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# Auckland Metro Programme Newsletter

July 2025

## Upgrades of Auckland Network continue as CRL gets closer

We are continuing our extensive work on the metro network as Auckland looks forward to the opening of the City Rail Link (CRL) in 2026. More trains, more often, and shorter journey times will be a great boost for the travelling public in New Zealand's largest city. It will also have longer term benefits such as lower emissions and reduced congestion on Auckland's busy roads.

Kiwirail's Rail Network Rebuild (RNR) programme continues to completely rebuild foundations under rail lines and install new drainage structures, so Auckland's metro railway is future-proofed for weather events and a greater volume of

trains for decades to come.

RNR work has been happening day and night on priority areas of the Southern Line during the June/July school holidays and will continue throughout the September/October school holidays, alongside some weekend work. A major upgrade of the rail infrastructure is currently under way around Homai, Te Mahia, and Takanini stations.

Kiwirail would like to thank our neighbours living near these work sites for their understanding as we undertake this critical 24/7 work.

Please see our website for more on [where we're working](#) across the Auckland network.

**Don't miss out  
— sign up today  
to ensure you  
stay connected!**



Scan this QR code to sign up to receive KiwiRail works and updates notifications.





## Henderson works enter intensive phase

KiwiRail is continuing to upgrade critical rail infrastructure around Henderson Station. At the same time, Auckland Transport (AT) has almost finished installing new lifts and escalators inside the station.

We've completed essential groundwork for the building of a third platform at the station and tracks to serve it. These will give trains more space to let passengers on and off, park, and reverse direction.

The KiwiRail team has installed seven new turnouts, which allow trains to switch between tracks, upgraded more than 1.1 km of rail and foundations, and installed 1.2 km of new drainage at Henderson since work started at the end of last year.

The next stage of work involves the digging out of new drainage structures, as deep as seven metres underground, which will improve network resilience and the ability to operate for decades to come..

The Henderson Station project to replace ageing rail infrastructure and sleepers and upgrade foundations will be completed in early 2026. These improvements are key to supporting more frequent and reliable train services as part of the City Rail Link (CRL).



### When CRL opens:

- The journey from Henderson to the city centre will take just 35 minutes (saving 24 minutes).
- Trains will run more frequently – every 8 minutes from Henderson to the city centre.

## Middlemore Station

We are excited to share that the Middlemore Station upgrade and the installation of the new rail track between Westfield Junction and Wiri Junction are now complete, marking the completion of the Wiri to Quay Park Third Main Line Project.

The redeveloped station features a new island platform, an additional pedestrian overbridge, an extension to the existing pedestrian bridge and lift, as well as car park and road upgrades in the western Middlemore Hospital area.

A new noise wall was also designed and constructed in collaboration with our Mana Whenua partners to acknowledge the area's historical significance.

This work has significantly enhanced access and safety around the station for public transport users, hospital staff and visitors, and local school communities.

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.

To mark the completion of the project, we gathered with our Mana Whenua partners and representatives from Health New Zealand | Te Whatu Ora Counties Manukau, Downer, Auckland Transport, Auckland One Rail, Middlemore Hospital, and others for a dawn blessing.







## Beautification pilot

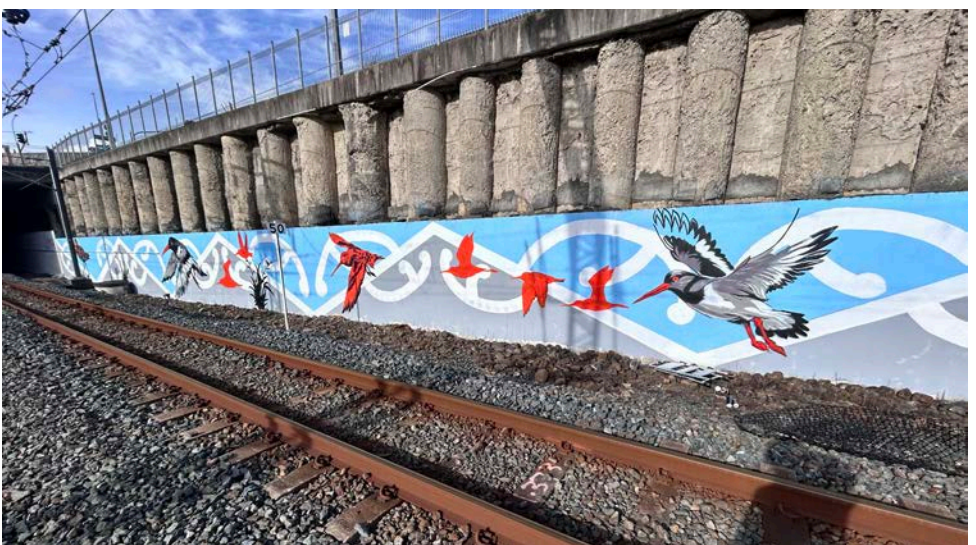
In late 2024, KiwiRail launched a mural beautification trial across Auckland's rail network, targeting graffiti hot spots in Henderson, Parnell, Quay Park, Ōtāhuhu, Papatoetoe, and Manukau. In partnership with Auckland Transport and Auckland One Rail, eight local artists were selected to bring vibrant, community-inspired designs to life.

