

**MORE  
CHOICE  
PLEASE** **OPTION 3**

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**WESTERN CORRIDOR:  
A BETTER SOLUTION  
WITHOUT DELAY**

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Background Document

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## Section 1: Who is behind OPTION3?

*...people who believe there are more and better choices for the Western Corridor...*

OPTION3 is being proposed by a group of drivers, public transport users, residents, and businesses from the Greater Wellington region. The group believes there are more and better choices for the Western Corridor than "Transmission Gully versus the Coastal Route".

We have no political affiliation; our sole aim is to promote a fresh and forward looking approach to meeting people's transport needs. Our goal is to get OPTION3 on the table as the preferred means of moving on from the current debate. OPTION3 welcomes all those looking for a way out of the present impasse.

OPTION3 offers a positive new approach for those who have supported Transmission Gully and those who have supported the Four Lane Coastal Highway. We believe OPTION3 performs better than either of these options, offering both certainty in the long-term and results in the short-term.

## Section 2: What is OPTION3?

*... a balanced, forward-looking approach – using global best practice adapted for local conditions*

OPTION3 offers a staged process for tackling Western Corridor issues, which can start to deliver in 12 months, not 12 years. It provides a durable solution that delivers economic, social and environmental benefits.

OPTION3 shifts the focus from “which big road” to “how do we meet people’s diverse needs and deliver real choice” or more simply “what works?”. We have sought out ideas that are affordable, practical and able to be implemented progressively.

At the core of OPTION3 is a different way of thinking – an approach that focuses on transport needs rather than heavy-duty road engineering. Rather than cars in a corridor, we see people trying to go about their daily lives and business.

OPTION3 is more affordable than either a Four Lane Coastal Highway or Transmission Gully.

OPTION3’s big advantage is that it can start to deliver real benefits now and can be developed progressively, without traumatising communities or coastlines.

OPTION3 is also an approach that takes seriously the threats of climate change and the end of cheap oil.

OPTION3 is a balanced, forward-looking approach – using global best practice adapted for local conditions. OPTION3 proposes safety-focussed roading investment, better public transport, and cheaper, faster communications technologies such as broadband. It’s about creating real choices for people who must depend on private cars at present. It’s about making sure the funding system backs this up, and it’s also about putting in place the planning measures for intelligent development rather than unplanned sprawl.

Above all, OPTION3 is about real solutions to real issues.

## Section 3: What is the local situation now?

*Debate has taken on the characteristics of a traffic jam – with people feeling both stuck and annoyed.*

Recent months have seen a heated debate over which major roading proposal to build in the Western Corridor.

The so-called “Western Corridor” is a term coined by transport planners to describe the transport network between the Kapiti Coast and Ngauranga. These boundaries are somewhat arbitrary as movement both North and South of the boundaries is intimately connected with movement within the corridor.

State Highway 1 and the main trunk railway line travel along or close to the West coast of the North Island as they approach Wellington. The route is scenic and well-used by commuters, local holiday-makers and long-distance freight. Towns along the route have their own internal traffic flows as well as contributing to movement along the corridor.

There is congestion on the coastal highway, especially at peak travel times and for periods on some public holidays. This is a problem for the vehicles using the highway, particularly when trip duration is unpredictable or causes major delays.

Most people understand that travel is slower during peak times but want some element of certainty about the time it takes to complete their journeys. This is true for both drivers and commuters. Reliability is a major issue for public transport users.

The highway generates noise and pollution, which is getting worse as the number of cars and trucks increases. Longer distance traffic mixes with local traffic, pedestrians and cyclists, frustrating both groups.

Periodically, the highway becomes unusable (e.g. because of accidents), and people are unable to reach their destination in the expected time, because there is no short alternative route.

Ongoing safety concerns on the stretch of road between Paekakariki and Pukerua Bay have seen the construction of a wire median barrier on part of the route. Safety concerns are also behind residents’ desire for traffic lights at the Paekakariki intersection with State Highway 1.

The current rail system carries just over a quarter of morning commuters – about 5,500 people. One full train carries about the same number as 330 cars, or about a kilometre of cars bumper to bumper. So trains are already making a major contribution. But park and ride facilities are limited at many stations, and some stations have limited facilities or shelter.

