

# WELLINGTON NETWORK UPGRADE

## Better rail services for the region.

Around 500,000 Wellingtonians and visitors take over 14 million passenger journeys each year on our Metro Rail Network. KiwiRail, Greater Wellington Regional Council and Metlink are working together to modernise the rail, thanks to investment of almost \$300 million from the Government to enable:

- Train services to be more reliable.
- More people and freight travelling on rail in the future.

The Wellington Metro Upgrade Programme is being delivered on a busy, well-maintained but ageing network where trains run 18 hours a day.



The focus of our work is:

**Renewing existing network infrastructure to improve rail services.**

- Renewing traction power overhead line system and signals power supply, and improving the track across the network including inside the four major tunnels.

**Adding capacity to the network so more people can travel on trains in the future while still allowing for freight services. This includes:**

- Double tracking between Trentham and Upper Hutt.
- Improvements to Wellington station approaches.
- Changes at Plimmerton.

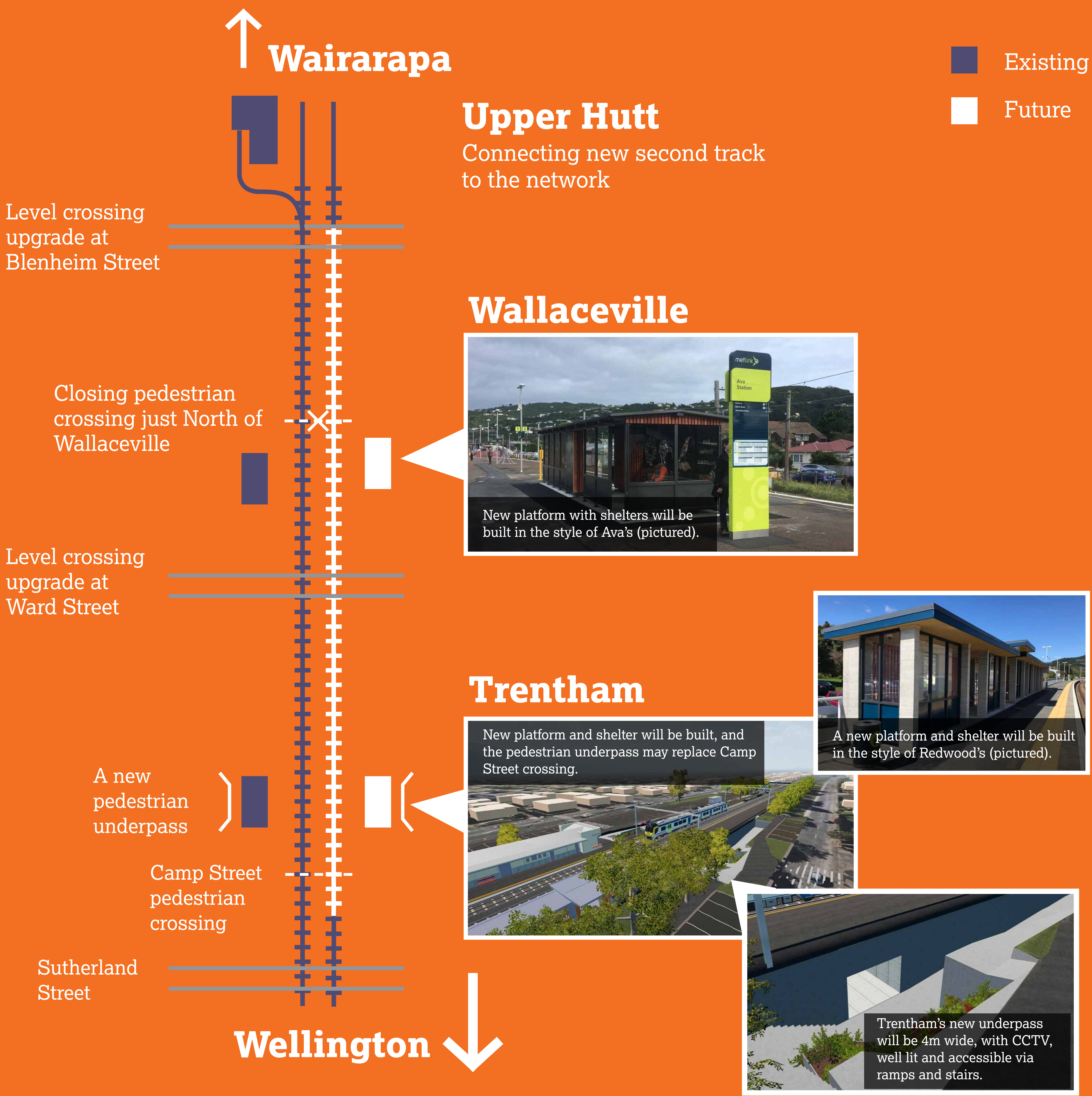




# HUTT LINE DOUBLE TRACKING

## More frequent, reliable trains.

The 2.7 kilometres of rail line between Trentham and Upper Hutt is being double tracked so trains can travel in both directions at the same time. This will allow more frequent and reliable services along this section of the busy line from Wellington to Upper Hutt and Wairarapa. Stations are being upgraded and we are making it safer around our tracks.



