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# Auckland's Metro Programme Newsletter

December 2024

## Dear neighbours,

With the City Rail Link (CRL) on schedule to open in 2026, significant work needs to be completed across the network.

The next and final stages of the Rail Network Rebuild will take place in extensions to the usual major holiday closures. This includes a four-week period over Christmas 2024, and extended periods around Easter 2025 and Christmas 2025, with some shorter disruptions on certain lines.

Teams will be working over the Christmas/New Year period, with a total network shutdown from 27 December 2024 to 27 January 2025. Certain areas will also be impacted for a slightly longer period until full services begin on 3 February 2025. See: [www.kiwirail.co.nz/our-network/our-regions/amp/rail-network-rebuild](http://www.kiwirail.co.nz/our-network/our-regions/amp/rail-network-rebuild) for more information.

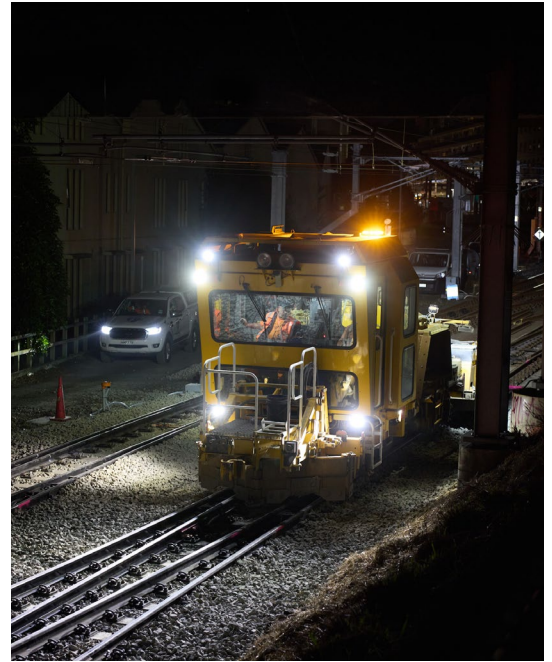
Please note that at times, there will still be rail vehicles, freight trains and work vehicles travelling across the network, so please take care when crossing level crossings.

Please see: [at.govt.nz/bus-train-ferry/journey-planner](http://at.govt.nz/bus-train-ferry/journey-planner) for more information on passenger services and bus replacements.

Maximising the time available before the CRL opens is crucial, therefore, our teams will work around the clock wherever possible. We are compressing a decade's worth of work into 13 months to ensure that when CRL opens, it needs more efficient and faster train services.

All three organisations (KiwiRail, Auckland Transport and City Rail Link Ltd) are committed to keeping the public informed about progress on the network and providing clear information about alternative travel options when necessary.

We appreciate this will be disruptive to our neighbours, with teams working more extensively for a longer period of time than usual and we apologise in advance for the disruption.



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## Rail Network Rebuild

The Rail Network Rebuild (RNR) project has been progressing well on the drainage upgrades and foundation replacements across the Auckland rail network.

Teams are currently working in the rail corridor between Papakura and Pukekohe and will be continuing to work in this section over the Christmas closure, alongside other sites between Ōtāhuhu and Puhinui.

All the work to replace foundations under the tracks and upgrade drainage between Papakura and Pukekohe means that when electric trains start running from Pukekohe after the extended network closure on 3 February 2025, they will be more reliable and the track in this section will require less ongoing maintenance.

During 2025 work on the Southern Line between Papakura and Westfield will be ongoing, and RNR work will be done on the line between Newmarket and Britomart and on the Western Line between Newmarket and Avondale and Henderson and Swanson. KiwiRail is still finalising exact work areas and timeframes within the planned closures.



### So far, between Papakura and Pukekohe we have:

Excavated and replaced 1992 metres of formation

Upgraded 7380 metres of drainage

Removed and replaced sleepers under 13,596 metres of track

Lifted and replaced 1288 metres of track

Excavated and replaced 2912m metres of ballast

Once complete, the RNR work will help to make sure the rail network is ready for the more frequent trains City Rail Link will bring across Auckland.

## Wiri to Quay Park, Third Main Line project

Work is progressing on the Wiri to Quay Park, Third Main Line Project (W2QP) and at Middlemore Station. This will make Middlemore Station more accessible and convenient for all users, while the new Third Main Line will allow for freight and passenger rail to be separated at the busiest part of the network, helping to enable faster, more frequent trains and improve rail links to key freight hubs.