Despite the fact that a growing number of people on the Kapiti Coast do not have drivers’ licences, those who depend on public transport have had little voice in the current debate so far.

People have difficulty making some journeys safely and comfortably if they don't have access to a private car, because public transport doesn't serve their needs well.

Public transport has had little new investment for many years. The newer trains were bought 25 years ago and the older ones 50 years ago. The frequency and reliability of trains is limited by two single-track sections. One is between McKays Crossing and Paraparaumu, where services currently finish. The other is between Pukerua Bay and just south of Paekakariki.

Despite many submitters calling for upgraded public transport, the draft corridor plan allocated **only just over 6% of funding to public transport and related initiatives and almost all – more than 93% - to major roading projects.** So it is not surprising that these have been the focus of public attention.

People are concerned about access to and from Wellington in the event of a major natural disaster, such as an earthquake. There is a risk that all access to the capital may be blocked for a long period.

There is a strong desire for certainty and leadership so that businesses, residents and local authorities can make plans and decisions within a clear framework. Most people also want to see some signs of progress in the near future.

Despite early consultation about a wide range of options, the recent debate about the Western Corridor has been largely focussed on whether hundreds of millions ought to be spent on the 'unaffordable' Transmission Gully or an 'unconsentable' four-lane Coastal Highway.

With rising oil prices, more and more people are becoming concerned that the debate is too narrowly focussed and any notion of a 'balanced' approach to investment has been lost.

OPTION3 has been developed because its time to take a step back from the question of "which big road" and to look again at how to provide real choice and a steady improvement for everyone.

## **Section 4: What is the big picture and where is transport planning heading?**

*.... while motor vehicles will remain an important transport mode for many years, the economic, social and environmental needs of the future are very different from the patterns we have seen....*

Our world is being shaped by two global phenomena – the end of cheap oil and accelerating global climate change. A 20 year plan for the Western Corridor needs to take both seriously.

### ***The end of cheap oil***

Separately from climate change issues, oil prices are likely to rise significantly over the planning horizon for the Corridor Plan. We are unlikely to “run out of oil” but we are facing the end of cheap oil. The very conservative International Energy Agency estimates that ‘peak oil’<sup>iii</sup>, as it is called, will occur between 2013 and 2037. Some authorities believe that this peak is already occurring. Oil supplies may also become unreliable.

Planning based on exponential growth in car traffic is at odds with this emerging reality. Creating real options for people over the next decade will require an emphasis on renewably powered transport options, as well as much more energy efficient transport options.

### ***Climate change***

Climate change is real and it is here. Pressure to contain and reduce carbon dioxide emissions will grow steadily. Transport accounts for over 40% of all carbon dioxide (CO<sub>2</sub>) emissions in New Zealand and emissions have grown rapidly. Along with most other countries, New Zealand has international obligations to limit greenhouse gas emissions. Sooner rather than later, carbon will start to be priced into the economy, whether through a carbon tax, trade-able emissions permits, or some other mechanism. And the focus will go onto transport emissions.

Extreme weather events are more likely. Any Corridor Plan needs to recognise that significantly more funds will be needed for dealing with climate-related impacts on the existing network over the next 15-20 years. Yet this is not even discussed in the official publications.

## ***Future focused transport***

A Corridor Plan that “future-proofs” access to Wellington must focus on growing low or zero carbon transport options. The most obvious examples are electrically powered trains and buses, and biofuel-powered hybrid vehicles. There is almost no discussion of this in the corridor plan, which is almost entirely focussed on “which big road do we build”. In that respect it is reminiscent of transport studies of the 1950s, 60s and early 70s.

Looking forward, an appropriate planning hierarchy from which to develop a Corridor Plan is:

- Minimise the need to travel  
*For example, heavy emphasis on ICT including telecommuting and development of strong local nodes of economic activity*
  
- Use an energy efficient mode for travel  
*For example, encourage development of electric passenger rail and buses, rail freight, hybrid or high efficiency vehicles for private and public transport, recognise the advantages of taxis in areas of dispersed development.*
  
- Use a renewable energy source for power  
*For example, use local wind energy to generate electricity for transport and investigate opportunities for local biofuel production*
  
- Ensure propulsion systems operate efficiently

Heavy investment in roading, and accompanying reliance on physical movement for economic activity, risks leaving people with few options to access Wellington therefore creating major economic disruption as fuel prices rise.