We are excited about this initiative and its potential to improve the network's appearance and foster community goodwill.

Since April, murals have been added to key sites including Sturges Road, the rail bridge over The Strand in Parnell, Westfield Junction in Ōtāhuhu, Papatoetoe Station and Manukau Station. Final installations near Parnell Station and Quay Park are underway and expected to be completed over the next month.

Thanks to support from our rail partners and KiwiRail teams, seven large-scale murals will soon be completed - enhancing the rail corridor with themes of nature, culture, and safety while also reflecting the communities they are part of.

Keep your eyes peeled for these new artworks when travelling on the Auckland Metro Network! If you have suggestions for a graffiti hotspot that could be transformed with a mural, please email [contactus@kiwirail.co.nz](mailto:contactus@kiwirail.co.nz) and let us know where it is. Please



note that considerations will only be made to KiwiRail assets, as much of the boundary fencing of the rail corridor is private property which

makes it far more complex to address. For your own safety, please don't enter the rail corridor to take photos or to go and look for potential sites.





## Living next to the rail corridor

Living next to the rail corridor comes with some unique challenges, so here are some helpful links with more information for consideration.

If you want to use KiwiRail land for any reason, whether that be for extra parking space or for a water race/ open drain, we need to know about it and ensure it is documented. For more information about using and leasing rail land click [here](#).

If you're considering developing near KiwiRail land, we probably need to know about it. More information can be found [here](#).

We'd also like to remind our neighbours that the rail corridor is an unsafe place to be without the correct permits and protection in place.

If for any reason, you need to enter the rail corridor or you are undertaking work that may impact the rail corridor, such as water blasting, replacing windows at height or flying a drone, please [visit our website](#).

## Drury Rail Stations update

Over the next 30 years, an additional 130,000 people are expected to call South Auckland home. In preparation for future growth, we're building three new train stations located at Drury Central, Drury West and Paerata. Combined with the completed Papakura to Pukekohe electrification project, the new stations will make travelling by train more accessible and appealing to those living in the area.

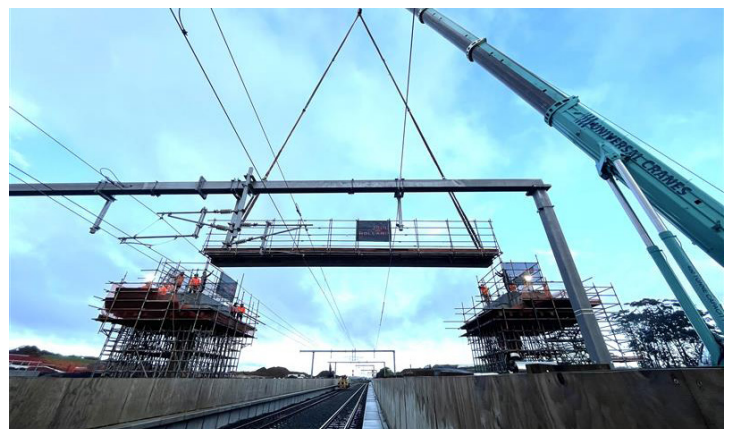
Construction is progressing well at Drury and Paerātā Railway Stations. Most earthworks, ground improvements, and piling are complete, including foundations for stations, car parks, bus areas, and wetlands. Pedestrian overbridge beams have also been installed using 250-tonne cranes.

We're committed to sustainable practices wherever possible; Drury Railway Station used low-carbon concrete, saving 17 tonnes of emissions (equal to 123 Auckland – Christchurch car trips), with more planned for Paerātā. A polymer piling method is also being used to reduce steel and waste.

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

Thank you to our contractors, John Holland, HEB Construction and John Fillmore Construction Limited (JFC) for their hard work, and to our Mana Whenua partners who are working on new artwork for the stations. We also appreciate the surrounding community's ongoing patience.

NZTA is progressing well on the new SH22 roundabout to access Paerātā Station, which is expected to be completed in late 2025.



For updates, email [sh22paerata@nzta.govt.nz](mailto:sh22paerata@nzta.govt.nz). The SH1 Papakura to Drury project is also underway and may cause additional noise and traffic – find more information at [here](#).



