

# City Rail Link

Auckland  
Transport   
*An Auckland Council Organisation*

3 July



# A Vision for Auckland

## A globally competitive city



- A thriving economic centre
- A lifestyle that attracts and retains top talent
- Transport solutions that allow for and shape growth
- New Zealand is fifth in OECD for growth and most is in Auckland
- New migrants are a key growth factor

# Contributing to plans for Auckland

The CRL is the foremost public transportation project in the first decade of the council's 30 year Auckland Plan

The CRL will create a quantum shift in the efficiency and frequency of rail services

The CRL is one of Auckland's key initiatives to reach its goals of:

- a world-class transport system that allows us to travel around our city
- a productive high-value economy that delivers high-paying jobs
- a healthy environment that is protected for future generations to enjoy
- inclusive and safe communities that are great places to live



# City centre capacity

- Britomart rail capacity expected to be reached in 2020 after electrification
- CRL will double capacity by removing Britomart terminus constraint
- Bus capacity reached this decade



Symonds Street



Fanshawe Street



Columbia

# Transport, access and productivity

Transport is critical to shape and lead economic development in cities

Cities with efficient transport systems have higher productivity

Improving access and links between firms increases city employment

Improved travel times increase job opportunities and access to workers

Economic gains can be made from transport investment that improves access to dense employment areas

TRAVEL TIMES TO CITY RAIL LINK STATIONS					
From	To	Travel by Train / Bus (minutes)			% 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 Centre	K' Road Station	61	42	19	31%
Newmarket	Aotea Station	27	10	17	63%
Panmure	Newton Station	40	27	13	33%



# Working to a solution

## May 2011

- Government and Auckland Council agree that it makes strategic sense to protect a route

## 2011/12

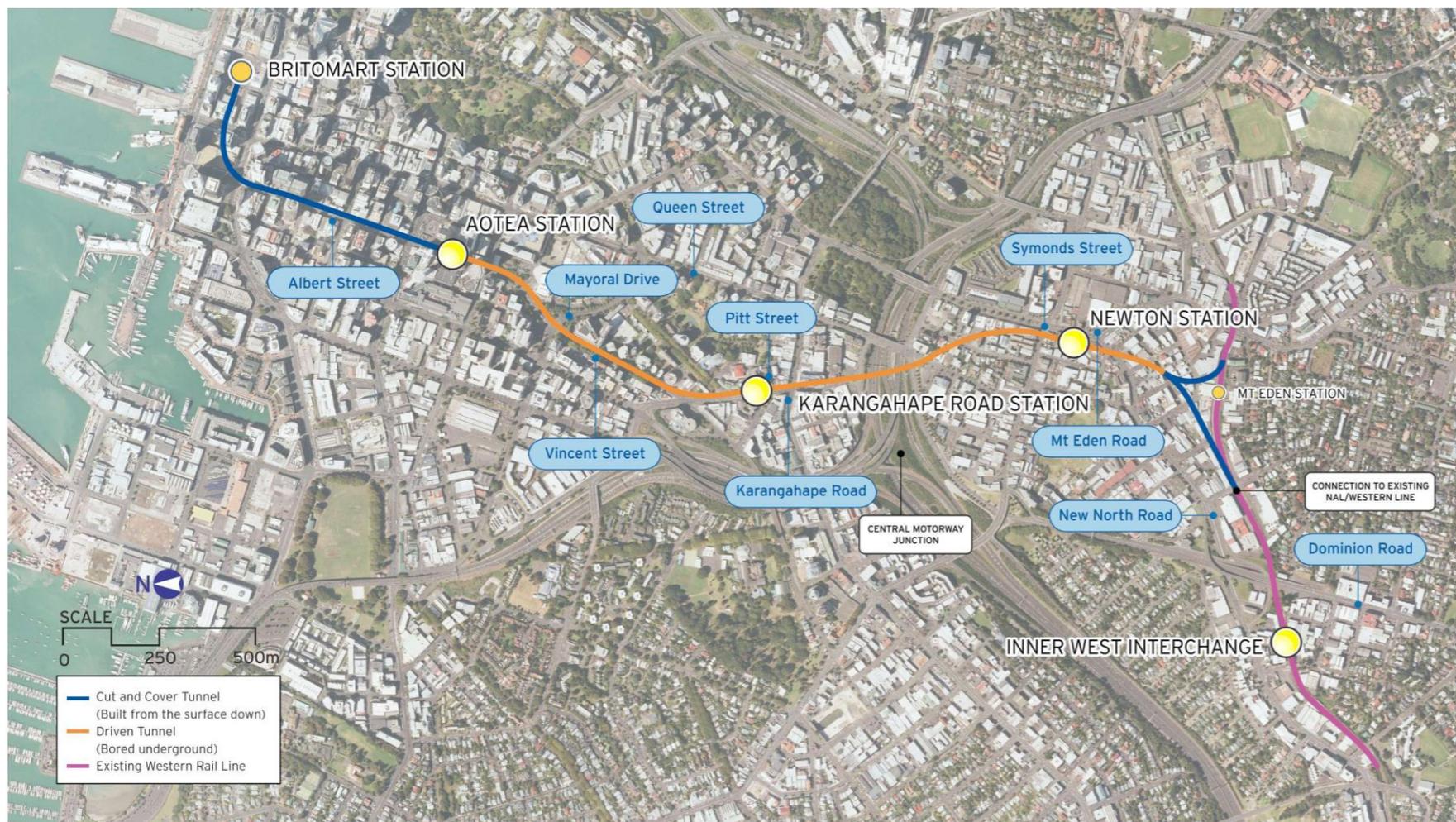
- Auckland Transport undertakes the engineering, technical, planning and legal work required to progress protection of the route