The Corridor Plan as presently formulated creates major economic risks by putting all our eggs in one big roading basket. Along the way it will create significant disruption to the environment and coastal communities.

Instead we need to:

- (i) Focus on creating real choices for people and freight, and on developing patterns of economic activity that rely less on large flows of cars and trucks, in order to position the region to cope with rising fuel prices; *and*
- (ii) Emphasise strong regional and sub-regional nodes linked by renewably powered public transport.



## ***Putting it all together***

The *last fifty* years has been characterised by:

- Increasing levels of motorisation
- Low and stable oil prices (except for two short periods)
- A zero price on fossil carbon
- Increasing car dependence
- Few land or resource pressures on suburban sprawl
- Limited ability of telecommunications to substitute for travel
- Focus on heavy engineering rather than systems management
- Capital intensive road building.

The *next fifteen* years by contrast will see:

- Stabilisation and possible fall in per capita vehicle ownership<sup>iii</sup>
- The end of cheap oil
- A positive and rising price for carbon in the economy
- Orders of magnitude increases in speed and volume of virtual communication
- Increasing resource pressures on traditional development
- A focus on management rather than engineering in transport planning
- More diverse and flexible investment plans.

Transport policies must be guided by the needs of future not the habits of the past. Motor vehicles will remain an important transport mode for many years. However, the economic, social and environmental needs of the future are very different so require a new approach to transport planning.

### ***Examples of how transport may respond:***

- ➔ New Zealand now has the highest per capita car ownership in the world. There is very limited scope for a further increase. Taken together with the prospect of rising oil prices and a rising price of carbon, this suggests it is quite wrong to forecast vehicle trips growing much faster than population.
- ➔ The key to economic prosperity will be Smart Growth and reduced reliance on fossil fuels. From a transport perspective this means high quality public transport, excellent walking and cycling facilities, a high level of integration and world-beating ICT infrastructure.
- ➔ Long-distance freight will shift back to rail as fuel and carbon costs rise.

- Providing real choice involves providing people with an opportunity to use their cars less rather than simply spend an increasing proportion of their income on transport.
- Congestion relief will be delivered primarily through mode shifting and travel demand management.
- Traffic needs to be seen as a complex mix of different journeys. Traffic engineering treats everyone the same. Travel Demand Management looks at the different needs that lie behind a stream of traffic.
- Wellington is almost unique in Australasia in its suitability for integrated public transport, cycling and walking. Our public transport is already the envy of New Zealand. The Western Corridor is almost perfectly suited for a major upgrade of public transport – we need to use our strengths rather than copy other cities' weaknesses!

## **Section 5: So what about the Four Lane Coastal Highway and Transmission Gully?**

*Both shift congestion, not solve it...neither project tackles the real problems on the Western Corridor*

The Western Corridor transport debate is gridlocked. A Four Lane Coastal Highway is destructive and costly. Transmission Gully destroys valuable farmland and parks and is very costly.

Both are years away from completion. Both have major adverse effects locally. Both provide increased road capacity in the wrong place and encourage sprawl. Both undermine public transport and starve it of funds.

Both shift congestion, not solve it. Neither helps us cope with rising oil prices and climate change

### ***A Four Lane Coastal Highway?***

The coastal road upgrade would result in increased traffic and emissions through coastal communities. Amenity would be seriously reduced along the entire route as hillsides, homes, schools and coastlines would be destroyed and communities cut in half by major roads. The extension of Grays Rd in Plimmerton/Pauatahanui would have major local environmental impacts on the wetlands of the inlet. There would be major earthworks over the next 10 to 20 years, resulting in ongoing social and environmental impacts.

### ***Transmission Gully?***

Transmission Gully would take many years to build – possibly up to 12 - and has a gradient equal to Ngauranga Gorge but three times as long (posing increased safety risks of the type already experienced at Ngauranga plus increased fuel consumption).

Such a project is a classic for inducing extra traffic and facilitating urban sprawl. There is an obvious risk of encouraging sprawl in Kapiti where there is already pressure on resources. However, no attention appears to have been paid to the impact on Transmission Gully on sprawl *within the area adjacent to the route*. An entirely new road of this sort will inevitably lead to major new car-orientated subdivisions along its route. Experience with similar new highways in Auckland (such as ALPURT<sup>IV</sup> I and ALPURT II) shows this is impossible to prevent, even with policies such as the strict urban growth limits that are in place in Auckland.

