

# The City Rail Link

February 2012



# Key Areas

- Defining the drivers
- Delivering solutions
- Management with investment
- Conclusions

# A Vision for Auckland

## A globally competitive city



- An innovative, economic powerhouse
- Attracting and retaining talent
- Unclogged transport options
- Natural spaces and people places

# Productivity

## Auckland:

- Home to over 60% of the country's top 200 companies
- Contributes more to GDP (36%) than its population share (33%)
- Labour productivity 30-50% higher than other regions
- City centre 150% more productive than any other in NZ
- Most productive activities are business and financial services
- Their productivity increases when employment density increases and there is access to more skilled labour
- Making the city centre more accessible drives economic performance
- The CRL will drive changes in land use, development opportunities and intensification

# Accessibility

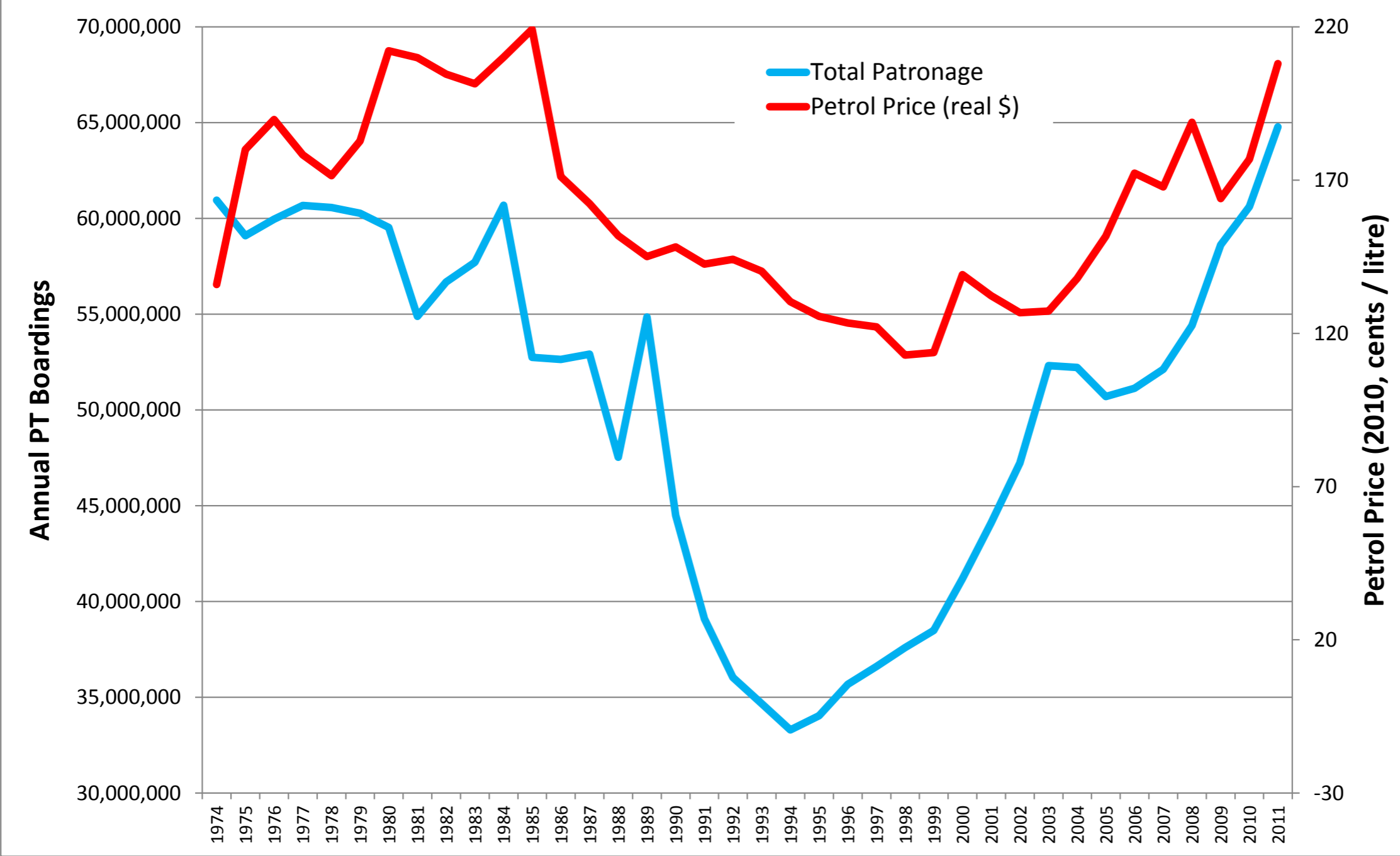
- Transport is a critical shaper and enabler of Auckland's future
- The CRL project is one of a number of critical infrastructure investments
- Britomart was designed and built with the CRL in mind- the two outer tracks can punch through
- The CRL addresses current constraints, unlocks the potential of the region's public transport system and supports a more pedestrian friendly city centre
- It enables a mode shift toward the Auckland Plan target of 69% of trips to the city centre being on public transport

# Auckland's Population Growth

- Auckland's population 2.3m by 2050
- Population increasing by 1.6% pa
- New investment for new capacity
- Investment relative to growth
- Impact of Christchurch?

