

City Rail Link

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Auckland Transport
An Auckland Council Organisation

The slide features a dark blue background with a graphic of concentric white circles and dots on the right side. The Auckland Transport logo is in the top right corner. The title 'City Rail Link' is in large white font, and the name and role of Daniel Newcombe are in a smaller green font. The Auckland Transport logo and tagline are in the bottom right corner.





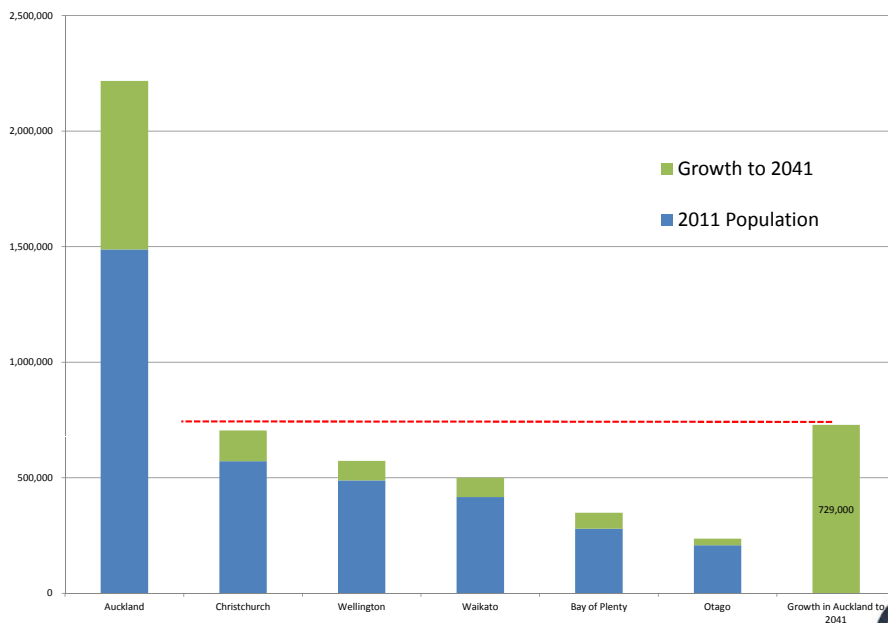




**Auckland is the long term holder of the
Rebel Sports Coke Zero Ranfurly Shield,
thanks to Coach Benji Marshall**



Auckland growth to 2041



Why access to city centre is important

- Heart of the economy, with up to 16,000 employees/square km
- Agglomeration benefits drive higher productivity and wages
- Average city centre earnings 27% higher than the rest of Auckland
- Improved access is key to Auckland's economic growth



The challenge (CCFAS)

Using medium growth forecasts and assuming all major transport projects other than City Rail Link in place



By 2021:

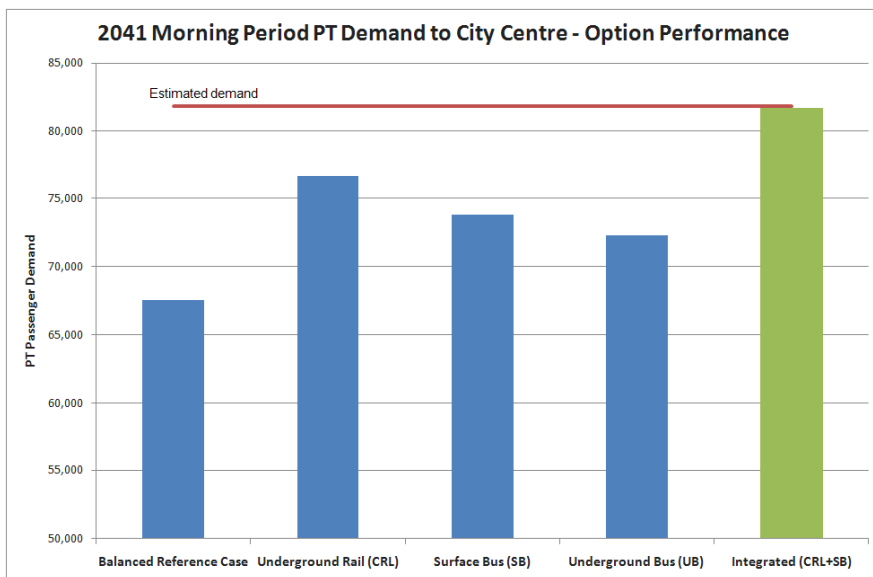
- Most bus networks are at capacity, some are over; can't physically be provided for within existing road corridor
- Private vehicle speeds in city centre halve in the morning peak to 7 km/h
- Britomart has reached capacity

