



The City Rail Link - investing in Auckland's future

Britomart to Wyndham Street

Community Liaison Group

February 2015

www.aucklandtransport.govt.nz

**Auckland
Transport** 

An Auckland Council Organisation

Welcome

Speaking tonight are:

- **Carol Greensmith**, Communications Manager, CRL
- **Chris Meale**, Project Director, CRL
- **Scott Elwarth**, Enabling Works Construction
- **Aimee Barwick**, Designation, Consents & Appeals
- **Dean Ingoe**, Community Liaison Group

- Also here tonight are **Rick Galli** (Property), **Donald MacRae** (Construction), **Shonagh Lindsay & Holly Claeys** (Communication)



Overview

- Strategic context
- Early works
- Planning
 - Effects assessment
 - Managing effects
 - Purpose & expectations of CLG



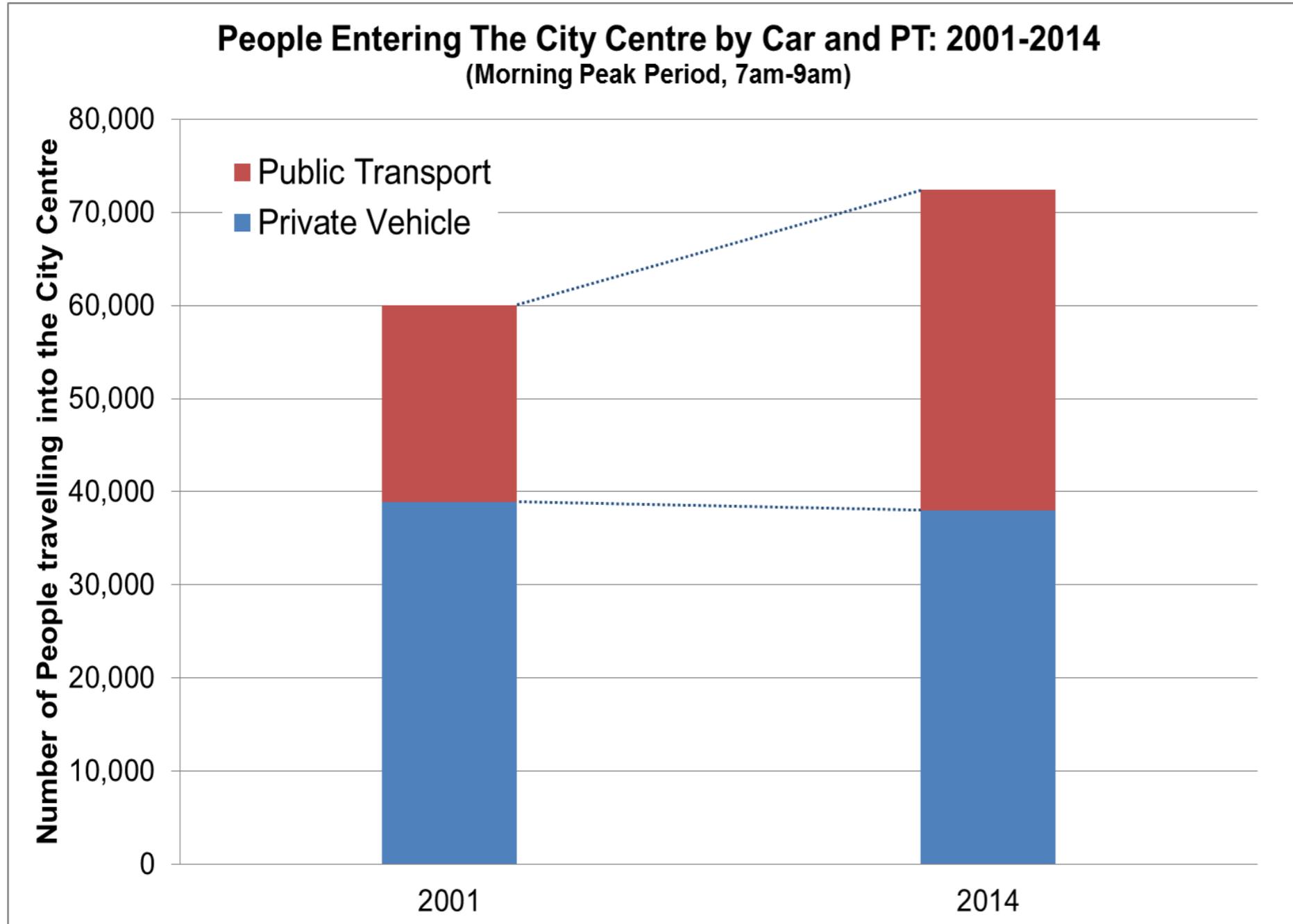
Why are we here?

- A late 2015/2016 start on the CRL is planned from Britomart to Wyndham St
- The CRL team wants to communicate with you before and during the work
- We want input into various documents that guide the delivery of the work
- A Community Liaison Group, representing those affected by the work is a key tool for this
- In addition, we will continue to keep in touch via the project website, e-updates, etc.