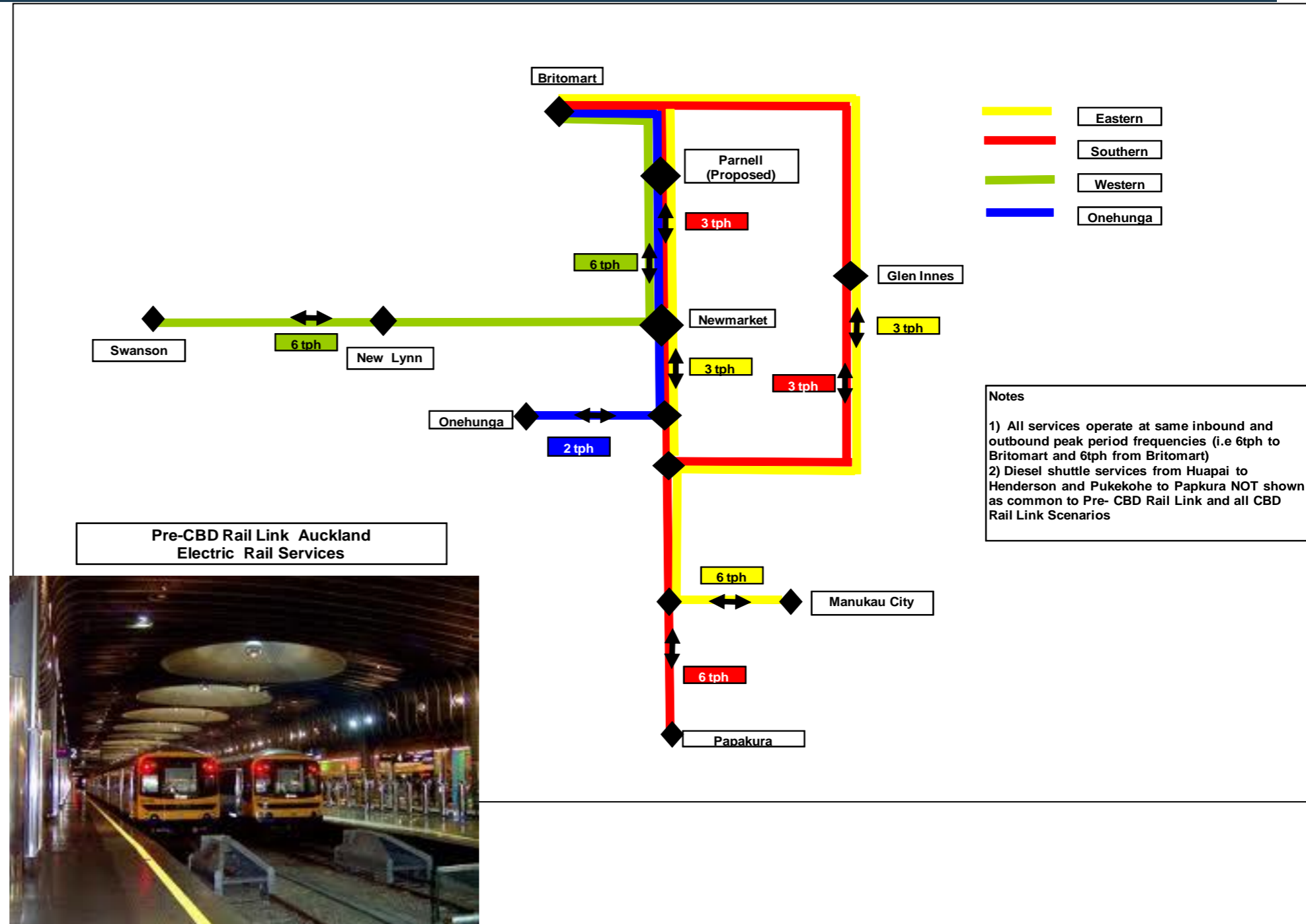


# Energy Costs



# Rail System Constraints

- Britomart Terminus constrains capacity of whole passenger rail network
- Delays at Britomart ripple across whole network
- Network expected to reach maximum capacity after electrification





# City Centre Street Capacity



Symonds Street



Albert Street



Fanshawe Street



Bogota

# Buses Alone Are Not Enough

## Central area bus system reaches capacity in:

- 2014 – Symonds Street (Karangahape Road > Wellesley Street)
- 2016 – Albert Street southbound
- 2019 – Fanshawe Street
- 2019 – Symonds Street  
(Khyber Pass Road > Karangahape Road)
- 2020 – Albert Street northbound

