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Auckland's Metro Programme Newsletter

October 2023

Labour Weekend Block of Line

Major works at the Crown Road level crossing
(complete closure from October 16 - October 23)

Quay Park area – 24/7, track upgrades around The Strand, Britomart and Newmarket

Auckland yard – 24/7, by Ports of Auckland, foundation replacement and track upgrades

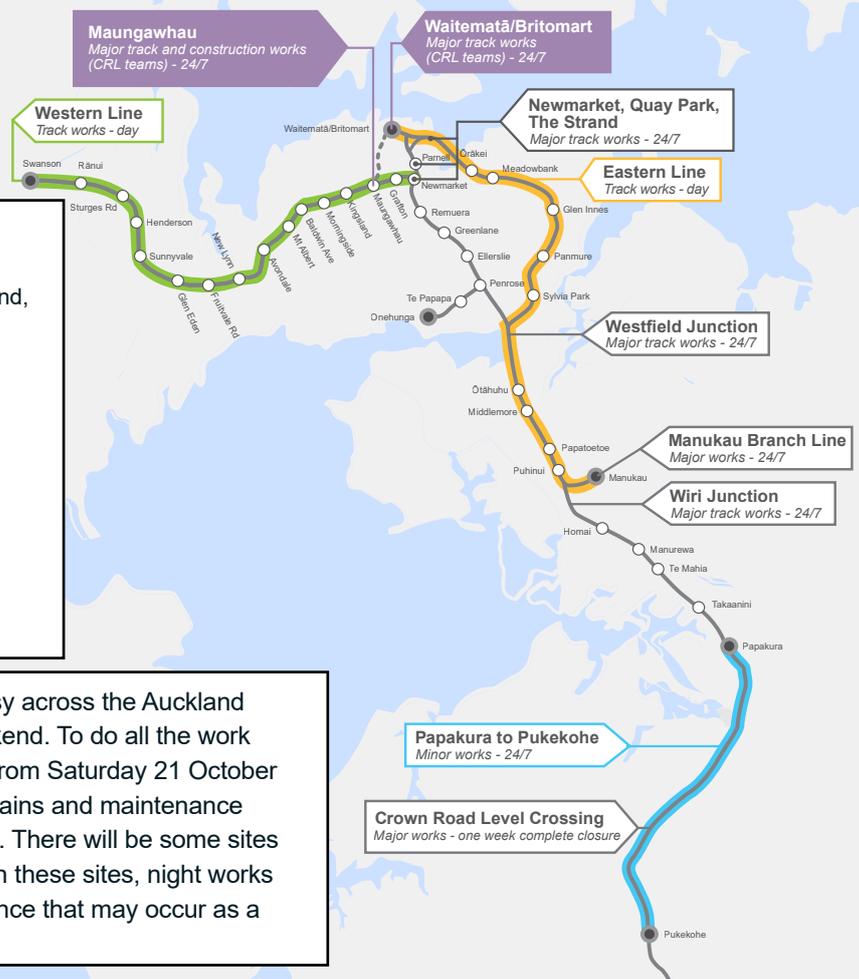
Eastern Line – daytime, track works

Westfield Junction – 24/7, foundation replacement and track upgrades

Manukau Branch Line – 24/7, slip remediation and track works

Western Line investigation works – daytime, Sunnyvale to Henderson and Newmarket to Avondale

KiwiRail and City Rail Link (CRL) teams will be busy across the Auckland metro network throughout the upcoming long weekend. To do all the work safely, passenger and freight services will not run from Saturday 21 October to Monday 23 October (inclusive) however some trains and maintenance vehicles will still run so take care at level crossings. There will be some sites where work is planned for the day only, however on these sites, night works may be required. We apologise for any inconvenience that may occur as a result of these critical works.



Middlemore Station Upgrade

KiwiRail is about to begin work to upgrade Middlemore Station, as part of the Wiri to Quay Park Third Main Line project, funded by the government's New Zealand Upgrade Programme (NZUP).

This part of the project is about making the station more accessible and convenient for everyone - whether you're a public transport user, Hospital staff or visitor, or a local school student. This upgrade will also allow for anticipated freight and passenger rail growth

associated with the City Rail Link and improve rail links to key freight hubs. The station will remain open and the train timetable unaffected, throughout the upgrade.

Middlemore Station's upgrade includes a new second platform to serve the Third Main Line, an extension of the existing pedestrian bridge, as well as a new pedestrian bridge north of the existing bridge. Some early work has already begun with excavation for the new platform and removal of concrete blocks

now complete. Construction kick off is near and the work will have minimal impact on station operations. Accessible pedestrian routes, bridges, and lifts will be available for mobility around the station.

Trains and buses will continue to run with minimal disruption. Pedestrians can access the station from both sides although some pathways may incur some changes - follow the signage posted across the station for guidance.