Over Labour Weekend teams undertook preparatory works for the Christmas period, including craning in the new pedestrian overbridge at Middlemore Station. In addition, the newly installed crossovers which were installed as part of the new W2QP project were commissioned into the existing train control network. This commissioning ensures that the

signalling system responds in the correct way when the new routes are used, ensuring safe use.

Over the holiday closure teams will be busy working on the track between

Wiri and Westfield undertaking various intensive work, in preparation for the Third Main Line. They'll also be completing work on the new island platform at Middlemore Station.





## Auckland Flood Recovery Programme

Over 100 slip sites were identified on the Auckland rail network after the weather event of Auckland Anniversary Weekend 2023, and subsequent events.

Over the last 21 months our teams have been working hard to remediate these slips, which has included large projects on Sturges Road, near Trent Street and in Newmarket and Parnell, along with smaller sites along the rail corridor. This work has been done in order of priority and is required to ensure the safe running of both passenger and freight services on the Auckland rail network.

The majority of the work can be undertaken while trains are running and without any impact on public transport services, however, network closures allow the team uninterrupted access to get these crucial works done.

Over the Christmas period, teams will be continuing to work alongside the tracks by Tamaki Drive and at various smaller sites, primarily across the Southern Line.

## Waitematā Station (Britomart) Eastern approaches

As the City Rail Link (CRL) nears completion, Waitematā Station (Britomart) is set to become a through station. Over the past eight years, teams have been working to ensure a smooth transition by upgrading and improving existing structures within the tunnel and its approaches.

The C9 (Contract 9) project is part of the CRL package of works and prepares the eastern end of Waitematā Station to handle increased rail traffic running at higher speeds on both mains and enables the future installation of nine-car train lengths on all four platforms. These upgrades in Britomart are an essential part of the overall CRL project to unlock the full

benefits once it opens.

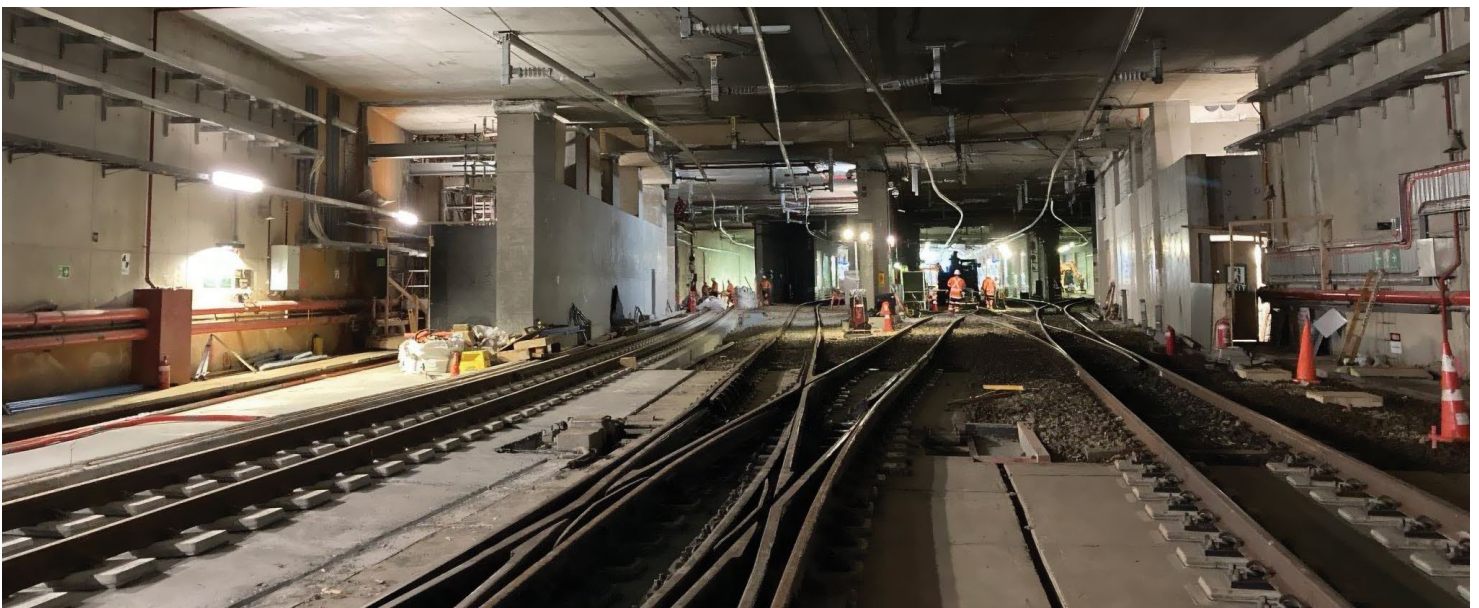
To date, teams have completed the installation of new track works including scissors, two turnouts, a double slip, and platform modifications.

