

22 May 2023

File Ref: OIAPR-1274023063-2490

Patrick Dunford

By email: fyi-request-22803-544e5ede@requests.fyi.org.nz

Tēnā koe Patrick,

Request for information 2023-122

I refer to your request for information dated 15 May 2023, which was received by Greater Wellington Regional Council (Greater Wellington) on 15 May 2023. You have requested the following:

“In view of the Government's announcement that new trains will be purchased for the Wairarapa Line, what additional infrastructure, such as station facilities and passing places, is expected to be required on the Wairarapa Line for the new trains, according to business case proposals?”

Greater Wellington's response follows:

You have requested that your request be treated with urgency and have provided the following reasons: “As the above information is pertinent to discussions about level crossing locations it would be desirable to have an expedited response.” Greater Wellington has assessed your request for urgency and has processed your request as soon as is reasonably practicable.

Our Detailed Business Case on the Lower North Island Rail Integrated Mobility 2021 (LNIRIM) explains how we developed the proposed investment. This document is attached to this response (**Attachment 1**) but can also be found on our website:

<https://www.gw.govt.nz/document/19521/detailed-business-case-lower-north-island-rail-integrated-mobility-2021>

Please refer to Chapter 5, Section 5.2 of the DBC which presents the scope of assets required under the preferred solution, including station infrastructure upgrades, a new depot facility, and passing loop extensions.

For clarity, on the Wairarapa Line, the infrastructure upgrades that are being delivered to enable this project also include a New Zealand Upgrade Programme (NZUP) project. In summary, the improvements will be:

- 1) Installing a signalling system to Masterton, including level crossing upgrades (NZUP),
- 2) Freight passing loop near Woodside (Greytown) (NZUP),
- 3) Improved Waingawa freight connections (NZUP),
- 4) Maymorn Station crossing loop and second platform (LNIRIM),
- 5) Lengthening and raising platforms on Wairarapa Line (LNIRIM),
- 6) Masterton stabling yard (LNIRIM), and
- 7) Depot maintenance facility at Masterton (LNIRIM).

Information contained within the LNIRIM document has been redacted under the Local Government Official Information and Meetings Act 1987 (the Act). Cost information contained in this document has been withheld under section 7(2)(b)(ii) of the Act on the basis that making this information available would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

We have considered whether the public interest in the requested information outweighs Greater Wellington's need to withhold certain aspects of the LNIRIM document. As a result, we do not consider that the public interest outweighs Greater Wellington's reason for withholding parts of the document under the grounds identified above.

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Act.

Please note that it is our policy to proactively release our responses to official information requests where possible. Our response to your request will be published shortly on Greater Wellington's website with your personal information removed.

Nāku iti noa, nā



Samantha Gain

Kaiwhakahaere Matua Waka-ā-atea | Group Manager Metlink