From a local environmental point of view, Transmission Gully will devastate areas of regenerating bush, and habitat of rare species. Anecdotal reports exist of kiwi sightings at the summit of Transmission Gully. There is also a significant risk to

water ecology from the construction run-off in steep unsettled country, which cannot be entirely mitigated by planting.

The route runs *along* a fault line in places and would fail to provide alternative access in the event of a major earthquake – indeed it is as likely, if not more so, to be closed by a quake than the coastal route. In any event, Ngauranga Gorge is also an earthquake risk, as is the Hutt Road. Roads through, around and over fault ridden hills will never guarantee access after a quake, so we need to plan properly for a period of isolation after a major earthquake.

### ***And then there's Ngauranga Gorge....***

Both Transmission Gully and the Four Lane Coastal Highway create enormous pressure on the Ngauranga Gorge – more cars would reach there more quickly causing more severe congestion. This would be made worse as some people switched from rail to driving, adding yet more traffic and creating a vicious downward spiral of congestion and reduced public transport services.

The proposed partial Northern version of Transmission Gully would deliver relatively small traffic benefits to coastal communities despite a substantial cost, have many of the adverse impacts noted above, and put increased pressure on the already congested Hutt Corridor – again leading to serious congestion at Ngauranga.

There are few practical means of adding road capacity at Ngauranga – even if it was a good idea to do so – and the costs would be very high.

Both projects also create extreme pressure on the roading network within Wellington City. There is no practical way for this to be addressed. Using Transit New Zealand figures cited as justification for the inner-city 'bypass', 75-80% of car journeys at the Terrace Tunnel have destinations spread throughout the CBD and south western suburbs rather than points East of the Mt Victoria tunnel. This means that no amount of capacity increase on State Highway 1 can avoid a massive traffic problem in Wellington if volumes through Ngauranga and into Wellington increase significantly.

Either of these hugely expensive projects – between \$800 and \$1.2 billion depending on whose figures are believed - will drain funds from the rest of the region's transport network for decades. The cost of the Four Lane Coastal Highway is more than *seven times* the entire amount the draft corridor plan proposes for public transport in the next twenty years. Neither project tackles the real problems on the Western Corridor.

## **Section 6: OPTION3 – so what does it mean in practice?**

*....putting together the jigsaw of innovative solutions...*

### ***Progressively implementing a long-term solution***

OPTION3 is a well-developed concept not a detailed plan for every issue. That is the job of professional transport staff, working in concert with affected communities. Our goal is to get a clear endorsement for the concept and direction so that detailed work can begin immediately.

The great thing about OPTION3 is that some parts can begin right now – for example, TranzMetro has already presented proposals for rapidly increasing rail frequency on the existing tracks.

While infrastructure may take time to build, service levels can be improved in the interim along with facilities, giving people a sense of progress. Fast, cheap broadband could support people having a choice to work and shop from home. A sense of continuous achievement is possible: a stark contrast to the long delays and conflicts associated with major roading proposals.

OPTION3 is a package of measures tailored to meet the diverse needs of individuals and communities. It is an intelligent and well-integrated package rather than a single grand engineering 'solution'. Road safety improvements, better public transport and enhanced communications infrastructure are key parts of our proposal, but so are the many small supporting measures that add up to a major shift in focus and culture.

OPTION3 is about putting together a jigsaw of innovative solutions rather than putting all our eggs in one big roading basket. This approach reflects what the public said they wanted, before the current debate became so polarised. Early submissions in the Western Corridor consultation process showed strong support for an increased emphasis on public transport<sup>v</sup> and this has been reflected in the submissions on the Regional Land Transport Strategy Strategic Options document.

The way in which debate has since been focussed on the “unaffordable versus the unconsentable” is deeply unfortunate – it narrowed the focus at precisely the time when a broader perspective is needed.

### ***Delivering benefits for everyone, now and in the future***

In practice, OPTION3 will mean different things for different people. Above all it will mean more choice *and* more space on the road when car trips are really needed.

