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Auckland Metro Programme Newsletter

March 2025

First trains travel length of City Rail Link tunnels

The City Rail Link (CRL) reached a significant achievement in mid-February, with the first test train running the route that will be used by thousands of Aucklanders daily when it opens in 2026. Running a test train in 'live' tunnels is an exciting milestone as it marks the transformation of CRL to a railway from the construction site it has been for around a decade.

KiwiRail now has operational control of the CRL infrastructure. CRL will be transformational for Auckland as it will mean passenger trains every four to five minutes and much shorter journey times – for example Henderson, in Auckland's western

suburbs, to the city centre in just 35 minutes.

Starting off at Waitemata Station (Britomart), the first test train went through the new Te Waihorotiu and Karanga-a-Hape Stations, to Maungawhau Station (Mt Eden) – a trip that will take less than 10 minutes once the CRL is live.

The test was to check that the train could successfully clear the tunnel's contours and curves. The testing programme is ongoing and includes progressively increasing the speed of test runs and conducting assessments like braking and emergency procedures.

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Papakura to Pukekohe reopened!

After electrifying Auckland's 19kms of the Southern Line between Papakura and Pukekohe, successfully redeveloping Pukekohe Station, and undertaking major track upgrades, we were delighted to hand Pukekohe Station back to Auckland Transport in early February.

Before the station opened to the public, we came together with our project partners, Mana Whenua, and Pukekohe High School (whose students painted the stunning mural on a KiwiRail depot, visible from the new extended platforms) to bless the upgraded space.

We were also joined by Transport Minister Hon Chris Bishop, Hon

Judith Collins, Deputy Mayor Desley Simpson, other Auckland elected officials, KiwiRail and AT senior leaders and our project teams the day before the station's reopening.

The gathering celebrated the project's achievements and welcomed the first electric passenger train to the newly electrified track. Auckland Transport hosted a fantastic community day, giving locals the chance to explore the new station, talk to representatives from both organisations, and enjoy a free sausage sizzle.

Services will now operate every 20 minutes between Pukekohe Station and Waitematā Station (Britomart) along the Southern Line.

It's incredible to see the result of years of hard work, collaboration, and patience. We want to thank the community for their support, and we're confident the new services will be worth the wait. A big thank you to everyone who has been part of this journey.

We would like to remind the community that with the increased number of trains on this section of the Southern Line, everyone should exercise extra caution when approaching the tracks. Please remember to expect trains at any time and from either direction.



Upgrade of Auckland rail network in final stages

We are now in the final stages of the Rail Network Rebuild (RNR) work which rebuilds aging rail foundations, renews assets and upgrades drainage. Sections where work is complete have seen improved reliability and train speeds.

Over the Christmas period, we wrapped up all priority RNR work from Papakura to Pukekohe. The Rail Network Rebuild programme has since early 2021:

Excavated and replaced **21,000** metres of formation

Upgraded more than **60,000** metres of drainage

Removed and replaced sleepers under around **32,600** metres of track

Lifted and replaced more than **6,300** metres of track

Excavated and replaced almost **40,000** metres of ballast (the rocks that rails sit on)

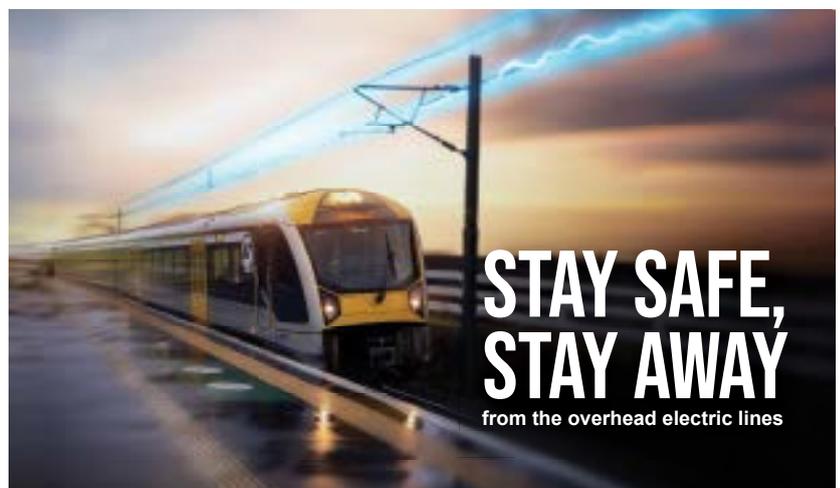


The Easter and ongoing focus of works will be on upgrades to the Southern Line, between Papakura and Ōtāhuhu, including a 1.2 km stretch along both sides of Hospital Road, south of Middlemore Hospital. Later in the year, RNR teams will also be working on sections between Newmarket and Waitemātā (Britomart) and on the Western Line between Newmarket and Avondale, and Henderson and Swanson.