By 2041:

- Bus network significantly over capacity
- Private vehicle journey times to city centre from west and south will increase by 30-50%
- Private vehicle speeds in morning peak drop to 5km/h (average walking speed)



The answer



Government statement- 28 June 2013

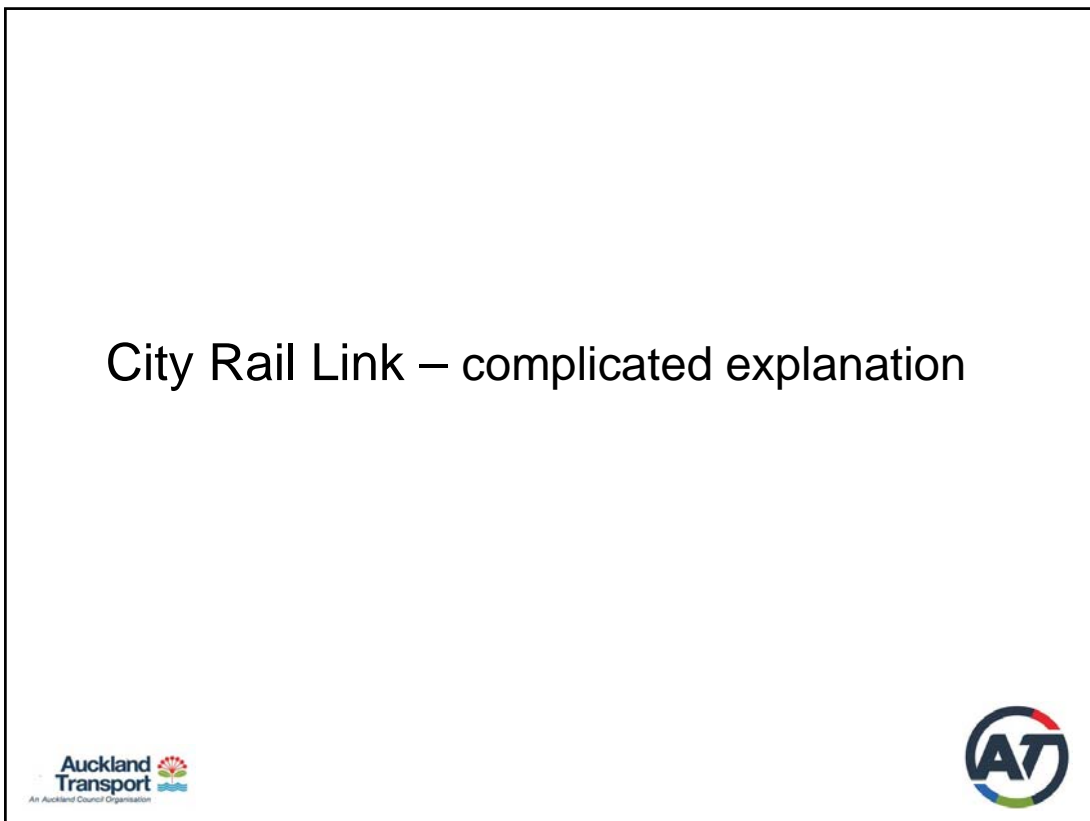
- Broadly agrees with CCFAS findings
 - Doesn't agree CRL needed by 2021
 - Instead is committed to:
 - ✓ a joint business case with Auckland Council in 2017
 - ✓ providing its share of funding for a construction start in 2020 (so completion mid 2020s)
 - Prepared to consider an earlier start to business case if :
 - ✓ city centre employment increases by 25 per cent over current levels (of 78,000 but did not specify when)
 - ✓ annual rail patronage is on track to hit 20 million trips well before 2020 (currently 10 million)
- and said that was something to discuss with council. Identified need to address funding, including how project costs are shared between Government and council



