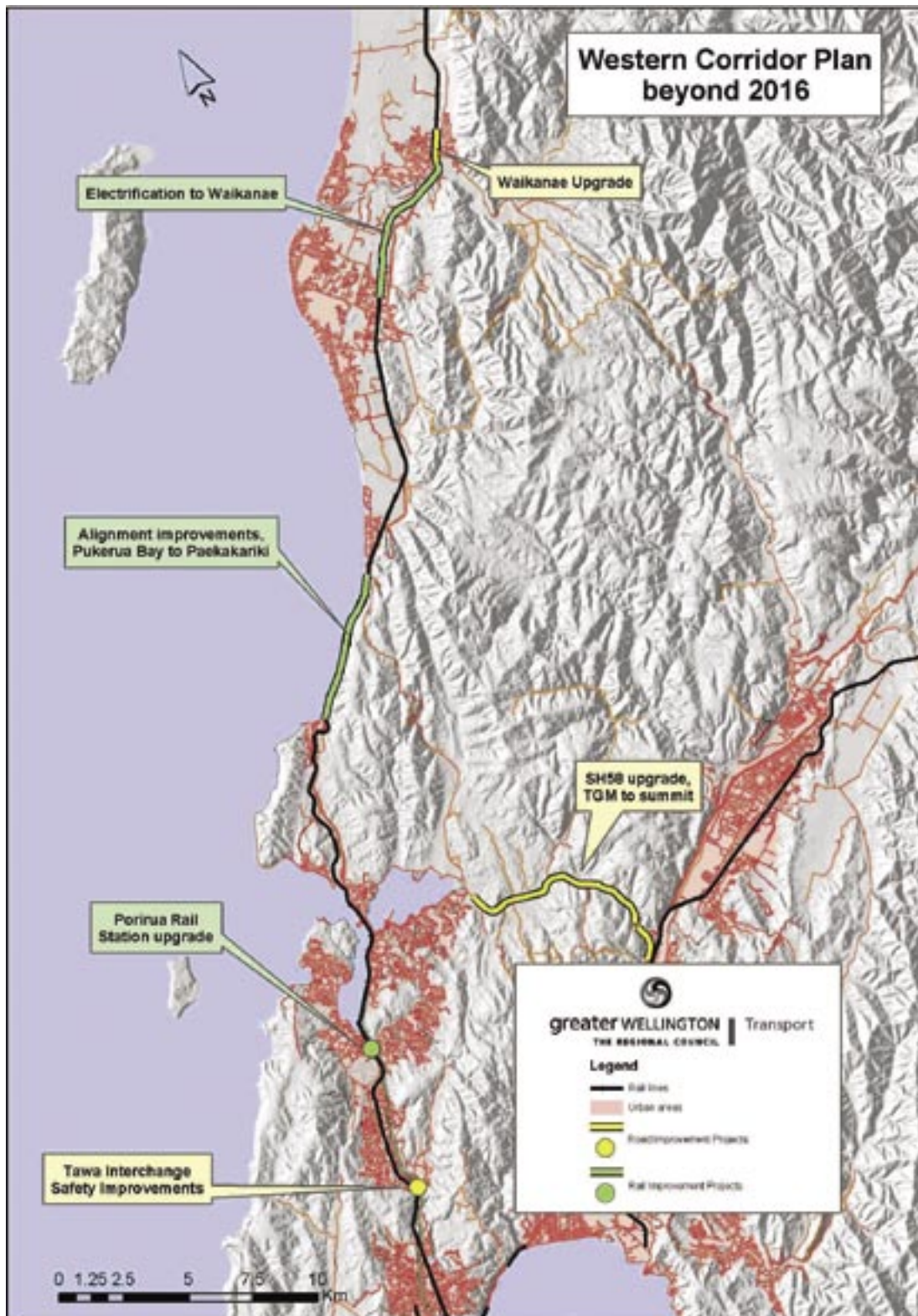


Figure 2: Western Corridor planned improvements beyond 2016.

Land use integration

The following actions reflect the views and actions committed to through the Wellington Regional Strategy Process. It should be noted that the Regional Policy Statement (RPS) is the

principle mechanism to direct land use planning in a way that supports a sustainable transport network. These actions will therefore be further advanced as a result of the completion of the RPS review which is currently underway.

Land use integration: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Review District Plan land use controls to align with the outcomes of the Wellington Regional Strategy, particularly in the vicinity of the junction of TGM and SH58	PCC	Commence review following TGM and WRS decisions	Administrative	L (PCC)	Review complete by Dec 2007	Review reported to PCC
Review District Plan land use controls to align with the outcomes of the Wellington Regional Strategy	KCDC	Commence review following TGM and WRS decisions	Administrative	L (KCDC)	Review complete by Dec 2007	Review reported to KCDC
Review District Plan land use controls to align with the outcomes of the Wellington Regional Strategy	WCC	Commence review following TGM and WRS decisions	Administrative	L (WCC)	Review complete by Dec 2007	Review reported to WCC

Travel Demand Management

TDM: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Implement relevant initiatives of the Regional Travel Demand Management (TDM) Strategy (December 2005)	All named agencies	Ongoing	As set out in the TDM Strategy	As set out in the TDM Strategy	As set out in the TDM Strategy	As set out in the TDM Strategy
Develop and implement ATMS and HOV proposals	Transit (lead) PCC KCDC	To commence 2006/07	\$5M	N	Proposals implemented by 2008/09	Proposals implemented

