

New train stations for Drury and Paerata

February 2021



Southern Auckland is growing fast. Over the next 30 years, an extra 120,000 people are expected to live in the area, along with 40,000 new houses and 38,000 new jobs.

The Government's [New Zealand Upgrade Programme](#) has provided funding for new train stations for southern Auckland.

Combined with the extension of electrification from Papakura to Pukekohe, this project will make travelling by train more accessible and appealing to those living and/or working in the area. Both rail projects are part of a long-term plan to improve transport in the Drury-Ōpāheke area over the next 10 to 30 years.

The development of the new stations and their associated facilities will be staged over time to coincide with future development demands at each location. Alongside the work being done to identify the best locations for these stations, KiwiRail is working with the relevant agencies to determine the sequencing and timelines for this staged development.

What we're proposing

We've been working on finalising the locations for the new stations, considering how they connect with future town centres and new housing, and with other public transport routes. We have also taken account of the existing railway track alignment, the distance between stations, and environmental and ecological features.

Community feedback from May-June 2020 along with technical investigations have helped refine and confirm the intended station locations. We also heard feedback about how people want to travel to each station and the type of facilities they'd like.



Drury Central station location

We considered three options for Drury Central. Locating the station on the existing rail line south of Waihoehoe Road, between Flanagan and Great South Roads is our intended location because:

- It is well located to integrate with the future Drury town centre, and the rest of the transport network.
- It is located on a straighter section of railway track and leaves enough distance to the next station (Drury West) such that trains can run efficiently.
- It minimises impacts on the Hingaia Stream and provides an opportunity to help restore the Maketu Stream (tributary of Hingaia).
- It avoids impacts on surrounding infrastructure including the Watercare pump station and water mains, and the Waihoehoe Road bridge.

**You told us that you'd prefer to travel to Drury Central station by car and bus.
We're proposing:**

- The station interchange facilities are located south of Waihoehoe Road, east of the existing rail line / Flanagan Road, and immediately to the north-east of the proposed station platforms.
- In the future, a new accessway from Waihoehoe Road to provide access to a large park and ride and pick-up and drop-off facilities with bicycle parking.
- A new bus interchange integrated with the station, to improve public transport connections and providing frequent services along Great South Road.
- A connecting overbridge to provide pedestrian access to the platforms across the tracks from both Great South Road to the west, and the future Drury town centre to the east.



Drury West station location

We considered three options for Drury West. Locating the station on the existing rail line, about 450 m south of the existing intersection of SH22 / Karaka Road and Jesmond Road is our intended location because:

- It sits within the largest catchment of developable land with the highest residential development potential, so is best placed to integrate with future development.
- It is well located to integrate with the rest of the transport network via the proposed SH22 north connection (Jesmond Road extension).
- It leaves enough distance to the next station (Drury Central) and the future power feed location, such that trains can run efficiently.
- It has the least impact on the Ngākorora Stream tributaries.
- It is located on a straight piece of railway track, meaning that costly track realignments associated with other options can be avoided.

**You told us that you'd prefer to travel to Drury West station by car or walking and cycling.
We're proposing:**

- The station interchange facilities are located between SH22 / Karaka Road and the existing rail line, to the immediate north of the proposed station platforms.
- In the future, a new accessway extending south from the Jesmond Road / SH22 intersection to provide access to park and ride and pick-up and drop-off facilities, a bus interchange, and bicycle parking.
- The new station building includes a connecting overbridge to provide pedestrian access to the platforms from both sides of the tracks.



Paerata station location

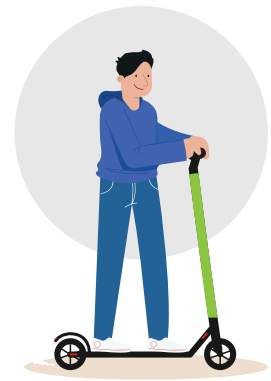
We considered two options for Paerata. Locating the station on the existing rail line, adjacent to the planned eastern extent of the Paerata Rise development is our intended location because:

- It is well located to enable residents from the surrounding rural Franklin area to access a park and ride adjacent to the station.
- It integrates with adjacent planned development to the west and is well placed to integrate with future rezoning to the east.
- It minimises impacts on Whangapouri Stream.

You told us that you'd prefer to travel to Paerata station by car or walking and cycling. We're proposing:

- The station interchange facilities are located between the existing rail line and Sim Road to the south-east of the proposed station platforms.
- In the future, a new accessway from SH22 / Paerata Road to provide access to park and ride and pick-up and drop-off facilities, a bus interchange and bicycle parking. These will be the main facilities and ways people can access the station, especially those from rural areas.
- The new station building includes a connecting overbridge to provide pedestrian access to the platforms from both sides of the tracks

You also told us you'd like to walk, cycle and scoot to the new stations.



In the future, a shared path will create a safe and well-connected walking and cycling network along the rail corridor between the existing Pukekohe train station and the proposed future stations at Paerata, Drury West and Drury Central.

What happens next

Protecting the land for future development

Over the next few months, we'll investigate the intended locations for the new stations and talk to the community, local property owners and developers. This will help us develop designs for the stations and their supporting facilities and confirm the land needed for that.

KiwiRail as owner and manager of the rail corridor will then take the necessary steps to protect all the land required for the fully developed stations and their associated park and ride and bus interchange facilities. This will be done through a process called a Notice of Requirement. We expect this process to be underway in the first half of 2021.



Have your say

As the people that know the area best, we wanted to let you know what supporting facilities we're proposing and seek your feedback on these. Your local knowledge and feedback will give us more information to help develop the station designs in more detail.

Next steps – station delivery

Over the coming months the design team will carry out site investigations to further understand the environment in and around the three new station locations. This information, along with landowner engagement, will help confirm the design footprints for the new stations. Once we have confirmed the locations and best sequencing for the development of the stations we will prepare the relevant consent applications for first stage of development at these locations.

We'd like to know your thoughts. Visit supportinggrowth.govt.nz to tell us what you think.

If you have any questions, please call us on 0800 GROW AKL (0800 4769 255) or email info@supportinggrowth.nz

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