## KEEPING YOU SAFE AT RAIL CROSSINGS

We want people to be safe around our rail network. More trains travelling in both directions changes level crossing safety.

We've reviewed each crossing to see how to best keep people safe. Changes will include pedestrian gates and a new underpass.





# TRENTHAM TO UPPER HUTT

**Building the new track, station facilities and level crossing improvements is expected to take around 18 months.**

## 1. Preparing the ground

Before we can start building the new track we need to:

- Check underground conditions
- Clear vegetation
- Undertake specialist earthworks
- Move utilities and overhead power



## 2. Starting construction

Our teams will begin working in different locations along the route simultaneously. This includes:

- Earthworks to build the new track formation (foundation)
- Construction of new platforms, shelters and accessways
- Construction of a new underpass at Trentham
- Installation of foundations for masts (poles) for the new overhead power system

## 3. Connecting to the rail network

Our teams will lay the new rail tracks, then install signalling and overhead wires.

**STATION WORKS WILL BE CAREFULLY PLANNED TO MINIMISE IMPACTS ON PASSENGERS WITH CLEAR SIGNPOSTING FOR ANY CHANGES TO PLATFORM ACCESS OR PARKING.**

## Our hours of work

We expect most of the work will be done during the day. Some work will need to be done when no trains are running so will be done at night, or during weekends when we close the line to trains. We will also take advantage of the network closure over public holidays.





# CONSTRUCTION ON THE RAIL NETWORK

**Upgrading the network is a challenging project. It is important we keep our work crew, neighbours and rail users safe during construction.**

We do as much as possible without disrupting rail services, but some work can only be done when no trains are running – when we need to turn overhead powerlines off or work on the track itself.

We also work to minimise impacts on people living and working next to the rail line. We aim to find a balance that minimises overall disruption for rail customers and our neighbours.

## **Keeping in touch with our neighbours**

We understand that our work is likely to cause some disturbance for people living and working along the rail corridor. The machinery we use can create noise, vibration and dust. At times we use lights which are visible during night work. When we have major works near you we will:

- Share our plans and progress
- Ensure you can reach us with your questions
- Schedule work during daytime hours whenever possible
- Work as quickly and quietly as we can

## **Keeping commuters moving**

We work closely with Metlink to identify off-peak times – at weekends, and in the evenings - when we can close the rail network for our team to do their work. At those times buses will replace trains. For more information visit [www.metlink.org.nz](http://www.metlink.org.nz).

We also take advantage of long weekends and holidays e.g. over the Christmas/New Year period when there are fewer commuters using the rail network to close the track. We plan a very busy schedule at those times to get as much work done as possible. This can mean working 24/7 to get the job done.

## **Got a query about the rail construction in your area?**

We will work to keep disturbance to a minimum and appreciate your patience as we carry out this work. If you have any queries please contact us on:

**0800 801 070** (daytime hours) | **0800 801 070 extn 43042** (after hours) or email us at [wgtupgrade@kiwirail.co.nz](mailto:wgtupgrade@kiwirail.co.nz)





# WELLINGTON RAIL UPGRADE

**We’re investing \$300m to build you a more modern, reliable and resilient rail network.**

**Network-wide projects to improve your rail services**

- Renewing traction power overhead line systems (including masts and wires): By 2021
- Renewing signals power supply: By 2020
- Renewing track at the end of its lifespan: By 2026
- More traction sub-stations to strengthen Matangi train power supplies: By 2021

**Improving infrastructure to allow more frequent train services**

**Kapiti Line: By 2026**

- Converting Plimmerton to a terminus station
- Renewing tracks and upgrading drainage in Tawa tunnels
- Renewing sleepers within the Paekakariki tunnels
- Renewing signals power supply – DONE

**Johnsonville Line: By 2022**

- Renewing traction power overhead line systems
- Renewing sleepers within all seven tunnels
- Slope stability improvement Ngaio Gorge

**Wairarapa Line: By 2026**

- Renewing tracks:
  - Remutuka tunnels
  - Along 60 km between Upper Hutt and Masterton
- Renewing three bridges
- Renewing signalling between Upper Hutt and Featherston

**Hutt Valley Line: By 2021**

- Renewing traction power overhead line systems
- Renewing signals power supply

**Melling Line: By 2021**

- Renewing traction power overhead line systems

**Wellington Station: By 2020**

- Improving Station approaches to increase capacity
- Renewing traction power overhead line systems

**Thanks for your patience as we work hard to improve your rail network**