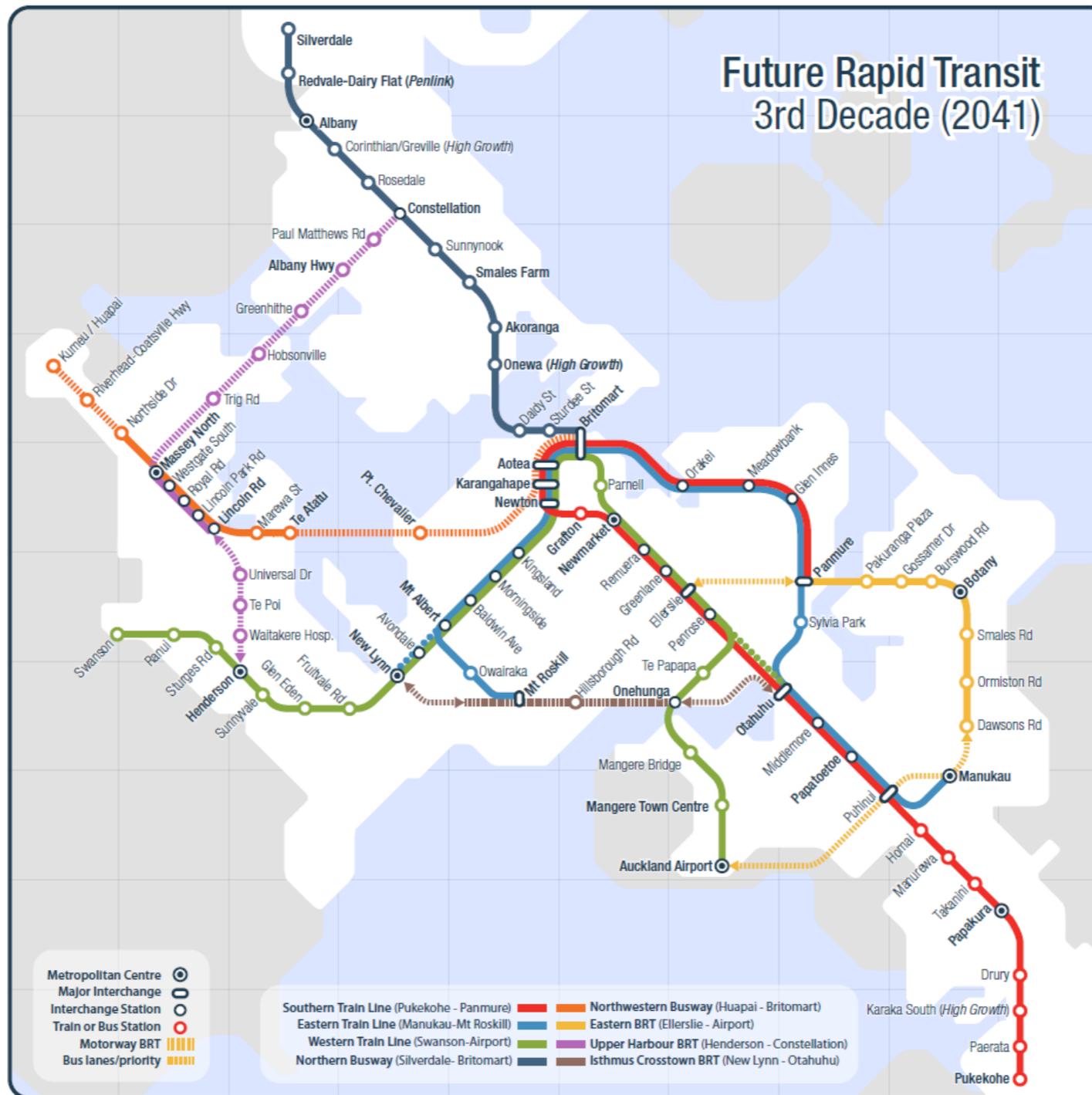
Strategic context





- The number of people entering the city centre is increasing
- Since 2001, more people take PT to the city centre during the morning peak and fewer take cars