## 2012

- Auckland Council adopts LTP including CRL funding
- Land footprint identified
- Route protection initiated



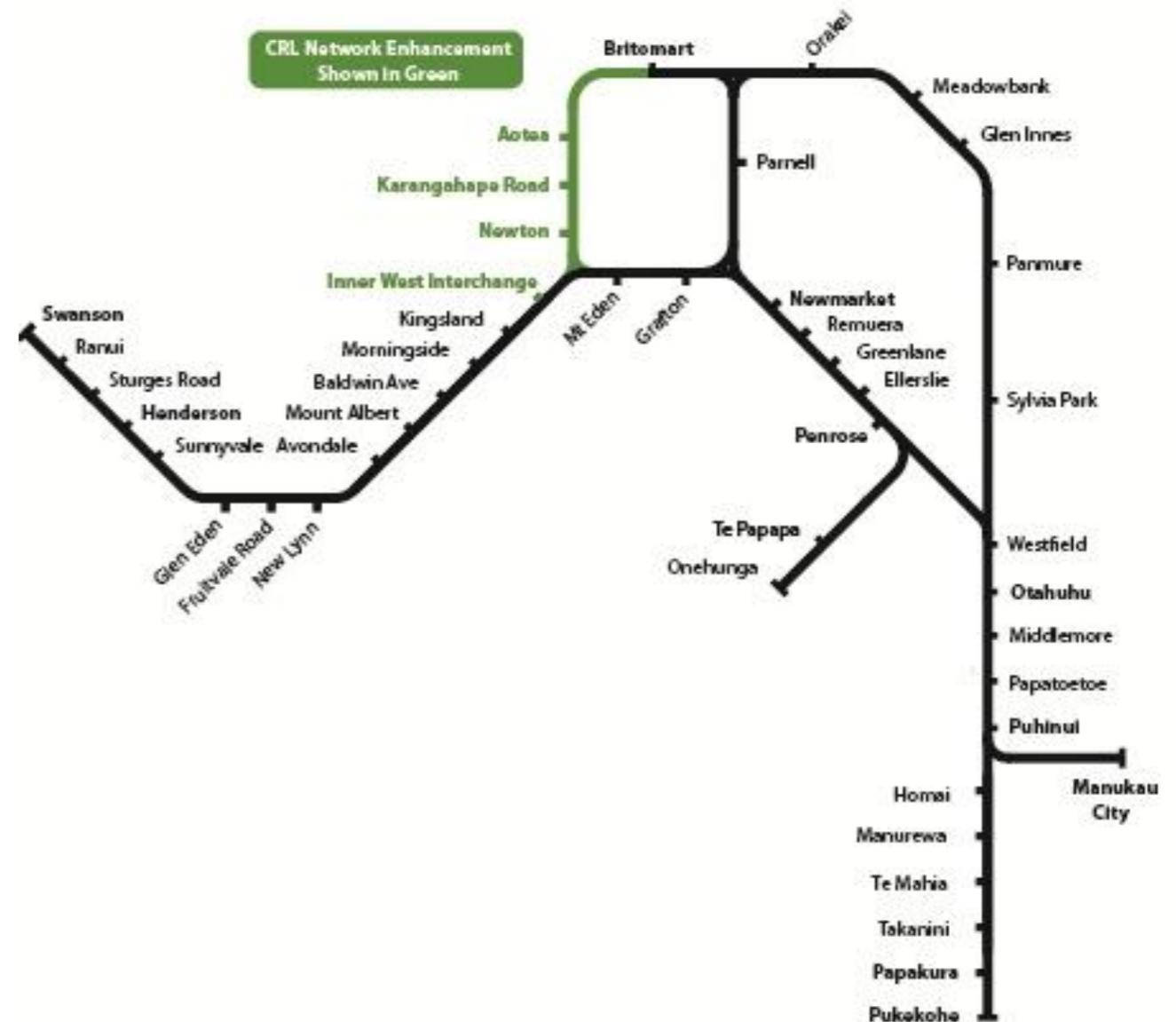
# Alignment



- Britomart to Eden Terrace
- 3.5km-mainly underground
- Provides for three city centre stations and an interchange
- Rail can move 10 times more people per hour than a motorway lane and five times more than light rail/busway

