**Response: OIA2018.07 Andrew Crow – information on the Hutt Valley signals fault 19th to 20th February 2018. Request transferred from the Greater Wellington Regional Council to KiwiRail on 08 March 2018.**

We refer to your request for information, transferred to KiwiRail on 08 March 2018, requesting information on a signals fault on the Hut Valley train line from 19th to 20th February 2018. You asked for;

*1. Any documents about root cause. maybe results of investigations?  
2. Any documents about history of signals system problems. History of maintenance and faults? Any other documents that would help public understand what happened and to give trust to a system in future.”*

Your request has been considered under the Official Information Act 1982 (the Act).

In response:

1. One document has been discovered and is attached
2. There are no other documents. However, to help you understand the issue, we provide the following explanation.

* A failure on a buried section of the Hutt Valley signals power supply, resulted in three signals not being powered. This power supply system dates from 1949 - 1955. The cable is beyond its expected life and is prone to failure. Its failure was a consequence of its age and its obsolete design, which leaves it prone to physical disturbance. Work is underway to renew the line.
* Upper Hutt is the supply point for this system thus the presence of the fault on February 19 at the far end of this power line, temporarily disabled it for its full length.
* The consequence of this fault was to shut down most of the signals on the Upper Hutt – Ava section. While procedures allow train operations to safely continue without signals operating, this results in delays and degraded services.
* An investigation in to the failure was carried out immediately as is usual procedure when incidents occur, and, as the majority of the supply system is overhead lines, the faulty section was quickly identified as a buried cable between Woburn and Ava and was electrically isolated. This enabled the rest of the system to be brought back into service with the result that only three signals on the southbound track between Woburn and Ava, and three on the northbound track from Ava to Woburn were not powered.
* Locating and bypassing the failed section took until Wednesday 21st March.
* It should be noted that Cyclone Gita also hit around this time and the KiwiRail team was simultaneously dealing with another failure.
* The need to renew the Wellington signals power supply was identified in 2010. Initial Crown funding was used to replace the even older system on the Kapiti Line and the Petone to Ava section. Crown funding has now been agreed to replace the remaining power supply system and work is under way, for completion during 2018.

You asked one further question.

*Any documents about disruption to people. How many public people got delayed or effected.*

This lies within the responsibility of the Greater Wellington Regional Council and has been responded to separately by them.

Under s28(3) of the Act, you have the right to seek an investigation and review of this decision by way of complaint to the Ombudsman.  Refer to [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz) for more information.