



Supporting urban and economic growth

MAY 2020

Southern Auckland is expected to be home to an additional 120,000 people and provide another 38,000 jobs during the next three decades. We need to plan for future growth in both passenger and freight services.

Rail is a major contributor to national and regional economic growth. Investing in rail will provide additional train services to give people more sustainable travel choices which will help reduce emissions, ease congestion and improve road safety.

Rail upgrades between Papakura and Pukekohe

We're proposing upgrades to the rail network between Papakura and Pukekohe as part of a wider programme of improvements being made to Auckland's rail. These upgrades will allow reliable express passenger rail services to operate directly to the Auckland city centre. They will also allow services to run to all stations on the North Island Main Trunk, the main railway line in the North Island.

Of wider benefit to the community will be additional rail capacity being unlocked to allow more freight to be transported by rail and reduce reliance on SH1. This additional capacity will also give track space to inter-regional services allowing the area to be better connected to Hamilton and beyond.

In 2018 we asked for your feedback on our plans for increasing the capacity of the rail network. We've taken this on board and the proposed upgrades to the rail corridor between Papakura and Pukekohe will support urban growth and future demand for passenger trains, freight, and trains to Hamilton.

The NZ Upgrade Programme

The NZ Upgrade Programme has provided funding for three projects that support growth in the south – the extension of the electrified rail network from Papakura to Pukekohe and two new stations at Drury Central and Drury West.

A \$371 million investment to extend the electrified rail network will help support planned growth in southern Auckland and mean passengers will no longer have to change trains at Papakura to travel south to Pukekohe. Increased passenger capacity, greater travel time reliability and providing a direct service from Pukekohe through to the city centre will help boost customer service levels and position rail as a real travel choice for those living or working in the area.

The project – which is expected to begin at the end of 2020 – includes electrification of 19km of track, an additional two platforms at Pukekohe station and futureproofing for additional lines.

At Drury, \$247 million will fund two new railway stations and park-and-ride facilities as well as a bus and rail interchange to make it easier for residents in the south to travel by public transport. Combined with the extension of the electrified rail network, this project will support making travel by train more accessible and appealing to those living and/or working in the area. Work is expected to begin in 2023.

This public engagement will help us determine where these two new stations will be located.

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What we're proposing

- New train stations in the future growth areas of Drury Central, Drury West and Paerata (see the separate maps for proposed locations of each station)
- A strategic active mode corridor to provide for walking and cycling along the rail corridor between the existing Pukekohe train station and the proposed future Drury Central train station.

Our focus is protecting the land now for future upgrades. We're working closely with KiwiRail to determine where additional land may be required to be protected along the corridor. These upgrades would be staged over time as the population and demand grows. In the short term, KiwiRail is proposing to electrify the line between Papakura and Pukekohe.

New train stations

Passenger trains will provide improved access to the Auckland city centre and other key destinations for people living in southern Auckland. New stations are proposed at Drury West, Drury Central and Paerata, which will make accessing the rail network easier.

What we're proposing

We're working on the exact locations for the three stations, considering things like streams and creeks, the railway track alignment, the distance between stations and how close they will be to other public transport routes.

We want as many people as possible to be able to access the stations by all types of transport – bus, foot, bike, scooter, and car, with park-and-ride and kiss-and-ride drop offs.

Drury Central

The new station at Drury Central is part of the NZ Upgrade Programme and will be near a proposed large town centre to the south of Waihoehoe Road. The existing urban area to the west and future developments to the east will have good access to this station using new public transport connections (bus), while walking, cycling and driving will also be options.

We considered three options for a train station location.

Option A is our preferred option because 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
- minimises impacts on the Hingaia Stream, and provides an opportunity to help restore the Maketu Stream
- avoids impacts on surrounding infrastructure including the Watercare pump station and water mains, and the Waihoehoe Road bridge
- is well located to integrate with the future town centre, and the rest of the transport network.

Drury West

The proposed station is part of the NZ Upgrade Programme and will be south of the Jesmond Road/SH22 intersection.

Many people will live close by and would be able to get to the station easily on foot or bike. There would also be good access for buses, cars and motorbikes.

We considered three options for the train station location.

Option A is our preferred option because it:

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

Paerata

The proposed new station is south of the Paerata Rise development, where there is good access for people in the surrounding rural community, who can walk and cycle easily or take public transport. A larger park-and-ride facility with bike parking, and a bus interchange would be the main ways people access the station and would best serve the rural population who live to the west of Pukekohe.