At present around 5,500 people catch the train into Wellington from the Kapiti Coast and 12,000 to 14,000 people travel by car, either as drivers or passengers.

OPTION3 has a goal of carrying 10,000 people by train and 10,000 people by car in the morning peak by 2015. This is what the experts call a 50/50 mode split. It's hardly a radical target given that the Western Corridor is almost ideally suited to public transport. But it would radically free up road space and reduce congestion all along the corridor and into Wellington City.

OPTION3 also says we need to aim for zero traffic growth between now and 2015. That is to say by 2015 we want to be at current levels of traffic or lower. We now have the highest rate of car ownership in the world – so there is a real limit to how much more traffic can appear! Our focus now needs to be on providing choices so that people don't always need to use the cars they own.

Again this is hardly radical – in fact it's Greater Wellington's own target for the region as a whole and can be found in the Regional Travel Demand Management Strategy approved by the Regional Council in December 2005<sup>vi</sup>!

OPTION3 knows the Wellington region has fantastic potential to lead the world with innovative transport thinking. Option3 envisions the region adopting a Western Corridor framework for the next twenty years based around:

1. Safety improvements on the coastal highway
2. Vastly improved rail services and facilities
3. Easier, safer walking and cycling
4. Faster, cheaper broadband for home and business
5. Smart planning to develop local economies
6. ...and avoiding the need for big new roads

This approach means protection for communities and coastlines and relief from the traffic jam headache. Option3 prepares the region for rising oil prices and keeps carbon emissions down. Best of all, work can start without delay!

## ***Option3 in practice – what would it look like?***

Here are some examples of how these ideas could work in practice. The examples are a mix of new ideas intergrated with good ideas already being promoted. These are not fixed in concrete (or asphalt), rather they aim to provide *examples* of the approach.

### **6.1. Safety improvements on the coastal highway : safer and more reliable roading**

- Extend the median barrier on the coastal highway to cover the whole of the accident-prone section
- Introduce lights, surrounded by a speed camera enforced 50km/hr zone, at Paekakariki (and synchronise lights and rail crossing!) – and make clever use of slip lanes to avoid unnecessary delays
- Look again at the cheaper, faster and less destructive “twin bridges” option for the Western Link Road
- Extend Automatic Traffic Management System along the length of the Western Corridor
- Provide overbridges at key level crossings as train frequency increases
- Introduce variable speed limits on State Highway 1 between Ngauranga and Paraparaumu as a means of creating slower smoother journeys (slowing speeds down the line can help stop big traffic jams ever forming and improve overall travel time)
- Provide up to the minute text, web and phone based real-time information at weekends and holiday periods so people can plan to avoid big jams.
- Introduce more High Occupancy Vehicle Lanes along State Highway 1 (like the T2 lane in Mana), including at Ngauranga
- Consider limits on heavy truck movements at peak times
- Seed fund car-sharing initiatives – where say five people share three cars
- Support community car pooling and ride-sharing.

### **6.2. Vastly improved rail services and facilities**

- Steady incremental improvement in the quality and frequency of train services – moving towards a train every 5-10 minutes at the peak and 15 minutes in off-peak
- New stations (eg at Queen Elizabeth Park, Raumati, Lindale, Pekapeka and Te Horo) with associated medium-density development
- Upgrade station facilities including expanded and covered park-and-ride facilities and platform access and expanding sheltered and comfortable seating at stations
- Investment in double-tracking as far as Waikanae and electrification as far North as Otaki by 2015

- Invest in signalling and track work to allow express services to pass other services safely
- Better integration of taxi services and train services, especially at off-peak so that there is a seamless ride home late at night
- Examine the feasibility of a regular rail service between Porirua and the Hutt – possibly with a new connection at Ngauranga
- Consider creating a freight transfer station at Otaki and encourage heavy freight to go by rail into Wellington for collection by local road contractors.