City Rail Link – simple explanation



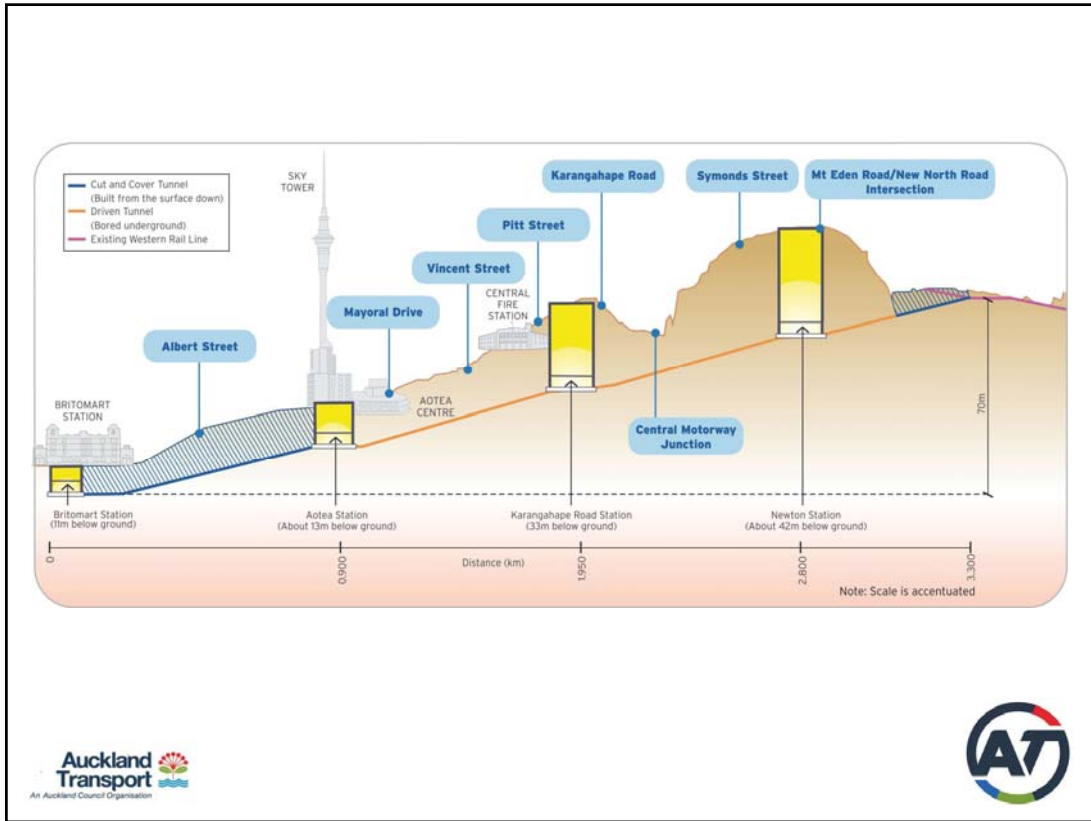
City Rail Link – complicated explanation

