

Wellington Western Corridor

Draft resolutions from the Boards August 2005 meeting are that the Board -

- (a) accepts the draft corridor plan as suitable for formal submissions and hearings;
- (b) agrees that Transit's proposals for a final corridor plan will be subject to, inter alia:
 - (i) confirmation that the completed consenting strategy for a coastal highway route shows a reasonable prospect of success;
 - (ii) confirmation of a significant cost saving for a coastal highway route when compared with Transmission Gully Motorway at acceptable levels of cost and time risk;
 - (iii) confirmation, on the basis of short term performance monitoring, that the Transit High Occupancy Vehicle lanes at Mana are predicted to perform satisfactorily over the next ten years; and
 - (iv) consideration of the issues raised during the above submissions and hearing;
- (c) agrees to a limited release of Action Paper CS/05/8/5322 to the Regional Land Transport Committee; and
- (d) retains Action Paper CS/05/8/5322 in committee until the draft corridor plan has been formally adopted by the Regional Land Transport Committee."

The strategy for the Wellington Western Corridor is:

- (i) Undertake PT improvements first – this allows flexibility and capacity for retaining and increasing modal share to Rail PT;
- (ii) Undertake TDM to encourage modal shift to PT, improve network sustainably, improve incident management and provide users with real-time traffic and PT information;
- (iii) Construct safety and bottleneck improvements including Paekakariki Interchange and Whitford Brown Interchange and Otaihunga;
- (iv) Consider construction of the Centennial Highway median barrier;
- (v) Develop a free flowing two-lane SH1 north of Plimmerton, including a possible two-lane bypass of Pukerua Bay, ahead of any increase in capacity. Such improvements would allow for future four-laning;
- (vi) Improve network resilience and incident management by constructing alternative routes ie. Kapiti Western Link Road and Petone-Grenada;

- (vii) Construct additional road capacity including four-laning along the Coast to MacKays Interchange, a four-lane Pukerua Bay Bypass and beyond 10 years, a Mana Bypass; and
- (viii) Control additional capacity by use of HOV/HOT/Freight lanes to sustain the benefits and provide appropriate signals on land use and unsustainable growth.