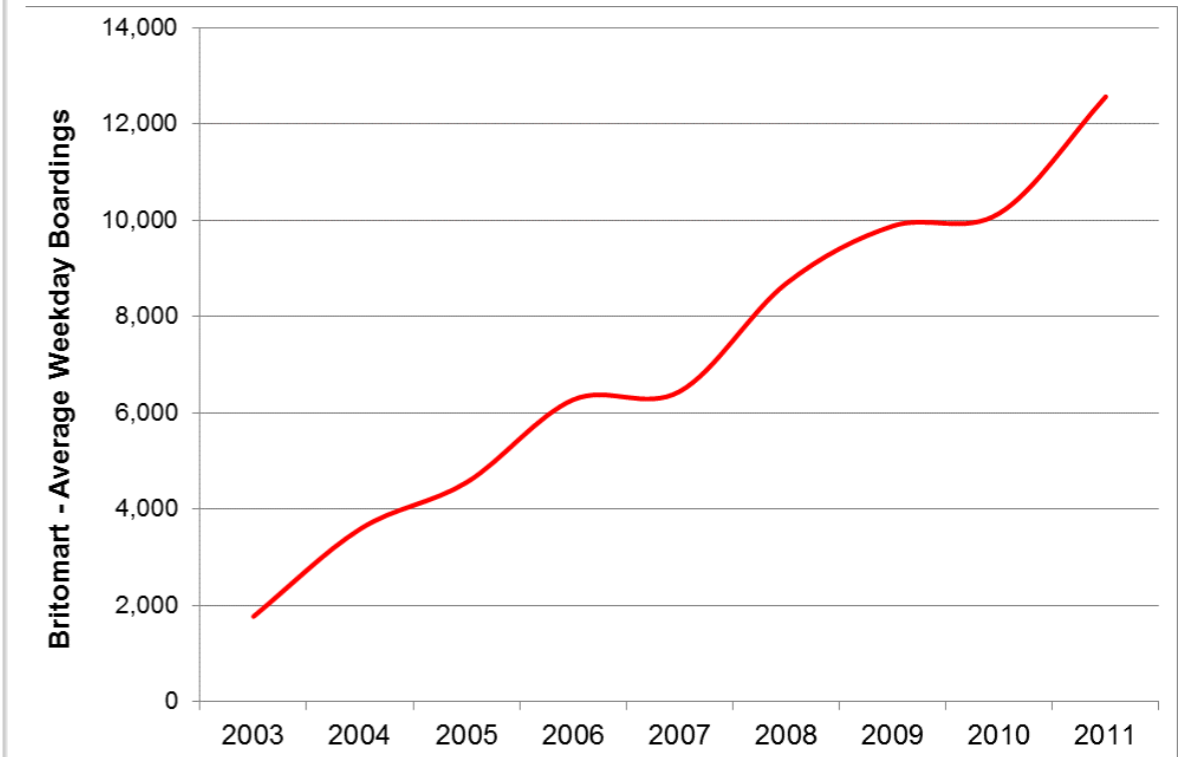
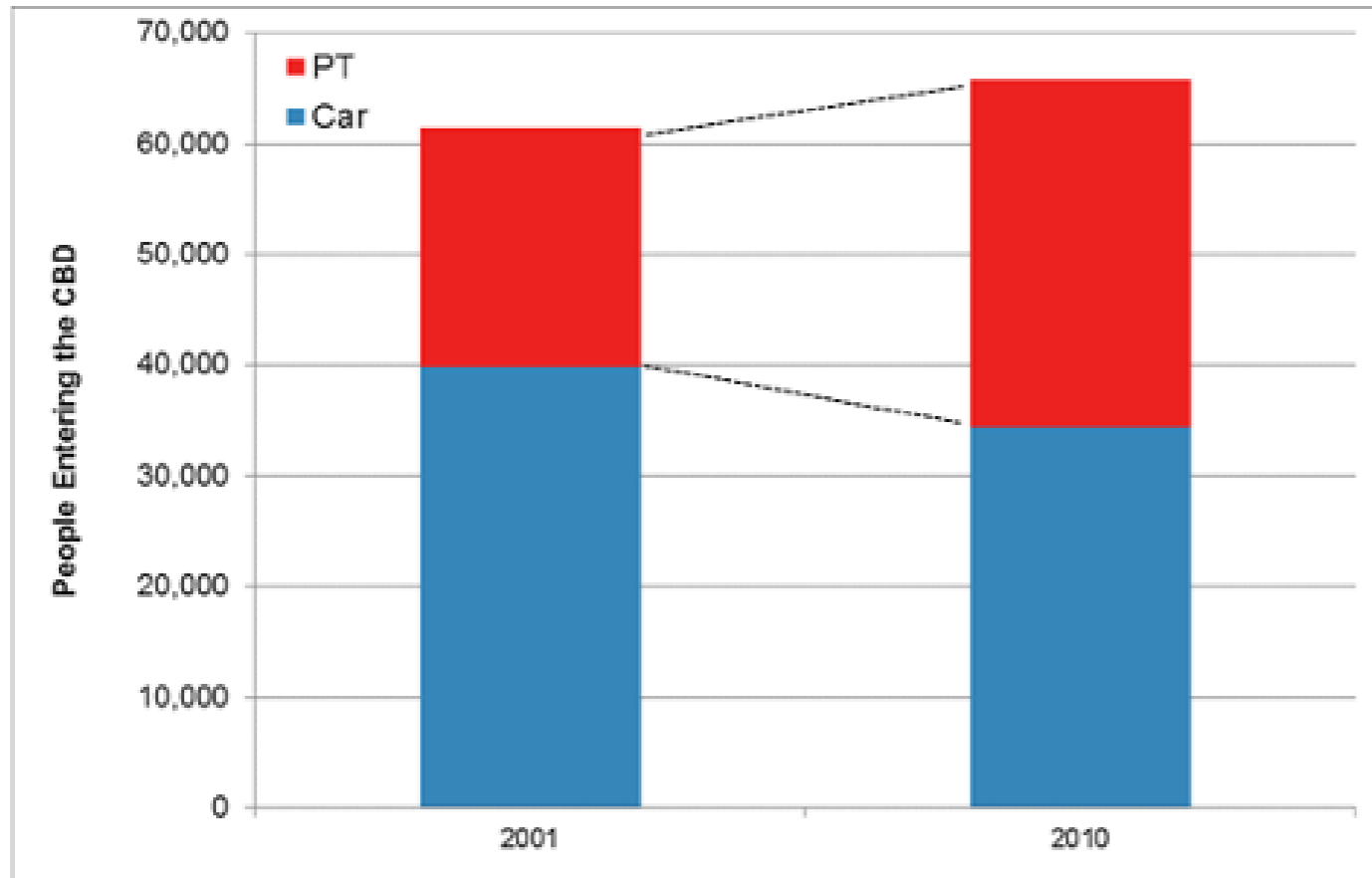
# The Efficiency of Public Transport

	Capacity per Hour	Capacity Ratio
A single lane of motorway	2,400 people	1
Bus lanes	7,500 people	x3
Dedicated busway / light rail	12,000 people	x5
Dedicated light rail	12,000 people	
Auckland's rail corridors	20,000 – 25,000 people	x10



