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Auckland's Metro Programme Newsletter

December 2023

Christmas holiday network wide closure

Around 1800 KiwiRail staff and contractors will be working across 89 different works sites in Auckland this summer.

Commuter trains will not be running in Auckland between Boxing Day (26 December) and 14 January while KiwiRail and the City Rail Link progress major rail projects, continue repairing damage caused in weather events, and undertake essential track maintenance.

“These quieter Christmas holiday periods, when most people aren't having to travel to and from work, are the perfect opportunity to for us

to get stuck in and carry out project, slip repair and regular maintenance work that cannot be done as efficiently at night or on weekends,” KiwiRail Chief Capital Planning and Asset Development Officer David Gordon says. “This is one of our biggest Christmas closures ever – with around 1,800 people working at 89 different rail sites across the city.”

The Western Line will remain closed until 19 January. KiwiRail has to remove the tracks and sleepers between, then dig down and replace the compacted rock foundations under the tracks, as

part of our Rail Network Rebuild (RNR). Doing this work now means trains can run on the Western Line in the months ahead as RNR work continues.

Waitemata Station (Britomart) will also be closed until 21 January, while City Rail Link carries out work. During this time, Eastern Line services will resume between Manukau and the Strand via Panmure.

Over the holiday period Auckland Transport will run rail-replacement bus services. More information is available at: www.AT.govt.nz/RailClosures

Meet Bobby Fischer, Programme Director- Auckland Metro

Can you tell us what your role involves?

My focus is on ensuring the successful delivery and handover to service of our major Auckland projects. This means supporting the teams overseeing and managing the projects within the Auckland Metro that will deliver a range of key upgrades to get the network ready for the City Rail Link.

There are over 80 people working to deliver the Auckland Metro Programme and my role is about keeping things on track by reducing barriers, ensuring adequate resource and improving how we deliver projects.

What motivates you?

I'm a passionate believer in mass transit and how it makes cities more liveable. The work we're doing will bring new life

to Auckland's metro rail network.

I enjoy the challenges that project delivery brings and the teamwork and collaboration needed to deliver these essential upgrades.

What would you say to young people considering a career in rail?

Rail is an exciting place to be right now, with a lot of growth in the pipeline. KiwiRail is always looking for young talent interested in learning about rail. There are plenty of opportunities for people with a desire to learn and good attention to detail.

What does equity mean for you?

From a KiwiRail and construction industry perspective, equity for me is about having diversity and fairness for our people.



A diverse and balanced workforce is hugely valuable to the sector. It is great to see more women being encouraged to join the rail industry and enter leadership roles both in on-site and in technical management roles.

Auckland's rail network – a year in review

KiwiRail has been busy across the Auckland metro network in the last year – not only continuing with improvement projects and regular maintenance, but also starting the massive Rail Network Rebuild project. Our focus remains on raising the network to a modern metro standard by the time the City Rail Link (CRL) opens – so that Aucklanders can experience the benefits of more reliable and frequent commuter services from CRL Day-1 and rail freight can continue to grow. Our work will continue in the next few years and then our focus will be on ongoing, routine maintenance to keep the network running smoothly.

Since last Christmas:

- 6,900 metres of formation (the rock foundation below the track) has been excavated and replaced
- 8,500 metres of ballast (the larger rocks the tracks sit on) has been replaced
- 14,100 metres of drainage has been improved
- 2,400 metres of rail has been replaced
- 700 sleepers have been replaced
- 3 level crossings have been upgraded.



Major track works at Newmarket

Christmas/New Year 2022/23



KiwiRail uses the Christmas/New Year period, as well as other public holiday weekends through the year, to carry out enhanced track maintenance and progress rail upgrade projects across Auckland. These quieter periods allow us to close the entire network and get a lot done – particularly invasive works that take longer than a night or weekend. Last Christmas we carried out extensive track improvement work around Newmarket.



Weather impacts



KiwiRail's teams worked hard to quickly reopen rail lines after flooding during the Auckland Anniversary Weekend extreme weather event. While the network coped with the downpour well generally, there was significant damage at some sites. For example, we had to build a retaining structure near Meadowbank Station on the Eastern Line, where the embankment under the rail line slipped away making it unsafe to run trains. More major work was needed near Parnell Tunnel, on the very busy section of line between Newmarket and Britomart. This high, steep slope was affected by ongoing slips over the year as water flowed down from around Auckland Museum. Numerous rock anchors have been put into the bedrock, to stabilise the layer of loose rock.



