

Western Corridor Plan: Otaki to Ngauranga Merge (April 2006)

This corridor generally follows the line of the current State Highway 1 and the North Island Main Trunk Railway from Otaki to Wellington.

1.1 Needs and issues

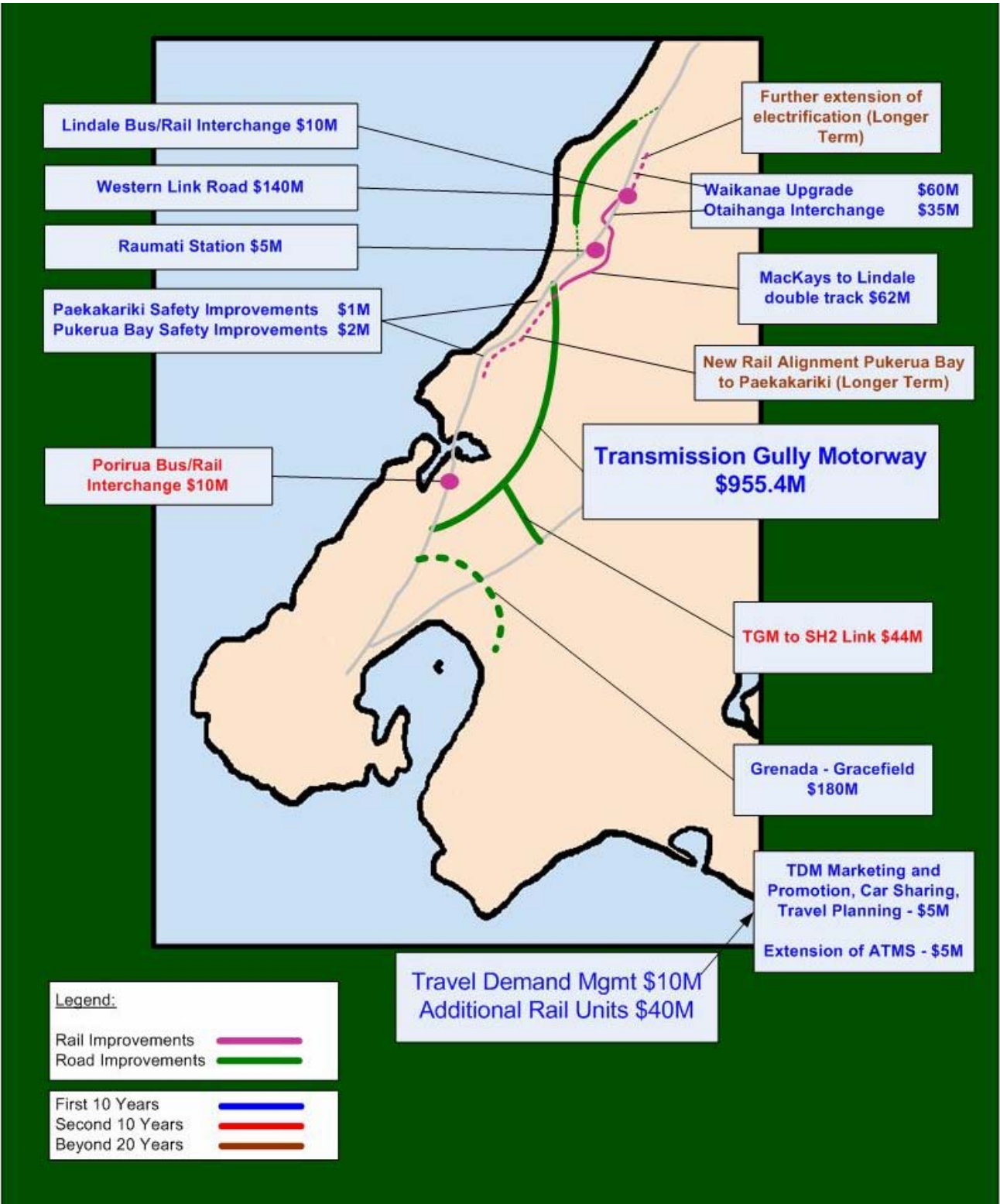
- Serious reliability, resilience and congestion problems for both rail and strategic roads
- Safety issues
- Growing population and transport demand
- The community's clear message that the current uncertainty of transport plans is unacceptable
- The need for a long term strategic solution for this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

1.2 Key outcomes

The Western Corridor Plan:

- Provides a safer, more reliable road and rail corridor
- Meets user expectations of a consistent regional corridor
- Reduces congestion in parts of the corridor
- Provides a balanced investment in road and Passenger Transport along with Travel Demand Management

1.3 Overview diagram



1.4 Land use integration

Policy 1.1 Support land use that minimises road use

Policy 1.2 Support intensification of land use around Passenger Transport nodes

Policy 1.3 Support better integration of land use planning by identifying roading hierarchies and specifying appropriate access controls in district plans

Short – medium term (2007 – 2016)

Action	Responsibility/ Role	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
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	PCC	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	KCDC	Commence review following TGM and WRS decisions	Administrative	KCDC	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	WCC	Commence review following TGM and WRS decisions	Administrative	WCC	Review complete by Dec 2007	Review reported to WCC

Land use and transport demand are inextricably linked. Land use is controlled by District Plans prepared by each Territorial Authority under the requirements of the Resource Management Act 1991. The Wellington Regional Strategy (growth strategy) is currently being developed and anticipated to be adopted in late 2006. With clarity expected regarding long term transport infrastructure developments as detailed in this plan and urban form directions guided by the WRS it is necessary that District Plans be reviewed to ensure alignment.