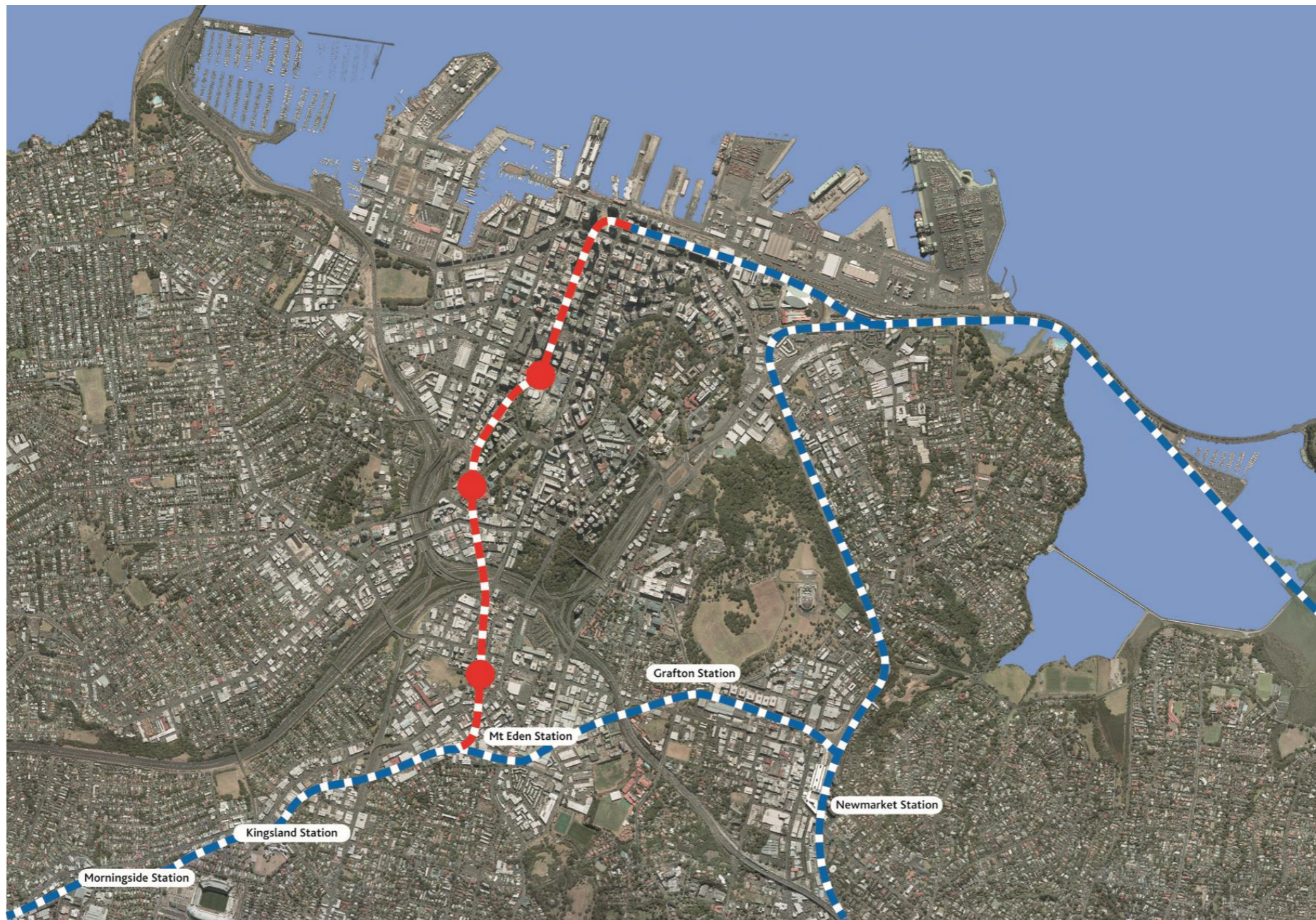
- New roads will be more expensive, environmentally challenging and impact more on communities
- PT has the ability to move more people more efficiently, freeing up congested roads for freight, commercial and other vital economic/social trips that cannot use public transport.

# Rapid Transport's Contribution

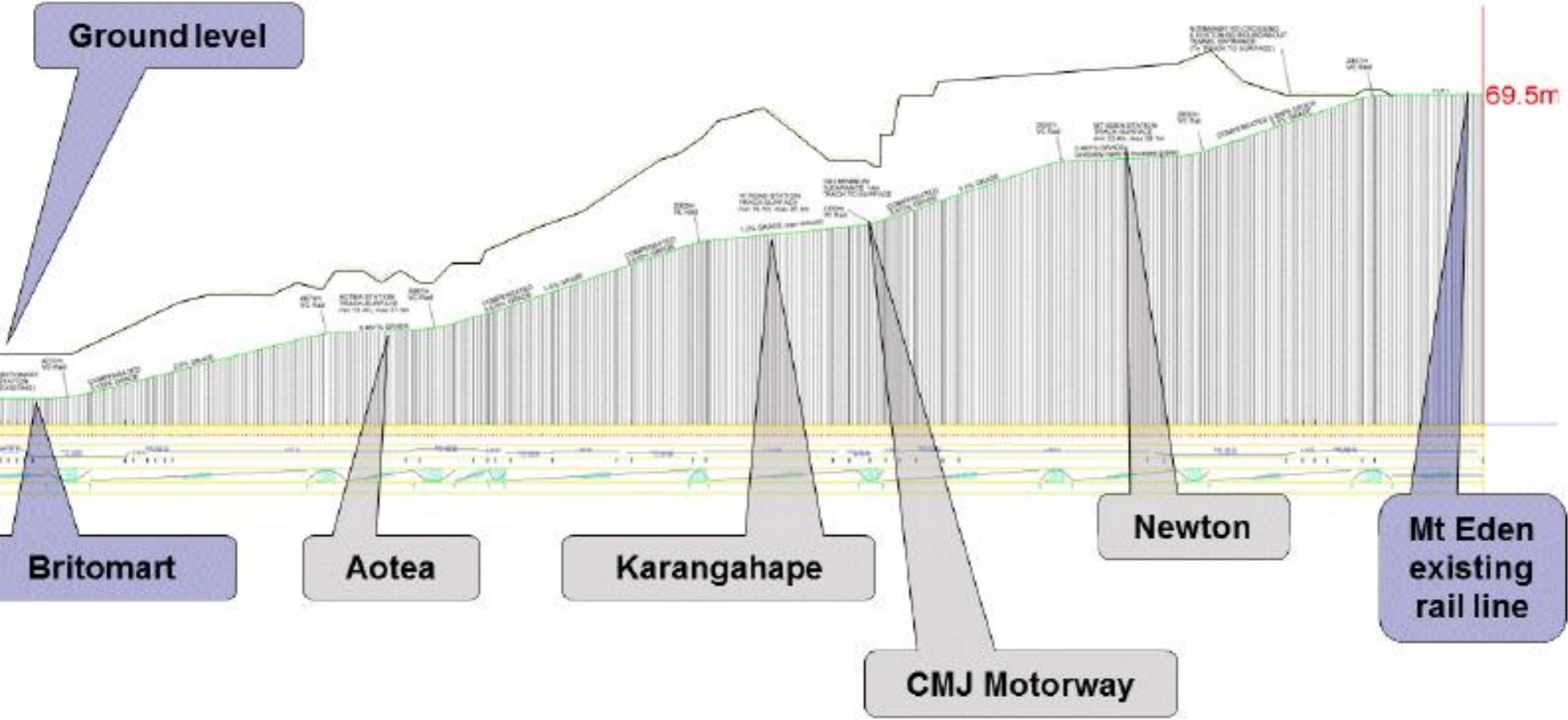


- Introduction of electric trains from 2014 is expected to accelerate growth in rail patronage

