

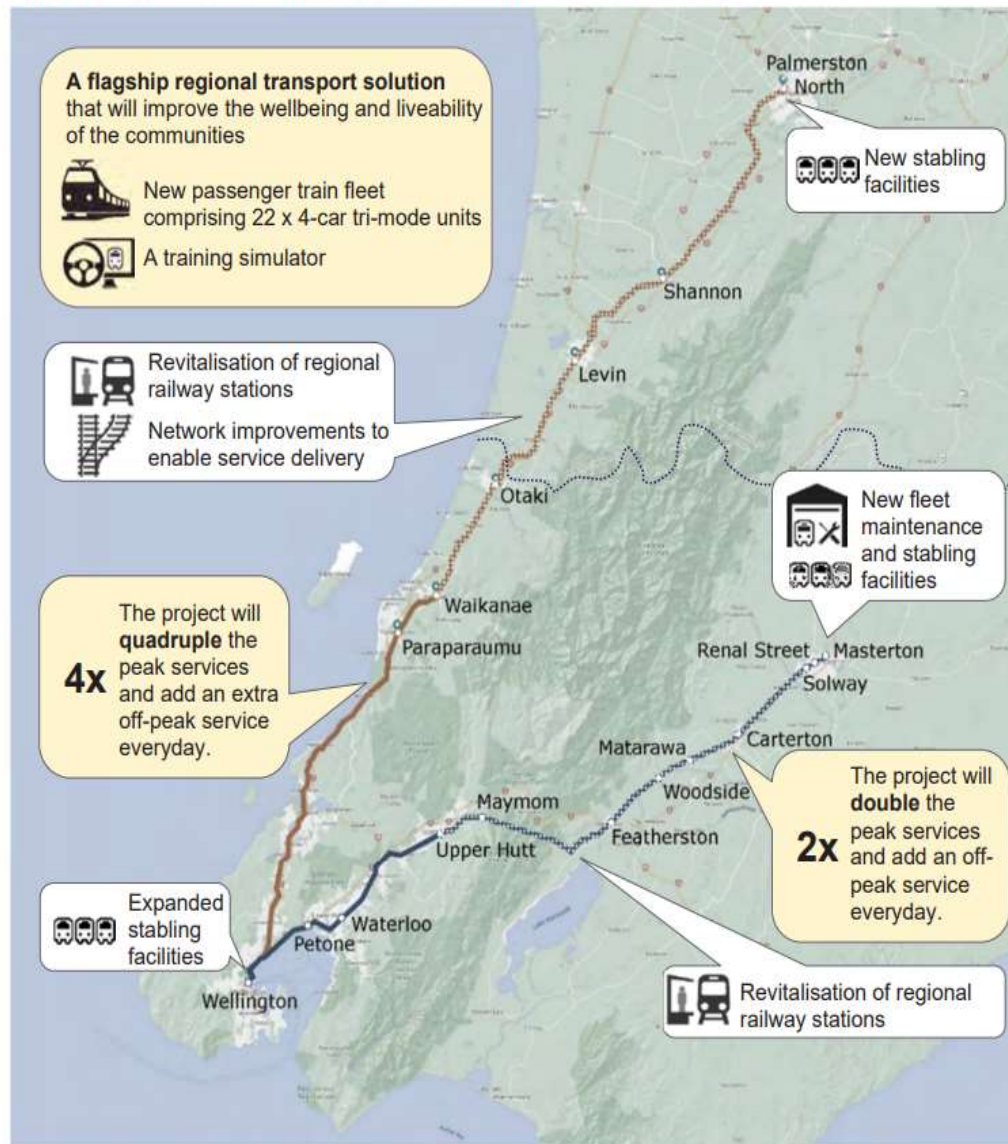
# Lower North Island Integrated Rail Mobility

## Supporting Figures

May 2024

# Site Location – Lower North Island Integrated Rail Mobility

Wairarapa (blue) and Manawātū (amber) regional passenger rail services<sup>1</sup>





# Site Location – Lower North Island Integrated Rail Mobility and PBC step RS4.3



# Constraints and Planning Risks based on Location

Table 9-1: Assessment of planning complexity<sup>33</sup>

Location	Relevant Councils	Constraints and Planning matters	Difficulty
Wairarapa	GWRC MDC CDC SWDC	Water courses Urban considerations	High
North of Waikanae	GWRC/HRC KCDC	Water courses	High
Waikanae Station Approach	GWRC KCDC	Property Water courses Urban considerations	High
North-South Junction	GWRC PCC	Water courses; coastal; steep terrain	High
Upper Hutt Basin	GWRC UHCC HCC	Water courses Urban considerations	High
Tawa Basin	GWRC PCC WCC	Water courses; Porirua Harbour Urban considerations	High
Wellington Station Approach	GWRC WCC	Wellington Harbour; property	High

## Lower North Island Integrated Rail Mobility

- LNITIM Detailed Business Case
- Wellington Rail Programme Business Case
- Greater Wellington Regional Council 2022 Programme Business Case
- Budget 2023
- 2024 Rail Network Investment Programme
- Horizons Regional Council One Plan
- National Land Transport Fund
- Wellington Network Capacity Study
- Lower North Island Integrated Rail Upgrade Programme
- New Zealand Rail Plan 2021
- Draft Government Policy Statement on Land Transport 2024

## Footnotes

- Footnote 1 – adding an additional track to a section of the corridor that is currently single tracked