KiwiRail is now managing track work for stages 4–6 of C9, with teams continuing to work on completing the final track and overhead line realignment, as well as signalling improvements on the eastern approaches.

During the upcoming Christmas closure, 130 metres of ballast is set to be replaced with Sonneville low-vibration concrete trackslab, offering a more resilient, low-maintenance

track solution to enhance train performance and reduce maintenance requirements. To undertake these works, the C9 team will be working 24/7 from 27 December 2024 to 27 January 2025.

There will be a significant increase in plant and vehicle movement along the rail corridor between Quay Park (near The Strand overbridge) and Britomart as teams move materials and equipment in and out of the Britomart Tunnel. Traffic management will be in place, temporarily blocking Britomart Place and impacting parts of Scene Lane at times, from 29 December to approximately 15 January to allow the concrete work to proceed.



## Henderson Station

Work is underway to build a third platform and additional tracks at Henderson Station. Once complete, the new platform will enable more frequent and reliable train services as part of the City Rail Link (CRL) programme. KiwiRail, Auckland Transport (AT) and CRL are working together to minimise disruption during the upgrade. Works will mostly take place on weekends and holiday periods during scheduled rail network closures.

During Labour Weekend, we began establishing the worksite and relocated the existing services to prepare for the works scheduled during the Christmas shutdown. The project team will be working on site between 27 December – 2 February to remove some of the existing track, rebuild the track foundations, install three new turnouts and upgrade the existing drainage. AT is also upgrading Henderson Station's lifts and escalators. Work on the new lifts and escalators began in mid-November and is expected to finish in mid-2025.



## Drury Rail Stations

To prepare for future growth in South Auckland, KiwiRail is building three new railway stations between Papakura and Pukekohe. Combined with our project to extend the electrification to Pukekohe, the new stations will make travelling by train more accessible and appealing to those living and working in the area.

Early earthworks began at Drury and Paerātā Railway Stations in late 2023 and the project is now moving into the main construction phase. If you live in the area, you may have seen our contractors starting to arrive on site to set up and begin construction. We're excited to see the new stations come to life and connect with the growing community.

We are working with Auckland Transport and NZ Transport Agency Waka Kotahi (NZTA) to create a cohesive transport network in the area. The stations will include a bus interchange, park and ride facilities and walking and cycle paths. NZTA is building a new roundabout to connect the SH22 with Paerātā Railway Station.

To contact the NZTA project team directly email [sh22paerata@nzta.govt.nz](mailto:sh22paerata@nzta.govt.nz)

Construction at Ngākōroa Railway Station was delayed due to a judicial review. This has been dismissed and planning approvals are underway.





## Locally led mural painting

Recently, we worked with Pukekohe High School Art students, along with their teacher Catherine Tamihere, to access the rail corridor at Pukekohe Station to paint a mural on a KiwiRail depot. Having high school students work in the rail corridor was a unique experience for us, and it came with its own challenges. We had to ensure that this section of track was made impassable to trains while they worked, to guarantee the safety of all working on the mural.

Graffiti remains an ongoing issue throughout the rail corridor, and KiwiRail is committed to deterring tagging on our assets wherever possible. Evidence shows taggers are less likely to deface others' artwork. With the extension of the station's platforms, this depot building will become

