

# Trentham to Upper Hutt Double Tracking

## Information Pack 2019 – 2020

Wellington's rail network is being progressively upgraded by KiwiRail and Metlink. We're working together to enable more service reliability and more people and freight to travel on trains in the future.

Along the Hutt Valley Line KiwiRail and its contractors are improving the network and works include double tracking between Trentham and Upper Hutt Stations.

We are aware that the project will mean the local community will experience various changes as it progresses. It is important for us that our neighbours understand what work we'll be doing in the area over the coming months and what changes to expect.

This pack gives an overview of the Trentham to Upper Hutt double tracking project, and contains the following information:

1. Background to the rail upgrade and double tracking works
2. What we are doing and why double track?
3. Safety with two tracks
4. Who's involved in the works
5. Getting approval to do the works
6. Getting the works done
7. What to expect during construction
8. Indicative project timeline
9. Keeping neighbours informed



## Background to the rail upgrade and double tracking works

KiwiRail is progressively upgrading Wellington's rail network. There is a long-term programme of works that will significantly improve the rail infrastructure including the tracks, the power supply, tunnels, stations from the Kapiti Coast and the Wairarapa to Wellington city. This programme is referred to as the Wellington Metro Upgrade Programme (WMUP). It is funded by the New Zealand Government.

As this is a significant amount of work over several years, the whole programme has been separated into different projects to tackle different aspects of the overall upgrade.

For information about the Wellington Metro Upgrade and the different projects please go to:

<https://www.kiwirail.co.nz/what-we-do/projects/wellington>

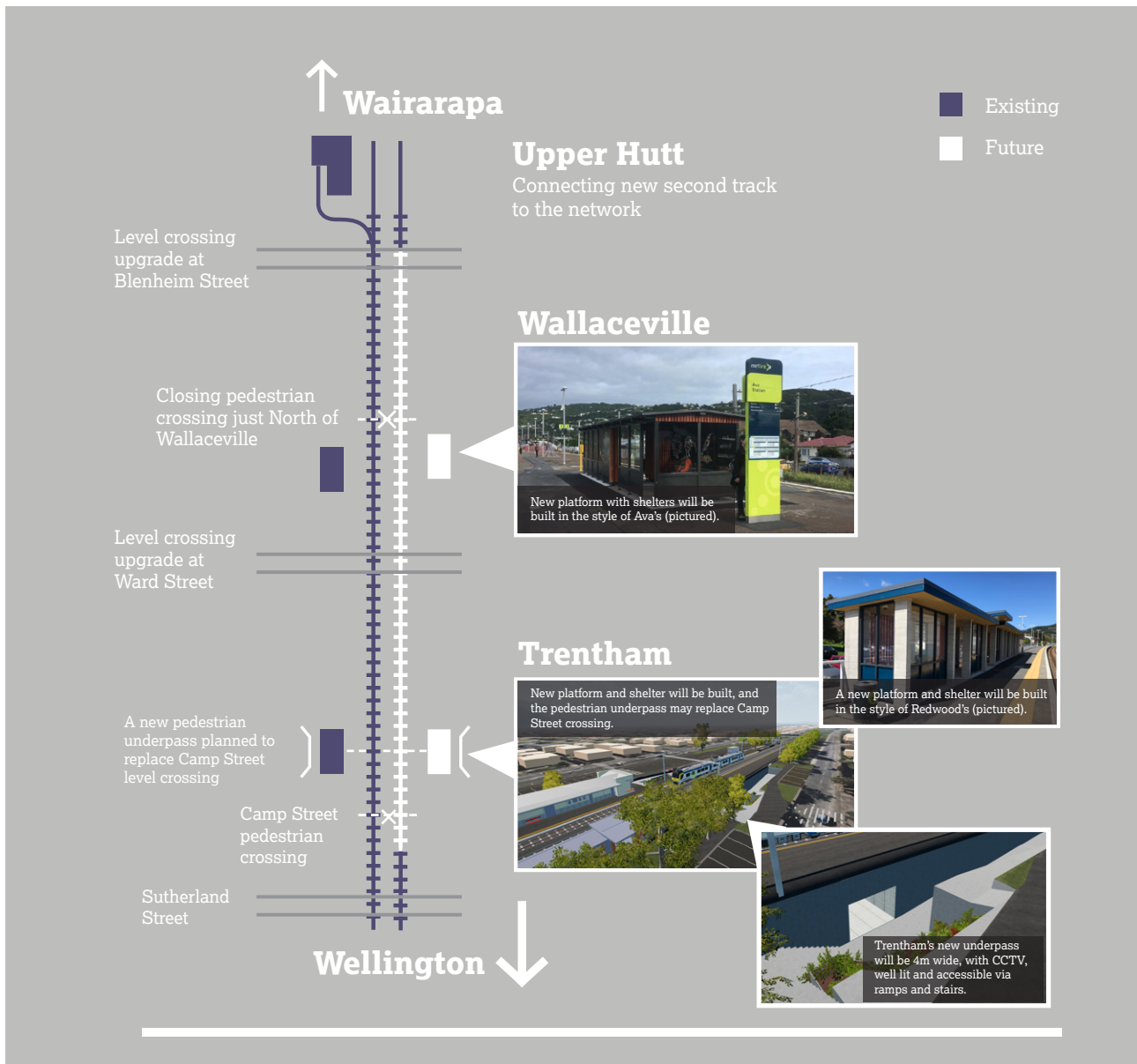


## What are we doing and why double track?

The rail upgrade work on the Hutt Valley Line will enable more frequent and reliable train services in the future. A second track is being installed between Trentham and Upper Hutt stations so that trains can travel in both directions at the same time up to Upper Hutt Station. This will also make the Wairarapa line more efficient and reduce delays on this busy section of line.

As part of this project, improvements will be made to Trentham and Wallaceville stations including building a second platform, renovations to the existing platform and new shelters at Wallaceville, and a new pedestrian underpass at Trentham with renovations and new shelters on the existing second platform.





## Safety with two tracks

Safety is extremely important to all the stakeholders involved in the rail network and introducing a second track means some changes will be necessary to the level crossings along the line. Blenheim St and Ward St level crossings will be upgraded with pedestrian gates, mazes and traffic controls to make them safer for pedestrians once trains are running in both directions. Traffic flows across the crossings will also change as we introduce central medians.

The uncontrolled pedestrian crossing north of Wallaceville Station will close, with pedestrians able to use the nearby Ward St crossing.

At Ward St the signalling sequence will ensure customers have enough time to safely cross from the car park to catch their trains from the south bound platform.

At Trentham Station a new underpass is being built to ensure pedestrians can safely get across the tracks - it is planned that this will replace the Camp St level crossing.

## Who is involved?

- There are a number of organisations involved in the project:
- KiwiRail – owns the rail infrastructure which is the rail corridor land, the tracks, the signalling system, and the power supply system- for more information about KiwiRail please visit [www.Kiwirail.co.nz](http://www.Kiwirail.co.nz)
- Greater Wellington Regional Council (GWRC) – GWRC manages the public transport network via Metlink. GWRC owns and maintains the station facilities such as platforms and shelters and bus stops and plans for network developments to meet the region's future transport needs. Metlink operates the public transport network in Wellington. This includes buses and rail services. For more information about both GWRC and Metlink please visit: [www.gw.govt.nz](http://www.gw.govt.nz) or [www.metlink.org.nz](http://www.metlink.org.nz)
- Transdev - operates and maintains the train services on the Hutt Valley Line on behalf of Metlink. For more information about Transdev please visit [www.transdev.co.nz](http://www.transdev.co.nz)
- Downer NZ - contractor for construction of the project
- Aurecon - contracted for design the second track and station upgrades
- New Zealand Transport Agency - the rail safety regulator.

# Getting approval for the works

KiwiRail applied to both Upper Hutt City Council and Greater Wellington Regional Council for the necessary consents for this project. These organisations administer different aspects of the Resource Management Act and other legislation relevant to construction projects such as this.

As part of the consent application process, the scope of the project and reason for the proposed work is detailed, and an Assessment of Environmental Effects (AEE) is prepared. The Councils review these to determine the process for consent.