Underslip on the Eastern Line



Major slope stabilisation near the Parnell Tunnel



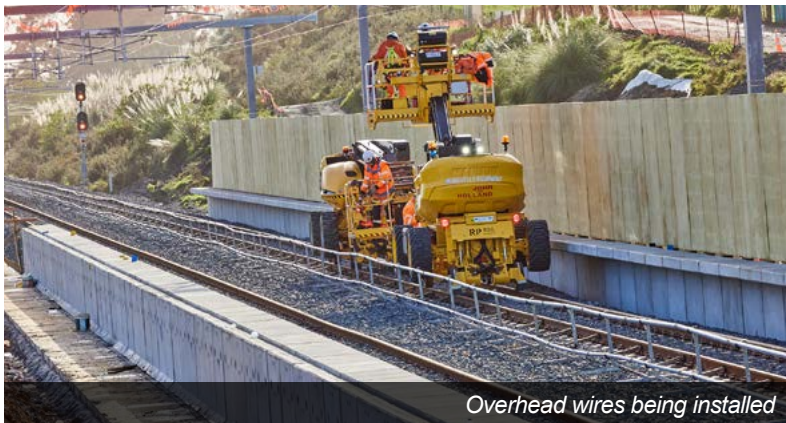
Enabling works at the Paerātā Station site

Drury Stations

Over 2023 we have progressed the three new train stations around Drury, to ensure new housing developments in southern Auckland are rail connected. At the Paerātā Station site we moved about 7,400m³ of earth at the site and bought in 22,000m³ of gravel to build staging areas (see photo of earthworks underway). At Drury Central, we have relocated a number of houses and demolished others as we clear the site. The stations are expected to be completed from 2025.



Masts going up for the Papakura to Pukekohe electrification



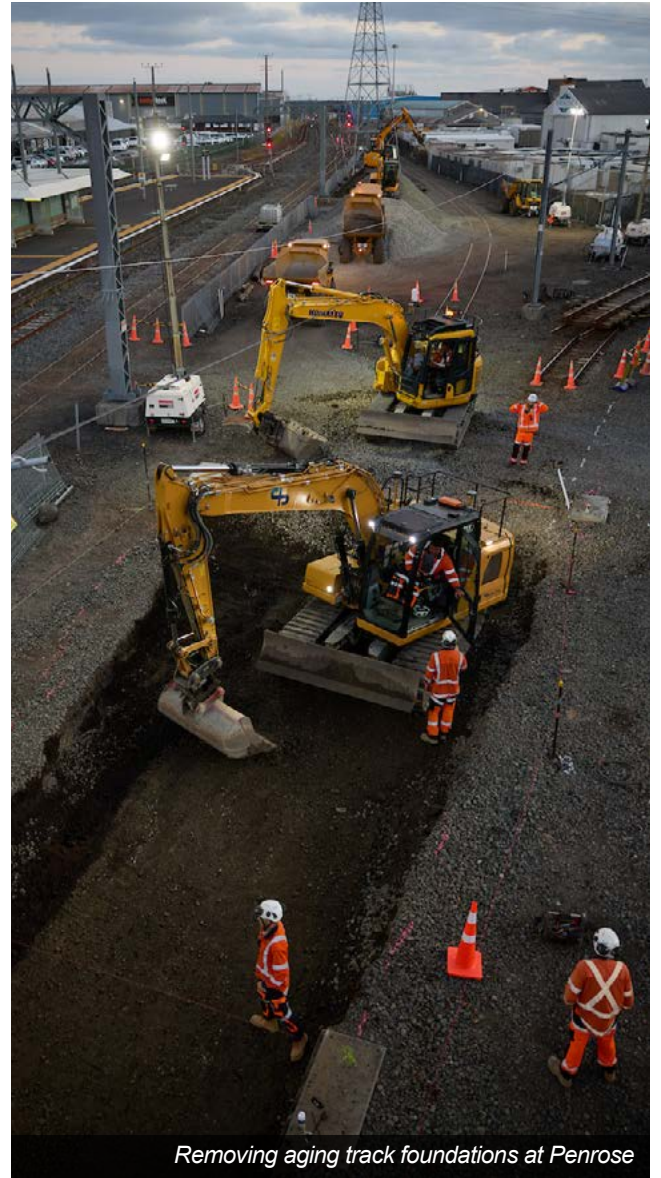
Overhead wires being installed

Papakura – Pukekohe electrification

Over the course of this year significant progress has been made installing the overhead electric lines between Papakura and Pukekohe, which will allow AT's metro trains to travel to and from Pukekohe. We have installed approximately 360 foundations and 350 structures to support the overhead wires. Around 95km of overhead wires have also been run across the 19km of track.

Wiri – Quay Park / Third Main

Much of the work on the Wiri – Quay Park / Third Main Project was carried out in 2023 – including building 3km of new track between Wiri and Middlemore and progressing track improvements around the entrance to Port of Auckland near Tamaki Drive, to better separate freight and commuter trains. We have now begun work upgrading Middlemore Station and building the Third Main section in that area.