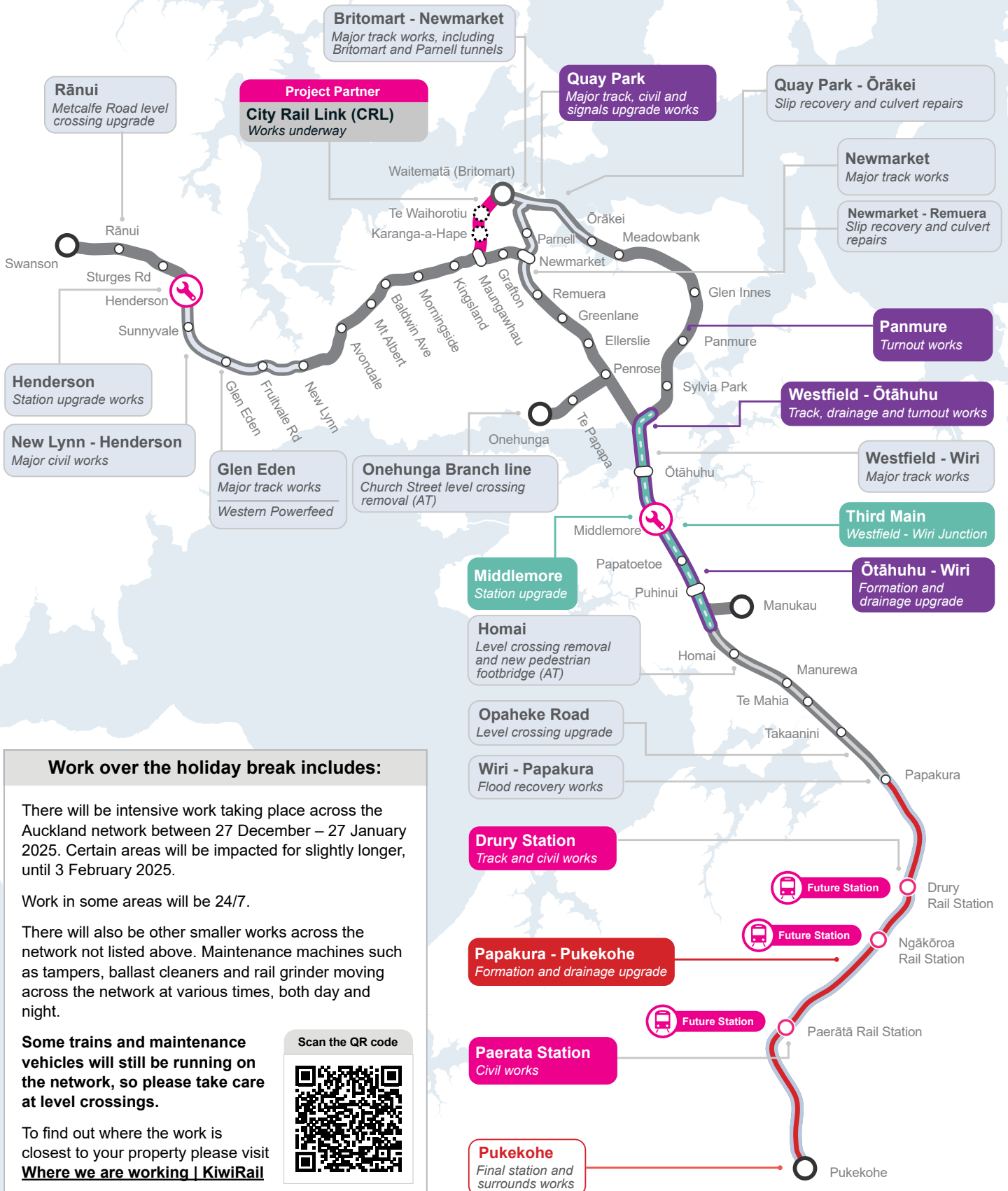
visible to all passengers travelling from Pukekohe when the station reopens in early 2025. We are delighted that Pukekohe High School have left their mark in their local community, brightening up this area.

The project was funded by the Franklin Local Board, with support from other generous sponsors. Logan Soole from the Franklin Local Board says "We are grateful for the opportunity provided by KiwiRail to paint a community mural at Pukekohe Station. Local sponsors, including Beautification Trust, Pukekohe Business Association, Eke Panuku and Counties Energy have eagerly supported the initiative. With the CRL project set to bring hundreds of thousands of passengers through the station every year, they will all get to experience a piece of our Pukekohe identity."





# KiwiRail Annual Network Closure 2024/2025



**Work over the holiday break includes:**

There will be intensive work taking place across the Auckland network between 27 December – 27 January 2025. Certain areas will be impacted for slightly longer, until 3 February 2025.

Work in some areas will be 24/7.

There will also be other smaller works across the network not listed above. Maintenance machines such as tampers, ballast cleaners and rail grinder moving across the network at various times, both day and night.

**Some trains and maintenance vehicles will still be running on the network, so please take care at level crossings.**

To find out where the work is closest to your property please visit [Where we are working | KiwiRail](#)

Scan the QR code

If you have queries please contact our Community Engagement team on 0800 801 070 ext 43042 or by email at [contactus@kiwirail.co.nz](mailto:contactus@kiwirail.co.nz). For public transport information, visit [www.at.govt.nz](http://www.at.govt.nz) or call 09 366 6400.

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