

Date: Thursday 13 February 2025
Time: 10.00am
Meeting Room: Reception Lounge
Venue: Auckland Town Hall
 301-305 Queen Street
 Auckland

**Te Komiti mō te Tūnuku, mō te Manawaroa me te
 Tūāhanga /
 Transport, Resilience and Infrastructure
 Committee**

OPEN MINUTE ITEM ATTACHMENTS

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CRL Network Readiness

Transport, Resilience and Infrastructure Committee

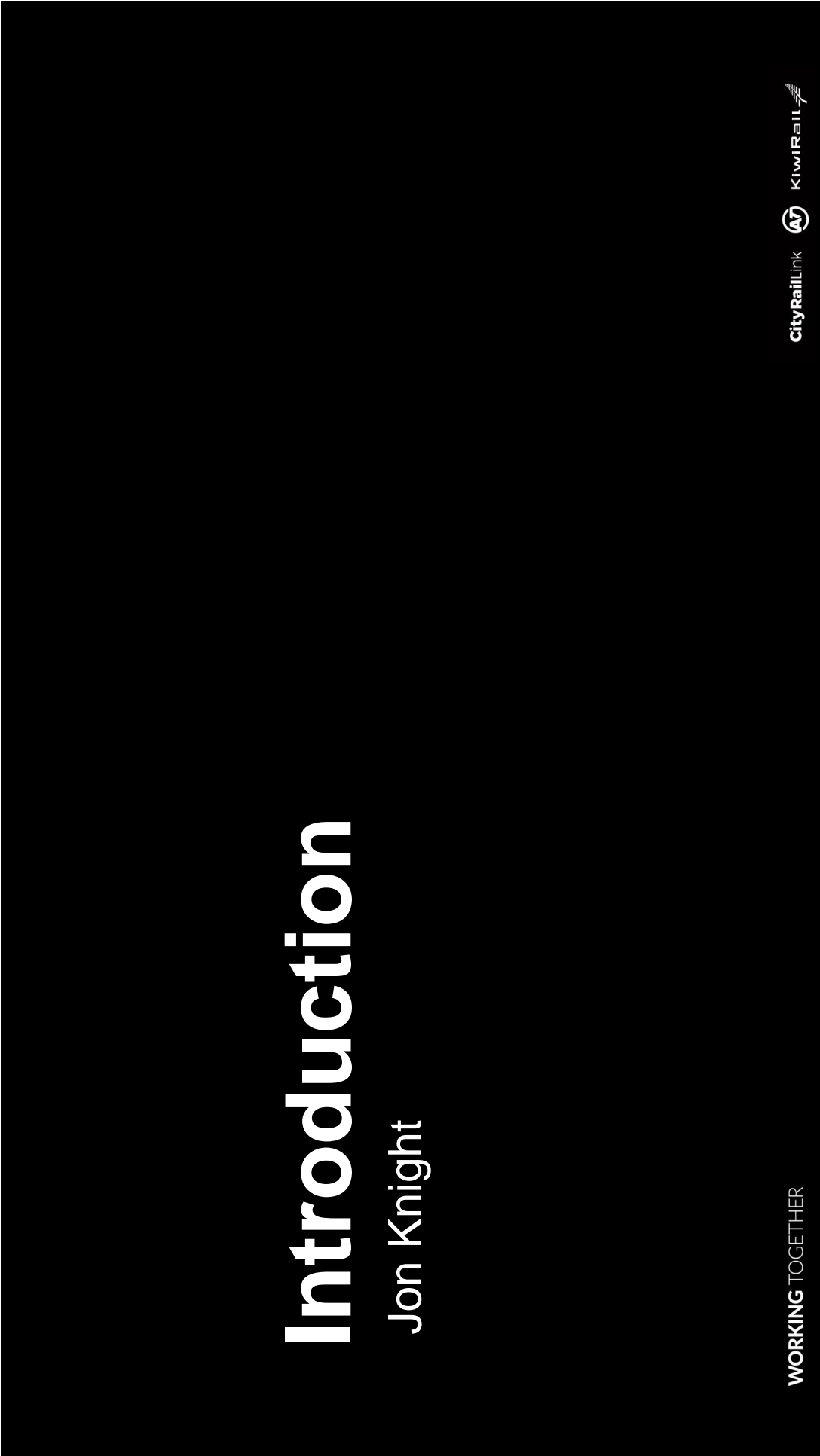
13 February 2025

CityRailLink KiwiRail

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Agenda

- Introduction – Jon
- Summer rail closure progress – Jon
- Summary of replacement services – Stacey
- Service highlights, feedback, lessons - Stacey
- Re-opening (Pukekohe, Homai, Middlemore) - Stacey
- Truck movements/road impacts – Jon/Stacey
- Communications – Jo
- Easter rail closure - Jo



Item 8

Attachment A

Summary of key works and closures



Please note: the programme is under continual review for optimisation based on customer and delivery needs

~~Christmas 2025/26~~ – see update

April 2025 - Easter 16 days no passenger trains on network

May, June, October - long weekend closures four days each: no trains on network

June to September Seven weekends of partial network closures

Christmas 2025/26 – six weeks mixture of full and partial closures – details to be confirmed

July and September school holidays – partial closures

Special Events - Auckland Transport and Auckland Council key dates supported throughout 2025



KiwiRail Key Auckland Upgrade Projects

Our Projects	
	Third Main: Westfield - Wiri Junction (mid 2025) Electrification to Pukekohe: Papakura - Pukekohe (construction completed)
Rail Network Rebuild	
	Stage 1: Newmarket - Westfield (completed) ✓ Stage 2: Waitematā - Otāhuhu (completed) ✓ Stage 3A: Newmarket - New Lynn (completed) ✓ Stage 3B: Pūhinui - Papakura (completed) ✓ Stage 4: Papakura - Pukekohe: January 2025 Final stages: December 2024 - January 2026
