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**Committee** Regional Land Transport  
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## Western Corridor Plan Review

### 1. Purpose

To provide the Committee information concerning the review of the Western Corridor Plan.

### 2. Background

The Western Corridor Plan is a component of the Regional Land Transport Strategy. In 2000 a Western Corridor Plan was adopted which promoted rail improvements, safety improvements on the highway, the Kapiti Western link road and the early construction of Transmission Gully as a toll road subject to the availability of funding and certain legislative changes.

Since the adoption of the Western Corridor Plan the Land Transport Management Act has become law and Transit New Zealand has provided a more detailed and robust estimate of the cost of Transmission Gully.

The Land Transport Management Act promotes integrated transport solutions with an emphasis on non roading solutions and travel demand management. The current Regional Land Transport Strategy is perhaps one of the country's leading examples of integrated transport planning but it is appropriate to ask whether the current Western Corridor Plan proposes to utilise passenger rail to its full potential and gives enough emphasis to travel demand management.

The recent release of the cost estimate for Transmission Gully is an useful piece of information to feed into a review of the Western Corridor Plan.

### 3. Comment

At the March 2003 meeting of the Regional Land Transport Committee the Western Corridor Plan Implementation Subcommittee was established to:

- Review current implementation of the Western Corridor Plan
- Review and report on the practicality of the Western Corridor Plan.

The passing of the Land Transport Management Act and the understanding of the cost of progressing Transmission Gully means that it is no longer practical to progress the current Western Corridor Plan in its current form. In this respect the Western Corridor Plan Implementation Subcommittee's work is complete.

An agreement has been made between Transit New Zealand and Greater Wellington Regional Council to form a partnership to review the Western Corridor Plan. This essentially means options on the corridor, including Transmission Gully, will be reviewed but within the context of the Land Transport Management Act. It has been agreed that Greater Wellington Regional Council is the lead agency.

A terms of reference is being developed to undertake this task consistent with the obligations outlined in the Land Transport Management Act. They will be completed in time for the project to commence on or before the 2004/05 financial year.

It is proposed that the study team will be formed involving some external resource who will report to the Project Leader and Project Steering Group (senior Transit, Transfund and Regional Council officers). On technical matters a Western Corridor Technical Group will assist the study team. The Technical Group will be made up of officials from all the relevant local authorities, Regional Council, Transit, Transfund and TrackCo. Governance is made complete by a political board that oversees the corridor plan development. The chairman of the RLTC, a Transit Board member, and a representative of the Mayoral Forum will make up this Board. Each of the three respective persons on the Board will have the responsibility to liaise with and report to their parent organisations.

An option exists to retain the Western Corridor Plan Implementation Subcommittee, as a further stakeholder group to be consulted with from time to time. This would give the chairman of the RLTC a group to report to which could meet when required. This was not part of its purpose when it was established. Feedback at the next meeting of the RLTC on this option would be of assistance.

#### **4. Communication**

There are no relevant communication matters.

#### **5. Recommendation**

*That this report be received for information.*

Report prepared by:

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