

# Parnell Rail Station

## Recommendations

It is recommended that the Board:

- i. Approves the commencement of the detailed design phase, to be fully funded by Auckland Transport at an estimated cost of \$1.5m.

## Executive Summary

The purpose of this paper is to update the board on the programme for developing the proposed Parnell Rail Station (Station) and to seek board approval for 100% AT funding to progress the Station detailed design until such time as NZTA include the project within their subsidisable priority schedule.

The board was provided with a project update on 27 March 2013. The track enabling works, consisting of re-alignment of the track and re-signalling (Stage 1 of the Project), is now substantially complete.

Following completion of the track enabling works the Station Concept Design report has been developed in collaboration with Auckland Council in preparation for commencing detailed design.. Auckland Transport will develop the Station platforms and services, including platform shelters, the pedestrian overbridge with lifts and access ways across the Domain and Cheshire Street. The Station detailed design will include working with KiwiRail to potentially re-site the former Newmarket Station building into the Station.

The estimated budget for completion of the remainder of the project is \$15.4m, with the detailed design portion estimated at \$1.5m. The business case for the project has a BCR of 2.7 as reported to the board on 27 March 2013.

## Strategic Context

The development of a railway station in the Parnell community has been proposed for a number of years, with an initial report in 2002 (by URS – commissioned by ARTA) recommending that a station be developed to allow rail services to the University of Auckland and the Domain. When completed the Station will be a catalyst for improved linkages between Parnell Village, the University precinct, the Domain and War Memorial Museum and for an AC Parks upgrade of trails within the Domain, in conjunction with the Eastern Waterfront Access Study - Pedestrian Improvements (see Attachment 1).

A Scheme Assessment Report prepared in 2011 identified the Mainline Steam (MLS) site as preferable to other options closer to Stanley Street and the Stanley Street rail bridge, with strong transport links to Parnell Village being a key influence. The decision was made to develop the site adjacent to MLS and the Domain with the major enabling works completed in late 2011 when the line was realigned for the development of station platforms.

Patronage forecasts for 2016 show around 2,100 passengers alighting at Parnell during the morning peak, which would make it the fourth busiest station on the network. Around 75% of these passengers are forecast to be heading towards the University area, with lesser flows to Parnell and The Strand/Beach Road areas.

## Background

Auckland Transport has been assessing the feasibility of the Station and its integration into a new mixed-use development in conjunction with KiwiRail, Council, (Built Environment Unit and ACPL). Auckland Transport has engaged with ACPL to develop discussions around the wider MLS site development. KiwiRail owns the MLS site and has indicated it will divest its interest in the land. It is envisaged that any development will complement the context of the Station.

The area between the Station and Parnell Rise is suitable for various options of development and consideration has been given to aligning the station design to future use of the area and reinvigorating the Parnell precinct.

Investigation is underway to install bridge over Stanley Street at the Alten Road/Nicholls Lane intersection. The bridge will facilitate pedestrian and cycleway connections between Parnell and the university via the Station. Funding for this project is not yet identified. Implementation ahead of the Station opening is envisaged.

## Overall Cost Estimate

The total estimated cost for delivery of the Project is \$25.4m is summarised in Table 1.

Table 1 - Estimated Costs

	Budget
Expenditure to date (Stage 1 track enabling works – see Attachment 2)	10.0m
Station Detailed Design	1.5m
Station Construction	13.9m
<b>TOTAL</b>	<b>25.4m</b>

Following completion of the initial Concept Design, the Engineer's estimate for the Station design and construction is \$15.4m. This estimate is considered conservative at this stage and will be refined with the detailed design.

## Issue

In order to ensure the Station completion by the second half of 2015, the detailed design phase needs to commence by October 2013.

Table 2 summarises the high-level programme:

Table 2 - Current high-level programme for Stage 2

	Start	Finish
Concept Design, Detailed Design and Consenting	October 2013	June 2014
Construction Tendering	July 2014	September 2014
Construction	October 2014	September 2015
Station Completion	October 2015	

The Table 3 below summarises the current Long Term Plan (LTP) budget and the proposed revised LTP budget requirements across each financial year:

Table 3	Estimated costs per Financial Year (\$m)			
	F13/14	F14/15	F15/16	Totals:
Enabling Works				
Investigation/Design	1.5			1.5
Construction		6.2	5.9	12.1
Enhanced Access, Land requirements for station			1.8	1.8
<b>Total/FYE</b>	<b>\$ 1.5</b>	<b>\$ 6.2</b>	<b>7.7</b>	<b>\$ 15.4</b>

## Attachments

Number	Description
1	Illustrations (Fig. 1 & Fig.2)
2	KiwiRail Stage 1 Cost Report

## Document Ownership

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## Glossary

Acronym	Description
ACPL	Auckland Council Property Ltd
Precinct Plan	AC/ACPL Precinct Plan
AEP	Auckland Electrification Project
ARTA	Auckland Regional Transport Authority
BCR	Benefit Cost Ratio
BEU	Built Environment Unit (Council)
Board	Auckland Transport Board
LTP	Long Term Plan
MLS	Mainline Steam
NZTA	New Zealand Transport Agency
Station	(New) Parnell Rail Station



## Attachment 1 – Illustrations

Figure1: Concept Plan for Proposed Parnell Station, aerial view with enhanced access ways.