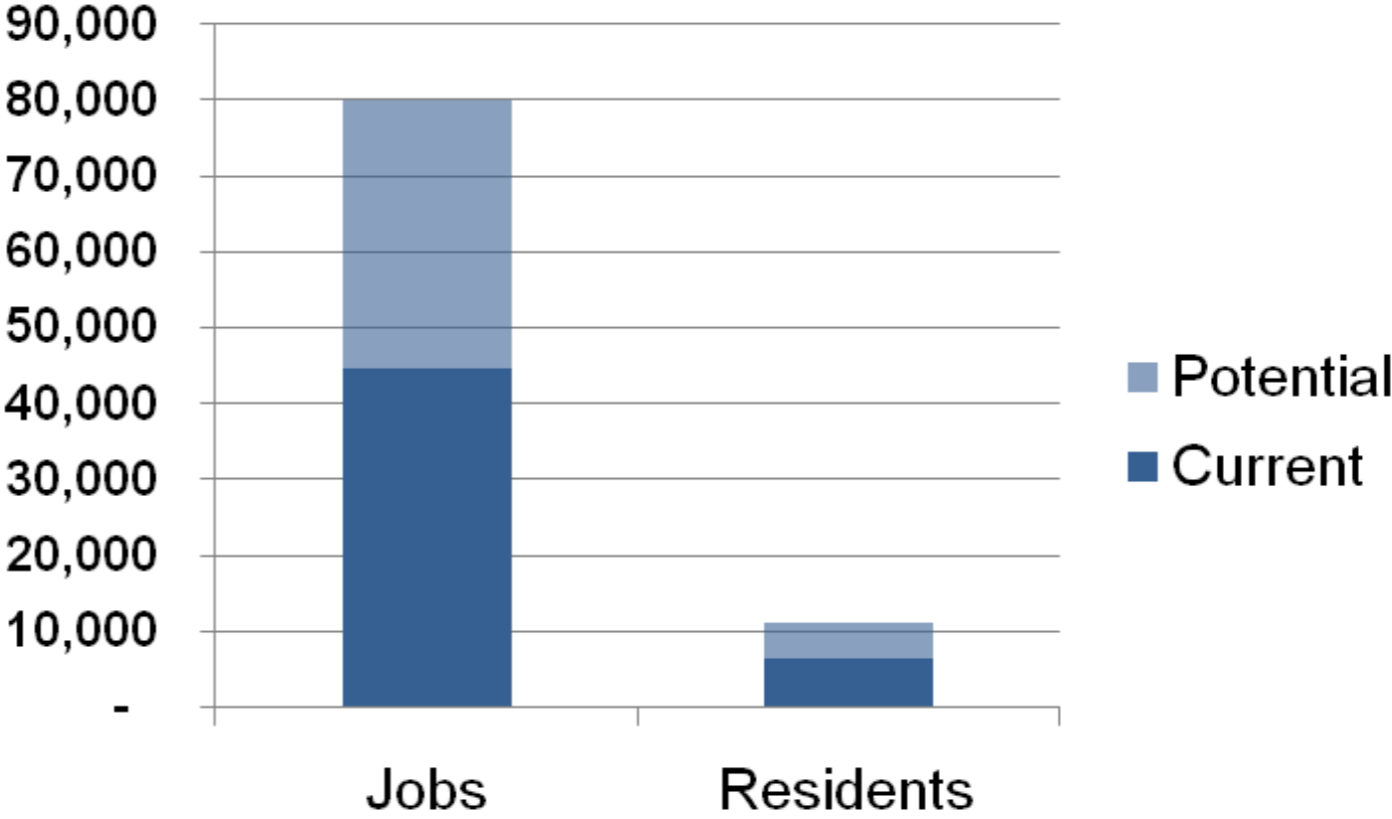
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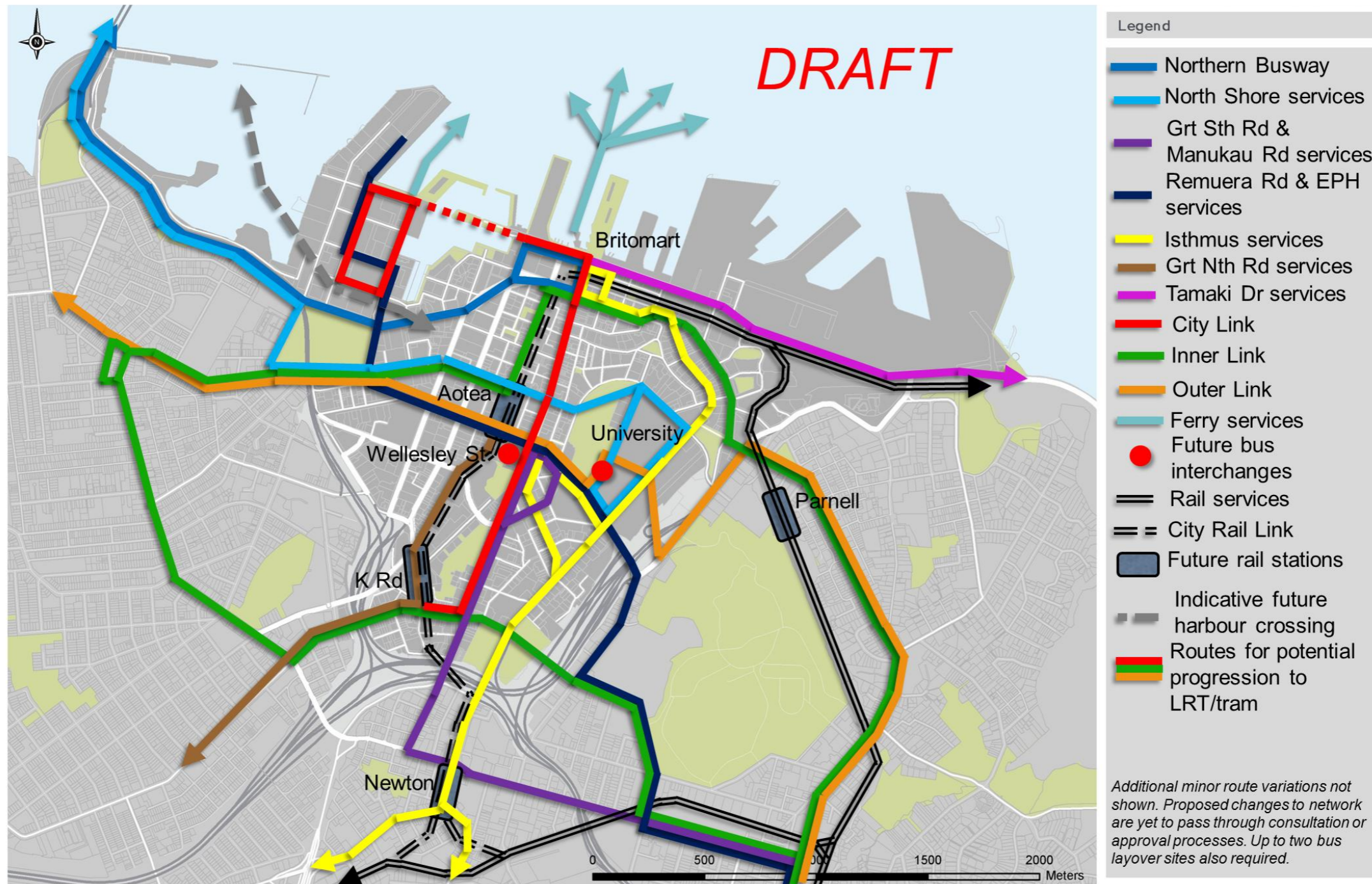




