



City Rail Link – taking Auckland places

April 2013

The City Rail Link (CRL) has been identified as the key contributor to keeping Auckland moving as the city continues to grow.

An independent study of future city centre access, produced in collaboration with central government, has shown that the CRL, combined with bus improvements will be the only way to meet transport demand over the next 30 years.

Without the CRL, roads will be jammed and vehicle movement at peak hour will be down to walking speed.

The City Rail Link gets rid of the cul de sac at Britomart and connects the rail network through the city to benefit all of Auckland.

- Trains about every seven minutes at peak for most stations
- Quicker travel and improved access to more of the city centre with three new stations
- Direct travel to the city from the west – half the time from New Lynn to Aotea
- Helps keep city traffic flowing – without the CRL speeds in the city will halve to 7km/h by 2021 and bus routes will be overcrowded
- Drives economic growth by creating better access to more high productivity jobs
- Allows future expansion of rail to the North Shore, via Wynyard Quarter, and Auckland Airport

Auckland's Economic Future

Growth

Improved accessibility is the key to Auckland's economic growth and that of New Zealand. The CRL will future-proof transport demands for an Auckland that will be home to two thirds of New Zealand's growth over the next three decades, with our population exceeding two million.

Auckland accounts for 34% of jobs in NZ and most are in metropolitan Auckland. Transport is critical in shaping urban form and leading economic development. Cities with efficient transport systems have higher productivity than more dispersed places.

Access

Improved travel times will give greater employment opportunities. Significant economic gains can be made from transport investment that improves access into high employment densities. The number of people within 30 minutes travel time of a city station will double.

The City Rail Link builds on previous public transport investment including Britomart and rail electrification and extends and improves a rapid transport option unaffected by congestion.

Key facts

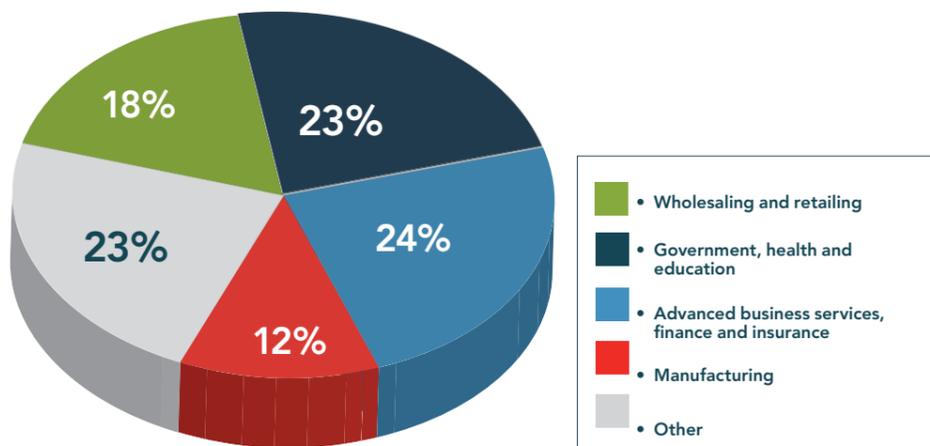
- 3.4km
- Britomart to the existing rail line near Eden Terrace
- Mainly underground
- Three new city centre stations – Aotea, Karangahape Rd, Newton
- Construction forecast to commence 2015/16
- Opening 2020/21

Cost and Funding

(identified in Auckland Council Long Term Plan)

- Cost of \$2.86 billion (inflated to year of spend)
- 50% central government funded
- 30% alternative funding (being investigated by an independent group www.movingforward.org.nz)
- 20% rate funded taking effect in 20/21

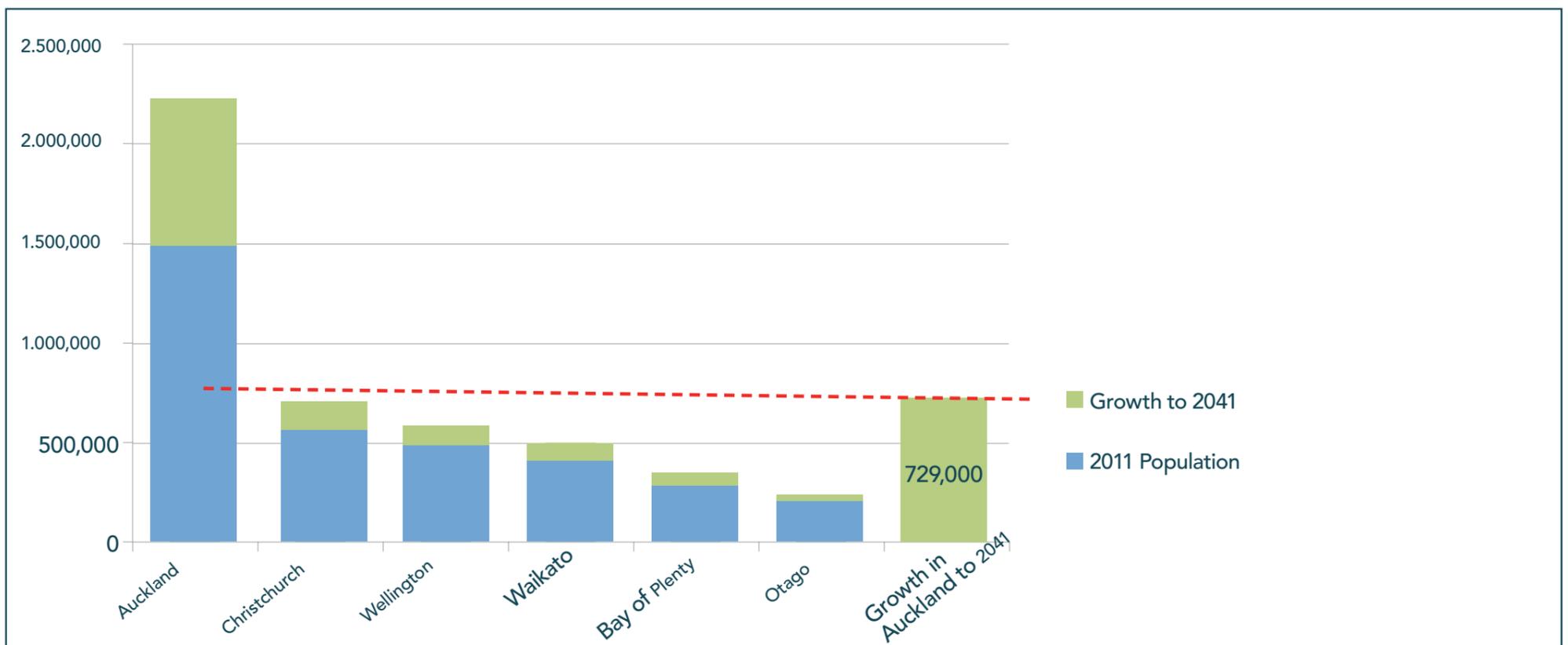
Auckland's Employment Composition



CRL Project Objectives

1. Improve transport access into and around the city centre for a rapidly growing Auckland
2. Improve the efficiency and resilience of the transport network of urban Auckland
3. Significantly contribute to lifting and shaping Auckland's economic growth
4. Provide a sustainable transport solution that minimises environmental impacts
5. Contribute positively to a liveable, vibrant and safe city

Auckland's growth projections



Indicative timeline

