

## Summary of feedback on draft Western Corridor Plan 2012

Sub #	Submitter	Point	Response
1	Raumati Public Transport Action Group	Install Raumati rail station	Consideration of new stations, including one at Raumati, is part of the Regional Rail Plan review.  Action: No change.
2	Kapiti Coast Older Persons' Council	Urgent need to upgrade SH1 intersection at Paekakariki to improve safety, particularly for elderly	NZTA is undertaking a safety Strategy Study between Pukerua Bay and Paraparaumu which will review and identify options for this intersection.  Action: No change
		Improve intersection from Paekakariki Hill Road onto SH1 to facilitate traffic flow off the Hill Road, perhaps utilising a "slip-road"	NZTA is undertaking a safety Strategy Study between Pukerua Bay and Paraparaumu which will review and identify options for this intersection.  Action: No change.
3	Raumati South Residents Association	Supports the Raumati Public Transport Action Group's submission	Consideration of new stations, including one at Raumati, is part of the Regional Rail Plan review.  Action: No change.
4	Kapiti Coast Grey Power	Key issue is pedestrian safety at Waikanae rail terminus	GW is aware of the issue. A signalised pedestrian crossing exists at the traffic lights.  Action: No change
		Important that PT services remain, including shuttle service offered by Red Cross	Noted. The next area-wide PT service review for Kapiti is scheduled for 2015.  Action: No change.
		Future fare increases are noted, but train reliability needs to improve if fare increases are to be accepted by passengers	Rail reliability is recognised as an issue in the Western Corridor Plan which the Regional Rail Package seeks to address. Improving the reliability of rail services is also a major component of the PT Plan and Regional Rail Plan.  Action: No change.
		Supports construction of Raumati rail station within life of this corridor	Consideration of new stations, including one at Raumati, is part of the Regional

		plan	Rail Plan review. Action: No change.
		Notes that disestablishment of the Capital Connection will create parking and pedestrian issues at Waikanae Rail Station	The comment is noted and has been forwarded to GW Rail Operations. GW has prepared a business case supporting a joint GW, Horizons and NZTA subsidy to retain service. The final decision will rest with NZTA. Action: No change.
		Education of road users could be increased in the future	Safety education is a component of the Safer Systems approach to road safety which is promoted through Safer Journeys 2020 and the Regional Road Safety Plan. Examples of road user education is the new video 'A Two-way Street', and the Last Choice and 'Be safe – be seen' road safety campaigns. Action: No change.
		It is hoped that a solution of East-West connectivity issues can be found within the life of this corridor plan	The Western Corridor Plan contains investigations of potential east-west access solutions. The timing of projects from those investigations would be determined in the next RLTP development processes. Action: No change.
		Supports objectives of draft Western Corridor Plan	Noted. Action: No change.
		Supports investigating walking and safe cycling commuter links along the RoNS as outlined in the draft Western Corridor Plan	Noted. Action: No change.
		Supports SH1 optimisation activities as outlined in the draft Western Corridor Plan	Noted. Action: No change.
		Supports road safety improvements, including Otaihanga roundabout, as outlined in the draft Western Corridor Plan	Noted. Action: No change.
		Notes that current road safety improvements appear to be	The comment is noted and has been

		working and that a full wire-rope barrier might not be needed – pending investigation results	forwarded to NZTA. Action: No change.
		Will there be any changes in relationship with KiwiRail becoming a State Owned Enterprise?  Is there any effect on GW ownership of stations and rolling stock as decided last year?	GW does not envision any significant changes occurring in its relationship with KiwiRail. GW gained ownership of rail and rolling stock assets after KiwiRail had been created as an SOE. This ownership agreement is not anticipated to change.  Action: No change.
		The trial with HOP Card in Auckland may have some lessons for GW regarding electronic ticketing systems.	GW aware of the HOP Card trial in Auckland and is keeping fully up-to-date with the trial's progress.  Action: No change.
		Supports strategic walking and cycling projects as outlined in the draft Western Corridor Plan	Noted.  Action: No change.
5	Paekakariki Community Board	The Beach Road intersection with SH1 is complicated and dangerous, requiring remedial work. This should be identified in the Western Corridor Plan	NZTA is undertaking a safety Strategy Study between Pukerua Bay and Paraparaumu which will review and identify options for this intersection.  Action: No change.
6	Automobile Association – Wellington District	Generally support the Plan's strategic content and the noted significant transport issues	Noted.  Action: No change.
		A wider investigation of East-West connections is needed, including SH58 improvements between Transmission Gully and SH2. This should be connected with investigation of cross-Hutt valley connection options.	The draft Plan includes an action that considers East-West connections including SH58. NZTA advise that this falls within the scope of the Petone to Grenada project, which will look at a range of options for links between SH1 and SH2. HCC and NZTA are investigating cross-valley connections further as an action in the Hutt Corridor Plan 2011.  Action: Change wording on page 14 and in Action table 1. Change headings to:  <b>"Petone to Grenada Link Road"</b>  Alter SH58 capacity investigation wording to reflect new planning arrangement. On

