

By email

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Iain Palmer

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Dear Mr Palmer

Request for information OIA 2017- 035

I refer to your request for information dated 18 March 2017, which was received by Greater Wellington Regional Council (GWRC) on 18 March 2017. You have requested the following information:

“In your draft annual plan, currently out for consultation, you plan to delay aspects of RS1 programme.

What aspects are being delayed?

What effects will this have to the Trentham - Upper Hutt double tracking work?

When is the double tracking expected to be completed and in service?

What work has been carried out on this the double-tracking project to date by either GWRC or KiwiRail?”

GWRC’s response follows.

The RS1 programme aims to maximise the use of current rolling stock by reorganising the peak rail services to spread the load, and matching capacity and frequency with peak demand. To achieve this, a number of KiwiRail owned (rail network infrastructure, including platform formations) and GWRC owned (station and park and ride facilities) infrastructure changes need to be undertaken.

GWRC has already undertaken the Upper Hutt Station upgrade (out of a different budget), but further GWRC owned infrastructure upgrades cannot occur until the KiwiRail owned upgrades are completed.

The budget provisions in GWRC’s draft Annual Plan 2017/18 are in relation to the changes required to the GWRC owned assets, and not in relation to upgrades required to the KiwiRail owned assets. At this time, funding has not been secured for the upgrades to the KiwiRail owned assets, which is likely to be obtained from the Crown.

RESPONSE_TO_OIA_2017-035



Aspects of the RS1 programme being delayed

As indicated above, completion of the GWRC owned infrastructure improvements depends on completion of the upgrades to the KiwiRail owned assets. As a result, all aspects of the RS1 programme (except Upper Hutt Station) have been deferred, as no funding is currently secured for the necessary upgrades to the KiwiRail owned infrastructure.

The budgets for infrastructure improvements that are the responsibility of GWRC, and which have been deferred include, for example, shelters on the third platform at Porirua, and shelters at Trentham and Wallaceville.

Effects of the delay on the Trentham – Upper Hutt double tracking project

No funding was budgeted in the draft Annual Plan for the Trentham to Upper Hutt double tracking, as it is part of the KiwiRail owned infrastructure improvements and requires Crown funding. As the Crown funding is yet to be secured, this component of the RS1 is delayed.

Expected completion of the double tracking project

At this stage we are aiming for service improvements to be implemented on the Hutt Valley Line, consistent with the RS1 concepts by 2020/2021, subject to funding being secured.

Progress on the double tracking project to date

GWRC and KiwiRail have included the double tracking project as part of a Crown funding bid for the planned commencement of works in 2018/19. A decision about this funding is due in May 2017, but current indications are that the double tracking portion of this application is unlikely to be approved, and hence we will seek for it to be approved for the following financial year.

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Local Government Official Information and Meetings Act 1987.

Yours sincerely



Wayne Hastie
General Manager
Public Transport Group