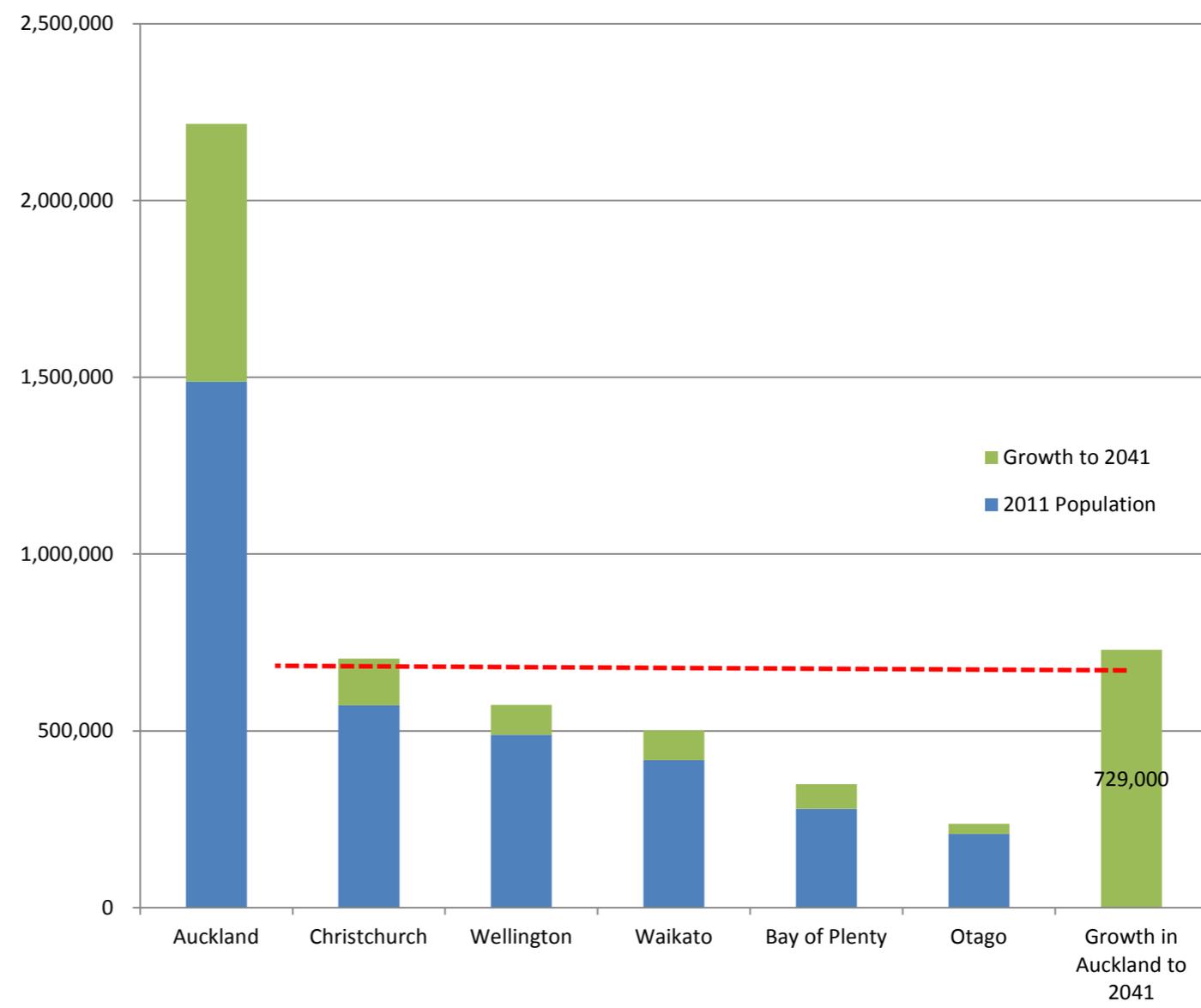
Rapid Transit Network (RTN)



Auckland in 2041

Auckland is pivotal to the social, economic and cultural development of New Zealand

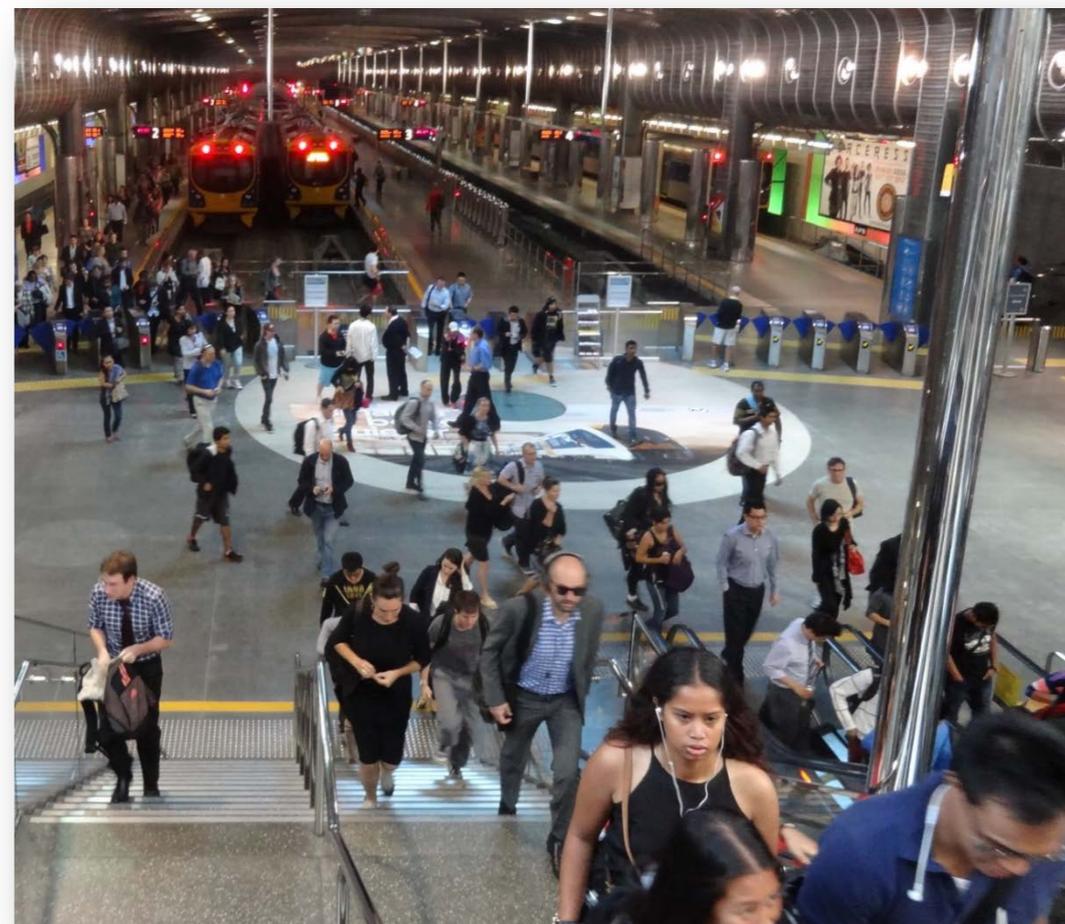
- More than 700,000 new residents
- An extra 400,000 dwellings
- Twice as many city centre and city fringe residents and employees
- City Centre student numbers up by 30%
- City centre producing 25% of Auckland's GDP - currently 17%



