

## MINISTERIAL BRIEFING NOTE

<b>Subject</b>	Post Budget Ōtaki Railway Station Media Stand Up and Shared Path Visit
<b>Date</b>	23 May 2023
<b>Briefing number</b>	BRI-2777

Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1 <sup>st</sup> contact
Emma Speight	Director of Regional Relationships, Wellington and Top of the South Island		Section 9(2)(a)	✓

### Action taken by Office of the Minister

- ☐ Noted
- ☐ Seen by Minister
- ☐ Agreed
- ☐ Feedback provided
- ☐ Forwarded to
- ☐ Needs change [please specify]
- ☐ Withdrawn
- ☐ Overtaken by events

23 May 2023

**Hon Michael Wood – Minister of Transport**

## Post Budget Ōtaki Railway Station Media Stand Up and Shared Path Visit

### Purpose

1. This briefing provides you with information about the post budget roadshow Ōtaki railway station media stand up and the shared path visit on Friday, 26 May 2023, from 2.30-3.30pm.

### ŌTAKI RAILWAY STATION - LOWER NORTH ISLAND RAIL INTEGRATED MOBILITY (LNIRIM)

#### Project funding and costs

2. The total investment (capital cost) in the project is \$874m, across the purchase of new rolling stock (trains), infrastructure improvements (depot, rail network improvements), and station upgrades.
3. The rolling stock and station upgrades are funded through:
  - Waka Kotahi NZ Transport Agency (National Land Transport Fund) – 51 percent.
  - Greater Wellington Regional Council and Horizons (Manawatū-Whanganui) Regional Council – 10 percent.
  - Direct Crown Funding – 39 percent.
4. The improvements to the track infrastructure are 100 percent Crown funded through KiwiRail.

#### Project features

5. Key features of the LNIRIM project include:
  - Purchase of 18 new four-car train sets which will use a combination of overhead line electric power, battery electric power, and diesel power.
  - Upgrades to the stations on the Wairarapa Line north of Upper Hutt and in the Manawatu north of Waikanae.
  - Improvements to the track and rail infrastructure to increase capacity and resilience for both freight and passenger services.

#### Project benefits

6. Key benefits of the LNIRIM project include:

- Doubling frequency of peak-time services on both the Wairarapa Line and Capital Connection route, and the possibility to add more off-peak services, making train travel an option for more people.
- Improved transport options that support growth along these rail corridors.
- Reduced emissions as tri-mode trains replace aging carriages hauled by diesel locomotives.
- More accessible and attractive stations improving passenger experience.

### **Project context**

7. The Wairarapa Line is part of the Metlink Greater Wellington public transport network while the Capital Connection is operated by KiwiRail with funding from both Horizons Regional Council and Greater Wellington Regional Council. Both also receive operational funding from Waka Kotahi.
8. The two Regional Councils developed the business case for the proposal for new trains and improved infrastructure on these lines. All Mayors in the Wellington and Manawātū-Whanganui region supported the proposals in a November 2021 letter.
9. The existing Wairarapa Line (Masterton – Wellington) operates three weekday peak services, departing Masterton in the morning and returning in the evening, plus off-peak and weekend services.
10. The existing Capital Connection (Palmerston North – Wellington) operates one daily return journey on weekdays only, departing Palmerston North in the morning and returning in the evening.
11. Carriages have been refurbished to replace the existing aging Capital Connection carriages. These carriages have been undergoing testing prior to entering service. The carriages are an interim step to improve the service until trains funded through this announcement arrive.

### **Key messages**

12. Key messages of the LNIRIM include:
  - This project will strengthen public transport links for those traveling in and out of Wellington from Manawātū or the Wairarapa. It will also support growth along these rail corridors as well as boost productivity for the regions and country as a whole.
  - The Government is upgrading New Zealand's transport system to make it safer, greener, and more efficient for now and future generations to come. Rail is a key component of the system and is well suited for efficiently moving large volumes of commuters over long distances.
  - The new trains will improve the overall resilience of the network and support economic development along the corridors by catering for future growth. It will also provide a more viable alternative to the susceptible road network.
  - Associated network improvements will improve corridor capacity and resilience for both passenger and freight services, and stations will be revitalized to meet modern accessibility and amenity standards.

### Other matters

13. While Wairarapa rail services will benefit from the funding contained in the LNIRIM programme, there are risks associated with rail works in the region. These include proposed closures of road level crossings on the line to improve safety which will impact road access in Masterton and Carterton.
14. There are service disruptions affecting weekend and off-peak train services on the Wairarapa Line while rail upgrade works are completed.

## PEKA PEKA TO ŌTAKI SHARED PATH

### Project funding and costs

15. The cost for the Peka Peka to Ōtaki (PP2Ō) Expressway/shared path is approximately \$445m and funded by the National Land Transport Fund.
16. Total cost of the shared path constructed to date is approximately \$19m.
17. Further works are also taking place under a separate contract with Downer for around \$11m. This comprises the shared path works along the old State Highway 1 corridor through the Ōtaki township, including clip-on structures on the old Ōtaki River bridge and Waitohu Stream bridge.

