



Report **04.45**
Date 3 February 2004
File TP/06/03/07

Committee **Passenger Transport**
Author **Kevin Grace Transport Infrastructure Coordinator**

Petone Station

1. Purpose

To update the Committee on the progress and final costings of the new Petone station development.

2. Background

Almost four years ago the process was begun which has culminated in a brand new facility about to be officially opened at Petone station. This process included community participation in design options for a new station building, various lease documents drawn up and negotiations with Tranz Rail, NZ Rail Corporation and Hutt City Council regarding ownership issues.

In June of 2003 the Committee agreed to progress the development, which was then in jeopardy from increased costs and the Transfund subsidy about to expire, by increasing the original budgeted figure from \$340,000 to \$581,000 using the current transport contingency reserve.

This ensured the development could start by the end of June 2003 and the Transfund subsidy was secured.

Hutt City Council were very supportive, acting as co-principal for the contract to secure the subsidy and agreeing to own the facility on completion under the then current legislation.

The Committee has been provided with regular updates during the construction period which is now drawing to an end.

The new Land Transport Management Act passed towards the end of 2003, allows for regional authorities to own transport infrastructure and it has been agreed that the new station building will belong to GWRC once construction is complete.

The official opening of the new facility will take place on Wednesday 3 March at 12:30 pm.

3. Comment

The Petone station development is not just the construction of a new station building. The whole area has been upgraded, providing a complete interchange between buses and trains. In addition to the new station building, the following list of work and amenities have been provided:

- Improved bus access including curb and channel, drainage works, traffic island construction, retaining walls and asphaltting
- Total upgrade of the existing rail platform canopy
- Large covered bus shelter area
- A reseal of the entire Eastern platform following relocation of cabling and re-securing of veranda foundations
- Shelter screens for the southern end of the veranda exposed by removal of the old building
- Platform seating
- Ground lighting for the historic flagpole.

4. Project Costs

Transfund's contribution of \$160,000 left \$421,000 to be funded by GWRC as agreed last June. Additional costs of \$129,000 have been covered with \$88,000 coming from Tranz Rail for the cost of upgrading the canopy and an extra \$41,000 from GWRC in the current infrastructure budget for the provision of shelter screens and platform seating not included in the original design.

5. Current Position

There are still some areas where work will continue for a week or two, mainly refurbishing of the platform canopy which can only take place at night. Tranz Metro's employee will move into the new station this week, then the temporary portacom will be removed and the remaining platform area sealed. It is expected that all work will be completed in time for the official opening.

6. Historic Flagpole

Some Councillors will be aware that there is an historic flagpole adjacent to the Petone station. This has been there since 1916 when it was erected as a memorial to Australian and New Zealand Railwaymen who fought at Gallipoli the previous year. It is made of half Australian hardwood and half New Zealand kauri. Over the years this area has been neglected and become overgrown as no one has taken responsibility for the monument. While it has never been the responsibility of GWRC to maintain this structure, we did agree, following a request from Gerald Davidson of the Petone Community

Board about two years ago, to fund a new flag from time to time in the absence of anyone else.

One of the consequences of our station redevelopment has been a tidy-up of this area. Trees have been trimmed, a new retaining wall built (to allow better bus access) and ground lighting has been installed. This has resulted in the monument being more visible and accessible. We have also had an engineers report carried out on the flagpole as it will feature in the opening celebrations on 3 March.

The report recommends that the pole be brought down for a much needed upgrade and repair although for the purposes of the opening, a minimal repair job will see it operable for the day. But for the future, the report is clear that all metal fittings need replacing, new ropes and pulleys need to be set up and the two timbers treated.

The work is estimated to cost around \$10,000.00 and we are currently approaching Hutt City Council, Rail Heritage Trust and Tranz Rail to hopefully fund this repair. We have also written to Hutt City Council as a possible long-term “custodian” of the monument so it does not fall into disrepair following the good work that has been going on around it.

7. Communications

An official press release has gone out about the new station opening, including background information. Organisation of the opening is well underway and includes radio advertising. Many articles have been written about the new station development over the last few years as it has attracted a lot of local interest. All recent comments have been positive.

8. Recommendation

That the report be received.

Report prepared by:

Report approved by:

Report approved by:

Kevin Grace
Transport Infrastructure
Coordinator

Carolyn Lefebvre
Manager, Transport
Procurement

Dave Watson
Divisional Manager Transport