

2.2.1 Regional Rail Plan

2.2.1.1 Medium Term Rail Improvement Plan

Relevant policies: Policy 1.4, Policy 1.7, Policy 1.8, RLTS Policy 8.7c

This Medium Term Rail Improvement Plan (MTRIP) sets out short to medium term plans for the rail network. It focuses on service reliability, capacity and preparation of a detailed planning document for long term development.

The projects included in this plan have a value of \$500 million. The key projects being provision of new and improved rolling stock and upgrading the rail network. Many projects are already underway with some aspects completed. Funding approvals are still required for a number of the projects.

The following projects are included in this plan:

1) Rolling stock and associated works - \$280m

- a) 18 New Wairarapa Cars (SW cars). Seven new SW cars are already in service with the remainder due by the end of 2007.

Associated works:

- i) Wairarapa stations platform and shelter improvements to enable the longer and higher SW cars to safely operate, and provide more comfortable boarding and alighting. Two stations complete as of July 2007.
 - ii) New stabling facilities at Masterton for the new SW Cars. Complete as of July 2007.
- b) 70 New Electric Multiple Units (EMUs). Preferred international vehicle supplier due to be announced in August 2007. Delivery due to commence in 2010.

A number of network wide infrastructure upgrades are necessary to facilitate maximum performance and operational benefit and efficiency from the new EMUs. These associated works include:

- i) Johnsonville Tunnel realignments to enlarge tunnels to allow all rolling stock, including the new EMUs, to be used on the line. Works scheduled to start summer 2007/08.
- ii) Signalling and overhead power upgrades to ensure successful EMU commissioning and operation. Preliminary studies are underway as of July 2007.

- iii) Additional stabling across the network to provide greater storage capacity and improve operational efficiencies with a larger fleet size. Preliminary work commenced as of July 2007.
 - iv) Platform upgrades to improve boarding and alighting safety and standardisation. Platform survey work nearing completion as of July 2007.
- c) Short-term capacity enhancements are required to provide more capacity and to enable existing units to be taken out of service for refurbishment and maintenance with minimal disruption to services.
- i) 6 car SWE locomotive hauled train. Commission a 6 car SWE locomotive hauled train to run express services on the Hutt line. Carriages have been purchased from the United Kingdom and bogies ordered as of July 2007. Investigations of locomotives are underway. Ultimately these carriages will be re-deployed on the Wairarapa line.
 - ii) 5 English Electric Units. Bring 5 English Electric Units back into service as a two car and a three car set. Investigations underway as of July 2007.

2) Additional region wide network upgrades

- a) Track upgrades - \$180m
- i) Double tracking and electrification from MacKays crossing to Waikanae to improve infrastructure reliability, provide greater corridor capacity and ensure maximum reliability benefits are garnered from the new EMUs. Preparatory works are scheduled to start in 2007.
 - ii) Wellington Station throat capacity to improve journey times and enable frequency improvements on all lines. Concept designs and modelling are complete as of July 2007. Timing to be determined.
 - iii) Alignment improvements between North and South Junction (between Paekakariki Pukerua Bay) to improve service reliability, capacity and journey times. Preliminary concept designs and modelling are complete as of July 2007.
- b) Station upgrades - \$30m
- i) New and upgraded Kapiti railway stations to provide for extension of double tracking and electrification to Waikanae, improve capacity, community amenity and accessibility. Designs will commence in 2007. Works will align with the double tracking project.

- ii) Network wide station upgrades will be undertaken following completion of the work needed to upgrade platforms to accommodate the new EMUs.
- c) Deferred maintenance – cost to be determined
 - i) Infrastructure Renewals across the network to improve reliability and resilience, and catch-up on neglected component replacement.

The focus of the Regional Rail Plan for the longer term will be on preparing for higher levels of service and capacity through greater frequency, improved journey times, service extensions, and further rolling stock fleet enhancements.

The Regional Rail Plan will consider the combined patronage impacts of all the medium term improvements and plan for future rolling stock and infrastructure development. Possible developments will be tested under alternative growth scenarios and a range of service level improvements.

2.2.1.2 Development of a Regional Rail Plan

Relevant policies: Policy 1.4, Policy 1.7, Policy 1.8, RLTS Policy 8.7c

[Retain existing content, was previously Section 2.2.1.1]