

Date: Thursday 4 July 2024
Time: 10.00am
Meeting Room: Reception Lounge
Venue: Auckland Town Hall
301-305 Queen Street
Auckland

Komiti mō ngā Tūnuku me ngā Rawa Tūāhanga / Transport and Infrastructure Committee

OPEN ATTACHMENTS

ADDITIONAL ATTACHMENTS
UNDER SEPARATE COVER

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Memorandum

7 June 2024

To: Transport and Infrastructure Committee
Subject: Delay to Newmarket track work and service impacts, 7 June 2024
From: Helen Griffin, Transport Services Engagement Planner, Auckland Transport
Contact information: Helen.Griffin@at.govt.nz

Purpose

1. To update that completion of some major track work at Newmarket have been delayed, pushing out the resumption of normal train services for a day.

Summary

2. Since the start of King's Birthday Weekend, the rail line between Newmarket and Waitematā has been closed so KiwiRail could replace a complex 70-metre track structure, known as a diamond, north of Newmarket Station. The structure was at the end of its life and had caused service disruption previously. This is a crucial piece of infrastructure connecting Newmarket to Waitematā, as it allows trains to switch between tracks from multiple directions. The wider Auckland network was closed over King's Birthday Weekend and trains have been running to a revised train timetable around Newmarket between 4 – 6 June while the work was undertaken.
3. KiwiRail had expected to complete the work by Friday 7 June in time for normal morning peak services to run. The diamond is installed but there has been a delay in completing finishing and final commissioning work, which means the section of line will need to remain closed for another day. We now expect normal commuter services to resume on Saturday morning (8 June). This will be in time to support getting spectators to and from the Blues game at Eden Park on Saturday evening.
4. There has been a delay in completing tamping (by a specialist machine which packs ballast and correctly aligns the track) and final commissioning of the overheads and signals. This is a large and extremely complex project which relies on multiple rail disciplines (track, power, signalling, civils) interconnecting and following an exacting sequence. In our detailed planning we allow contingency for problems during installation and testing. However, when carrying out the work we had unforeseen challenges meeting tamping design specifications and commissioning, which has delayed final completion of the project.
5. KiwiRail will be working through tonight and tomorrow to complete the work and hand it back for services to run.



Discussion

AT train service impacts

- No trains will run between Newmarket, Parnell and Waitemātā stations on Friday 7 June 2024. RBN rail replacement buses will connect Newmarket, Parnell and Waitemātā stations in both directions. Buses will run every 10 minutes until approximately 8pm; from around 8pm buses will run approximately every 15 minutes until the usual end of service.

Western Line

Trains will run between Swanson and Newmarket every 20 minutes, including at peak commuting times.

Eastern Line

Trains will run between Manukau and Waitemātā. The service will run to its usual frequencies.

Southern Line

- Trains will run to their usual frequencies between Papakura and Waitemātā via the Eastern Line. Trains will stop at all Southern Line stations between Papakura and Ōtāhuhu; trains will not stop between Sylvia Park and Waitemātā.
- Additional Southern Line trains will run between Ōtāhuhu and Newmarket. These trains will run every 30 minutes all day.
- A supporting bus service, the RBS, will connect Ōtāhuhu, Penrose, Ellerslie, Greenlane, Remuera and Newmarket stations in both directions. Buses will run every 30 minutes until the end of the afternoon commuting peak.

Onehunga Line

- Trains will not run.
 - RBO rail replacement buses will connect all Onehunga Line stations between Onehunga and Newmarket. Buses will run every 30 minutes.
 - At peak commuting times, the 74 bus route will be diverted to also stop at Onehunga, Te Papapa and Penrose stations.
- AT expects normal train services to resume on Saturday morning (8 June). This will be in time to support getting spectators to and from the Blues game at Eden Park on Saturday evening.

Customer support at key train stations

AT and Auckland One Rail (AT's train operator) representatives will be at Newmarket, Ōtāhuhu, Papakura, Onehunga and Te Papapa stations on Friday to assist customers.





MEMORANDUM

To:	Auckland Mayor’s Office Auckland Councillors	Date:	18/06/24
CC:	N/A		
Subject:	Matariki Block of Line		
From:	Alex Vaineritua, Senior Stakeholder Engagement Adviser, City Rail Link Ltd		
Attachments:	N/A		
File/Ref No.:	N/A	Date:	18/06/24

Dear Elected Members,

During the Matariki long weekend, 28 June - 30 June, a full Block of Line (BoL) will be in place across Auckland’s rail network to facilitate a range of critical works. These works are being carried out by KiwiRail and Link Alliance on behalf of City Rail Link Limited (CRL). Auckland Transport is supporting the BoL with communications to rail customers.