In the case of this project, both councils granted consent on the basis that the activities are in keeping with the District Plan, and the effects will be less than minor (as described in the Resource Management Act) as long as they are managed using the methods laid out in the reports prepared in the consent application.

While KiwiRail has not been required to formally notify or consult on the project, we do want to make sure people are informed and where we can take feedback into account we will.

All the documents associated with the consent application and the decisions of the Councils are publicly available and if you would like copies or to discuss aspects of the project please get in touch.

For more information on the consent application process and how it applies to projects of this type please go to:

<http://www.legislation.govt.nz/act/public/1991/0069/latest/DLM230265.html>

<https://www.mfe.govt.nz/rma/processes-and-how-get-involved/everyday-guide-rma>

# Getting the works done

KiwiRail and its contractors recognise that much of this work will be done next to homes and within communities. We do our best to minimise disruption by working as quickly and quietly as we can. Outlined below is how we manage the impacts of construction if you would like to know any more details about any of these areas get in touch with us:



## Health and safety

Safety is a primary concern for KiwiRail and all its contractors. Working around high voltage power lines and active train services is a high-risk environment and it is of paramount importance that all our staff go home safely at the end of the day and the communities around us are safe too.

We have detailed processes and procedures to make sure all work is carried out to the highest standard of safety. These are documented in our Health and Safety Plan.

## Working hours

As the works are within an operational rail network we need to work around train services. We work closely with GWRC to find a balance that ensures the services required to meet commuter need, while giving our team safe access on site to get the work done. This often sees us taking advantage of the quieter times on the rail network including at night, weekends and over public holidays when trains can be replaced with buses. We will send out notices to those affected, to give advance notice whenever we plan to work night shifts or weekends.

## Traffic management

Some of our activities will affect traffic such as work on the level crossings at Blenheim St and Ward St. There will also be construction traffic associated with the project at the entry/exit points to the rail corridor.

We will work with UHCC and develop traffic management plans to ensure we have the least effect on the traffic and local residents.

For safety onsite, we aim to avoid vehicles reversing as much as possible and we will put a site traffic management plan in place to have site traffic moving around inside the rail land safely.





## *Environmental*

All construction projects have the potential for environmental effects. To make sure our work has the least possible effect on the natural environment there are a number of management plans in place. The environmental management plans are publically available. If you would like copies please get in touch.

The key management plan is the Construction Environmental Management Plan (CEMP).

The CEMP covers:

- Compliance with the conditions of resource consents and designations.
- Compliance with environmental legislation.
- Environmental risks associated with the Project

The CEMP is a high level plan that is approved by UHCC and GWRC. It is reviewed annually. It defines details of who, what, where and when environmental management and mitigation measures are to be implemented.

Each of the potential effects referred to in the CEMP has a specific management plan developed to manage and mitigate them. These are noise and vibration, dust, erosion and sediment control, contaminated land management, traffic management and archaeological finds. Each of these effect/issue specific plans is an Appendix to the larger CEMP.



## Noise and vibration

All large scale construction projects use machinery that makes noise and can cause vibrations in nearby properties.

The Construction Noise and Vibration Management Plan (CNVMP) details what type of machinery will be used, what levels of noise these will generate and how much vibration nearby properties are likely to experience as a result of our work, and how we will mitigate these effects if necessary.

There is a NZ Standard for construction noise. The levels permitted under this standard are somewhat higher than the noise levels permitted for operational noise from a business or undertaking as it is generally accepted that the noise will be a temporary effect.

There is no NZ Standard for vibration so most responsible developers apply the British Standard.

The majority of work for this project is scheduled for during the day on week days to minimise disruption to nearby properties.

## Dust

Earthworks and construction traffic using temporary access tracks can generate dust. The Dust Management Plan details the methods we will use to manage any dust issues resulting from project activities. The primary method will be water carts to dampen access tracks and spray any open earthworks areas.

A polymer similar to PVA glue will be sprayed on areas not being worked or stock piles - this sticks to the material and stops any dust being blown off.

## Erosion and sediment control

When earthworks are carried out there is a risk that sediment can run off the uncovered areas and affect waterways and storm water systems.

The RMA has strict expectations that developers will manage their earthworks to ensure that there is minimal discharge especially into waterways.