Station Upgrades	
	Middlemore: January 2025 Pukekohe: completed ✓ Henderson: 2026 Otāhuhu: completed ✓
New Stations	
	Drury Railway Station: 2025 Ngākōroa Railway Station: 2026 Paerātā Railway Station: 2025
Train Control	
	Auckland Rail Operations Centre (AROC): completed ✓
Our project partners	
	City Rail Link (CRL) Te Waihorotiu Karanga-a-Hape

Final Stages - Rail Network Rebuild

Dec-24							Jan-25							Feb-25							Mar-25						
Su	M	Tu	W	Th	F	Sa	Su	M	Tu	W	Th	F	Sa	Su	M	Tu	W	Th	F	Sa	Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6	7	5	6	7	8	9	10	11	2	3	4	5	6	7	8	2	3	4	5	6	7	8
8	9	10	11	12	13	14	12	13	14	15	16	17	18	9	10	11	12	13	14	15	9	10	11	12	13	14	15
15	16	17	18	19	20	21	19	20	21	22	23	24	25	16	17	18	19	20	21	22	16	17	18	19	20	21	22
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29	30	31											23	24	25	26	27	28	23	24	25	26	27	28	29		
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Apr-25							May-25							Jun-25							Jul-25						
Su	M	Tu	W	Th	F	Sa	Su	M	Tu	W	Th	F	Sa	Su	M	Tu	W	Th	F	Sa	Su	M	Tu	W	Th	F	Sa
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27	28	29	30				25	26	27	28	29	30	31	22	23	24	25	26	27	28	27	28	29	30	31		

Aug-25							Sep-25							Oct-25							Nov-25						
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Dec-25							Jan-26						
Su	M	Tu	W	Th	F	Sa	Su	M	Tu	W	Th	F	Sa
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28	29	30	31				25	26	27	28	29	30	31

02/12/2024

- Please note:**
- This calendar is subject to minor changes as scheduled public events and the works programmes are finalised.
 - There will be partial closures on weekdays between Henderson and Swanson from 28 October to 25 December 2025.
 - This calendar shows impacts on Auckland Transport metro trains. Freight trains will have partial access to the network during some of the full closures.

