

Report 12.348
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Committee Regional Transport
Author Patrick Farrell, Transport Planner

Recommended Western Corridor Plan for approval

1. Purpose

To report to the Committee on findings from stakeholder and public feedback on the draft Western Corridor Plan; and to recommend changes to the final Western Corridor Plan, set out in **Attachment 1**, resulting from the feedback process.

2. The decision-making process and significance

Officers recognise that the matters referenced in this report have a high degree of importance to affected or interested parties.

The matter requiring decision in this report has been considered by officers against the requirements of Part 6 of the Local Government Act 2002. Part 6 sets out the obligations of local authorities in relation to the making of decisions.

2.1 Significance of the decision

Part 6 requires Greater Wellington to consider the significance of the decision. The term 'significance' has a statutory definition set out in the Act.

Officers have considered the significance of the matter, taking the Council's significance policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance.

The subject matter of this report is a non-statutory plan whose purpose is to provide greater clarity on the implementation of the Wellington Regional Land Transport Strategy 2010-40. The Committee elected to not undertake a special consultative procedure for reasons highlighted in section 3.2 of this report.

Officers do not consider that a formal record outlining consideration of the decision-making process is required in this instance.

3. Introduction

The Western Corridor generally follows State Highway 1 from the regional border north of Ōtaki to Ngauranga and the North Island Main Trunk railway to Kaiwharawhara. The main east-west connections are State Highway 58 and the interchange for State Highways 1 and 2 at Ngauranga.

The prior Western Corridor Plan was adopted in April 2006. It is now due to be refreshed. The refresh seeks to:

- Ensure alignment with the strategic direction provided by the Regional Land Transport Strategy 2010-40.
- Take account of new identified projects, trends, information, issues, transport studies and land use policies relevant to this corridor.

3.1 Policy framework for the Western Corridor Plan

Corridor plans are non-statutory documents used to identify and agree the needs, and associated regionally significant projects or activities to meet those needs, along the region's four main transport corridors. Multi-modal action programmes within corridor plans set out short to medium, and longer term measures to be progressed.

The Western Corridor Plan sits underneath the Wellington Regional Land Transport Strategy (RLTS) 2010-40 and contributes to the direction and desired outcomes provided by the strategy.

The vision of the Wellington RLTS is for *an integrated land transport system that supports the region's people and prosperity in a way that is economically, environmentally and socially sustainable*.

The RLTS key outcomes are:

- Increased peak period passenger transport mode share
- Increased mode share for pedestrians and cyclists
- Reduced greenhouse gas emissions
- Reduced severe road congestion
- Improved regional road safety
- Improved land use and transport integration
- Improved regional freight efficiency.

Regional plans for travel demand management, walking, cycling, road safety, and freight sit alongside corridor plans and provide supplementary detail about the measures to be progressed region-wide in relation to these areas.

The recommended Plan is consistent with, and takes account of, the land use policy provided by the Proposed Regional Policy Statement (RPS), the relevant District Plans, and the economic growth considerations provided by the Wellington Regional Strategy (WRS).

The recommended Plan has also been developed in the context of the Government Policy Statement (GPS) on land transport funding 2012, Safer Journeys 2020 and other relevant national level policy documents.

The inclusion and timing of projects in this corridor plan reflects the current GPS with its emphasis on progressing Roads of National Significance (RoNS) along State Highway 1, and the Regional Land Transport Programme 2012-15 which has recently been finalised.

The Wellington Regional Rail Plan is also presently being updated. It is through this process that further detail and expected timing of major rail projects through the Western Corridor will be decided.

3.2 Refresh process

This refresh has focused on updating the corridor plan's action programme with projects and activities that have been consulted on through other processes and, in several cases, are now committed. It also included the development of a gap analysis report, which sought to re-examine the issues along this corridor and identify any information gaps to be covered in future planning work. This work did not find any significant planning gaps.

The Regional Land Transport Programme (RLTP) and Council's Long Term Plan (LTP) consultation processes have been recently completed. These formal processes included public submissions and hearings on the inclusion and timing of all the major projects put forward in this recommended Western Corridor Plan.

The recommended Western Corridor Plan has been updated to take account of funding and timing decisions made in the final RLTP 2012-15 as well as the Greater Wellington, Wellington City Council, Porirua City Council, and Kāpiti Coast District Council 2012-22 Long Term Plans.

Extensive planning work and public consultation has also already been undertaken, or is underway, on the RoNS projects and related improvements. Major public transport upgrades have been committed through the Wellington Rail Package 2011.

To reflect these recently completed consultation processes and the significant number of existing commitments, a formal submission and hearing process was not undertaken.

4. Feedback results

The time for feedback was between Monday 2 July 2012 and Friday 27 July 2012. Ten replies were received in response to invitations to provide input on the draft Plan. Feedback was received from nine organisations and one individual. They are included as **Attachment 3** to this report.

Attachment 2 summarises the received feedback and includes officer commentary and highlights the recommended changes to the draft Plan.