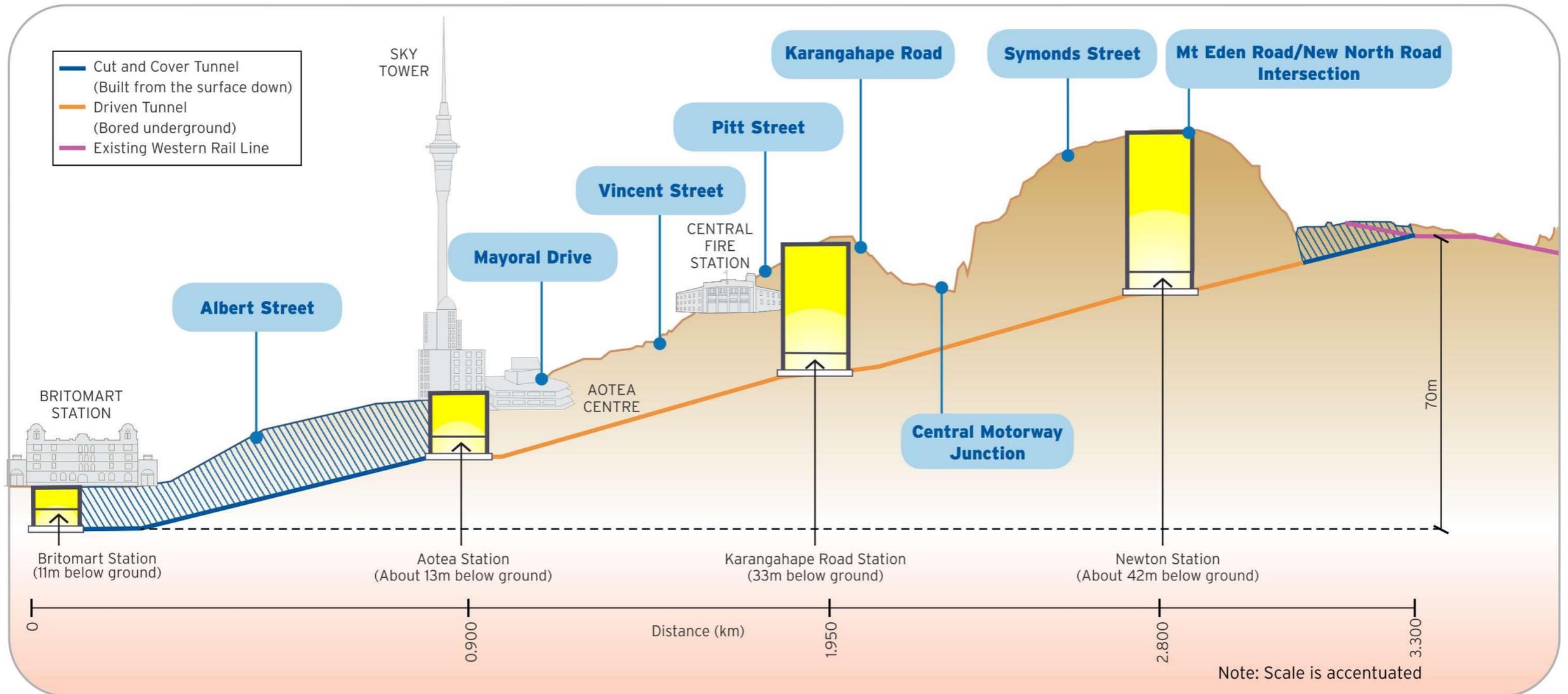
# Network benefits

- Links the existing network
- Unlocks Auckland wide network capacity- not a CBD loop
- Allows more direct city centre access
- Enables cross city travel without changing trains
- Allows for future North Shore line to connect at Aotea