We considered two options for a train station location.

Option A is our preferred option because it:

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

Have a look at each of the maps to see our preferred options and the other options we have considered.

Help shape the future

We are looking for your feedback on your preferred ways to travel to each station and the type of facilities you will need. Each station may have different ways for people to travel and connect with the station.

For example:

Drury Central - we anticipate most people will travel to Drury Central station by bus.

Drury West - we anticipate most people will travel to Drury West station by walking and cycling.

Paerata - we anticipate most people will travel to Paerata by either car or walking and cycling.

We'd like to know how you would want to travel to these new train stations. And what facilities would you like to see?

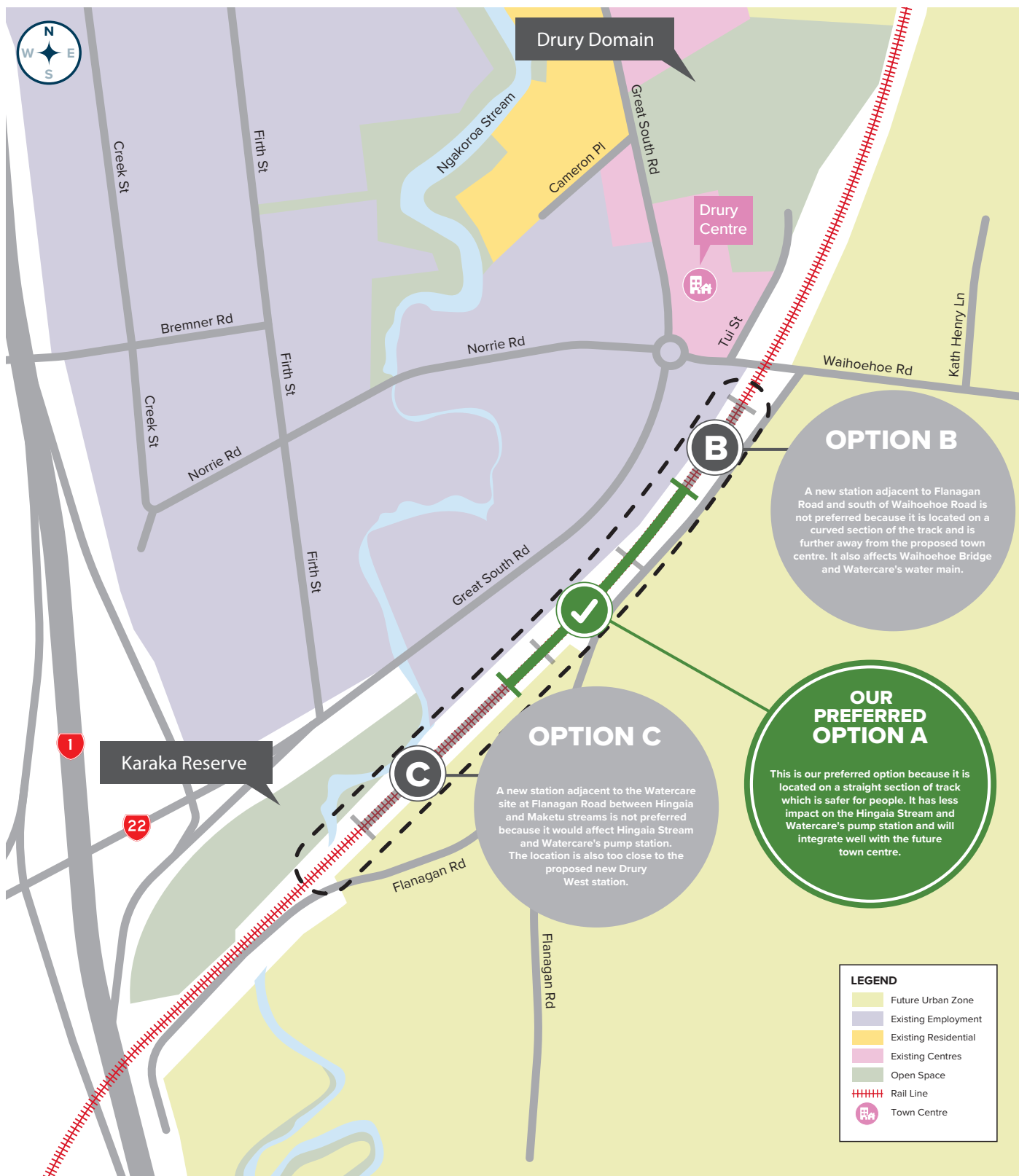
We'd like to know your thoughts.
Use the feedback form or visit
supportinggrowth.govt.nz
to tell us what you think.