Stay safe, stay away

KiwiRail would like to remind you that with the introduction of the Third Main line and the Papakura to Pukekohe electrification project now complete, the entire Auckland metro network is now electrified.

The overhead electric lines carry 25,000 volts of electricity. This is 100 times more powerful than the electricity used in your home. If you come too close, or touch these lines, it will cause serious injury or death. Always treat the lines as live, even if there isn't a train running. Never try to touch them, throw anything at them or dangle items from bridges above them. Electricity can arc (jump) across gaps or pass through objects and water. If you have children, make them aware of the dangers. Never play with kites, balloons or other high reaching items near overhead lines.



Wiri to Quay Park- Third Main Line and Middlemore Station redevelopment

KiwiRail's work is nearing completion of the Wiri to Quay Park, Third Main Line project (W2QP) and this is due to be opened to freight operations soon. We are also nearly complete on the Middlemore Station redevelopment, which forms the final stage of W2QP, with work expected to be finished during the network closure over Easter.

Once complete, this will mark New Zealand's very first third main line!

Spanning just short of 11km from south of Sylvia Park to just south of the Wiri Junction, its completion is a huge milestone in the lead up to the City Rail Link (CRL) opening. With the more frequent passenger services that the CRL will enable, the new third main will help to decongest the network at its busiest section, allowing us to continue to keep freight moving efficiently alongside the additional trains on the network.

The newly re-developed station includes the construction of a new island platform, an additional pedestrian overbridge, the extension of the pre-existing pedestrian bridge and lift, and a new noise wall along with carpark and road upgrades in the

Western Middlemore Hospital area. We are very grateful to the commuting public, staff and patients

of Middlemore Hospital and our neighbours, for their patience throughout the duration of this work.



Drury Rail Stations

Over the next 30 years, an extra 130,000 people are expected to call South Auckland home. To prepare for future growth, KiwiRail is building three new railway stations between Papakura and Pukekohe.

You may have already noticed that work has begun on both the Drury and Paerātā Railway Stations. We are excited to have our contractors, HEB Construction Limited, JFC Limited, and John Holland, on board and look forward to seeing these projects progress. Both stations are expected to be operational in 2026.

A legal challenge in the early stages of the Ngākōroa Railway Station project delayed design meaning it will become operational later in 2026.

To accommodate the new Drury, Paerātā and Ngākōroa Railway Stations, some changes will be made to the existing road layouts in the surrounding areas. A new road will be built to access Drury and another for Ngākōroa, and two new roads will be constructed to provide access to Paerātā. We have consulted with both immediate neighbours and the wider community regarding name suggestions for these new roads, and

we have now submitted the proposed names to Auckland Council for consideration.

We are continuing to work closely with Auckland Transport and NZ Transport Agency (Waka Kotahi) as we improve public transport access within your community. NZTA began works on a new roundabout to connect SH22 with Paerātā Railway Station in mid-2024. Progress is going well, with completion expected by late 2025. To contact the NZTA project team directly, please email sh22paerata@nzta.govt.nz.



Western Power Feed

We are building a new power feed in Glen Eden, beside Singer Park to strengthen the rail network ahead of the City Rail Link opening and the introduction of more electric trains. This upgrade will improve network resilience, support future growth, and allow for smaller sections of the network to be isolated for maintenance, reducing disruptions, while keeping trains running if another power source goes offline.