# City stations

## CONCEPT ALIGNMENT



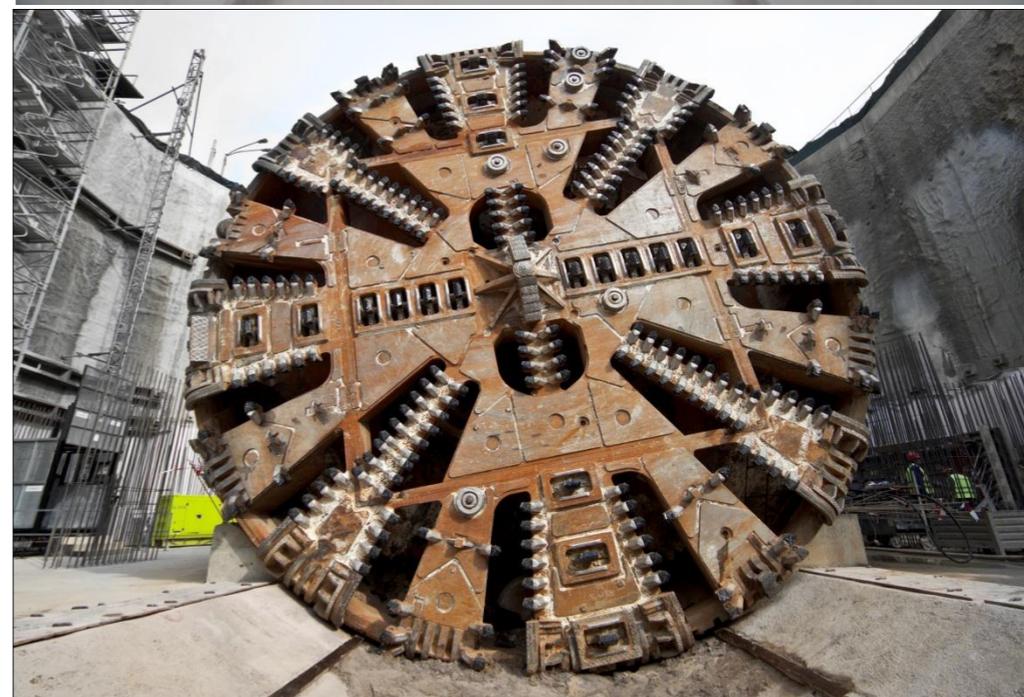
# Construction

Cut and cover along Albert Street and at Mt Eden.  
Impacts to be addressed include:

- Noise and dust
- Altered access and traffic patterns
- Vibration

Tunnelling from Aotea Station to New North Road will be with a Tunnel Boring Machine- tunnel depths under private property range from 20 to 33 metres

TBM technology reduces impacts such as vibration and ground movement



# Property

	Surface	Subsurface	Total
<b>Owners</b>			
Commercial	100	55	155
Residential	110	15	125
<b>Total</b>	<b>210</b>	<b>70</b>	<b>280</b>

- Surface land required for station access, where tunnels come to surface to join western line and work sites
- Sub surface land required where tunnels and stations pass below properties
- Subsurface numbers include 12 body corporates with multiple owners
- No listed heritage or character buildings are required. Former historic toilets below Beresford Square have been identified as requiring special consideration

# Cost

CRL Cost Comparison showing changes over time (\$millions)	APB&B 2010 Expected Cost (2010 \$s)	APB&B 2012 Expected Cost (2012 \$s)	AC LTP 2012 inflated to year of spend
<b>Expected Construction Cost</b>	<b>1,861</b>	<b>1,938</b>	<b>2,324</b>
Gross land purchase	230	231	245
Estimated land sales	100	136	183
<b>Net Land</b>	<b>130</b>	<b>95</b>	<b>62</b>
<b>Total Construction and Land Cost</b>	<b>1,991</b>	<b>2,033</b>	<b>2,386</b>
<b>Potential Construction Cost Saving</b>		<b>166</b>	
<i>Additional EMUs</i>	<i>240</i>	<i>259</i>	<i>336</i>
<i>Other network optimisation</i>	<i>100</i>	<i>108</i>	<i>140</i>
<b>Expected Cost inc additional EMUs and other network improvements</b>	<b>2,331</b>	<b>2,400</b>	<b>2,862</b>
<b>Expected cost with potential saving</b>		<b>2,234</b>	

# Timeline

## 2012

1. Making contact with directly affected property owners
2. Advising occupiers of surface properties
3. Contacting owners whose properties are outside of, but adjacent to, the footprint
4. Initiate formal planning processes to designate the land required
5. Continue engagement on project

## Indicative Timeline:

- Planning and property 3 years
- Construction 5 years
- Target opening 2020/21



# Summary

- Auckland Transport has confirmed a land footprint for the City Rail Link so it can have the route protected
- It is now initiating contact with directly affected property owners
- City Rail Link will provide for three city stations and an interchange at Eden Terrace
- The City Rail Link will build on past transport investment and release the capacity constraint at Britomart enabling faster, more frequent and reliable services
- City Rail Link will double the number of people who can get to a city station within 30 minutes
- Improved accessibility will lift Auckland's economic performance and cater for a growing city