1.5 Travel Demand Management

Policy 1.4 Apply Travel Demand Management measures to maintain and increase Passenger Transport mode share

Policy 1.5 Manage travel demand south of Tawa

Short – medium term (2007 – 2016)

Action	Responsibility/ Role	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
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	C2	Proposals implemented by 2008/09	Proposals implemented

1.6 Passenger transport

Policy 1.6 Maintain rail as the key Passenger Transport commuting service

Policy 1.7 Increase rail capacity in line with demand

Policy 1.8 Enhance accessibility to rail services

Policy 1.9 Extend rail services to the north in line with demand

Policy 1.10 Improve efficiency of the existing service

Policy 1.11 Improve reliability of the existing service

Policy 1.12 Complement rail services with local bus networks

Policy 1.13 Provide priority to buses in congested areas

Policy 1.14 Integrate rail and bus services

Short – medium term (2007 – 2016)

Action	Responsibility/ Role	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Establish Lindale Rail Station	GWRC (lead) On Track	To open by 2009/10	\$10M	60% R & 40% C2	Open by 2009/10	Station open

Action	Responsibility/ Role	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
including park and ride facilities	KCDC					
Establish Raumati Rail Station including park and ride facilities	GWRC (lead) On Track KCDC	To open by 2008/09	\$5M	60% R & 40% C2	Open by 2008/09	Station open
Establish double track from MacKays to Lindale	GWRC (lead) On Track	To open by 2011/12	\$62M	60% R & 40% C2	Open by 2011/12	Track open
Purchase additional rail units	GWRC	By 2011/12	\$40M	60% R & 40% C2	Operating by 2011/12	Units operating

Greater Wellington is currently undertaking detailed investigations to implement the objective of providing a 15 minute peak service frequency on this line. The outcome of this study may advance some of the timings shown above.

Long term (beyond 2016)

Action	Responsibility/ Role	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Improve rail alignment between Pukerua Bay and Paekakariki	On Track	Beyond 10 years	To be determined	To be determined	Not applicable	Not applicable
Upgrade Porirua Rail Station	PCC	Beyond 10 years	\$10M	PCC	Not applicable	Not applicable
Extend electrification to Waikanae	GWRC (lead) On Track	Beyond 20 years	To be determined	To be determined	Not applicable	Not applicable

1.7 Roading

Policy 1.15 Develop alternative routes for use in emergencies

Policy 1.16 Partially relieve congestion south of Tawa with infrastructure

Policy 1.17 Improve links to the Hutt Valley

Policy 1.18 Develop a multi-lane median-divided road, tolled if necessary, along the full length of the corridor matching sustainable levels of demand

Policy 1.19 Manage State Highway One, between MacKays Crossing in the north and Mungavin Interchange in the south, consistent with it's long term purpose of a scenic access route

Short – medium term (2007 – 2016)

Action	Responsibility/ Role	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Proceed with geotechnical work on Transmission Gully to address cost risk issue	Transit	2006/07	Included in TGM estimate	C3	Considered by Transit Board by June 2007	Report considered and advised to RLTC
Develop a corridor management plan for SH58 east of Pauatahanui consistent with this plan	Transit (lead) PCC HCC UHCC	2006/07	Allowed for in draft State Highway Forecast 2006/07	N	Considered by Transit Board by June 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	Preparations complete by 2010/11	Preparations complete
Construct TGM as a toll road	Transit	From 2011/12	\$955M	2% C2 42% C3 12% Toll funded loan 44% Crown loan	Open by 2015/16	Road complete
Install a median barrier along the Coastal section of Centennial Highway	Transit	From 2006/07	\$17M	C2	Barrier installed by 2007/08	Barrier installed
Construct Western Link Road stage 1	KCDC (lead) Transit	Progressively developed and opened up to 2011/12	\$113M	53% N, 37% R & 10% L	Fully open by 2011/12	Road complete
Construct Western Link Road stage 2	KCDC (lead) Transit	Progressively developed and opened up to 2013/14	\$42M	53% N, 37% R & 10% L	Fully open by 2013/14	Road complete
Implement safety improvements in Pukerua Bay	Transit (lead) PCC	From 2006/07	\$2M	C2	Safety improvements complete by 2007/08	Improvements complete

Action	Responsibility/ Role	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Construct Western Link Road stage 3	KCDC (lead) Transit	Progressively developed and opened up to 2009/10	\$19M	53% N, 37% R & 10% L	Fully open by 2009/10	Road complete
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	C2	Open by 2015/16	Interchange complete
Install traffic signals at SH1/Paekakariki	Transit	2006/07	\$1M	C2	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	3% C1 72% C2 25% L	Construction complete by 2014/15	Road complete

Long term (beyond 2016)

Action	Responsibility/ Role	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
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

1.8 Walking and cycling

Policy 1.20 Implement relevant initiatives of the Regional Pedestrian Strategy (May 2004)

Policy 1.21 Implement relevant initiatives of the Regional Cycling Strategy (May 2004)

Short – medium term (2007 – 2016)

Action	Responsibility/ Role	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Ensure appropriate opportunities are taken to include walking and cycling improvements into all projects	RCA's	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