

Proposed Western Corridor Plan

1. Vision

The vision for the Western Corridor is an affordable, safe, efficient, reliable and sustainable transportation corridor for the benefit of the region and the nation.

2. Long term strategy

Land use

- Support land use that minimises road use
- Support intensification of land use around PT nodes

Passenger Transport

- Maintain rail as the key passenger transport commuting service
- Increase rail capacity in line with demand
- Enhance accessibility to rail services
- Extend rail services to the north in line with demand
- Improve efficiency of the existing service
- Improve reliability of the existing service
- Complement rail services with local area bus networks
- Provide priority to buses in congested areas
- Integrate rail and bus services

Freight

- Improve linkage between Seaview and the north
- Provide priority to road freight in congested areas
- Provide improved rail freight capacity

Roads

- Apply TDM measures to maintain and increase PT modal share
- Develop alternative routes for use in emergencies
- Partially relieve congestion south of Tawa with infrastructure
- Manage remaining travel demand south of Tawa
- Improve links to the Hutt Valley
- Develop a multi lane median divided expressway along the full length of the corridor matching sustainable levels of demand

3. Proposed corridor plan

- Provides a more reliable road and rail corridor
- Meets user expectations of a consistent regional corridor
- Reduces congestion in southern area
- Balanced investment in road and PT along with TDM measures
- Balanced PT, TDM and roads package
- PT and TDM before highway improvements
- Estimated 20 year funding of \$1,580M
 - \$750M crown funding
 - \$650M national funding
 - \$70M regional funding (existing petrol tax)
 - \$110M local funding (rates)
- Staged implementation in line with funding and demand
- Corridor plan part of regional network
- Coordinated with other corridors
 - Hutt Corridor Plan 2003
 - Ngauranga- Airport Corridor Plan 2006



4. Rail

- Additional stations for Kapiti;
 - Raumati Station
 - Lindale bus/ rail hub (to be confirmed with KCDC)
- Porirua bus/ rail hub improvements
- 15 minute peak period service to Kapiti (additional units)
- Dual track from MacKays Crossing to Raumati
- Closure of Muri Station
- Longer term –
 - further extension of electrification in line with KCDC development proposals
 - north south junction track duplication

5. Travel Demand Management

- Marketing and promotion of alternatives to car travel
- Travel planning
- Extension of existing ATMS
- Park and ride, rail station improvements
- Consideration of HOV lanes in Ngauranga Gorge in conjunction with Petone Grenada Link
- CBD parking restraint

6. Road improvements

- Northern section - Western Link Rd
 - Northern Expressway
- Central section - Coastal Route
 - Grays Rd not in the package
- Southern section - Petone Grenada Link
 - Tawa Interchange

Proposed Western Corridor Plan

Projects	Source of funding	\$M	Year																				1-10 yr cost		11-20 yr cost			
			2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	1-10 yr cost	11-20 yr cost				
TDM marketing and promotion, car sharing, travel planning	C1	2.5	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25											2.5	2.5	-				
TDM marketing and promotion, car sharing, travel planning	R	2.5																							2.5	-	2.5	
TDM extension of ATMS along corridor	C1	5.0	0.5	0.5	4.0																				5.0	5.0	-	
Paekakariki Intersection Stage 1	C2	25.0	1.0	1.0	18.0	5.0																			25.0	-	-	
Paekakariki Intersection Stage 2	C3	20.0																										20.0
Porirua Bus Rail Interchange	R/GW (60/40)	10.0	0.5	0.5	4.0	5.0																						10.0
Whitford Brown Interchange	R	30.0																										30.0
Western Link Rd - Stage 1	N/L- KCDC (75/25)	65.0	1.0	3.0	15.0	21.0	25.0																					65.0
MackKays to Raumati Double track	C2/GW (85/15)	40.0		0.5	0.5	0.5	1.5	17.0	20.0																			40.0
Raumati Station	R/GW (60/40)	5.0		0.2	0.2	4.6																						5.0
Muri Station closure	R/GW (60/40)	0.0																										0.0
Lindale Bus Rail Interchange	C2/GW (60/40)	10.0			0.3	0.7	9.0																					10.0
Additional rail units	C2/GW (60/40)	35.0																										35.0
Petone-Grenada Link incl Petone Interchange	C1/C2/WCC (\$76/\$54/\$45)	180.0	1.0	2.0	2.0	1.0	1.0	15.0	20.0	40.0	50.0	48.0																180.0
Ngauranga Gorge HOV lanes	C1	5.0																										5.0
Western Link Rd - Stage 3	C2/L- KCDC (75/25)	40.0			0.5	0.5	2.0	18.0	19.0																			40.0
Western Link Rd - Stage 2	R/L- KCDC (75/25)	35.0																										35.0
Coastal Expressway excl Paekakariki Interchange	C3	365.0	1.0	2.0	3.0	3.0	14.0	13.0	16.0	60.0	95.0	90.0	68.0															365.0
Pukerua Bay Bypass (2-lane)	C2	50.0		1.0	1.0	3.0	5.0	20.0	20.0																			50.0
Pukerua Bay Bypass (4-lane)	C3	20.0																										20.0
Mana Bypass	N	220.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	8.0	8.0	8.0	8.0	8.0	85.0	86.0										220.0
Paraparamu Bypass	N	140.0																										140.0
Waikanae Upgrade	N	80.0																										80.0
Otaihanga Interchange	C2	35.0																										35.0
Otaihanga Interchange	N	20.0																										20.0
Northern Expressway - remainder	N	125.0																										125.0
Tawa Interchange	N	15.0																										15.0
Total Costs		1580	6	12	50	46	60	123	111	106	166	180	132	35	54	64	112	116	50	80	30	30	1580.0	859.5	705.5			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
National Land Transport Programme	649	1.75	3.25	12.25	16.75	19.75	1	3.5	3.5	3	10	18	20	39	64	112	116	50	81	32	42	
Regional Funding	68	0.3	0.42	2.52	5.76	1	14.75	0.75	1.5	10.5	12.75	0.25	0.25	15.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	
PCC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
KCDC	35	0.25	0.75	3.875	5.375	6.75	4.75	5	0.5	3.5	4.25	0	0	0	0	0	0	0	0	0	0	
WCC	45	0.25	0.5	0.5	0.25	0.25	3.75	5	10	12.5	12	0	0	0	0	0	0	0	0	0	0	
GWRC	30	0.2	0.355	1.875	4.195	3.825	12.15	7.4	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crown	94	1.20	1.65	5.15	0.70	0.70	7.00	9.25	18.75	23.25	25.85	0	0	0	0	0	0	0	0	0	0	
Crown (\$255M)	255	1.299	3.023	20.578	9.519	13.474	66.835	63.83	11.96	15.95	15.352	18	15	0	0	0	0	0	0	0	0	
Crown (\$405M)	405	1.0	2.0	3.0	3.0	14.0	13.0	16.0	60.0	97.0	100.0	96.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1580																					

	Investigation and consenting
	Design and property purchase
	Construction