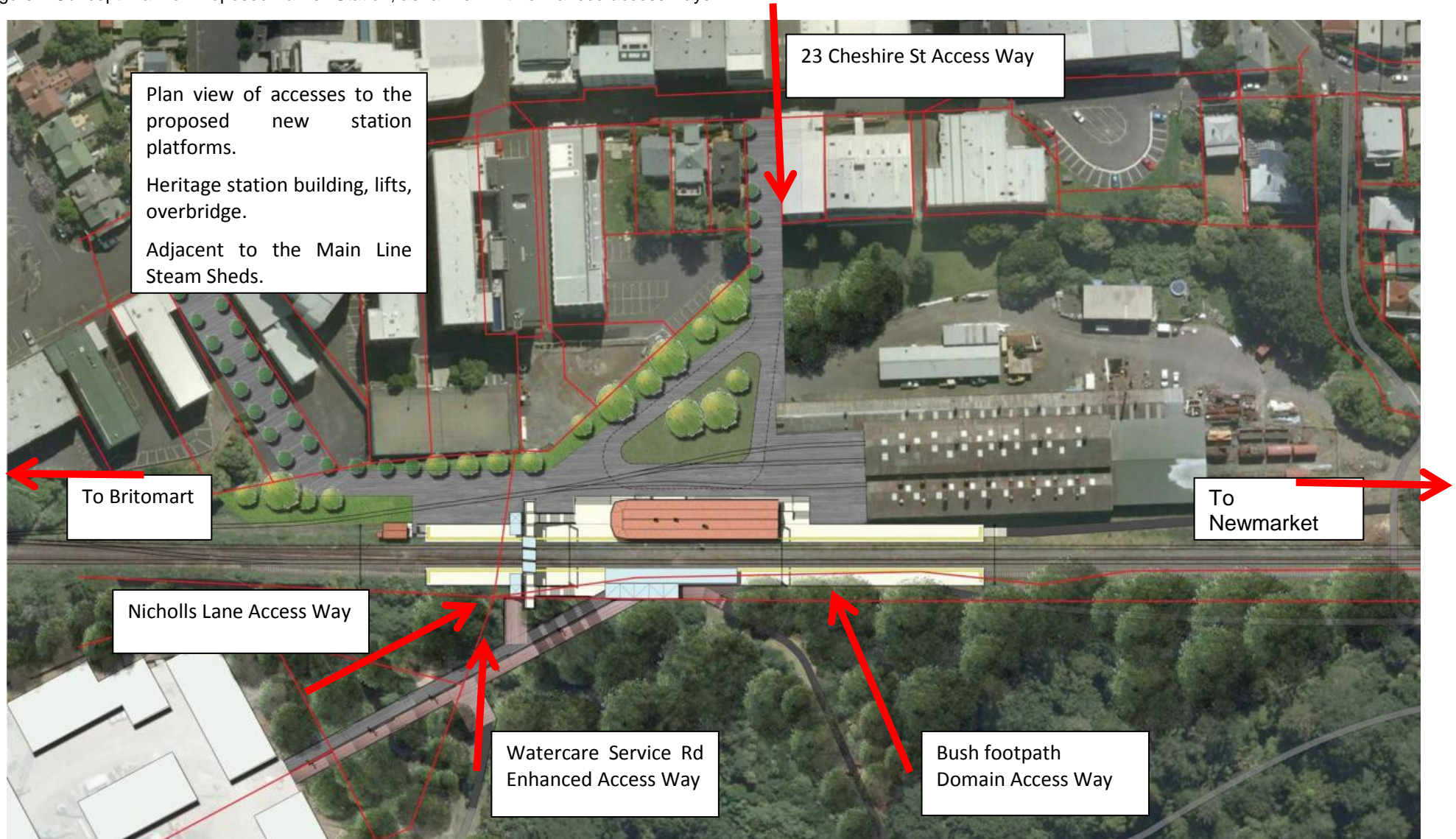




Figure 2: Aerial render from south of proposed base case for Parnell Station showing Newmarket building (centre), Overbridge (upper centre) and Nicholls Lane extension.