# The City Rail Link



# Future Full PT Network

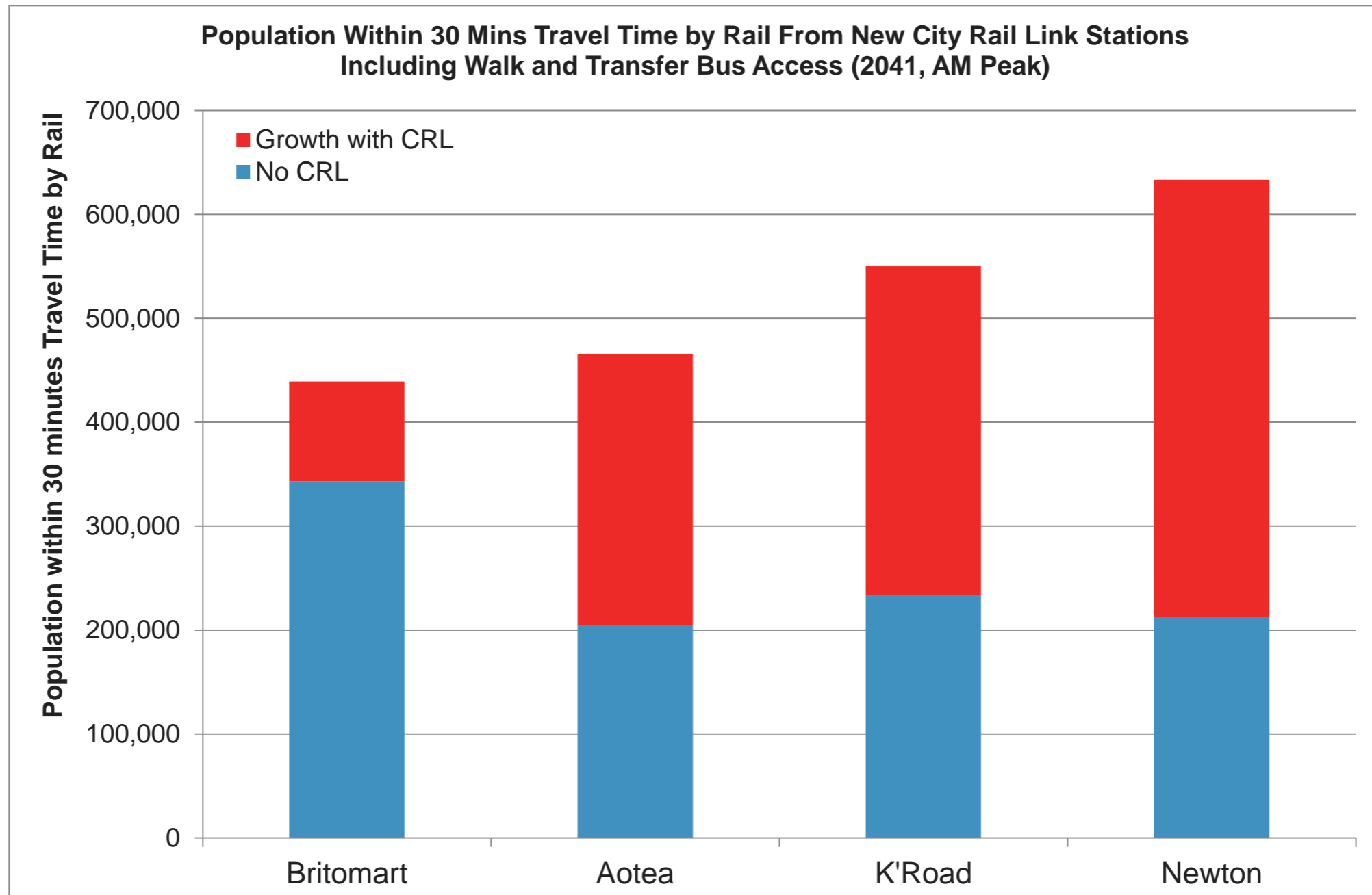


# Travel Time Benefits

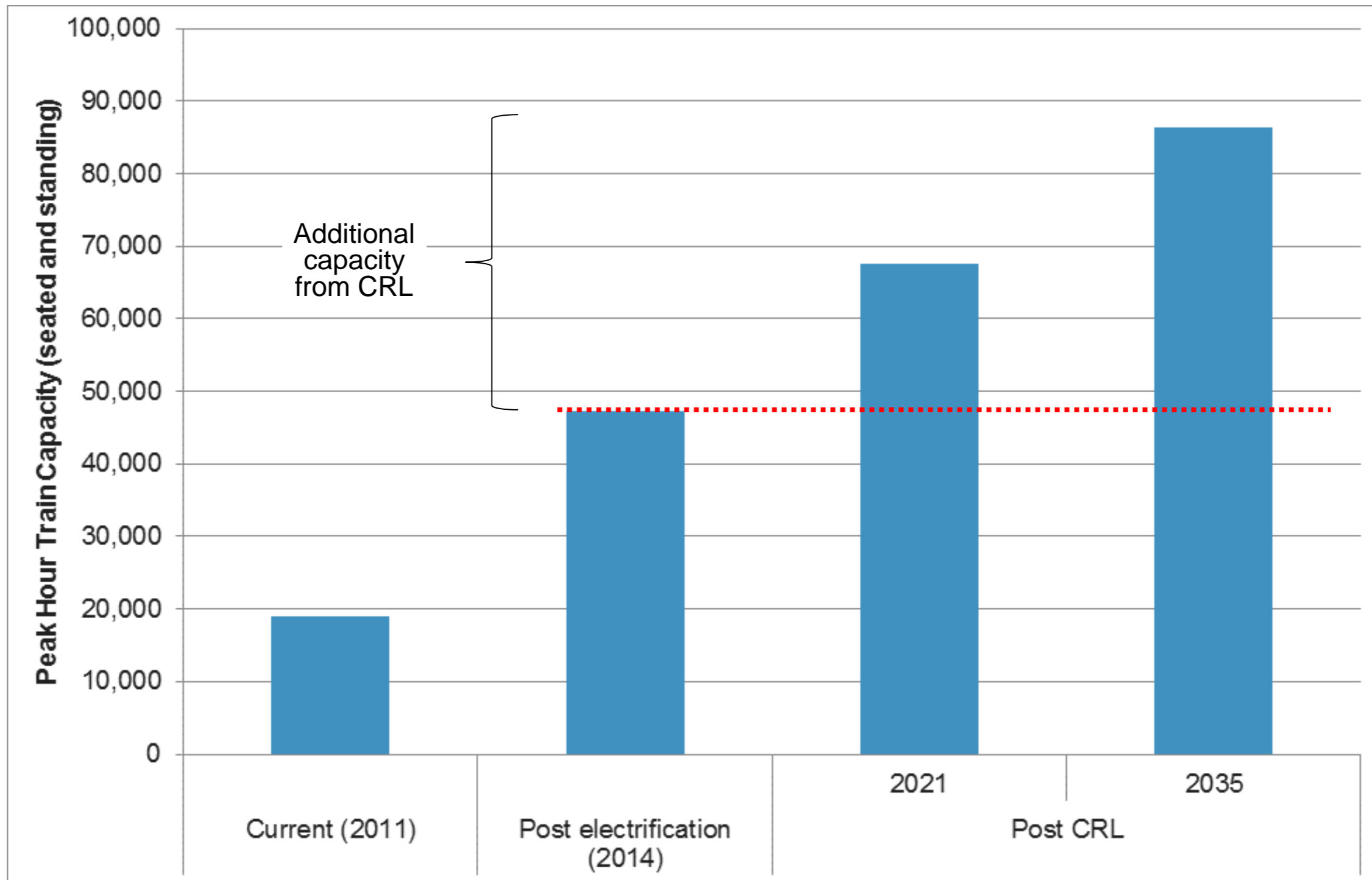
## TRAVEL TIMES TO CITY RAIL LINK STATIONS

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%
ManukauCentre	K' Road Station	61	42	19	31%
Newmarket	Aotea Station	27	10	17	63%
Panmure	Newton Station	40	27	13	33%