For any queries, email us at contactus@kiwirail.co.nz

Papakura to Pukekohe Electrification (P2P) and Drury Rail Stations update

The Papakura to Pukekohe electrification project is progressing well and is on track for completion in early 2024, with trains expected to run later that year. The works involve extending the overhead power system and upgrading the existing track, signals, and level crossings along the 19km section of the Southern Line. So far, we have completed all the foundations for the overhead line equipment, installed 80 per cent of the supporting masts and installed approximately 39 per cent of the overhead electric lines. Redevelopment of Pukekohe Station is in full swing, with the structural construction of the two stair columns and new lift shaft currently underway. We are working with Mana Whenua on the station design elements including pou and stone carvings.

In preparation for the future growth in South Auckland, we are building three new railway stations between Papakura and Pukekohe. So far, we have built the three platform fronts at Drury, Ngākōroa and Paerātā Stations. Construction of Drury and Paerātā Station is expected to begin in early 2024, with construction of Ngākōroa Station to follow in 2025. We anticipate that station operations will begin from 2025. The project team is working closely with Mana Whenua to reflect the narrative of the area in the design of the station buildings.



Structural construction of lift shaft

Sustainability in action – Drury Rail Stations

Over the next 30 years, it is expected that an extra 100,000 people will call South Auckland home. In preparation for the future growth, the New Zealand Upgrade Programme, is funding the development of three new railway stations between Papakura and Pukekohe.

The Drury Rail Stations team are actively gearing up for the start of construction. To pave the way for construction kick off, removal of the existing buildings is essential. The team have been working to relocate as many properties as possible, to reduce the demolition waste being sent to landfill. After partnering with a contractor that shares our sustainable ethos, we have been able to sell and have relocated five properties.

Where relocation is not possible, we will deconstruct the building and recycle any reusable construction materials such as windows, doors, floorboards, fixtures, and fittings. So far, our contractors have achieved 85 per cent of their target to divert 80 per cent of materials from landfill.

As the project moves forward, our team are excited to continue to initiate sustainable practices that will create great benefits for our communities and safeguard the environment.

Read more about sustainability at KiwiRail [here](#).



Houses being relocated

Rail Network Rebuild update

Track foundation, drainage and track upgrades on the Eastern Line between Otahuhu and Britomart have fully resumed following the FIFA Women's World Cup and are progressing well.

This much needed work will raise the standard of the Auckland rail network, so it can safely accommodate more frequent commuter services across the city enabled by the City Rail Link.

For the FIFA World Cup work was largely paused, and the track reinstated so that special trains could run on match days, moving fans to and from the games.

Overall, Eden Park hosted around 350,000 fans over the tournament – with more than 120,000 fans – that's 37 per cent - travelling on metro trains across Auckland.

Rail Network Rebuild works on the Eastern Line (Stage 2) fully resumed in mid-August. Here's what we have achieved since this stage started on 20 March up to 10 September:

- 3,877 metres of formation (the



compacted rock foundation below the track) has been excavated and replaced

- 5,960 metres of ballast (the larger rocks the tracks sit in) has been replaced
- 6,091 metres of drainage has been improved
- 554 metres of rail has been replaced

Teams are continuing foundation replacements with a focus around rail yards and starting on-track works along the length of the Eastern Line. This work tends to be noisy and often requires big specialist machines.

We aim to work during the day whenever we can but will be undertaking intermittent night work, as certain activities can only be done in cooler temperatures. We apologise for this

disruption.

Stage 2 is on schedule to be completed in January 2024.

Stage 3 of the Rail Network Rebuild will include work on parts of the Western Line and Southern Line. It will start on Labour Weekend and continue into June 2024. Unlike previous stages it will not use full, prolonged line closures – so will avoid major disruption to commuters. See more information [here](#).

Visit [AT Journey Planner](#) to find out how you can still get around using public transport while this work is underway.

For more information about the alternative transport options when trains aren't running during Stage 3 visit [AT Rail Rebuild](#).

Protecting Auckland Claire Drake



Claire Drake (second from the left)

WHAT IS YOUR ROLE?

I'm the Auckland – Northland Protection Manager; my team's job is to plan and facilitate access from south of Pukekohe through to Otiria up north. Our job is to keep your mum, your uncle, your brother, safe every day. We keep people and plant separate from trains, but we often encounter challenging behaviour in the network and it's our job to make sure everyone works safely. It involves a lot of third-party contractors as well as KiwiRail teams.

WHY IS YOUR ROLE IMPORTANT?

Our team keep people safe and this is something we take seriously and are proud to do. I couldn't do what I do without my team. There is a core group in our team who would drop

anything to help and often at any time of the day or night, will answer the call for assistance. They are often the first on site and last to leave, so the days and nights can be long. Business-wise, we provide access that enables teams to keep trains running, transporting passengers and freight across the country.

WHAT DO YOU ENJOY ABOUT YOUR ROLE?

