City Rail Link Project

JULY 2012

The City Rail Link will give Aucklanders more trains, more often with faster, more reliable and direct services to more destinations.

It will remove the rail capacity constraint at Britomart by extending passenger rail under Albert, Vincent and Pitt Streets, then beneath Karangahape Road and the Central Motorway Junction to Symonds Street before rising to join the western line near the Mt Eden station.

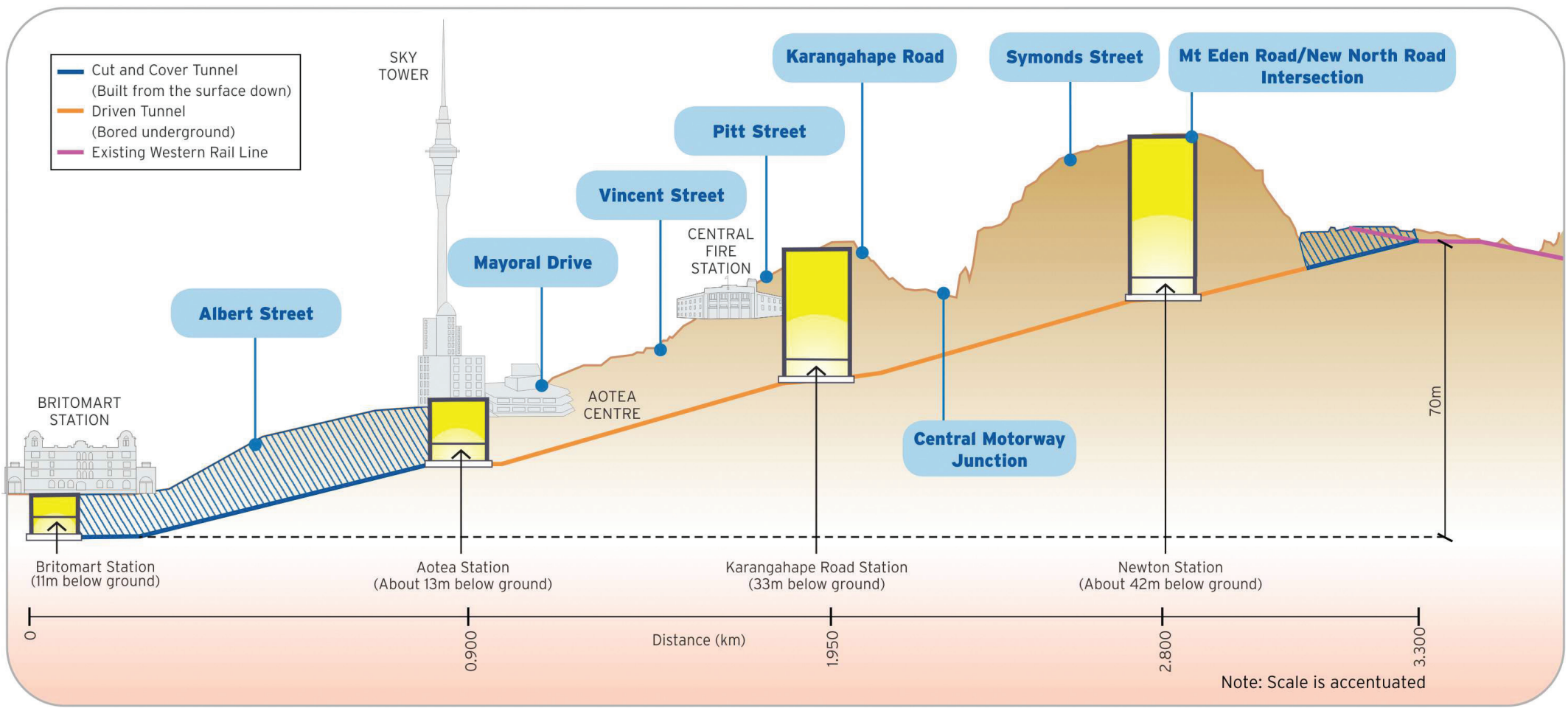
The City Rail Link will allow for three additional city centre underground stations in the vicinity of the Aotea Centre, Karangahape Road and Newton and an inner west Interchange between Dominion and New North Roads.

Britomart will become a through station which was originally envisaged when it was built in 2003. This will allow faster, more frequent and more reliable services across the whole passenger rail network.

Travel times to City Rail Link stations

From	To Intended Location	Travel by Train / Bus (minutes)			% Improvement in Travel Times
		Before CRL	After CRL	Reduction in 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%

CONCEPT ALIGNMENT



Find out more: (09) 355 3553 or
email crlproject@aucklandtransport.govt.nz
www.cityraillink.co.nz

Auckland Transport
An Auckland Council Organisation

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.

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 livable, vibrant and safe city

Land requirements

The City Rail Link will need to purchase surface land required for:

- Access points to underground stations
- Room to allow the trains to rise to meet the existing western rail line
- Construction yards.

It will also require the purchase of some sub surface land below private property for the tunnels.

Auckland Transport is now seeking to have the land required for the project protected for future construction. It will not require land until 2015 at the earliest.

Key facts

- 3.5km
- Britomart to the Western rail line near Eden Terrace
- Mainly underground
- Three new city centre underground stations
- An inner west interchange
- Cost of $2.86 billion (inflated to year of spend)
- Construction forecast to commence for 2015/16
- Opening 2020/21

Indicative timeline

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