4.1 Significant issues raised

A number of issues were raised in the received feedback which ranged from topic and specificity. The most commonly identified or significant points raised were:

- Need for road safety works to be completed in the short term at the Beach Road / SH1 intersection in Paekakariki
- Support for the construction of a rail station at Raumati
- Pedestrian issues at and around the Waikanae rail station
- Support for road safety improvements along SH1
- Support for a greater emphasis on public transport within the Plan.

5. Recommended changes to the corridor plan

The following sections outline the changes officers are recommending to the draft Western Corridor Plan, based on consideration of the written feedback.

The headings indicate the parts of the recommended Plan where the main changes occur.

5.1 Why the Western Corridor is important

Added description of the Kāpiti Coast Airport as a strategic regional asset affecting travel patterns.

5.2 Key objectives for this corridor

Altered Objective 1 to: “Provide for current and future growth pressures (population / employment / freight) in the Western Corridor **with consideration to regional and local strategies and plans**”

5.3 Strategic road network projects

The heading for East – West improvements has been changed to “**Petone to Grenada Link Road**”. The commentary in this section has also been changed to reflect the NZ Transport Agency’s latest advice on SH58 capacity improvement and Petone to Grenada investigations. Action table 1 has also been amended along similar lines.

The following sentence has been added at the end of the first paragraph in the Johnsonville Triangle improvements section: “**Significant road safety improvements are also a part of this project.**” Action table 1 has also been amended along similar lines.

5.4 Action table 1 – Strategic road network projects

The indicative cost figures have been updated to align with the final RLTP 2012-15.

The following actions have been added to the table:

- **Transmission Gully link roads**

- **Investigate and agree works to be conducted on redundant sections of the current SH1 alignment once the RoNS are operational by the time of transfer to Kāpiti Coast District Council and Porirua City Council as local roads.**

5.5 Strategic road safety projects

The SH1 safety improvements section has been updated reflecting the latest NZ Transport Agency advice. Action table 2 has been amended along similar lines.

5.6 Action table 3 – Strategic public transport projects

Added a “Future planning” action to: **“Investigate the influence of the RoNS on public transport use under a range of scenarios as part of future transport network planning”**

5.7 Strategic walking and cycling projects

Added the following further detail on walking and cycling planning in the region: **“In the Regional Walking and Regional Cycling Plans, local councils are responsible for developing local walking and cycling strategies for improvements to local networks. Funding for these activities is agreed through local LTPs and the RLTP.”**

5.8 Action table 4 – strategic walking and cycling projects

Added the following description to the “RoNS walking and cycling investigations” action: **“These investigations are part of a long term goal of providing a safe, continuous and pleasant cycling route along the Regional Strategic Cycling Network.”**

5.9 Other

The word “package” has been removed throughout the recommended Plan where it does not relate specifically to NZ Transport Agency funding packages. The wording has been retained for the RoNS project package and the Regional Rail Package 2011.

The indicative programming diagram has been updated to reflect the final RLTP 2012-15.

Other minor editorial changes have been made.

All recommended changes are shown as red in Attachment 1.

6. Timetable

The key steps and expected time frames for the Western Corridor Plan refresh are shown in the following table.

Key Step	Who	Timing
Process report to RTC	GW	Approved
RLTP and LTP consultation		Completed
Complete gap analysis	GW officers / TWG	Completed
TWG issues and projects meeting	TWG	Held
Update action programme and draft Corridor Plan with final RLTP timings and TWG input	GW officers / TWG	Completed
Approve draft Corridor Plan	RTC	22 June 2012
Public feedback on draft Corridor Plan		2 – 27 July 2012
Amend draft Corridor Plan based on feedback	GW officers / TWG	July – August 2012
Revised Western Corridor Plan for approval (this report)	RTC	15 August 2012

7. Next steps

If the Western Corridor Plan is adopted, the plan will be printed and distributed to the Committee, stakeholders and interest groups.

Those who provided feedback will also be sent a letter outlining the key changes made to the plan following the feedback process.

It is proposed to seek formal support from the NZ Transport Agency for the adopted Western Corridor Plan.

The final Plan will be used to inform development of the next round of regional and local transport planning.

8. Communication

A media release will be issued in relation to the adoption of a new Western Corridor Plan.

9. Recommendations

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Agrees to amend the draft Western Corridor Plan in accordance with the proposed changes set out in section 5 of this report.*
4. *Delegates to the Chair of the Regional Transport Committee authority to approve any final amendments to the Plan resulting from public participation and this Committee meeting.*

5. ***Agrees** to adopt the final Western Corridor Plan, as set out in Attachment 1*
6. ***Agrees** to seek formal support for the adopted Western Corridor Plan from the New Zealand Transport Agency.*

Report prepared by:

Report approved by:

Patrick Farrell
Transport Planner

Jane Davis
General Manager Strategy
and Community Engagement

Attachment 1: Recommended Western Corridor Plan – August 2012
Attachment 2: Summary of received public feedback
Attachment 3: Received public feedback