## Have you seen these around the network?

If you live near the rail corridor, you may have noticed our track fleet in action or seen references to 'grinding' or 'tamping' in our work notifications.

Here's information on some of the machinery we use to complete our rail work faster, safer, and more efficiently.

### Tamper

The tamper machine adjusts track alignment by lifting the track and compacting the ballast (rocks that sit under the tracks) in place. This helps create a smoother ride for both passengers and freight. It is commonly used after we replace track formation or install new track structures.

### Panel Lifters

These remotely operated machines can move pre-assembled rail and sleeper panels up to 75 metres long. It allows us to remove and reinstate track quickly and efficiently. The panel lifter is often used during network shutdown periods and in major projects such as the Rail Network Rebuild, where significant track and foundation work takes place.

### Rail Grinder

The rail grinder reprofiles the rail head to reduce wear, remove minor defects and minimise stress caused by passing trains. This helps the rail last longer. Grinding is carried out regularly when a new rail is installed and periodically as the rail head wears down.

### ATIS (Automated Track Inspection System)

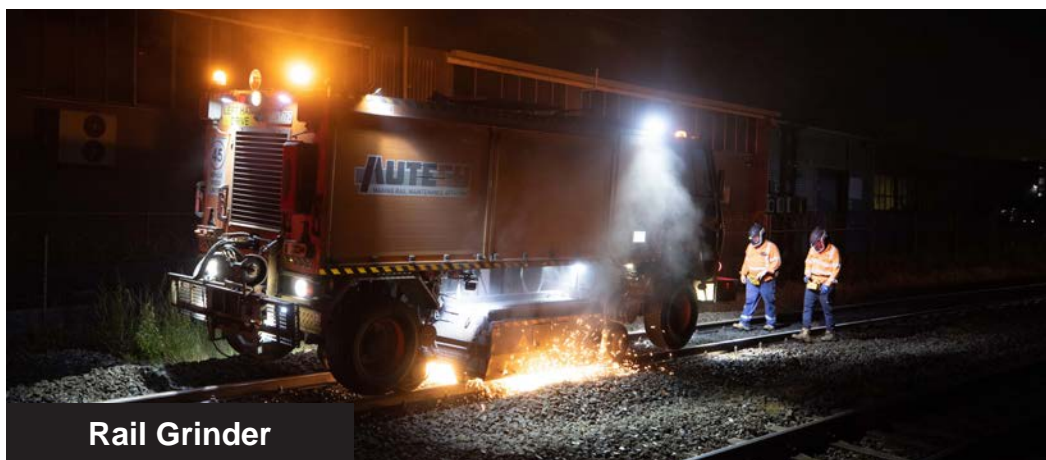
One of the newer additions to our fleet, ATIS travels across the network to accurately measure the condition of track components. It assists our teams with identifying where maintenance and upgrades are needed, helping to keep the network safe and reliable.



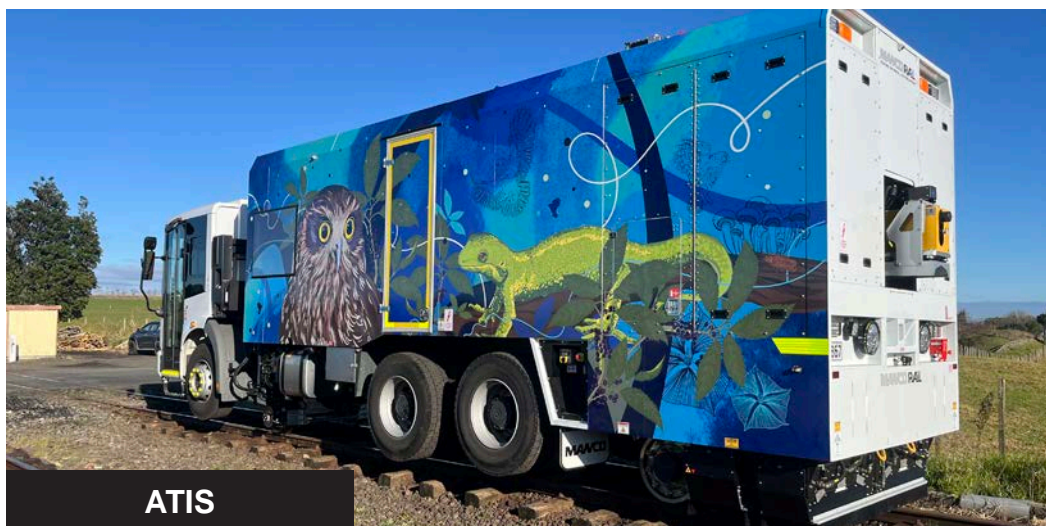
Tamper



Panel Lifter



Rail Grinder



ATIS



