

1 November 2012

Information for Albert Street owners and residents

The City Rail Link (CRL), a proposed 3.4km extension of rail from Britomart to the existing North Auckland line near Mt Eden will be built below Albert Street. The CRL will double rail capacity across the entire Auckland network and support economic growth through improved accessibility.

Funding for the initial engineering design work and planning processes required to secure a transport designation over the land required for the CRL has been approved and this work is underway. The route will be built directly beneath the road in Albert St and will not require the purchase of any Albert St properties. The closest new station will be about 11 metres below Albert St between Victoria and Wellesley Streets with entrances at both ends.

Funding for construction has not yet been secured. The earliest any construction will start is late 2015. The transport designation is being sought for 20 years.

Management of effects

Auckland Transport (AT) is using a conservative “envelope approach” to identify and assess effects which is common for large projects. Albert St construction effects will be temporary. Construction of the CRL will be similar to other major infrastructure projects in Auckland and effects typical of inner city work.

The approach to managing effects will be through the use of Environmental Management Plans (EMPs) which will be produced to cover all project related effects. AT is in the first phase of a process and there is considerable work to be done before construction. See table below regarding phases.

	Current Phase	Phase 2	Phase 3	Phase 4	Phase 5
Engineering design	Concept design	Preliminary design	Detailed design	Construction design	Operation
Investigation	Desktop analysis Initial investigations	Site investigations	Further investigations	Any final investigation	
Consultation	Landowners Stakeholders Community Submissions	Landowners including localised consents Stakeholders Community	→		Customer support
Planning	NoR Effects assessment	Resource consents	→		Any localised consents
Environment	Develop Environment Management Framework	EMPs	→		Completed or refined and updated Operational Management Plans
Conditions	Designation conditions	Resource consent conditions	→		Implement conditions Ongoing monitoring

The information below relates to AT's approach to effects identified in the current concept design.

Construction methodology

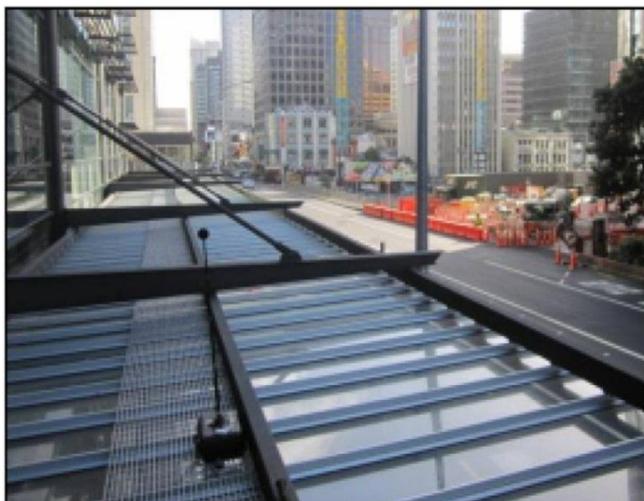
The current concept design shows the CRL built below existing ground level on Albert St and it will not physically touch any properties. The rail alignment will be about 13 to 16 metres below ground level for about 450 metres from Customs Street to Mayoral Drive.



Cut and cover construction will be used because the CRL alignment on Albert St is close to the surface to tie into Britomart Station. There is a major stormwater pipe below the length of Albert St which, combined with the shallow depth, makes the area unsuitable for a below ground tunnelling boring machine.

Cut and cover is a top down construction method (shown above) where a trench is dug from street level, a lid placed over the top and the road reinstated above, with the tunnel below. We anticipate construction along Albert St taking about two and a half years and being outside each staged area (lower middle and upper Albert St) for up to 16 months.

Noise and vibration



Construction noise will be typical of inner city work. Noise monitoring will be part of the Construction Noise and Vibration EMP. Noise monitoring prior to construction will establish a baseline noise profile; this has already started (shown left).

Monitoring will continue during construction to ensure noise levels remain within consent conditions.

There will be temporary and varying vibration effects related to construction which will vary with distance and the type of material being worked in. Preliminary indications are that there is little risk of vibration induced building damage.

Hours of work

Hours of work will be within the consent conditions laid down by Auckland Council and are unknown at this stage. We anticipate limitations around night work.

Traffic and access

- Access to Albert St properties will be maintained during construction
- Effects are temporary and major roads will be kept open
- Albert St traffic will be managed around the staged works but will require reduced lane widths and speeds
- Roads across Albert St may be closed temporarily (Victoria and Wellesley) but this will be staggered ie; no more than one road closed at one time.
- Buses will be re-routed to nearby roads
- Temporary adverse effects on the transport network will be mitigated through the EMP.
- A detailed traffic management plan will be prepared once the project is closer to a construction start.

A number of mitigation measures being considered include:

- Construction staging to reduce impact
- Changes to traffic signal phasing and operation
- Temporary re-routing of bus services
- Alternative parking arrangements
- Advanced communication of detours and reduced services to enable an informed choice

Dust

Cut and cover construction involves excavation of soil. Dust from construction will be managed through the EMP.

Mitigation includes:

- Dust controlled at source to limit dispersion
- Water to dampen materials
- Wind fencing to prevent movement
- Construction vehicles required to use wheel washing facilities
- Roads continuously swept to ensure no construction dust/debris is left behind



Contact details

You can contact the CRL team at crlproject@aucklandtransport.govt.nz or 09 3553553.
The website link is www.cityraillink.co.nz