### Project features

18. Key features of the PP2Ō shared path include:
  - Safe stream and river crossings.
  - Safe connections to the local road network.
  - An underpass at Makahuri (formerly known as Marycrest) provides safe passage under the expressway, and a signalised crossing by the underpass allows safe crossing of the old State Highway 1.
  - An upgraded railway level crossing at Makahuri.
  - A 3m-wide shared path across the new Ōtaki River Bridge.
  - Access to the Winstone Lakes and Te Roto Road (north of the Ōtaki River Bridge).
  - Access for horse riders.

### Project benefits

19. Key benefits of the PP2Ō shared path include:
  - Provides a shared path link from the previously completed MacKays to Peka Peka shared pathway, running to Ōtaki River and to Te Roto Road near the Ōtaki Māori Racing Club.
  - The 10 kilometres of off-road shared pathway is now part of 35 kilometres of shared pathway that runs the length of Kāpiti Coast.

- It passes one of two 6-metre-high gateway sculptures which were erected as part of the PP2Ō project, welcoming people into the township.

### **Project context**

20. Construction of the PP2Ō Expressway began in 2017. This followed a Board of Inquiry consenting process that took place in 2013, a detailed design beginning in 2014, and the award of the construction contract to Fletcher Construction in 2016. The expressway opened in December 2022.
21. In April 2018, Waka Kotahi confirmed a 10km-long shared path would be included as part of the PP2Ō Expressway project to provide cyclists, pedestrians and equestrians with a safe trail separated from road vehicles.
22. The process began with consultation and design phases, with construction commencing after the design – incorporating feedback from the community and key stakeholders – was finalised. The shared pathway opened on 13 May 2023.
23. While not part of the PP2Ō Expressway project, further work to extend the shared path is planned.

### **Key messages**

24. Key messages of the PP2Ō shared path include:
  - The new 10km-long PP2Ō shared path was built as part of the PP2Ō Expressway project and provides cyclists, pedestrians and equestrians with a safe and separate route off-road route. It provides new transport options as well as recreational and exercise opportunities for local people, contributing to healthier communities in the Kāpiti Coast.
  - This 10-kilometre stretch is now part of 35 kilometres of shared pathway that runs the length of Kāpiti Coast.
  - The shared pathway opened on 13 May 2023 and was warmly welcomed by the local community with lots of use in the first weekend.
  - Work to extend the shared path is planned. This will see the shared pathway extended over the existing Ōtaki River bridge, through the Ōtaki township, and up to Taylor's Road.
  - Works will include clip-on structures onto the eastern side of the old Ōtaki River and Waitohu Stream bridges that allow cyclists and pedestrians to cross those waterways safely.
  - This project started on Monday, 15 May 2023, beginning with the support structures at each end of the old Ōtaki River bridge, and is expected to take place over several months.

### **Ministerial media opportunity**

25. The media opportunity to discuss the Lower North Island rail investments will be located at Ōtaki railway station, located off Arthur Street which can be accessed from Old State Highway 1.
26. Speeches and a media stand up will take place at this location between 2.30pm and 3.30pm.

### Key attendees to acknowledge

27. The key attendees invited for the media opportunity at Ōtaki railway station include the following:

- The Chairs and Chief Executives of Greater Wellington and Horizons Regional Councils who submitted the business case for Lower North Island Rail Integrated Mobility
- The Mayors and Chief Executives of the districts served by the Capital Connection (Kāpiti, Horowhenua, Palmerston North and Manawatu)
- MPs for Mana, Ōtaki, Palmerston North, Wairarapa, and Te Tai Hauauru
- Representatives of KiwiRail
- Representatives of Ngā Hapū o Ōtaki.

### PP2Ō shared path vist

28. Following the media opportunity, the Minister will travel to visit the PP2Ō shared path. The following people will accompany the Minister:

- MPs for Mana, Ōtaki, Palmerston North, Wairarapa, and Te Tai Hauauru
- Mayor Janet Holborow, Kāpiti Coast District Council.
- Emma Speight, Director Regional Relationships, Wellington and the Top of the South
- Jetesh Bhula, Regional Manager (National Infrastructure Delivery), Wellington and Top of South

### Media

29. We expect some media interest.
30. The Lower North Island rail investment has attracted local and national media coverage already following the pre-Budget announcement.
31. The opening of the Peka Peka to Ōtaki Shared Path attracted some media coverage.

**It is recommended that you:**

1. **Note** the contents of this briefing.



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**Emma Speight**

Director Regional Relationships, Wellington and the Top of the South

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**Hon Michael Wood, Minister of Transport**

Date: 2023

Proactively Released