			<p>page 14, change paragraphs to read:</p> <p>“The short-medium term priority for SH58 is to improve the safety of this route by implementing a <b>set</b> of road safety improvement works as outlined in this plan. <b>Investigation of</b> the need and feasibility for increasing capacity on SH58, including consideration of four-laning the current alignment between Transmission Gully and SH2 <b>will occur within the Petone to Grenada scheme assessment.</b>”</p> <p>Change Action table 1 by deleting the demand management bullet point and the SH58 capacity investigation action. Add the following underneath the scheme assessment action:</p> <p><b>“The scheme assessment will also include investigation of</b> the need and feasibility of increasing capacity on SH58, including <b>consideration of</b> 4-laning the current alignment from the proposed intersection of SH58 and Transmission Gully to the SH58/SH2 intersection.”</p>
		More urgency should be given to SH1 Otaihanga to Waikanae safety improvements	<p>The timing of this project has been decided through the 2012-15 RLTP development process. The comment has been forwarded to NZTA, which is the lead agency for the SH1 Otaihanga to Waikanae project</p> <p>Action: No change.</p>
7	Cycle Aware Wellington	Draft Western Corridor Plan requires a stronger focus on active modes and PT	<p>The Western Corridor Plan is part of a range of planning documents that covers all modes, including walking, cycling and public transport. Page 13 of the draft Plan notes that corridor plans are the only place in regional planning where development of the region’s strategic road network is considered. So while corridor plans are multi-modal, proposed road improvements are consequently significant parts of these plans</p>

			Action: No change.
		Requests a project to improve cyclist facilities through Ngauranga Gorge	NZTA has noted the request to improve cycle facilities through Ngauranga Gorge. After the investigation of the Petone to Grenada project has been completed NZTA will assess the cycling networks between SH1 and 2  Action: No change.
		Draft Plan only mentions investigations without budgets for local walking and cycling connections. More detail is needed	The budget figures in the Western Corridor Plan are based on information provided in the 2012-15 RLTP or from the lead implementation agency. In the Regional Cycling and Walking Plans, local councils are responsible for developing local walking and cycling strategies for improvements to local networks. The investigations listed as part of the RoNS in Action table 4 have not been budgeted for independently but would be included in the actual investigation, design and construction costs of those projects  Action: Beneath "Strategic walking and cycling projects" on page 22 add:  <b>"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."</b>
		Include a project to create a continuous safe cycling route through the Western Corridor	Agree in part.  Action: Add the following to the bottom of the RoNS walking and cycling investigations box of Action table 4:  <b>"These investigations are part of a long term goal of providing a safe, continuous and pleasant cycling route along the Regional Strategic Cycling Network."</b>
		Identified black spots should have investigate and improve projects	The NZ Transport Agency and local councils routinely monitor crash data

		attached to them	relative to the their networks, carry out detailed crash analysis and undertake remedial actions at black spots subject to funding availability.  Action: No change.
		Language around the provision of walking and cycling improvements should be strengthened. The use of “Wherever possible...” should be changed to requirements of road improvement activities	The “wherever possible” language is used to provide support for walking and cycling improvements as part of roading projects with the understanding that there are exceptions where this is not possible due to topography, urban form or other constraints.  Some minor editorial changes can be made throughout the corridor plan to clarify the emphasis on walking and cycling improvements.  Action: Make minor editorial changes.
		Improvements to walking and cycling commuter links are tied to RoNS construction, while these links could proceed at a faster pace than the RoNS	Some cycling links are part of the RoNS projects and their timing is linked to the RoNS. Others, such as the Porirua cycleway ‘spine’ and Ara Harakeke projects are independent of the RoNS timing and implementation will depend on local funding availability.  Action: No change.
8	Kapiti Coast District Council	General support	Noted.  Action: No change.
		The Western Corridor Plan should endorse the need for improved public transport provision and electrification of rail to Otaki	The Regional Rail Plan refresh includes consideration of these types of projects.  Action: No change.
		Acknowledges work being done by Horizons and Greater Wellington on funding options for the Capital Connection. The Council wants to see it continue.	Noted.  Action: No change.
		The Kapiti Coast Airport has a long term future as a strategic regional asset and as a gateway to the Kapiti Coast and the Wellington region. With daily flights to and	Agree.  Action: Add the following at the end of the 4 <sup>th</sup> paragraph on page 4:  <b>“Furthermore, the Kāpiti Coast Airport</b>