The CRL has multiple roles

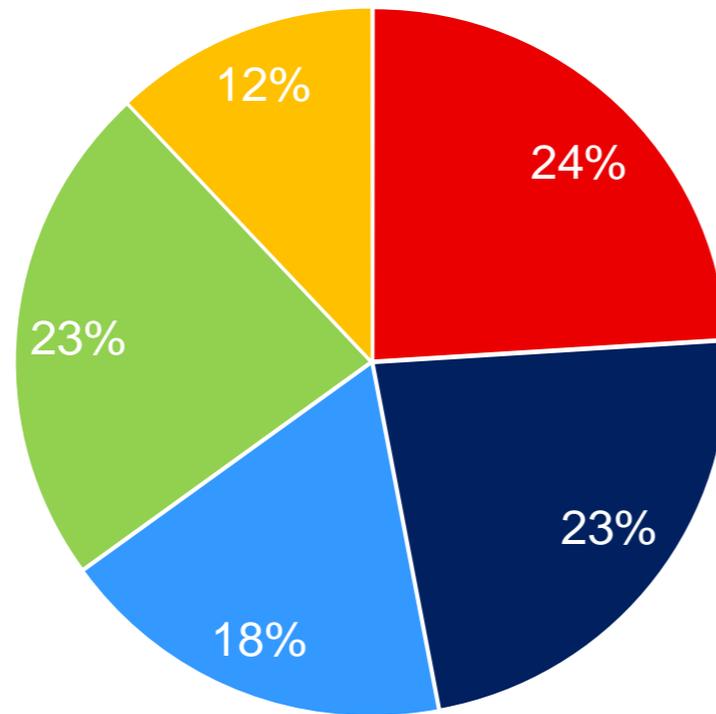
The case for the CRL has multiple dimensions

- Economic
- Transport for Auckland's growth
- Integrated land-use
- Environmental imperatives



Auckland's economy

- Auckland employment composition



- Advanced business services, finance and insurance
- Government, health and education
- Wholesaling and retailing
- Other
- Manufacturing

- Auckland accounts for 34% of jobs in NZ and most are in the urban areas
- Auckland region generates 37% of NZ's GDP
- Wellington, Hamilton and Tauranga combined, account for 13% of jobs
- Transport is critical to shape urban form and lead economic development in cities

Travel Times to City Rail Link Stations

| From | To | Travel by train / bus (minutes) | | | Percentage improvement in travel time |
|-------------|----------------|---------------------------------|-----------|---------------------|---------------------------------------|
| | | Before CRL | After CRL | Reduced travel time | |
| New Lynn | Aotea Station | 51 | 23 | 28 | 55% |
| Morningside | Aotea Station | 39 | 14 | 25 | 64% |
| Onehunga | K'Road Station | 47 | 27 | 20 | 43% |
| Manukau | K'Road Station | 61 | 42 | 19 | 31% |
| Newmarket | Aotea Station | 27 | 10 | 17 | 63% |
| Britomart | Mount Eden | 16 | 9 | 7 | 44% |

Transport leads development



- Leading growth with transport infrastructure is vital to shaping the city

Development opportunities CRL



CRL - Driving Auckland Development
“The CRL is the foremost transformational project in the next decade. It creates the most significant place shaping opportunity” — Auckland Plan



“Auckland’s central business district needs 18 more PWC Towers, 18 Metropolis buildings and 18 shopping centres by 2031”
— Alan McMahon national director of research and consulting at Colliers International

Transport is Auckland's largest source of greenhouse gas emissions

The CRL

- Sets a benchmark in designing, building and operating sustainable infrastructure
- Supports the development of a quality compact Auckland through sustainable transport choices
- Aligns with and supports the Council's low carbon action plan



| 2015 | 2016 | 2017 | 2018-2024 |
|------|------|------|-----------|
|------|------|------|-----------|