Passenger transport

Passenger transport: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Establish Lindale Rail Station including park and ride facilities	GWRC (lead) ONTRACK KCDC	To open by 2009/10	\$10M	R & C	Open by 2009/10	Station open
Establish Raumati Rail Station including park and ride facilities	GWRC (lead) ONTRACK KCDC	To open by 2008/09	\$5M	R & C	Open by 2008/09	Station open
Establish double track from MacKays to Lindale	GWRC (lead) ONTRACK	To open by 2011/12	\$62M	R & C	Open by 2011/12	Track open
Purchase additional rail units	GWRC	By 2011/12	\$40M	R & C	Operating by 2011/12	Units operating

GWRC is currently undertaking detailed investigations to implement the objective of providing a 15 minute peak train service

frequency on the Paraparaumu Line. The outcome of the study may advance some of the timings in the previous table.

Passenger transport: long term projects (beyond 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Improve rail alignment between Pukerua Bay and Paekakariki	ONTRACK	Beyond 10 years	To be determined	To be determined	Not applicable	Not applicable
Upgrade Porirua Rail Station	PCC	Beyond 10 years	\$10M	L (PCC)	Not applicable	Not applicable
Extend electrification to Waikanae	GWRC (lead) ONTRACK	Beyond 20 years	To be determined	To be determined	Not applicable	Not applicable

Roading

Roading: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Proceed with geotechnical work on Transmission Gully to address cost risk issue	Transit	2006/07	Included in TGM estimate	C3 & C4	Considered by Transit Board by December 2007	Report considered and advised to RLTC
Develop a corridor management plan for SH58 east of Pauatahanui consistent with the RLTS	Transit (lead) PCC HCC UHCC	2006/07	Allowed for in draft State Highway Forecast 2006/07	C3 & C4	Considered by Transit Board by December 2007	Report considered and advised to RLTC
Undertake all necessary preparatory work to ensure Transmission Gully Motorway (TGM) can be built as soon as practicable	Transit	From 2006/07	Included in TGM estimate	C3 & C4	Preparations complete by 2010/11	Preparations completed
Construct TGM, as a multi-lane, median-divided road, tolled if necessary.	Transit	From 2011/12	\$955M	C1 C3 Toll funded loan Other loan	Open by 2015/16	Road completed
Install a median barrier along the coastal section of Centennial Highway	Transit	From 2006/07	\$17M	N	Barrier installed by 2007/08	Barrier installed
Construct Western Link Road stage 1	KCDC (lead) Transit	Progressively developed and opened up to 2011/12	\$107M	N C2 L (KCDC)	Fully open by 2011/12	Road completed
Construct Western Link Road stage 2	KCDC (lead) Transit	Progressively developed and opened up to 2013/14	\$42M	N C2 L (KCDC)	Fully open by 2013/14	Road completed
Implement safety improvements in Pukerua Bay	Transit (lead) PCC	From 2006/07	\$2M	R	Safety improvements complete by 2007/08	Improvements completed
Construct Western Link Road stage 3	KCDC (lead) Transit	Progressively developed and opened up to 2009/10	\$19M	N C2 L (KCDC)	Fully open by 2009/10	Road completed
Develop the Waikanae upgrade project	Transit (lead) KCDC	Commence development 2011/12	To be determined	C2	Development underway	Progress reported to RLTC
Develop and construct Otaihangā interchange	Transit (lead) KCDC	To open 2015/16	\$35M	C1	Open by 2015/16	Interchange completed

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Install traffic signals at SH1/Paekakariki	Transit	2006/07	\$1M	R	Signals operating by June 2007	Signals operating
Investigate opportunities to incorporate Tawa Interchange upgrade in the scope of the Gracefield – Grenada project	Transit (lead) WCC	Project development to commence from 2006/07	To be determined	N	Study complete by June 2008	Reports considered by relevant Authorities and RLTC
Design, obtain consents and construct Grenada to Gracefield link stage 1	Transit (lead) WCC HCC	Project development to commence from 2006/07	\$180M	C2 L	Construction complete by 2014/15	Road completed

Roading: long term projects (beyond 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Commence construction of the Waikanae upgrade project	Transit (lead) KCDC	Beyond 10 years	To be determined	To be determined	Development underway	Progress reported to RLTC
Upgrade SH58 between TGM and SH2	Transit (lead) PCC UHCC HCC	Beyond 10 years	To be determined	To be determined	Development underway	Progress reported to RLTC
If appropriate, upgrade Tawa interchange to address safety issues	Transit	Beyond 10 years	To be determined	To be determined	Development underway	Progress reported to RLTC

Walking and cycling

Walking and cycling: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Ensure appropriate opportunities are taken to include walking and cycling improvements into all projects	RCAs	Ongoing	To be determined	Included in project budgets	Walking and cycling infrastructure demonstrably improved	Progress reported to RLTC
Investigate inclusion of walking and cycling safety works on current coastal route consistent with the present and future function of the road	Transit (lead) PCC KCDC	2006/07	To be determined	Administrative	Reported to authorities by December 2006	Progress reported to RLTC