We have developed a plan for managing erosion and sediment using GWRC guidelines.

Methods used on this project will include silt fencing around stock piles, covering open areas with geo-fabric, stabilizing polymers and hydroseeding.

For more information about erosion and sediment control on construction sites please go to:

<https://www.gw.govt.nz/assets/Resource-Consents/Erosion-and-sediment-control-guidelines-2002.PDF>

<http://www.legislation.govt.nz/act/public/1991/0069/latest/DLM230272.html>



## Contaminated land management

As the rail corridor has been in use since 1874 it is considered to have historic industrial contamination in the ground.

These days we no longer use many of the materials and chemicals used by steam engines or old diesel trains. Low-level traces of these, including asbestos, are still found along the tracks in some areas in the top 300-400mm of soil.

While the soil is undisturbed, there is no need for concern, however as the T2UH project involves earthworks and we'll be digging up the soil to put in the second track, we need to make sure that we keep our own team and nearby residents safe.

A detailed Remediation Action Plan has been developed by a specialist in contaminated land management. We will follow the NZ Asbestos Regulations (2016) and the MBIE Contaminated Land Management Guidelines.

Staff on site will wear the appropriate personal protective equipment (PPE, similar to the photo above) including full overalls, and respirator masks while they are stripping back the top layer and we will use methods such as water-misters to make sure there is no dust in areas we have identified as containing asbestos. All equipment used will be fully decontaminated in line with the regulations.

We will rebury the soil in "encapsulation bunds" within the rail corridor. These are lined holes which will be filled with the soil then clean material placed over the top to form landscaped mounds. This method avoids transporting the material offsite and any risks associated with that. It also allows KiwiRail to record and keep track of the material in case of any future development.

Both our specialist and WorkSafe will monitor the work as it is done.

The Remediation Action Plan is available if you would like a copy.

For information on the legislation that applies to contaminated land please go to:

<https://www.mfe.govt.nz/land/risks-contaminated-land/managing-contaminated-land/contaminated-land-management-guidelines>

<http://www.legislation.govt.nz/regulation/public/2016/0015/latest/DLM6729706.html>

<https://worksafe.govt.nz/topic-and-industry/asbestos/>

## Archaeological finds

We have a protocol in place to manage any finds of cultural significance and an archaeologist will oversee the process for recovering any artifacts and making sure they are returned to their iwi.

There may be items of historical interest discovered such as old machine parts. These will be considered on a case by case basis.

## What to expect during construction

Most of the work in the rail corridor will be done during the day on week days. There is enough space beside the existing track for our team to be able to work safely in the area whilst train services are running and the overhead power system is on.



During the work you will see excavators and trucks carting material around onsite, as well a number of light vehicles coming and going during the day.

You will also see other contractors and utilities providers working around the level crossing for the services relocations. While no service disruption is expected, the relevant utility providers will be in touch should it be necessary.

There are minimal access points into the rail land for heavy machinery so there will be increased traffic around these points during construction. Key access points are on Racecourse Road, Ward St and Blenheim St.

