

## **ADDITION TO THE 1999-2004 WELLINGTON REGIONAL LAND TRANSPORT STRATEGY**

### **Western Corridor Implementation Plan**

The Western Corridor runs from Otaki to the Ngauranga Merge. It generally follows the line of the current State Highway One and the North Island Main Trunk Railway from Otaki to Wellington. The 1999-2004 Wellington Regional Land Transport Strategy includes the following project:

“Develop a Western Corridor Implementation Plan that includes both road and rail and identifies the optimum package for the corridor.”

What follows is that plan. The technical support for the plan can be found in a companion report, “Western Corridor Implementation Plan Report of the Technical Group. 10 April 2000.” The technical report is available from the Regional Council.

#### **The Plan**

Undertake the following roading and public transport projects in the corridor during the period 2000-2004 (note : projects not already included in the Regional Land Transport Strategy are marked accordingly and all \$'s are set at 1998 values).

#### **Roading**

- Construct a new two lane bridge at Paremata (\$4.3m) (new project)
- Complete the safety improvements on State Highway One north of Paremata (\$8.7 m)
- Complete the safety improvements at McKays Crossing (\$12.3 m)
- Implement the Active Traffic Management System at Ngauranga Gorge and three lanes in each direction south to the State Highway One and Two merge (\$5 m)
- Construct the river crossing stage of the Kapiti Local Connecting Road (\$37 m)
- Provide other safety and capacity improvements on State Highway One between Paremata and McKays Crossing appropriate to the timing of Transmission Gully (new project)
- Develop proposals for the future of the existing State Highway with appropriate agencies for once Transmission Gully is built (new project)
- Resolve funding, legislative and resource management issues relating to Transmission Gully, purchase required land and commence construction if possible (new project)

#### **Public Transport**

- Upgrade the Paraparaumu Railway Station building (\$0.5 m)
- Build a new railway station at Raumati (\$2 m)
- Extend the urban electric rail service to Waikanae (\$5 m)
- Increase weekday urban rail frequency from the Kapiti Coast to Wellington to 15 minutes in peak period and 30 minutes in the of-peak (annual additional cost of \$1.2 m)
- Provide additional commuter car and cycle parks at major railway stations
- Seal existing unsealed carparks at stations
- Increase rail feeder bus services to match the increase in urban rail frequency

**Projects Outside the Corridor**

- Construct the Ngauranga-Aotea tidal flow system (\$16 m)
- Construct the bus/rail interchange and associated pedestrian connections at Wellington station (\$8 m)

**Projects Beyond 2004****Roading**

- Construct Transmission Gully as a toll road as soon as possible (\$233 m) (new project)
- Construct the remainder of the Kapiti Local Connecting Road (\$24 m)
- Construct the Hutt Valley – Porirua Road Link (\$62 m)

**Public Transport**

- Provide new stations at Lindale, Aotea Lagoon and Glenside as population growth creates sufficient demand (\$4 m)
- Upgrade remaining railway stations on the corridor
- Provide light rail services or alternatives from Plimmerton and Porirua East to Wellington (enhanced bus and rail services being provided until demand warrants light rail) (\$15 m)
- Provide additional rail services to Otaki and beyond.

**Building Transmission Gully Early as a Toll Road will Require:**

- (a) Some funding from local sources depending on the level of funding support provided by Transfund New Zealand; and
- (b) Legislation to allow the road to be tolled