### **6.3. More options for new and existing public transport users**

- Introduce a downtown check-in at Wellington railway station with a guaranteed connection to the airport
- Phase-in real-time information about bus and train times at stations and stops, by text or web access
- Introduce time-based tickets (eg 2hr, half a day, whole day etc) and smart tickets so it is easy and quick to move between different services
- Introduce a light-rail service from Plimmerton into the Wellington CBD – initially as far as Courtenay Place

### **6.4. Easier, safer walking and cycling: valuing and supporting walkers and cyclists**

- Develop a comprehensive network of safe cycling routes throughout Kapiti
- Once the Pukerua Bay to Paekakakriki rail is double-tracked, convert the old rail route into a cycle path that joins up with the one to the south of Pukerua Bay.
- Expand the Safe Routes to Schools programme
- Expand the use of 30 km/hr zones and prioritise pedestrian facilities and access
- Ensure adequate shelter wherever people need to wait or congregate.

### **6.5. Faster, cheaper broadband for home and business: making broadband part of everyday life**

- Massively expanded broadband capacity at affordable prices – making everything from video conferencing to downloading videos for home viewing easy and practical
- Encourage businesses to expand home delivery options so internet shopping – or just shopping without a car – can be part of everyday life. (This approach applies just as much to the way New Zealand approaches the world as it does to local communities. There is less need for some car journeys and more choice as to how needs are met, while business has easier access to information and customers.)



## **6.6. Smart planning to develop local economies: planning for smart growth**

- Focus new development around medium-density housing with quality public spaces close to rail routes, rather allowing than 'greenfields' subdivisions
- Support new businesses that can make use of expanded broadband options
- Encourage development of high quality housing that conserves energy and water
- Aim to grow each regional centre as a strong hub with excellent broadband and public transport connections to other centres
- Focus on growing local business districts rather than expanding "big box" retailing.

These measures all lead to less need for local trips, easier access to public transport and less pressure on scarce resources in Kapiti.

## **6.7. Facing up to congestion costs**

- Evaluate the effect of a small morning toll congestion charge north of Paekakariki once public transport upgrades are in place, and use the money to keep fares low
- Investigate introducing a congestion charge, similar to London's, around Wellington by 2015.

## **Appendix One: Who needs to do what for OPTION3 to happen?**

**Individuals and Businesses:** Get behind the Option3 campaign and start to think about how having more choice could help you in your life and in your business.

**Central Government:** Needs to allow money allocated for Four Lane Coastal Highway to be spent on more creative transport solutions, rather than using funding rules to force a big road onto Wellington region.

**Greater Wellington:** Needs to amend its Corridor Plan away from a heavy reliance on big roads and towards a more balanced approach as advocated by Option3

**Wellington City Council, Porirua City Council and Kapiti District Council:** Need to work together to adopt a Smart Growth approach for their cities and help make the Option3 vision a reality. In particular, need to revise District Plans to limit sprawl and facilitate eco-efficient medium-density housing around public transport routes.

**Transit New Zealand:** Needs to refocus on improving the management of the existing roads and rapidly implementing affordable safety improvements.

**OnTrack and TranzMetro:** Need to be involved in discussions about upgrading rail infrastructure and the role of rail services in the future.

## Appendix Two: What does international experience tell us?

### *Is the OPTION3 approach practical?*

Some people may start to think “its not possible”, “it could never happen here”, “New Zealanders are wedded to their cars”, “overseas experience can’t be imported” etc etc. New Zealand is closer culturally to Britain than almost any other country. In the UK measures such as those proposed for OPTION3 are achieving reductions in traffic of around 15% *on average* – and in small towns as well as big cities.

That figure doesn’t include London, where the congestion charge has transformed the city. The key of course in London’s case was ensuring people had an effective alternative.

Closer to home, anyone who attends events at the Westpac Stadium in Wellington knows there is very little parking. People walk, or catch trains, buses or taxis. Charter coaches bring people from out of town. The whole venue was planned this way and it works spectacularly well. The whole city comes alive as people take to the streets rather than their cars before and after events. It works so well in fact, that most people don’t even think of it as an example of thoughtful transport planning in action!

Around the globe cities such as diverse as Curitiba in Brazil, Freiburg in Germany and Portland in the United States have succeeded in applying the ideas advocated by Option3 to their local situation. It is a simple truth that many cities which have tried to build a future from motorways and sprawl are now clamouring for public transport investment and trying to redevelop along Smart Growth lines – Auckland is the best example!

We have been sensible enough to avoid Auckland’s 50 year dead-end focus on motorways. Wellington chose rail in 1950 when Auckland rejected it in favour of motorways. Our mobility is the envy of Aucklanders – surely that ought to tell us something!