		from Auckland since October 2011, and plans for services to other destinations, the Kapiti Coast Airport must be factored into the Western Corridor Plan.	<b>is a gateway to Kāpiti and the wider Wellington region. With daily flights to and from Auckland since October 2011, and plans for services to other destinations, the Kāpiti Coast Airport has a long term strategic regional future."</b>
		The plan for the cycleway link through QE Park, will link Paekakariki to with the rest of the Kapiti Coast District in parallel with the roading network. This needs to be detailed in the Western Corridor Plan, and covered by the RoNS McKays to Peka Peka Expressway project.	The QE Park cycle link is identified in the Western Corridor Plan. Design details are being worked through as part of the MacKays to Peka Peka RoNS project.  Action: Add the following to the bottom of the RoNS walking and cycling investigations box of Action table 4:  <b>"These investigations are part of a long term goal of providing a safe, continuous and pleasant cycling route along the Regional Strategic Cycling Network."</b>
		The SH1 / Beach Road intersection at Paekakariki is not fit for purpose, dangerous and cannot wait a possible seven to eight years when RoNS projects may or may not deal with it.	NZTA is undertaking a safety Strategy Study between Pukerua Bay and Paraparaumu which will review and identify options for this intersection.  Action: No change.
		Flooding issues are problematic along SH1 at Paekakariki and Te Horo need to be addressed quickly	All flood protection works around Te Horo and Otaki would be within existing GW flood protection operational budgets. GW Flood Protection advises that KCDC is responsible for flood work around SH1 at Paekakariki.  NZTA advise that they have highlighted flooding issues with their network consultants. NZTA will need to undertake investigations to find out the cause of the flooding and get it rectified.  Action: Add Te Horo to third bullet point on page 9.
		If the MacKays to Peka Peka Expressway is approved the current SH1 will be the alternate North / South route and arterial.	The Western Corridor Plan notes on page 14 that stretches of the current SH1 alignment will be transferred to KCDC and PCC. However, the condition of the

		<p>This is a core part of the Western Corridor and cannot be ignored.</p>	<p>road at the time of transfer is yet to be decided.</p> <p>Action: Add an action to Action table 1 under the RoNS package:</p> <p><b>“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 Kapiti Coast District Council and Porirua City Council as local roads.</b></p> <p><b>Responsibility: NZ Transport Agency, KCDC, PCC</b></p> <p><b>Indicative cost: TBD”</b></p>
		<p>If the Expressway is approved, it will have far reaching impacts on the way people travel. It is necessary for work to be done on what these impacts are likely to be, particularly for the public transport network.</p>	<p>The Regional Rail Plan review includes the RoNS as a consideration, but doesn't seek to isolate the influence of the RoNS on public transport patronage.</p> <p>Action: Add project to Action table 3:</p> <p><b>“Investigate the influence of the RoNS on public transport use under a range of scenarios as part of future transport network planning.”</b></p> <p><b>Responsibility: GWRC</b></p> <p><b>Indicative cost: TBD”</b></p>
		<p>Whether the Expressway is built or not, the public transport hub at Waikanae is not working effectively. Further planning is required in the Western Corridor Plan, including: improved bus frequency to rail services; improved direct bus routes; planning for improved parking provision e.g. Park and Ride at Waikanae Beach and Waikanae North; and safer pedestrian access across SH1.</p>	<p>An area-wide review of public transport services in Kapiti is planned for 2014/15 which will consider all factors relevant to the area under review and covers all public transport modes, including access to the services.</p> <p>The Waikanae rail service is very effective with strong patronage growth along this corridor. GW is working with KCDC to provide more parking where possible.</p> <p>Action: No change</p>
		<p>Seeks clarity as to whether or not there is an intention to programme</p>	<p>The Regional Rail Plan refresh includes</p>