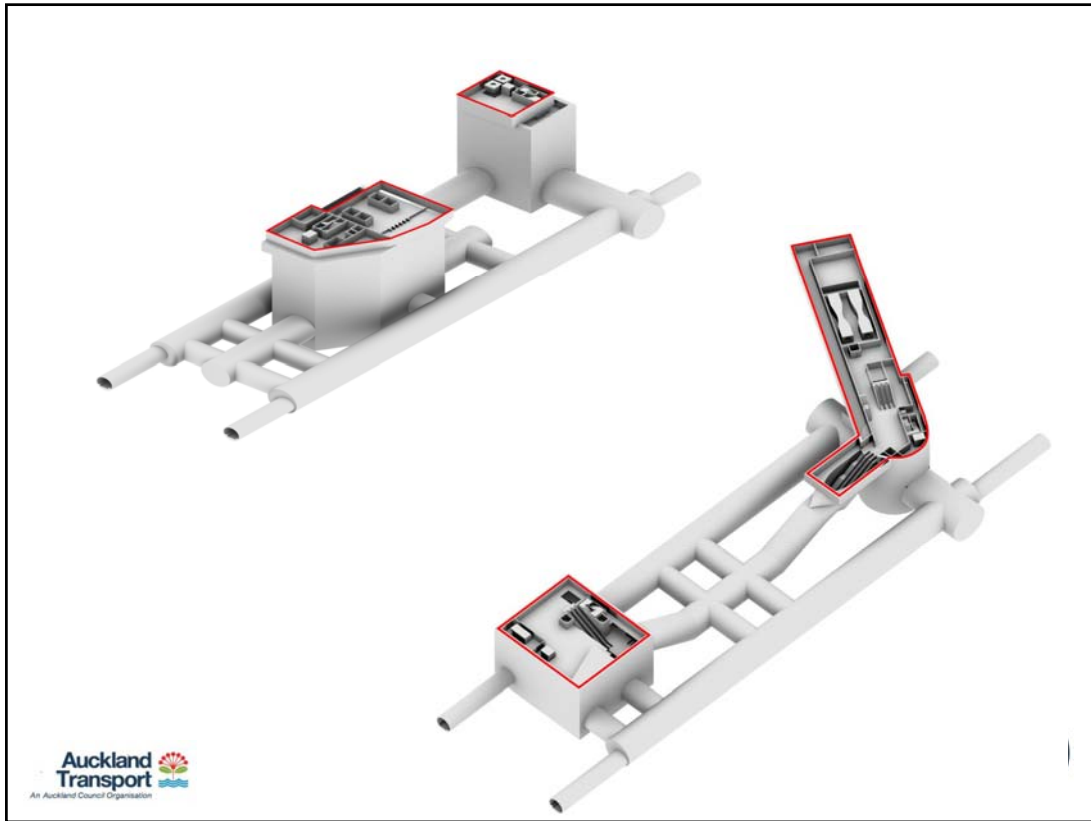






Horizontal alignment







| CRL Cost Comparison showing changes over time (\$millions) | AC LTP 2012 inflated to year of spend |
|---|--|
| Expected Construction Cost | 2,324 |
| Gross land purchase | 245 |
| Estimated land sales | 183 |
| Net Land | 62 |
| Total Construction and Land Cost | 2,386 |
| <i>Additional EMUs</i> | <i>336</i> |
| <i>Other network optimisation</i> | <i>140</i> |
| Expected Cost including additional EMUs and other network improvements | 2,862 |



City shaping and placemaking



A large blue rectangular area containing logos at the bottom. On the bottom left, the "Auckland Transport" logo is displayed, featuring a stylized tree icon and the text "Auckland Transport" with "An Auckland Council Organisation" below it. On the bottom right, the "AT" logo is shown, which consists of the letters "AT" inside a circular emblem with a red, white, and green border.

Design/property

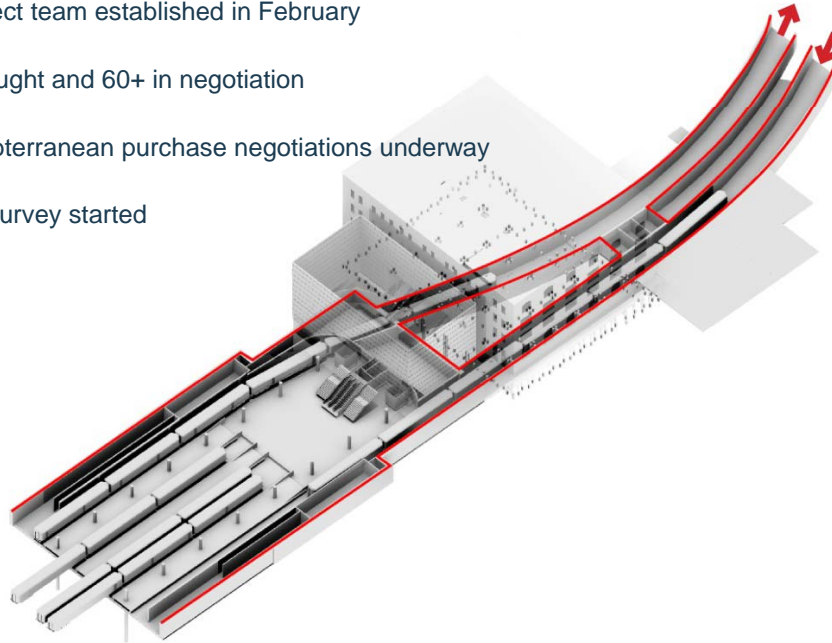
Reference design awarded to Aurecon lead consortium

Integrated project team established in February

9 properties bought and 60+ in negotiation

Strategy for subterranean purchase negotiations underway

Subterranean survey started



Thank you.

Questions?

