

Franklin - The Cinderella Of The Railway

Stage one of electrification
extends ONLY to Papakura



Train services to Franklin are not a new story- in fact you could call this vexatious issue more of a saga – a continuing one.

It's now official – road users in the Auckland region are hit with an up to 10 cents fuel tax to fast track transport projects – starting with 2 cents a litre next year, another 3 cents in 2010. Locally, the fuel tax is like a double edged sword, with ratepayers contributing to the ARC and motorists hit with the fuel tax – but stage one of the electrification extends only to Papakura. There are no projections available for when the line will be extended to Pukekohe, with ARC still lobbying Central Government. Like Cinderella, Franklin waits to be invited to the ball.

Dianne Glenn, Franklin's representative on the Auckland Regional Council, makes it clear that there is no way the Auckland region can go it alone to electrify. Nor can electrification take place without the fuel tax to fund it. She would like to see electric trains running at least to Drury, where a Park n Ride close to the motorway would encourage motorists to continue their journeys to Auckland by rail. Electrification would eventually reach Te Rapa, completing the Auckland to Wellington link. She envisages a turnaround at Pukekohe, with land for train stabling and a Park n Ride. But with the immediate focus on electrifying the 'core' network, a rapidly developing Franklin ponders when trains will again stop at Tuakau and Pokeno, and when Pukekohe can at last come in from the cold.



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