Main Works



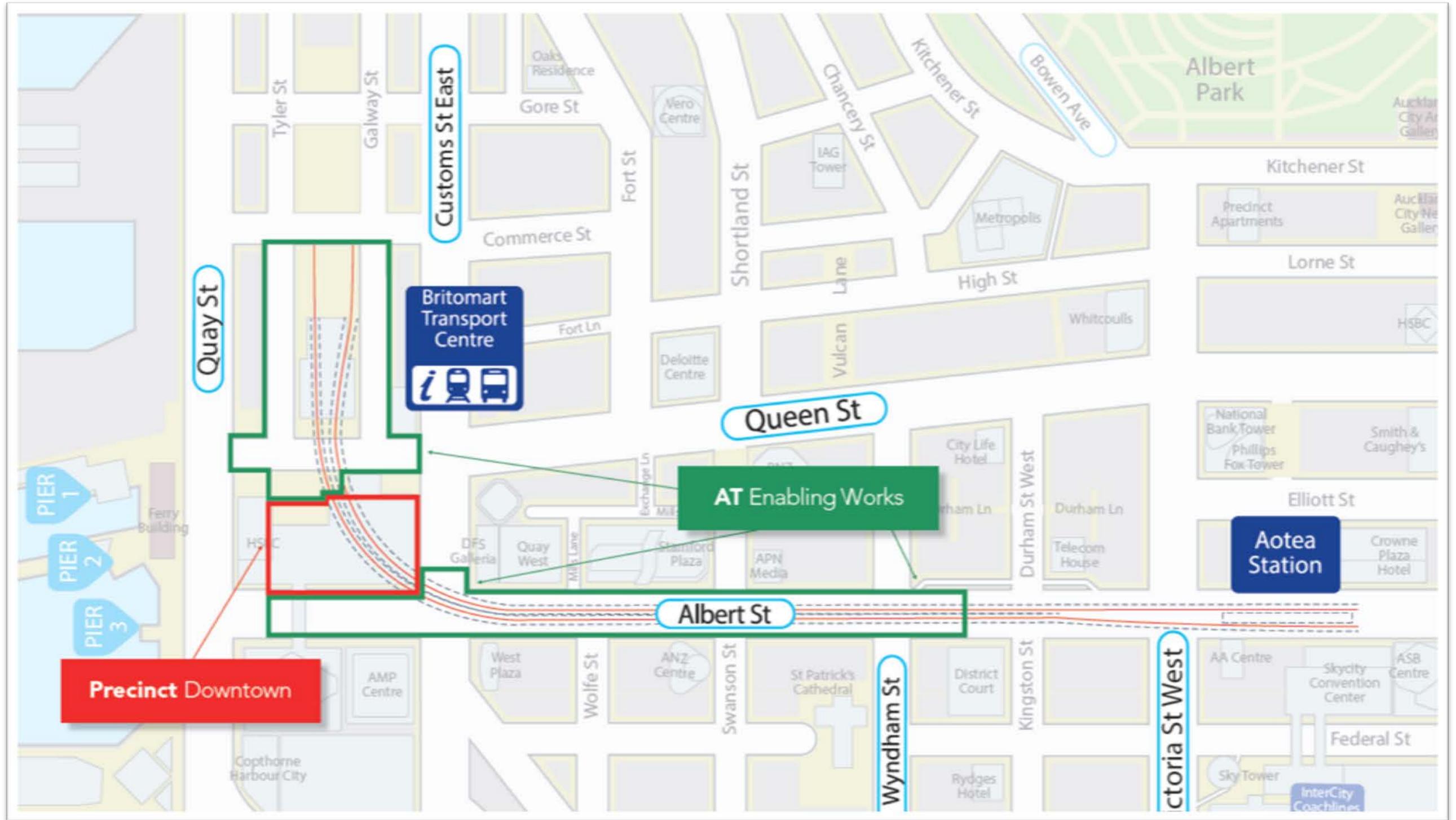
Early Works



Early construction works



Construction footprint



Early construction works focus

- Maintaining rail operations at Britomart
- Underpinning CPO at Britomart
- Relocating major utilities
- Reclaimed ground in tidal zone
- Integration with other major projects
- Traffic management during construction
- Community engagement and communication



Early 2015

- Resource consents notified
- Early works design contract awarded
- Community Liaison Group (CLG) set up
- Main works reference design

Mid – late 2015

- Early works detailed design complete
- Negotiation process for early works construction
- Work starts at Britomart to Wyndham Street

2016+

- Works progress in the city centre and become more evident
- CLG continues
- Ongoing communication with affected parties

