



greater WELLINGTON
THE REGIONAL COUNCIL

Waikanae – Paraparaumu Electrification And Associated Double Tracking And Station Facilities To Accommodate Tranz Metro Wellington Services

Submission to the Board of Track Co

From the Greater Wellington Regional Council

April 2004

Introduction

TrackCo starts operation on 1 July 2004. It will be responsible for all rail track additions and maintenance. In the Wellington region its responsibilities will also extend to the overhead traction system.

It is clear that on day one of its existence TrackCo will be faced with a backlog of essential track maintenance. A list of stakeholders, including the major rail operator, will be promoting track related projects of various levels of urgency.

GWRC has a list of track related projects it wishes to see undertaken in the Wellington region and these are set out in the attachment. It has one urgent priority project that has been on the books of Tranz Rail Ltd for many years and this project GWRC submits should proceed at the earliest opportunity.

The project is the Paraparaumu to Waikanae electrification and the associated double tracking and new station facilities necessary to accommodate Tranz Metro Wellington services. This one project, costing in the range of \$14m, has the full support of Tranz Metro Wellington and all the local councils of the region.

The project

The Waikanae electrification project consists of five key elements:

- Extension of the Wellington DC electrical overhead to Waikanae from the current terminus at Paraparaumu
- Construction of turn out facilities at Waikanae and associated platform for service termination
- A passing loop at Lindale with associated station platform and access
- Double tracking between Poplar Avenue and Mckays Crossing to ensure passing opportunities
- Provision of station platform and access at Raumati South (Poplar Avenue)

Engineering concepts and programmes for the project are held by Tranz Metro Wellington.

Rationale for the project

The project is included in the GWRC Regional Land Transport Strategy. It is seen to be a vital component of the Western Corridor Plan of the strategy, a precursor to the construction of Transmission Gully or any similar alternative. GWRC has included the project in each of its last five annual plans as a priority work. Only the pending sale of Tranz Rail Ltd (Oct 2000) stood in the way of its progress.

The economic analysis of the project used to justify its inclusion in the RLTS can be found in the 1998 report from Booz Allen and Hamilton Ltd “Kapiti Rail Package Evaluation”.

The Kapiti Coast is the fastest growing area of the region and one of the fastest growing areas nationally. The Palmerston North to Wellington capital connection service currently takes most of its ridership out of Waikanae whilst many other commuters from the area connect with rail at Paraparaumu. There is growing pressure on park and ride facilities at Paraparaumu railway station hence the need for other parking facilities particularly at Waikanae, Lindale and Raumati South.

The level of suppress demand was clearly illustrated in recent months when delays on state highway one diverted over 300 extra peak commuters to rail.

The project is consistent with the New Zealand Transport Strategy and the Land Transport Management Act. In particular the project is part of a package of complimentary measures for the Western Corridor of the Wellington region which are designed to maintain the balance between road and public transport in the area.

Attachment to Submission to TrackCo Board – GWRC Priorities for Rail Structure Investment

Priority	Project	Estimated Cost
1	Electrification to Waikanae	\$14 M
2	Pukerua Bay minor realignments. Enables increased frequency of services to Waikanae – thereby supporting electrification.	\$20 M
3	Hutt Corridor, electrification to Timberlea.	\$25 M
3a	Increase train speed in Hutt Corridor.	
4	Realignment of northern marshalling yards to allow increased train capacity. If priorities 1 – 3 are completed, the railyards will become a chokepoint. May link to Northern Gateway.	\$40 M
5	Upgrade signals / Automatic Train Protection systems. Allows higher train frequency. Will be needed as a consequence of 1 – 3.	\$30 M
6	Johnsonville line – more passing loops, lowering of tunnels to allow integration of rolling stock.	\$10 M
7	Melling extension to Waterloo. Partly dependent on Hutt City.	\$20 M
8	Pukerua Bay - major realignment and lowering of tunnels. Enables increased frequency and freight capacity (increased container sizes).	\$100 M (would incorporate cost of minor realignment – priority 2).