No two days are ever the same. I like challenges, I like being pushed, and this role has done that for me. I've been lucky to have awesome opportunities at KiwiRail, including moving into this operational role and meeting incredible people who genuinely want to see rail succeed. It's been rewarding seeing the growth in our team - I've got six first time leaders across Auckland and Northland running their own teams. In 2018, KiwiRail had six Protectors in Auckland and none in Northland. Today, we have a team of 65 across our region! I'm lucky the other protection leaders have been very supportive of me.

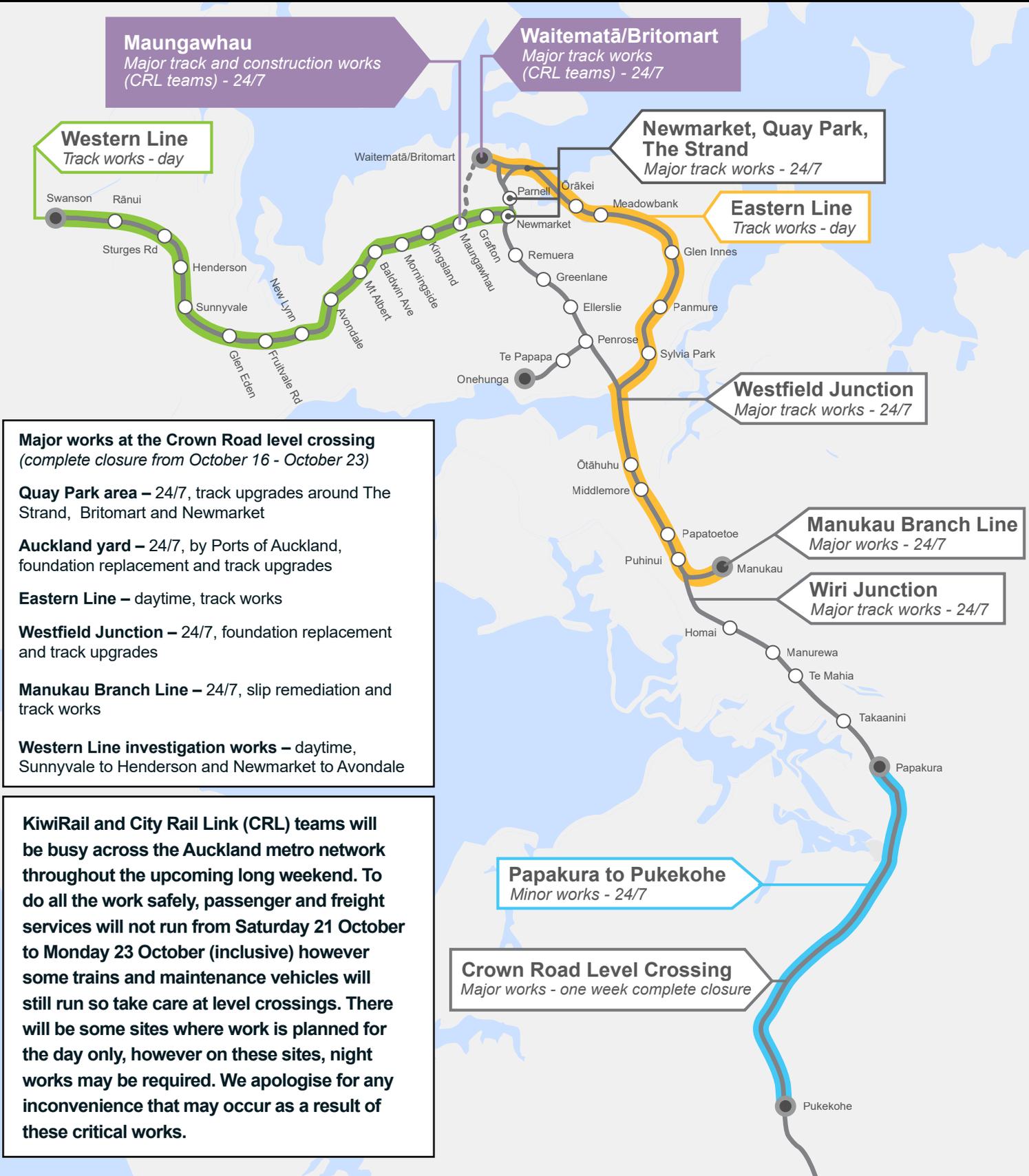
WHAT ARE SOME KEY CHALLENGES WITHIN YOUR ROLE?

We try and plan works as best we can, but the nature of rail means we must be reactive, making planning difficult. There's a lot riding on you to make things work, which isn't always possible, but when it comes to safety sometimes 'no' is the only option. It's disappointing not handing back a section of track on time, for example, and the impact of this on others. We haven't seen this happen in a while but safety always comes first.



KiwiRail Labour Weekend works

21 - 23 October



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If you have any queries or concerns, 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.

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