# Population Within 30 mins Travel Time of CRL Stations

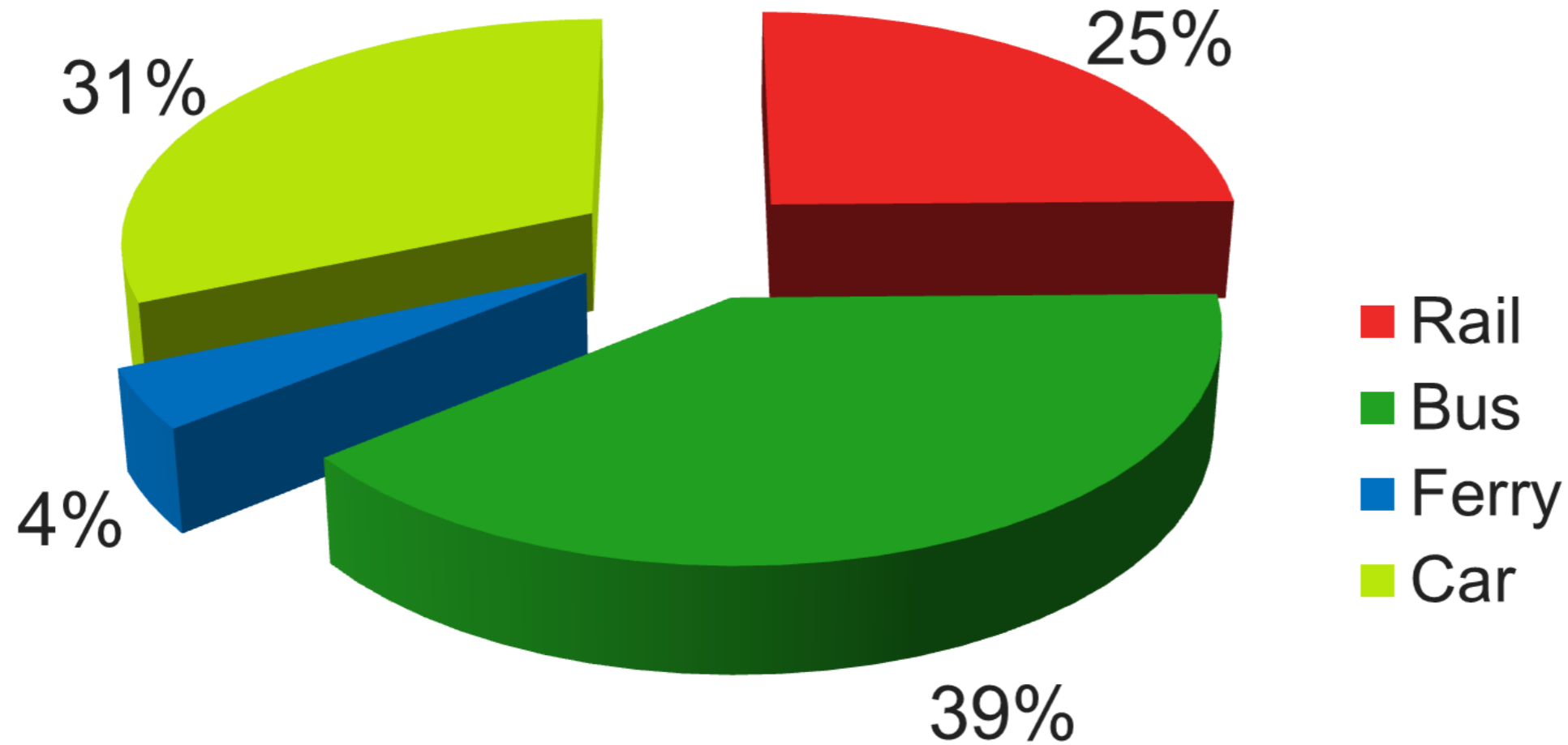


# Additional Capacity Delivered by the CRL



# Patronage and Benefits

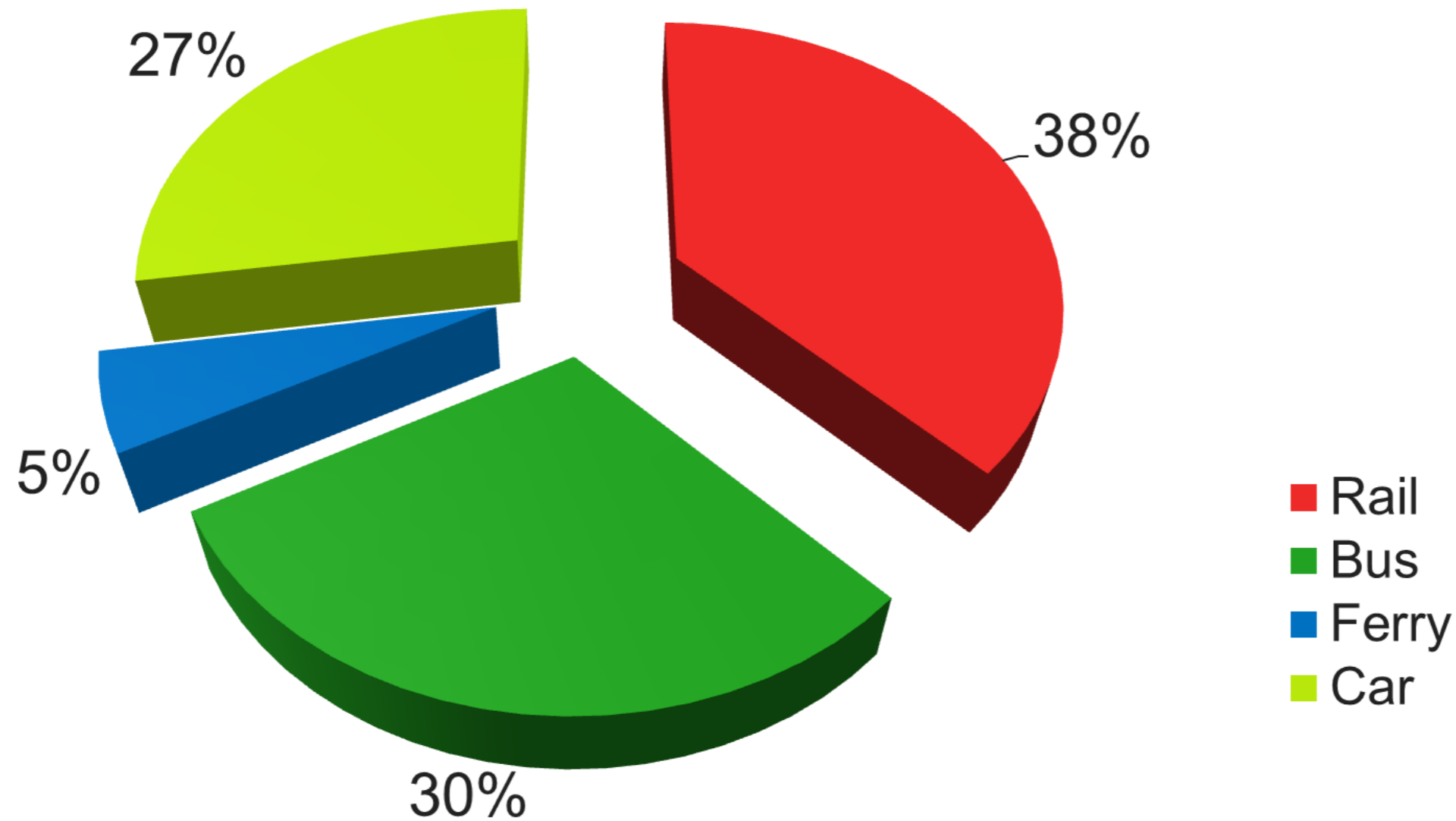
## Mode Share - 2041 (Person Trips)



# Patronage and Benefits


## Mode Share Into The City Centre

(2041, AM Peak, passenger kilometres)



# Project Timeline

2010	2011	2012	2013	2014	2015-20	2020/21
Initial study for CRL project and potential route for protection	Review of initial study  Further feasibility investigations  Project team established	Confirm route for CRL	NOR and consent applications  Property purchase	Begin tender process for project	Construction	CRL opens





# Summary

- Critical to improve accessibility and lift entire region's (and therefore the country's) economic performance
- Caters for the projected growth in the size and intensity of the centre of greater Auckland
- Maximises benefits of past, current and proposed transport investment
- Releases the capacity constraint at Britomart
- Provides for growth, economic development and change in land use and value, particularly around stations