		the establishment of the Raumati station. This matter needs to be made clear in the upcoming review of the Regional Rail Plan.	consideration of these types of projects. Action: No change.
9	Paula Warren	RONs does not fit with the overall objectives of the plan, and should be replaced by a lower cost focus on key safety improvements and fixing bottlenecks so existing capacity can be used effectively	The Western Corridor Plan, as a sub-plan of the RLTS, needs to be consistent with the Government Policy Statement and the latest RLTP. Both contain the RoNS projects. Action: No change.
		If new roads are to be built, the overall project must be designed to prevent traffic induction and modal shift to private car use	Rail network improvements identified in the previous 2006 Western Corridor Plan have now been largely completed. Doing these PT improvements first was a key goal to minimise the impact on PT mode share that the regional SH upgrades might have. Further PT improvements are committed or being planned as part of the Regional Rail Plan review to ensure public transport remains an attractive commuter option once the RoNS are operational  The design of the RoNS is being lead by the NZTA and is also a part of the Board of Inquiry process Action: No change.
		TG would create considerable increases in hazard for cyclists at Kenepuru and Pauatahanui	Cyclist safety issues were considered in detail through the Board of Inquiry process for Transmission Gully Action: No change.
		The Plan should ensure that roading projects do not further reduce the objective of having public transport transit times comparable to car transit times	The corridor plan reflects the RLTS multi-modal approach by outlining both public transport and roading improvements. This has been shown through modelling to achieve the best results against the RLTS outcomes Action: No change.
		Petone Grenada is not justified, and should not be included. Better to investigate a new rail link and PT loop between Wellington, Porirua	Petone Grenada is included in the Hutt Corridor Plan 2011 and the RLTP. A public transport loop is not included in the future network plan of the Regional PT

		and the Hutt Valley.	Plan. Action: No change.
		The first thing that should be done in Johnsonville is to take the private roads there back into public ownership. The next priority must be to correct the walking safety problems in the area. The third priority is to make the railway station area into a highly attractive transport hub.	WCC officers have indicated that there are no plans to bring the short culs de sacs in residential areas (which are typically privately owned and maintained) into public ownership. As funding allows, works are carried out to improve provision for pedestrians along the lines of WCC's 2008 Walking Policy. In central Johnsonville there will be significant improvements to pedestrian safety and amenity connected with the Johnsonville Mall redevelopment. In regard to the railway station, WCC will be working with the Mall owner and GW on ways of improving the area around the railway station.  Action: Add the following to the first paragraph of the Johnsonville Triangle improvements commentary on page 14:  <b>"Significant road safety improvements are also a part of this project."</b>
		The re-opening of Muri station should also be included in the plan.	The Regional Rail Plan refresh includes consideration of these types of projects.  Action: No change.
		Planning for the double tunnel option for the N-S Junction, selected in the feasibility study, should be commenced now.	The Regional Rail Plan refresh includes consideration of these types of projects.  Action: No change.
		Corridor Plan should include action to improve walking provision in town centres including: <ul style="list-style-type: none"> <li>▪ Porirua CBD</li> <li>▪ Paraparaumu</li> <li>▪ Waikanae</li> <li>▪ Paremata</li> <li>▪ Pukerua Bay</li> </ul>	Greater Wellington works closely with stakeholders with regard to walking and cycling improvements around rail stations. Greater Wellington has policies in several planning documents around promoting better walking and cycling outcomes in district plan reviews and new developments including within the Regional Policy Statement, Regional PT Plan and the Regional Walking, Cycling, and Travel Demand Management Plans. This comment has been forwarded to

			KCDC, PCC and the NZ Transport Agency, who are the road controlling authorities in the areas mentioned.  Action: No change.
10	New Zealand Transport Agency	The draft Plan captures the multiple benefits of the Wellington RoNS well	Noted.  Action: No change.
		The NZTA largely agrees with the objectives, but recommends a slight modification to Objective 1. We consider that this objective is too strongly worded and we recommend that "in accordance with strategic growth plans" be changed to "with consideration to regional and local strategies and plans".	Agree.  Action: Change objective 1 to read:  "Provide for current and future growth pressures (population / employment / freight) in the Western Corridor <b>with consideration to regional and local strategies and plans.</b> "
		The way in which packages are described in the draft Plan is different to how the NZTA defines them. This differing use of the term is likely to create confusion going forward.	Agree the use of same term can be confusing. However, the Regional Rail Package 2011 is a "package" agreed to between MoT, GWRC and NZTA.  Action: Remove the word "package" from throughout the corridor plan and making minor editorial changes to retain intended meaning. The exception being the Regional Rail Package 2011.
		Discussion of the Petone to Grenada Link Road (P2G) and the SH58 capacity investigations: some demand management measures may be undertaken in the short term but these don't form part of the scheme assessment for P2G.	Noted.  Action: Change wording on page 14 and in Action table 1 to reflect that the short term demand management measures are separate from the scheme assessment.
		NZTA intends to incorporate what was termed 'SH58 capacity investigations' as part of the scheme assessment for P2G rather than undertake this as a separate study as this enables a more integrated approach to investigation of both routes.	Noted.  Action: Change wording on page 14 and in Action table 1. Change headings to:  " <b>Petone to Grenada Link Road</b> "  Alter SH58 capacity investigation wording to reflect new planning arrangement. On page 14, change paragraphs to read:

			<p><b>“Another element of this project</b> includes the creation of a ‘beach to bush’ walk and cycle link between Belmont Regional Park and the Petone foreshore. <b>In the short term, some demand management measures such as ramp signalling may be undertaken.”</b></p> <p>“The short-medium term priority for SH58 is to improve the safety of this route by implementing a <b>set</b> of road safety improvement works as outlined in this plan. <b>Investigation of</b> the need and feasibility for increasing capacity on SH58, including consideration of four-laning the current alignment between Transmission Gully and SH2 <b>will occur within the Petone to Grenada scheme assessment.”</b></p> <p>Change Action table 1 by deleting the demand management bullet point and the SH58 capacity investigation action. Add the following underneath the scheme assessment action:</p> <p><b>“The scheme assessment will also include investigation of</b> the need and feasibility of increasing capacity on SH58, including <b>consideration of</b> 4-laning the current alignment from the proposed intersection of SH58 and Transmission Gully to the SH58/SH2 intersection.”</p> <p>Alter the second action to read:</p> <p>“A new link road between SH2 at Petone and SH1 at Grenada, <b>possibly</b> including demand management measures such as ramp signalling at Ngauranga and Petone”</p>
		<p>Delete references to “package” and zebra crossing on page 17 and Action Table 2; and amend discussion of median barrier from MacKays Crossing to Centennial Highway.</p>	<p>Note that the Otaki crossing project has been deleted from the final RLTP. However, NZTA advice still includes signalisation of the Otaki intersection in the commentary on page 17.</p> <p>Action: Change Action table 2 to read:</p>

			<p>"Replace existing crossing in urban Otaki with a Puffin signalised pedestrian crossing."</p> <p>Amend commentary on page 17 to read:</p> <p>"A <b>set</b> of road safety improvements <b>is</b> proposed for SH1. These include <b>a project to extend</b> the median barrier from MacKays Crossing to Centennial Highway as well as signalling an intersection across SH1 in Otaki is proposed for 2017/18."</p>
		<p>Otaki to Levin is now a targeted series of improvements on the existing SH1 corridor between north of Otaki and north of Levin (rather than a four lane expressway). The cost of the project is estimated at up to \$100m, depending on the proposed scope of improvements.</p>	<p>Noted.</p> <p>Action: Change the indicative cost for the Otaki to Levin project in Action table 1 to read:</p> <p><b>"Up to \$100M"</b></p>
		<p>Upon receipt of the Capital Connection business case, the NZTA will review it against the Investment and Revenue Strategy criteria for funding new public transport services and the GPS priorities.</p>	<p>Noted.</p> <p>Action: No change.</p>
		<p>Queries some indicative costs given in the draft corridor plan, namely Transmission Gully, MacKays to Peka Peka, Real time information rollout.</p>	<p>Agree these costs should be changed. The indicative cost of Transmission Gully includes the cost of the link roads as well from Table 5 of the RLTP.</p> <p>The indicative cost of MacKays to Peka Peka is the sum of the total project costs for the investigation, design and construction phases of the project as listed in Table 3 of the RLTP.</p> <p>The indicative cost of the real time information rollout includes the total costs of construction and implementation (operating costs and maintenance) listed in Table 3 of the RLTP.</p> <p>Action: Change indicative cost of</p>

			<p>Transmission Gully to <b>\$1,026.8M</b> and add the Transmission Gully link roads as a separate item in Action table 1 to read:  <b>“Construct local road connections to the Transmission Gully motorway</b>  <b>Responsibility: PCC</b>  <b>Indicative cost: \$27M”</b></p> <p>Change MacKay’s to Peka Peka indicative costs to <b>\$639.2M</b>.</p> <p>Change Real time information rollout indicative cost to <b>\$2.05M</b>.</p>
		<p>Some minor amendments to the indicative programming diagram.</p>	<p>Noted. The MacKays to Peka Peka project is anticipated to finish construction in 2016.</p> <p>Investigations on the Peka Peka to Otaki project is anticipated to continue to 2016 with construction between 2016-19.</p> <p>Action: Change diagram on page 24 to better reflect the construction timeline of MacKays to Peka Peka Expressway (make the second half of the 2015-18 column blank).</p> <p>Extend the investigation phase of the Peka Peka to Otaki project to halfway through the 2015-18 column and make the second half of 2018-21 column blank.</p>