What the global success stories have in common is not geography or culture but a clear sense that a fresh start was needed. OPTION3 offers a fresh, positive approach for the Western Corridor.

## Appendix Three – Where is the money proposed to go now?

### CORRIDOR PLAN - SPENDING BY MODE OVER 10 AND 20 YEARS<sup>vii</sup>

What	PT	TDM	ROADS	TOTALS
TDM Marketing		2.5		
ATMS along corridor		5		
Paekakariki Interchange			25	
Porirua Bus/Rail	10			
Whitford Brown Interch			30	
Western Link Stg 1			65	
McKay's to Raumati	40			
Raumati Station	5			
Lindale Station	10			
More rail units	35			
Petone to Grenada excl interchange			180	
Ngauranga HOV		5		
Western Link Stg 2			40	
Western Link Stg 3			35	
Pukerua Bay Bypass			50	
TGM Geotech			5	
<b>TOTALS TO 2015</b>	<b>100</b>	<b>12.5</b>	<b>430</b>	<b>542.5</b>
	<b>18.4%</b>	<b>2.3%</b>	<b>79.3%</b>	<b>100.0%</b>
TDM Marketing		2.5		
Paekakariki Interchange			20	
Coastal Xpress			365	
Pukerua Bay Bypass			20	
Mana Bypass			220	
Grays Rd Upgrade			60	
Paraparaumu Bypass			140	
Waikanae Upgrade			80	
Otaihanga Stg 1			35	
Otaihanga Stg 2			20	
Northern Expressway			125	
Tawa Interchange			15	
<b>TOTALS 2015 TO 2025</b>	<b>0</b>	<b>2.5</b>	<b>1100</b>	<b>1102.5</b>
	<b>0.0%</b>	<b>0.2%</b>	<b>99.8%</b>	<b>100.0%</b>
<b>TOTALS TO 2025</b>	<b>100</b>	<b>15</b>	<b>1530</b>	<b>1645</b>
	<b>6.1%</b>	<b>0.9%</b>	<b>93.0%</b>	<b>100.0%</b>
<i>For Comparison (RLTS Scenarios):</i>				
<i>Allocation Under Advanced Rooding</i>	<i>559</i>		<i>1086</i>	<i>1645</i>
<i>Allocation Under Planned Investment</i>	<i>658</i>		<i>987</i>	<i>1645</i>
<i>Allocation Under Advanced PT</i>	<i>757</i>		<i>888</i>	<i>164</i>

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<sup>i</sup> This is the heading on p16 in Greater Wellington's 1 October 2005 Consultation Document on the proposed Western Corridor Plan! According to the table on page 19, the Coastal Route accounts for more the 45% of the total proposed spend over the next 20 years, Transmission Gully is around 50% more expensive again. So while the current plan talks a lot about public transport and other measures, if you follow the money, the current plan is really about "which big road".

<sup>ii</sup> "Peak Oil" means a peak in global oil production, after which physical production cannot keep growing and demand must adjust to stable and then falling availability of oil. Prices will become higher and supplies unreliable due to competition for remaining oil.

<sup>iii</sup> US evidence suggests that car ownership in New Zealand will peak and then drop slightly. Reasons for this may include a greater emphasis on alternatives to cars and demographic changes such as an ageing population.

<sup>iv</sup> ALPURT refers to the Albany to Puhoi motorway – already this project has led to major new subdivisions at the Northern end, outside the Auckland growth boundary.

<sup>v</sup> See for example "Consultation Findings: Phase 2" of the Western Corridor transportation study issued on 8 July 2005 by Greater Wellington and Transit New Zealand.

<sup>vi</sup> See page 31, "System Performance Indicators", Strategic Roding Network VKT (annual million kilometres) in Regional Travel Demand Management Strategy, Greater Wellington Regional Council, Wellington, December 2005.

<sup>vii</sup> Sources:

**Western Corridor:** Inside Front Cover, "Consultation Document" Proposed Western Corridor Plan – issued by Greater Wellington and Transit New Zealand on 1 October 2005.

**Regional Land Transport Strategy Scenarios:** page 13, Regional Land Transport Strategy Strategic Options – Consultation document, Greater Wellington Regional Council, Wellington, 15 August 2005.