Planning



Planning timeline



2012
Notice of Requirement (NoR) lodged



2013
NoR notified and open for public submission
Hearing before independent commissioners

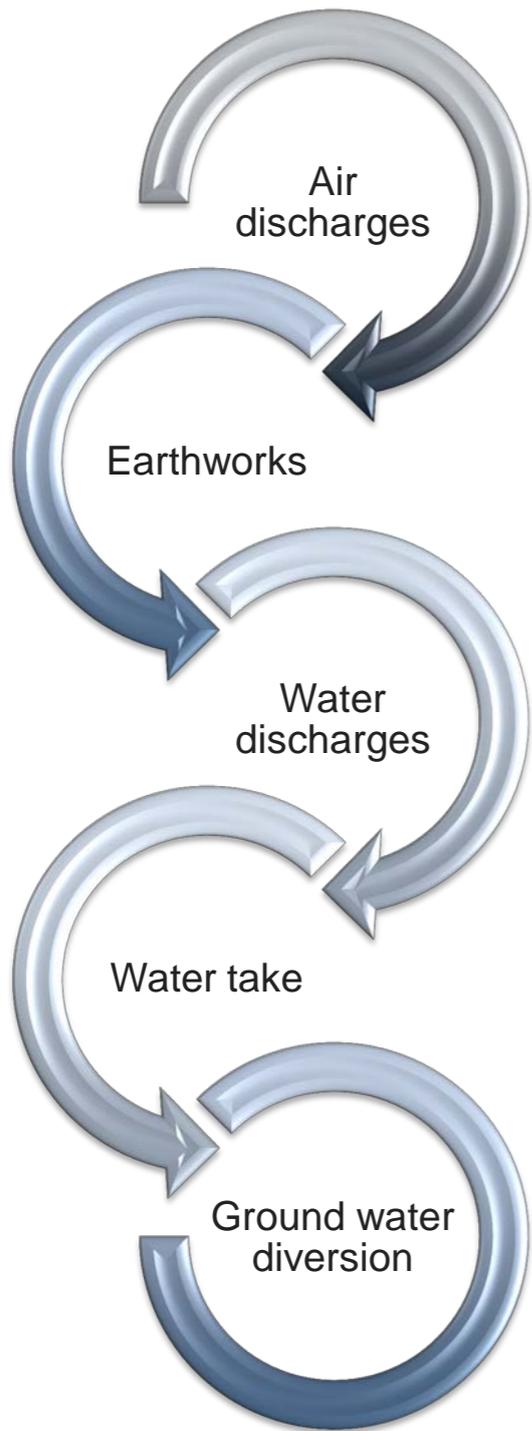


2014
Designation and conditions confirmed
Six appeals



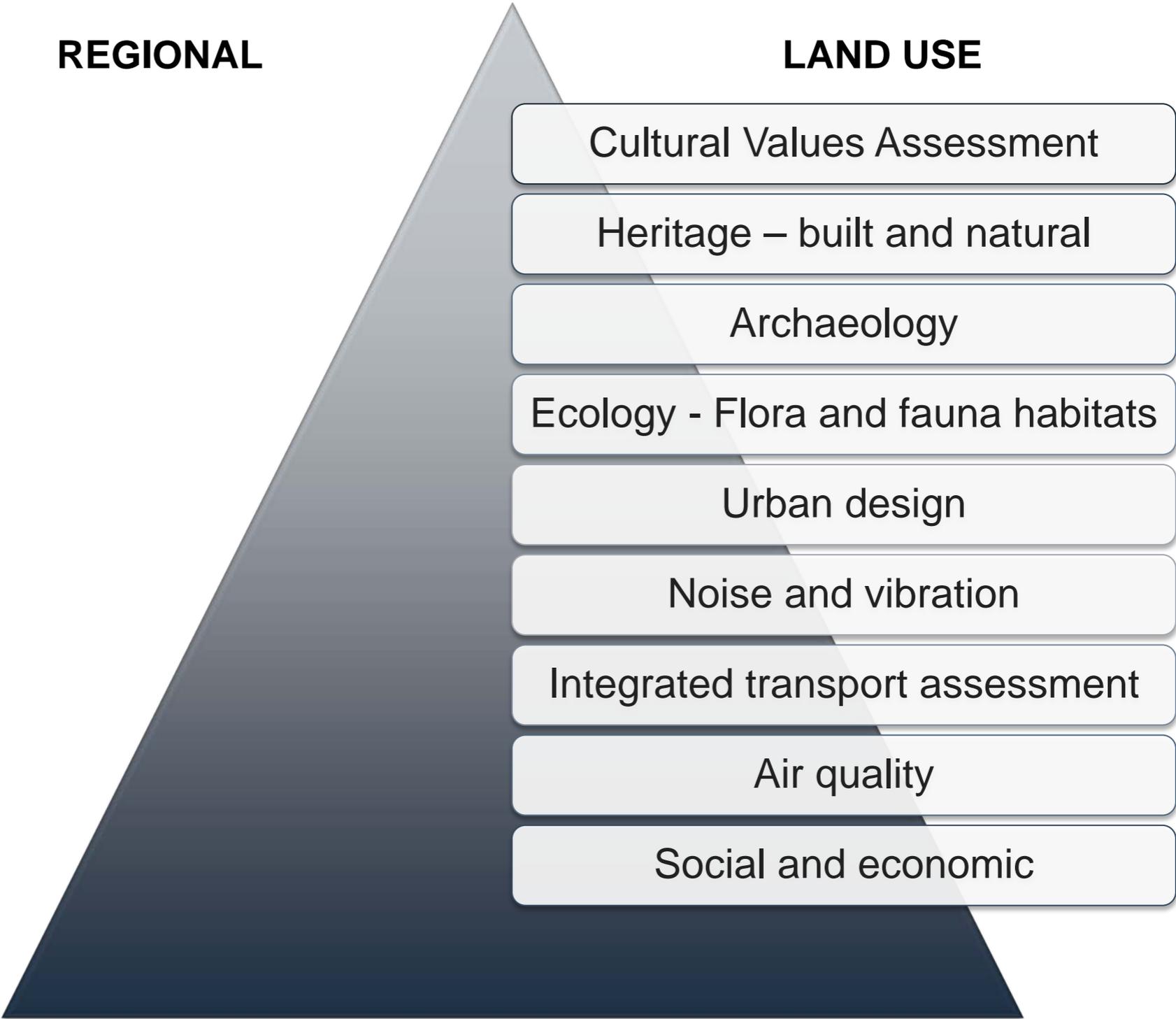
2015
Mediation with appellants

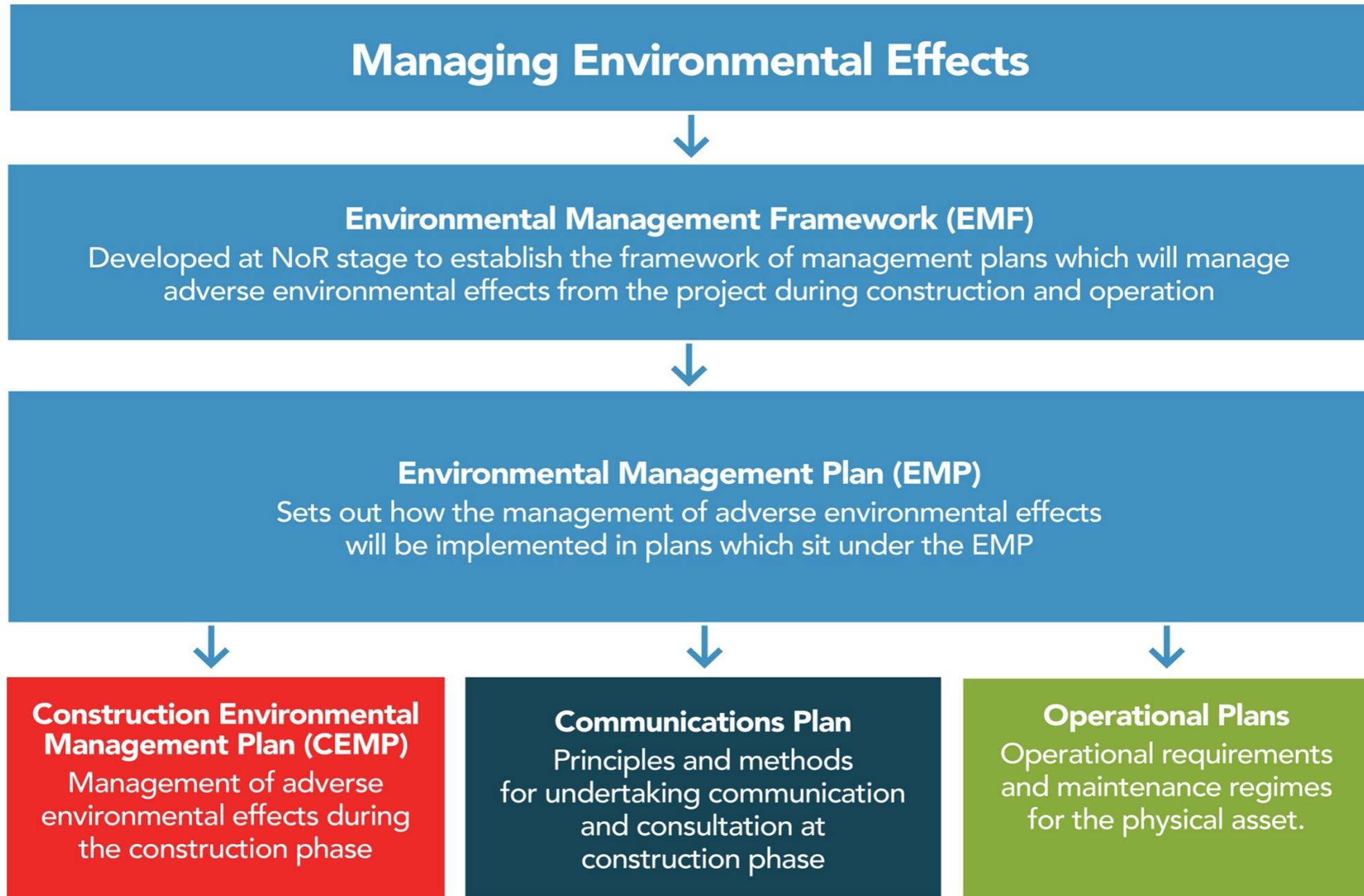
Effects assessments

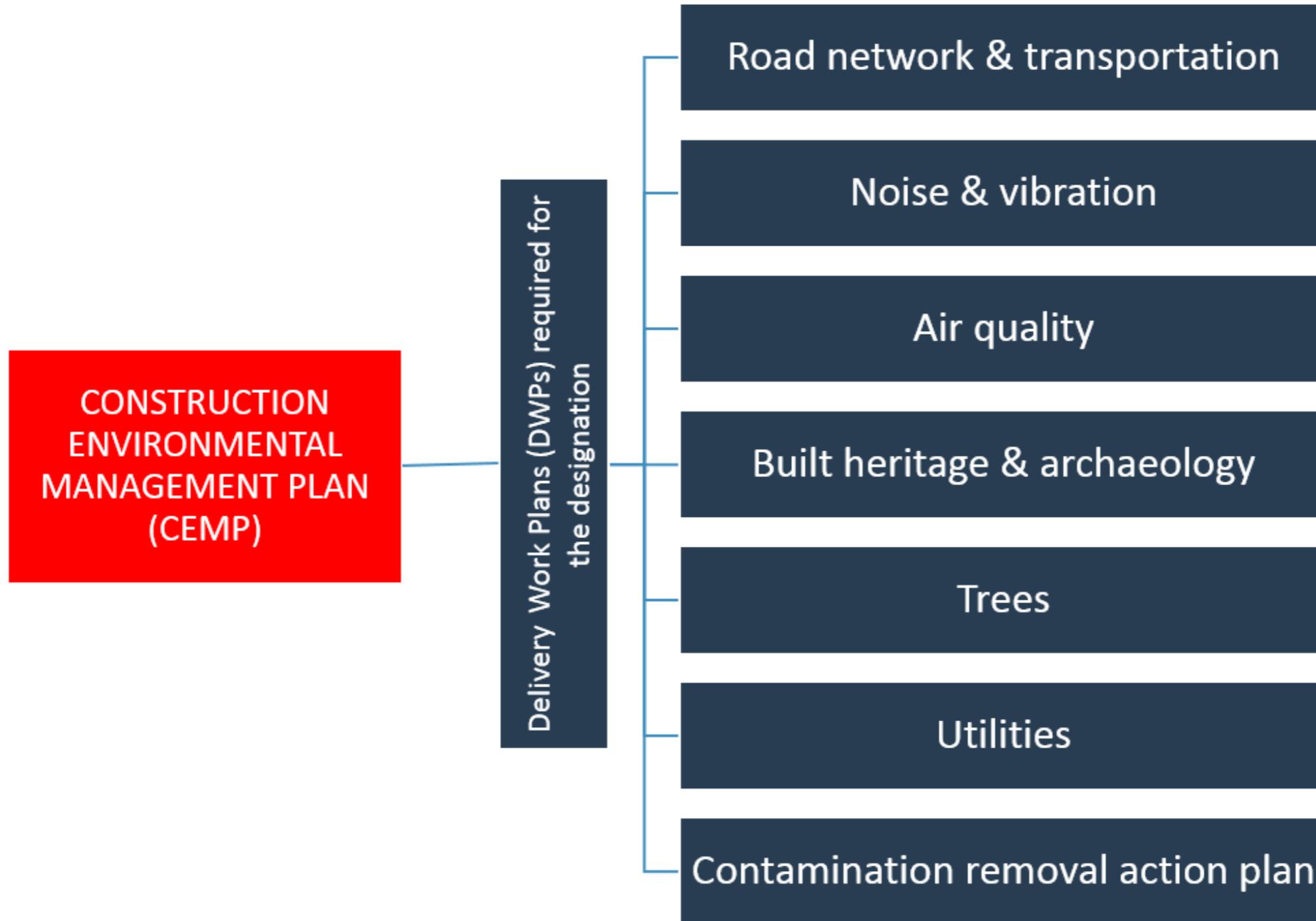


REGIONAL

LAND USE







Community Liaison Groups (CLGs)

CLG requirements

Condition 7.5 of the Notice of Requirement requires AT to consult with those directly and in proximity affected by the CRL construction works. This happens through the CLG by:

- regular updates provided by AT on construction progress