Removing aging track foundations at Penrose

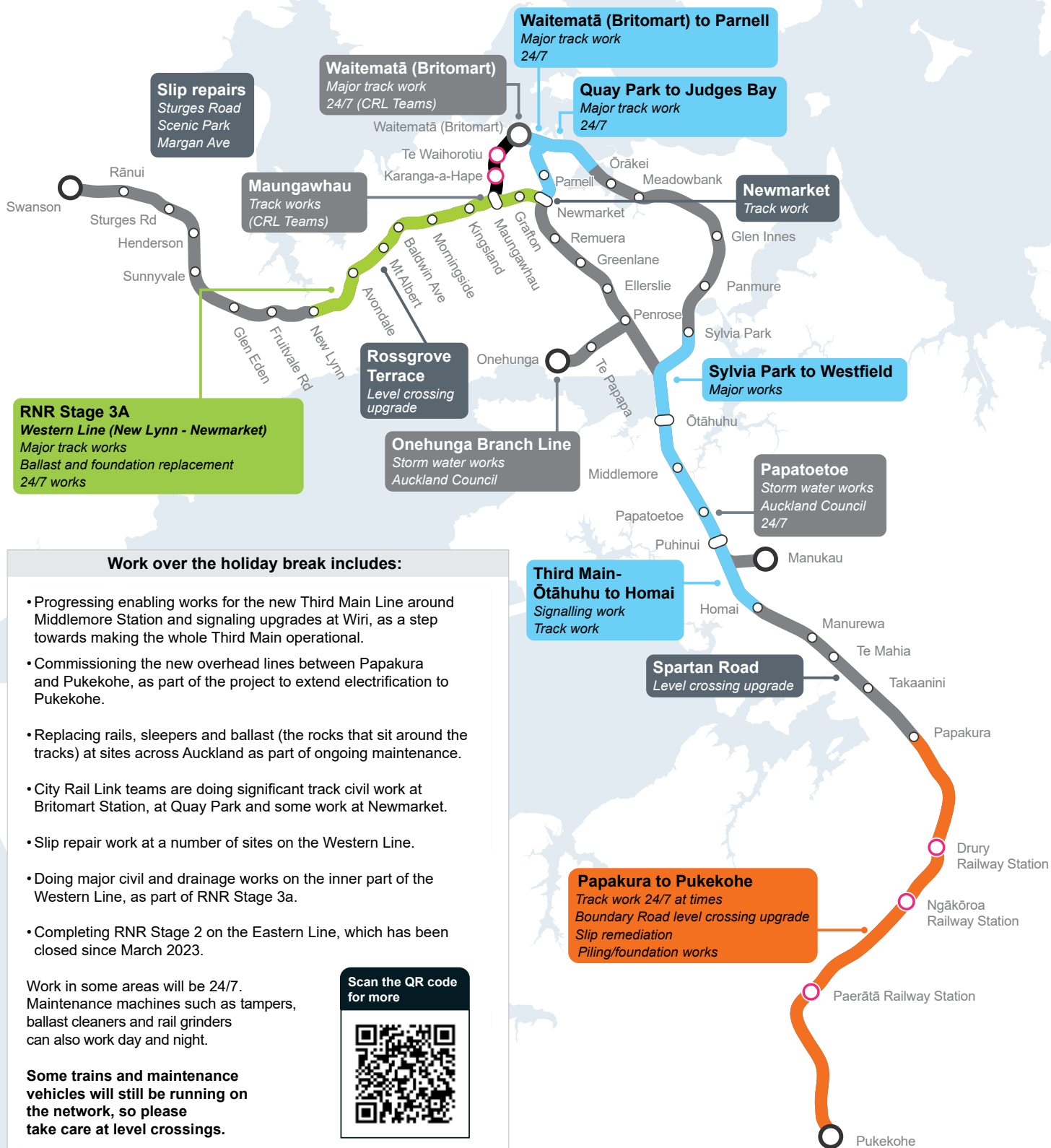
Rail Network Rebuild

Christmas 2022 saw the start of the Rail Network Rebuild – a major project to replace aging track foundations and improve drainage across the Auckland metro network. This is important work that will remove existing speed restrictions on the network, improve train reliability and ensure the network can handle the more frequent trains to come when CRL begins operating. The work involves removing the track and ballast and digging up to a metre down, to remove and replace the compacted stone foundation. We're also replacing worn track, sleepers, and making improvements – like adding some new crossovers so that trains can switch between tracks - as we go.



Annual network closure

Christmas holiday 2023/24



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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