Train Station

Drury Central

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The project shown on this map has been identified by an indicative business case and will require further technical investigation before its final detail, location or land requirement is confirmed.

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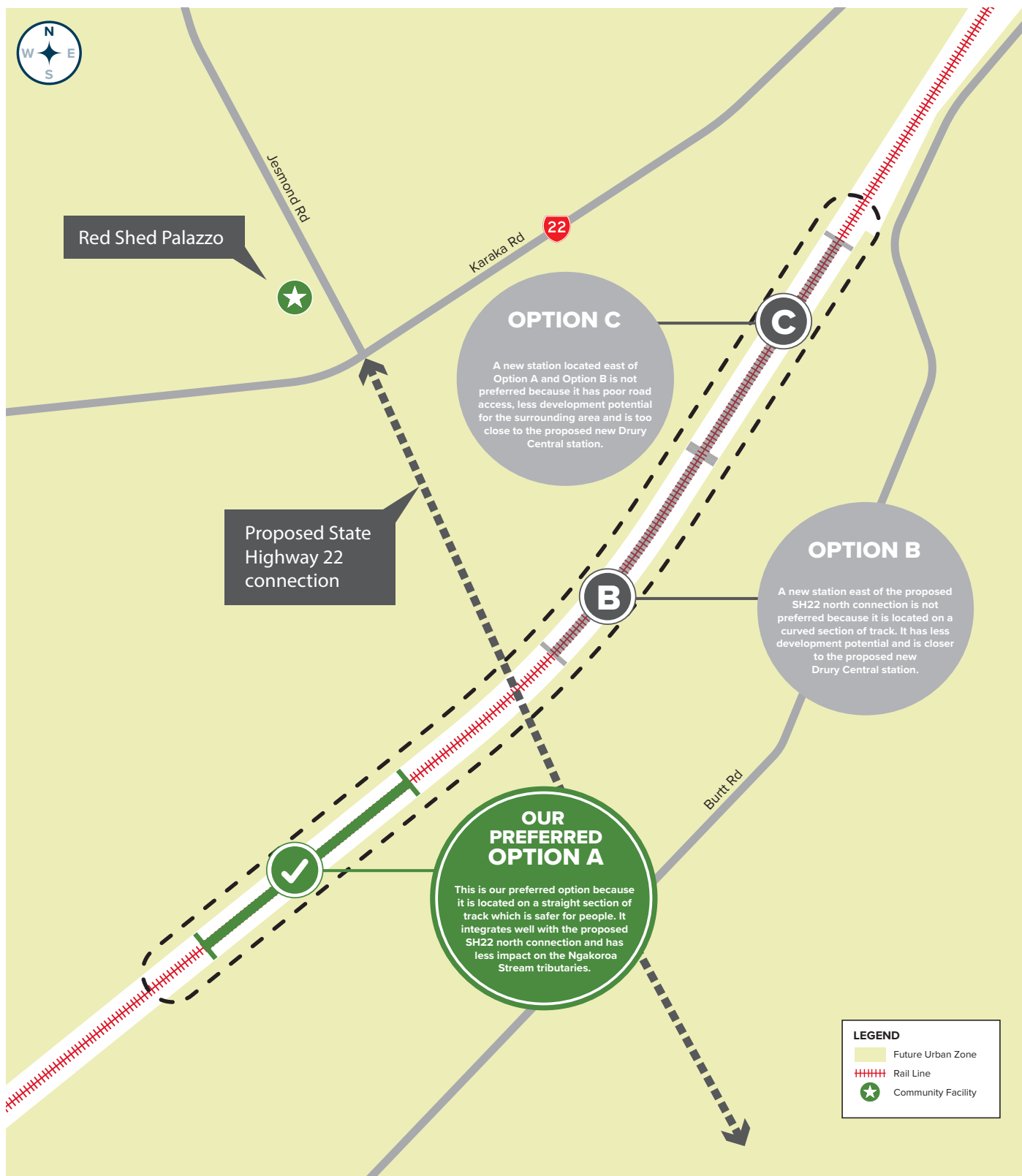
New Zealand
Upgrade
Programme

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Train Station

Drury West

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