- providing feedback on the development of the Delivery Work Plans (DWPs) and Construction Environmental Management Plans (CEMPs), and the Communication and Consultation Plan
- input into a regular forum monitoring the effects on the community
- reporting concerns and issues to AT that it will respond to
- possibly proposing potential initiatives to the Property Management Strategy on the interim use of properties acquired by the CRL

- Contractor Environmental Management Plan(s)
- This is the “how document” and is the umbrella under which the Delivery Work Plans sit
- Provides the structure for environmental management of the project



- Delivery Work Plans contain specific objectives and methods for avoiding, remedying or mitigating effects for:
 - (a) Transport, access and parking
 - (b) Construction noise and vibration
 - (c) Historic character
 - (d) Urban design
 - (e) Trees and vegetation

- Technical documents for which it is useful to have a degree of knowledge within each topic – AT will assist the CLG



Time and Feedback

- CLG can provide feedback on the development of the CEMP and DWPs
- AT will require feedback within 5-10 working days on the content of the CEMP and the specific DWP



CLG next steps

- The CLG will meet regularly during construction and for six months following completion
- AT will provide administration assistance and ensure the CLG is working effectively
- CLG meets the 2nd Tuesday in the month
 - contact via email
- March meeting
 - consents and urban design



Platform 2
to Waitakere

**Delivering transport choices
to get you where you want,
when you want.**

Our Vision