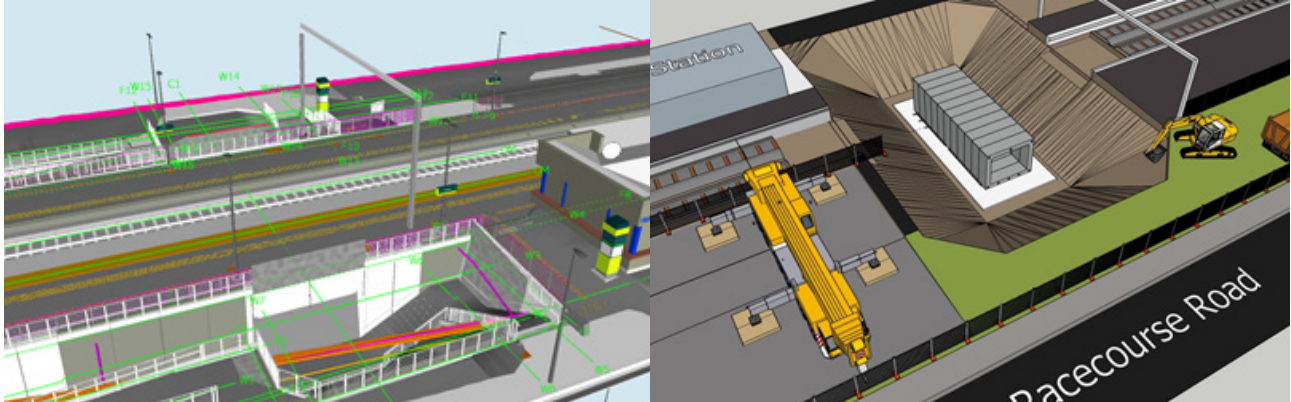


## Indicative project timeline

Below is an outline of the times\* we expect to undertake various construction activities:

### February 2019 – design phase/ overhead traction power system replacement works

This project is a “paperless” project with all the design being created using digital technology to share and manage information. This is an exciting first for KiwiRail.



Services relocation on Ward St and Blenheim St. Buried services across the rail such as power, gas, and fibre will need to be relocated so that work can be done to upgrade the level crossings.

- Earthworks including:
- Removal of underpass excavation spoil from the site.
- Excavation of the holes for encapsulation bunds where the spoil pile was.

Work to prepare the ground to build the new formation for the second track starting from Trentham station.

Work is on-going along the Hutt Valley Line to replace the overhead traction power system replacement. This sees KiwiRail replacing the wooden traction power masts with steel structures.

### November 2019 - construction began

A site office was established at Trentham station.

### December 2019/January 2020

Installation of the first stage of the underpass. The large precast sections of box culvert were put in over the Christmas and New Year period, taking advantage of the annual rail service shut down. Track works to prepare for the Line for the upcoming works.

### March– August 2020 – service relocation and earthworks

Installation of the first stage of the underpass. The large precast sections of box culvert were put in over the Christmas and New Year period, taking advantage of the annual rail service shut down. Track works to prepare for the Line for the upcoming works.

\*Timings may change as the project progresses



### **February 2019 – design phase/ Overhead traction power system replacement works**

Services relocation on Ward St and Blenheim St. Buried services across the rail such as power, gas, and fibre will need to be relocated so that work can be done to upgrade the level crossings.

- Earthworks including:
- Removal of underpass excavation spoil from the site.
- Excavation of the holes for encapsulation bunds where the spoil pile was.

Work to prepare the ground to build the new formation for the second track starting from Trentham station.

### **April 2020 – level crossing upgrade**

Ward Street level crossing upgrade to be completed over a weekend “block of line” (rail services suspended and buses replacing trains).

### **May 2020 – level crossing upgrade**

Blenheim St level crossing upgraded with another weekend block of line.

### **May/July 2020 – Wallaceville station upgrade**

New platform construction to start at Wallaceville and upgrade works at existing platform.

### **June/July 2020 – overhead traction power system upgrade works/ Trentham station upgrade**

Replacement overhead power supply poles to be installed.

Work starts to renovate the existing platform at Trentham and build the ramps and stairs for new underpass.

### **May/June 2020 – August/September 2020 – track works**

Track installation to start. The tracks will be put in progressively as the earthworks are completed.

### **August 2020 – October 2020 – overhead traction and signaling works**

Installation of new overhead wires and signalling upgrades.

### **October 2020 – works complete**

We'll be very busy over Labour weekend as we get ready for the new track and stations to open.

### **November 2020 – site tidy up works**

We'll need time to deconstruct the site office and remove any unused materials.



# Keeping neighbours informed

We will keep the community up to date with regular letter drops delivered to those neighbouring the rail tracks, and post information on our website and via social media.

The project team can be contacted by email or phone:

Email: [wgtnrailupgrade@kiwirail.co.nz](mailto:wgtnrailupgrade@kiwirail.co.nz)

Phone: 0800 801 070 extn. 43042

Email	<a href="mailto:wgtnrailupgrade@kiwirail.co.nz">wgtnrailupgrade@kiwirail.co.nz</a>
Phone	0800 801 070 extn. 43042

For general information on the wider rail network and the double tracking project visit:

<https://www.kiwirail.co.nz/what-we-do/projects/wellington/>