



Report 09.60  
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Committee Regional Transport Committee  
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## Wellington Regional Rail Plan

### 1. Purpose

This report updates the Wellington Regional Rail Plan (RRP) following the feedback received from the Committee in December 2008. All written feedback has either been answered in version 1.3 of the RRP (**Attachment 1**) or explanation given in the body of this report.

### 2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

### 3. Vision

The RRP Vision is:

*“To deliver a modern, reliable and accessible rail system that competitively moves people and freight in an economic, environmental, integrated and socially sustainable way.”*

### 4. Background

The Wellington Regional Rail Plan (RRP) provides for the long term development of the region's rail network. The preparation of the RRP is a condition of ongoing rail funding from the NZ Transport Agency (NZTA) and is required by the Regional Land Transport Strategy 2007-2016 (RLTS) (policy 8.7c).

On 26 November 2008 the Greater Wellington Regional Council's Transport & Access Committee resolved:

*That the Committee:*

1. **Receives the report.**

2. *Notes the content of the report.*
3. *Endorses Rail Scenario 1 (RS1) and the preferred implementation pathway as detailed in Wellington Regional Rail Plan.*
4. *Refers the Wellington Regional Rail Plan to the Regional Transport Committee and to a wider stakeholder communications programme subject to any necessary minor amendments.*
5. *Delegates to the Chair of the Committee the power to approve minor amendments prior to the RRP being presented to the Regional Transport Committee and NZ Transport Authority.*

## 5. Regional Transport Committee written feedback

Feedback was received across the following topics:

- corrections, edits and clarifications
- multimodal integration
- implementation
- passenger safety
- TODs (Transit Oriented Design)
- journey time
- Wellington CBD access / connections
- station upgrades
- strategy
- passenger information

The detail of the feedback and Greater Wellington Regional Council response is contained in **Attachment 2**.

## 6. Summary

All of the scenarios have been evaluated on their ability to deliver an integrated, high quality passenger transport network, with each assessed against the objectives of the RLTS and the RPTP using passenger demand forecast modelling based on different mode share assumptions.

The scenarios were found to perform well against all key objectives.

Sensitivity testing using Rail Scenario 1 as a test case reinforced the robustness of the business case for the plan. When modelled, a range of environmental and economic variables, such as future roading developments, either had little impact or enhanced BCR and benefits over time.

Preferred Pathway	Improvements	Peak Service Levels	Increase in seat capacity	Reliability	Frequency	Capacity	Journey Time	Reach
Base Case (BC)	96 new Matangi cars (48 x 2 car EMUs) Double track/electrify to Waikanae Kaiwharawhara Throat upgrades Johnsonville Tunnels Track and Signal upgrades 24 cars for the Wairarapa Service Refurbish & replace 88 Ganz Mavag cars Station upgrades for new EMUs	Irregular 20minutes maximum wait (all lines)	21% above today	✓	✓	✓		✓
Rail Scenario 1 (RS1)	14 new cars (7 x 2 car EMUs) Double track Trentham to Upper Hutt Station upgrades, park n ride Network changes for reliable frequency Freight capacity and speed North-South Junction Stage 1 upgrade	Regular 15minutes maximum wait (all lines)	53% above BC	✓	✓	✓		
Rail Scenario 2 (RS2)	44 new cars (22 x 2 car EMUs) Level crossing safety upgrades Network changes	Regular 15minutes maximum wait (all lines) 10minutes (Hutt Line)	4% above RS1		✓	✓		
Rail Scenario A (RSA)	North-South Junction Stage 2 -> 3 Track upgrades and curve easements Level crossing grade separation Station rationalisation Increased freight speed	Estimated Journey time reductions UH>WLG 6mins Waik>WLG 7mins J'ville>WLG 1min Mast.>WLG 16mins	-				✓	
Rail Scenario B (RSB)	Integrated connection to faster services Phased modal connections Shuttle services Network extensions/new stations		-					✓

In summary, evaluation of the RRP shows that is a realistic, adaptable plan that will deliver substantial, long-term benefits. Investment in rail in Wellington is considerably worthwhile and will deliver value for money.

## 7. Communication

The proposed communications process for the RRP is as follows:

1. TAC endorsement of RRP and approval to proceed with wider communications (26 November).
2. Presentation to Regional Transport Committee (11 December).
3. Regional Transport Committee for endorsement of RRP (19 February 09).
4. Presentation to NZTA Board.

5. NZTA Board for endorsement of RRP.
6. Presentation to Chief Executives Forum.
7. Presentations to local Territorial Authorities.
8. Presentations to interested individuals and groups.
9. Presentations to Government sector agencies with interest in Transport/Rail.

## 8. Next steps

During the first half of 2009, the RTC will develop the Regional Land Transport Programme (RLTP) within which the priority of the RRP packages will need to be considered. If the RRP is endorsed by the RTC prioritisation process:

- Greater Wellington will work with NZTA to develop a funding plan.
- Greater Wellington will work with KiwiRail and ONTRACK to develop an Implementation Plan. This plan will consider operational parameters (including staging and disruption), asset responsibilities and ownership, rail industry policy and procurement programmes.

## 9. Recommendations

*That the Committee:*

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Endorses the Wellington Regional Rail Plan and working towards the implementation of RSI.***

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**Attachment 1: The Wellington Regional Rail Plan "A Better Rail Experience"**  
**Attachment 2: Corrections, edits and clarifications**