The goal is to complete critical staging works of the Auckland signalling system to prepare for integration of CRL, which is part of a wider range of works. The signalling work is essential for ensuring the City Rail Link’s (CRL) smooth integration into the Auckland rail network, allowing for the operation of trains when the CRL opens.

Testing and Commissioning Phase of the CRL Project:

The CRL project is in the testing and commissioning and systems integration phase. This is the most challenging phase of the project as we integrate new systems, infrastructure, and processes into an existing rail network. Evidence from international projects underscores this point. The large scope of work being carried out throughout this phase of the project means we anticipate some complexities.

Integration of Signalling:

A significant component of the Matariki BoL work involves the integration of the CRL signalling system with existing systems at key locations: Morningside, Maungawhau, Newmarket, Quay Park, Waitematā (Britomart), and Penrose. This integration is a critical step in preparing the CRL for its full incorporation into the wider Auckland rail network.

To minimise the risks associated with a series of separate smaller updates, all signalling updates are being implemented simultaneously to reduce interface issues and includes bringing online and integrating new CRL signalling equipment rooms. This approach reduces the likelihood normal train operations at Waitematā (Britomart) will be disrupted, even if the CRL elements aren’t completed during the long weekend.

A test train will run on Sunday, 30 June to certify the successful integration of the signals.

CityRailLink



KiwiRail

Other rail upgrade work:

A range of other important upgrade work will also happen across the network during the Matariki full network closure.

This includes electrification and Rail Network Rebuild work from Papakura to Pukekohe, Middlemore station upgrade work and work to build a new western power feed.

Customer communications:

As normal, Auckland Transport will lead the disruption communications to rail customers.

A media release is being prepared and AT will advise of the impact of the work on services at stations.

Buses will replace all trains across the weekend and a Puhinui Express bus will run from Waitematā to Puhinui via Newmarket to keep customers connected to the airport.

To find out more about their public transport options over the Matariki long weekend, customers should go to [AT's Journey Planner](#) or use the AT Mobile app.

Communicating with rail customers

Auckland Transport will undertake its usual communications around planned disruption to the Auckland rail network. This includes:

- A media release.
- A marketing campaign, including commuter screens, and radio and print (NZ Herald) advertising.
- Social media via Facebook, Instagram, X, and LinkedIn.
- Disruption signage, posters and screens at stations.
- Ensuring customer contact centres (phone and in station) are briefed.
- Service announcements via the AT website and the AT Mobile app.

Name: Alex Vaineritua

CRL Title: Senior Stakeholder Engagement Adviser

Email: alex.vaineritua@cityraillink.govt.nz



Memorandum

18 June 2024

To: Transport and Infrastructure Committee members, all Local Boards, Houkura IMSB

Subject: Release of the draft Land Transport Rule: Setting of Speed Limits 2024

From: Lisa Bloss, Council Transport Advisor
Michael Roth, Council Lead Transport Advisor
Ping Sim, AT Transport Safety Technical Lead

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Purpose

1. This memorandum provides a summary of the draft Land Transport Rule: Setting of Speed Limits 2024, released on 13 June 2024 by the Ministry of Transport. The proposed rule replaces the previous Land Transport Rule: Setting of Speed Limits 2022 and the Setting of Speed Limits Amendment 2023. Staff will provide a further update once a more detailed submission process has been confirmed.

Summary

2. The Ministry of Transport has released the draft Land Transport Rule: Setting of Speed Limits 2024 (the draft Rule) for public consultation, replacing the Land Transport Rule: Setting of Speed Limits 2022 (the 2022 Rule). There are significant differences between the 2022 Rule and the draft Rule.
3. Public consultation on the draft Rule closes on 11 July 2024. The consultation documents can be found on the Waka Kotahi website via [this link](#).
4. The draft Rule proposes seven changes to the existing framework, including a requirement for cost-benefit analysis when setting new speed limits, new consultation requirements and a reversal of many speed limits that have been reduced since January 2020.
5. Auckland Council and Auckland Transport will work together to develop a joint submission for consideration at the Transport and Infrastructure Committee on 4 July 2024. Staff will provide a further update once a more detailed submission process has been confirmed.
6. Local Boards are encouraged to review the consultation documents to decide whether they wish to provide feedback. Any feedback received from local boards will be appended to the final submission.

Context

7. Land Transport rules are secondary legislation made under the Land Transport Act 1998 (the Act). The Act also enables land transport rules to set, or provide for the setting of, speed limits for roads.
8. In April 2022, under the previous government, the Ministry of Transport released the 2022 Rule, which set out a regulatory framework for road controlling authorities to plan for, consult on and implement speed management changes.