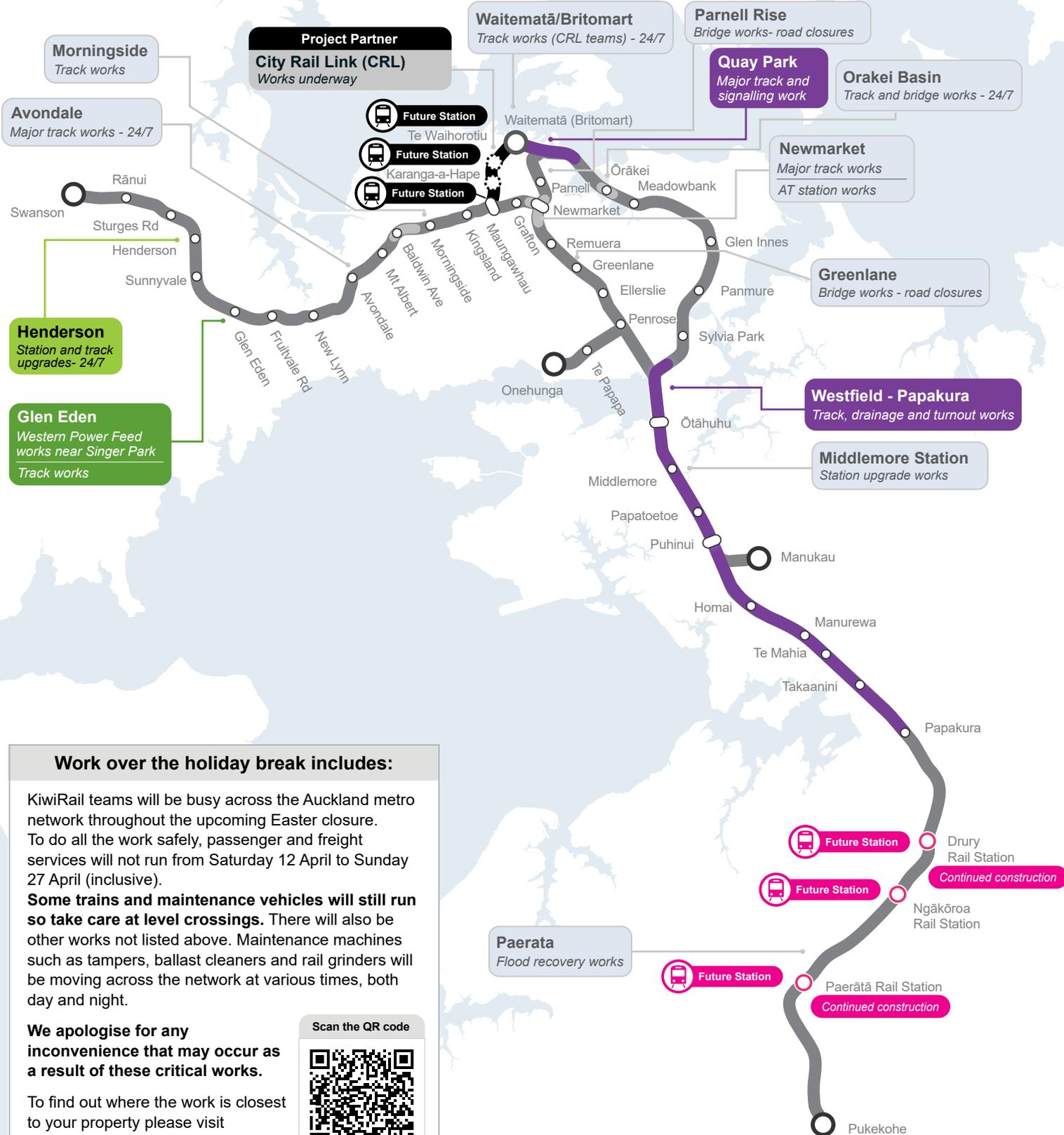
The 4-week summer rail closure enabled the team to make critical progress on overhead line modifications and continue civil and electrical installation activities and the Western Power Feed is set to be fully operational later this year.

The advanced Static Frequency Converter (SFC) technology used in the Western Power feed converts 33kV power from our suppliers into the 25kV required for electric trains, allowing for increased train frequency without the need for major infrastructure upgrades.





KiwiRail Easter Network Closure 2025



Work over the holiday break includes:

KiwiRail teams will be busy across the Auckland metro network throughout the upcoming Easter closure. To do all the work safely, passenger and freight services will not run from Saturday 12 April to Sunday 27 April (inclusive).

Some trains and maintenance vehicles will still run so take care at level crossings. There will also be other works not listed above. Maintenance machines such as tampers, ballast cleaners and rail grinders will be moving across the network at various times, both day and night.

We apologise for any inconvenience that may occur as a result of these critical works.

To find out where the work is closest to your property please visit www.kiwirail.co.nz/our-network/our-regions/amp/upcoming-work/

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. For public transport information, visit www.at.govt.nz or call 09 366 6400.