

City Rail Link

Project details

- The City Rail Link (CRL), which is planned to be operational from 2023, will extend Auckland's passenger rail system past Britomart to connect to the existing regional rail network at Mt Eden.
- It's estimated to take five and a half years to build at a cost of \$2.5 billion.
- Britomart will become a through station with two new stations near Aotea Square (11 metres depth) and Karangahape Road (33 metres depth), and a redeveloped station at Mount Eden.
- The CRL will use twin 3.4 kilometres long tunnels up to 42 metres below city centre streets.
- The City Rail Link project has two main construction components in addition to land acquisition and early design work:
 - The first at an estimated cost of around \$280 million for the early enabling works planned for 2016 to 2017
 - and the second estimated at approximately \$1.9 billion for the main construction contract.
- The enabling works in the first phase will involve building two rail tunnels between Britomart under Queen Street and the Downtown Shopping Centre, and a 'cut and cover' tunnel under Albert Street as far as Wyndham Street
- The enabling works are planned for 2016 to 2017 to coincide with the planned redevelopment of the Downtown Shopping Centre by Precinct Properties Ltd.
- CRL is funded in the Basic Transport Network in the 10-year budget (Long-term Plan 2015-2025).



Shape
Auckland
.co.nz



Have your say
to help create the world's
most liveable city.



Auckland
Council

Te Kaunihera o Tāmaki Makaurau



Costs

Total project cost	\$2.5 billion	Made up of: <ul style="list-style-type: none"> Property acquisition and design - \$265 million Enabling works - \$280 million Main contract - \$1.9 billion
Government funding	\$1.0 billion	Commencing 2018/2019
Total rates impact (in first full year of operation 2023/2024)	\$110 million	Made up of: <ul style="list-style-type: none"> Operating costs - \$32 million Interest - \$94 million Depreciation - \$23 million Offset by: <ul style="list-style-type: none"> Fare box revenue - \$23 million NZTA operating subsidy - \$16 million

Benefits

- It will remove the dead end at Britomart, and will allow for more frequent and reliable services, including ability to double capacity.
- Allow for future rail growth to areas such as Airport and North Shore.
- Will fundamentally change the growth and infrastructure landscape of Auckland, in a similar way to the original opening of the Auckland Harbour Bridge.
- It will in effect bring parts of the south and the west of Auckland closer to the centre, and equally bring the centre closer to the south and west.

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	65%
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%

- It will also improve all regions access to the city centre. Traffic speeds in the city centre at peak times are projected to drop to 7 kilometres per hour by 2021.

Government funding

- The \$1 billion government funding is planned to commence from 2018/2019.
- In June 2013 central government announced its commitment to a joint business plan for the CRL with Auckland Council in 2017 and providing its share of funding for a construction start in 2020.
- They also would consider an earlier start date if it became clear that Auckland's CBD employment increases by 25 per cent over the 2012 levels and rail patronage growth was on track to reach 20 million trips before 2020.
- With the focus and investment in public transport, we have seen significant increase in rail boardings in recent years. The year to October 2014 reached 12 million boardings which was an 18 per cent increase from the prior year Auckland's CBD employment is progressing well with the market clearly signalling the city centre is the preferred option for investment, for example Fonterra's new head office and the Downtown shopping centre redevelopment.
- We will continue to work with central government to explore the possibility of starting the main construction work as soon as possible. However, given the absence of a funding agreement with central government, the council will only proceed with route protection and enabling works and will not let a contract for the main construction works until a funding agreement is in place.

**Shape
Auckland
.co.nz**

**Have your say on the 10-year budget by 4pm
on Monday 16 March 2015**

For more information, to provide feedback or to register for a 'Have your say' event, visit shapeauckland.co.nz, phone 09 301 0101 or visit your local board office, service centre or library.

