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Auckland's Metro Programme Newsletter

July 2024

Papakura to Pukekohe electrification



The Papakura to Pukekohe Electrification project (P2P), that will allow electric trains to run on this 19km section of the network, has reached a significant milestone.

Over Matariki weekend, we installed the final section of the overhead electric lines and turned on the power across the Southern Line. As we put

on the finishing touches at Pukekohe Station, we are moving to the testing and commissioning stage of the project. It is an exciting milestone and you can expect to see test trains running from July.

While P2P is testing the new infrastructure, our Rail Network Rebuild programme is working along

So far we have:

Installed a total of 129,802m of wire (36.4km earth wire, 46km catenary wire, 47km contact wire)

Replaced 15,000m³ ballast

Installed 30 track structures (e.g. turn outs, cross overs)

the closed section of the tracks to deliver crucial upgrades. By completing this work together, we can minimise the impact on the community and commuters before electric trains begin running in mid-January 2025.

There are many benefits to an electrified network, but it is important to remember that overhead electric lines carry 25,000 volts of electricity. This is 100 times more powerful than the electricity in your homes and if you come too close to, or touch the lines, it can cause serious injury or death. Stay safe by staying away from the overhead electric lines.



Drury Rail Stations project

The project team has been putting in the hard mahi to complete enabling works at Drury Railway Station and Paerātā Railway Station. In July, the Paerātā team will begin a new section of earthworks to build a retaining wall, in preparation for the road bridge. This work is expected to take approximately three months.

We are working with NZ Transport Agency Waka Kotahi to coordinate and deliver the construction of Paerātā Railway Station and the SH22 Paerātā Roundabout, to minimise the disruption to the road network. Construction of the roundabout is due to begin August 2024 and is expected to take a year to build. The new single lane roundabout on SH22 will ensure safe traffic flow in and out of Paerātā Station, SH22, and new housing developments.



City Rail Link connected to existing rail network

A key step towards connecting City Rail Link to the existing network was completed successfully during Matariki weekend.

The City Rail Link signalling systems, the traffic lights that control how and where trains operate safely, were successfully integrated to become part of the wider rail network.

It is another step closer towards the first trains running through the tunnels under Auckland city centre later this year for testing and training.

The work was carried out by KiwiRail and Link Alliance on behalf of City Rail Link Limited during a full rail network closure for the Matariki weekend (28 – 30 June).

Other work during the closure included electrification and Rail Network Rebuild work from Papakura to Pukekohe, Middlemore Station upgrades and the new Western Power Feed.

This is part of a huge scope of work being done to be ready for City Rail Link, both to integrate new systems and deliver complex upgrade projects across the network.

Although a lot of work is done to avoid disruption to train services, the complexity of integrating and testing a large amount of new systems and infrastructure means that at some points there will be disruption.

Rail Network Rebuild

While the electrification project is testing the new infrastructure, our Rail Network Rebuild (RNR) programme is replacing aging track foundations and upgrading drainage between Papakura and Pukekohe.

The rebuild work will allow the new electric trains running from Pukekohe to be more reliable and for the network to be ready for the improved services City Rail Link will bring.

Since mid-May drainage upgrades have been happening in a number of locations and we thank neighbours for their patience and understanding during this work.

From August the RNR team will begin foundation replacements, which involves removing tracks, digging up foundations and replacing them. This more intensive work may mean more noise and more machinery at work sites.

The work will begin in the Paerata to Pukekohe area before moving to Papakura to Paerata in September. Before work starts near your property we will provide an update with more specific information. Work will continue to be mostly at night and long weekends too.

The Rail Network Rebuild is happening across the Auckland network and is complete on the Southern Line between Newmarket and Westfield, Eastern Line between Waitemata (Britomart) and Westfield, and the Western Line between Newmarket and New Lynn.



More than 12km of rail network foundations and 53km of drainage have been rebuilt so far on RNR

The Government provided \$159 million funding in Budget 2024 to complete the rebuild, getting the network up to the high standard needed for more frequent trains coming with City Rail Link.

KiwiRail is carrying out further planning work to confirm the timing of the next stages. This includes working with AT to balance the most efficient way to deliver the work while minimising disruption to passengers as much as possible.

So far we have:

Dug up and replaced 12km of foundations

Upgraded 53km of drainage

Removed and replaced sleepers under 13.5km of track

Dug up and replaced 28.4km of ballast

Upgraded 12 turnouts, track infrastructure that allows trains to change tracks

Wiri to Quay Park

Wiri to Quay Park and the Third Main Line is an essential part of KiwiRail's work to build a network that supports faster, more frequent, and reliable trains for passengers and greater capacity for freight trains.

Extensive changes to the railway line at the Wiri and Westfield Junctions and the construction of an additional rail track alongside the existing two main lines has largely been completed with little disruption to both commuter and freight services. The last of the 50 turnouts was installed over King's Birthday weekend.

The work at Middlemore Station, which forms part of this important project, is well underway. The upgrade will also improve accessibility around Middlemore Station for everyone, including public transport users, hospital staff and visitors, and local school students.



Rail Safety

Rail Safety Week is fast approaching, and we're excited to see the return of the classic rail safety hero. Steely Stan is back to remind commuters and the wider community about safe behaviours when interacting with level crossings.

Although Rail Safety Week is 5-11 August 2024, KiwiRail and TrackSAFE encourage everyone to practise safe behaviours around level crossings and the rail network year-round.

Remember:

- Only ever cross the tracks at officially marked level crossings and never walk on or across the tracks at any other point.
- Trains and rail vehicles can approach at any time, day or night, and from either direction.
- The Auckland Network is electrified, even when no trains are running. Coming close to or touching the overhead electric lines can cause serious injury or death. Never play with kites, balloons, or use other high-reaching items near overhead lines.
- Entering KiwiRail land without a permit can result in a maximum fine of \$10,000. To apply for a permit, please visit: www.kiwirail.co.nz/our-network/access-our-network/permit-to-enter.
- If your property backs onto the rail corridor, it is your responsibility to ensure you have adequate fencing at the correct legal boundary.

Stay safe and help spread the word about rail safety!