Legend: ■ Full Network Closure ■ Partial Closure or Reduced Frequency Services

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Summer Rail Closure - update

Jon Knight

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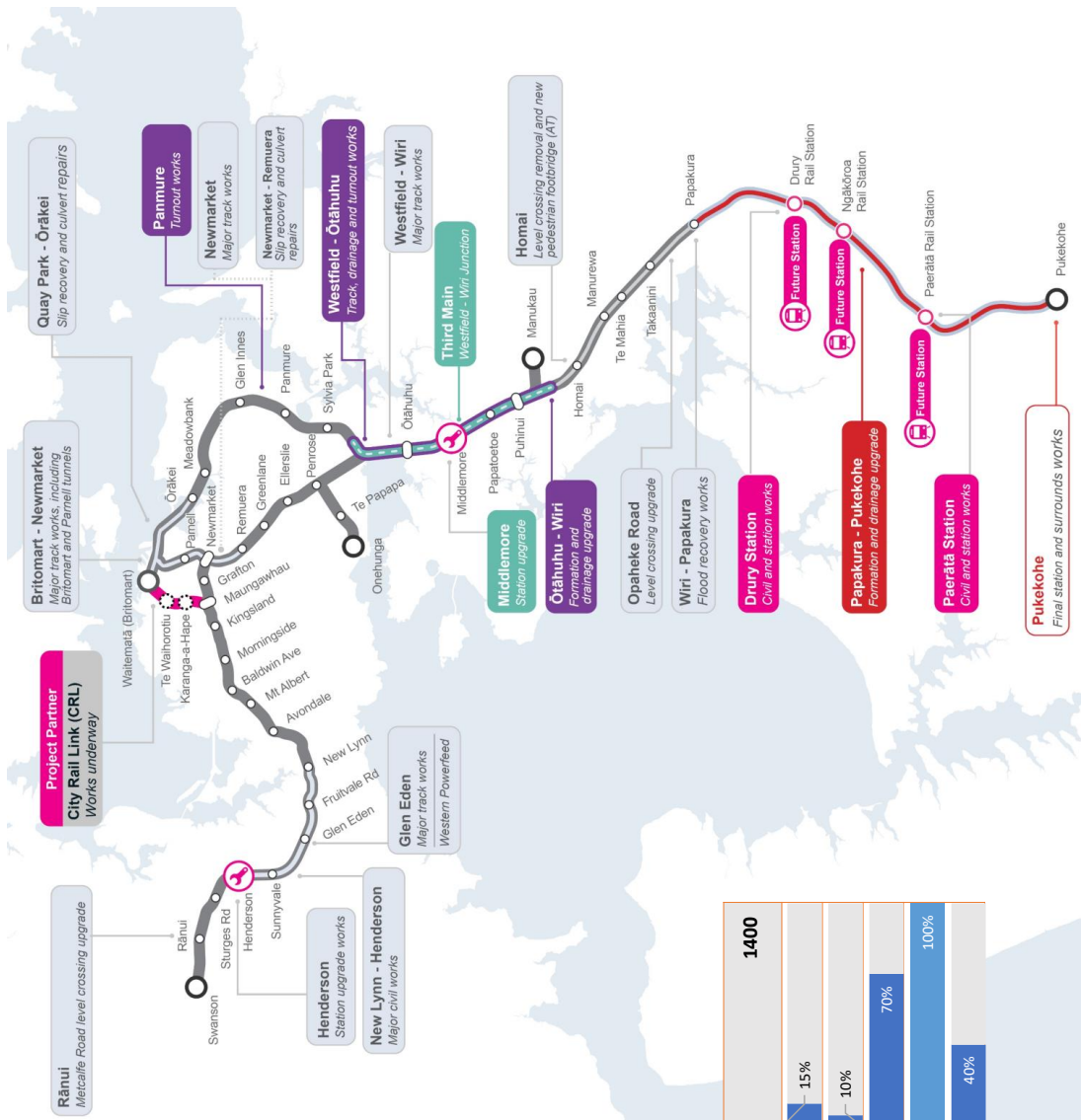
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Auckland rail upgrades and project work

Summer holiday closure – 2024/2025

Our Projects

- Third Main: Westfield - Wiri Junction Future station**
- Stage 4: Papakura - Pukekohe: January 2025**
- Final stages: December 2024 - January 2026**
- Other upgrade works**

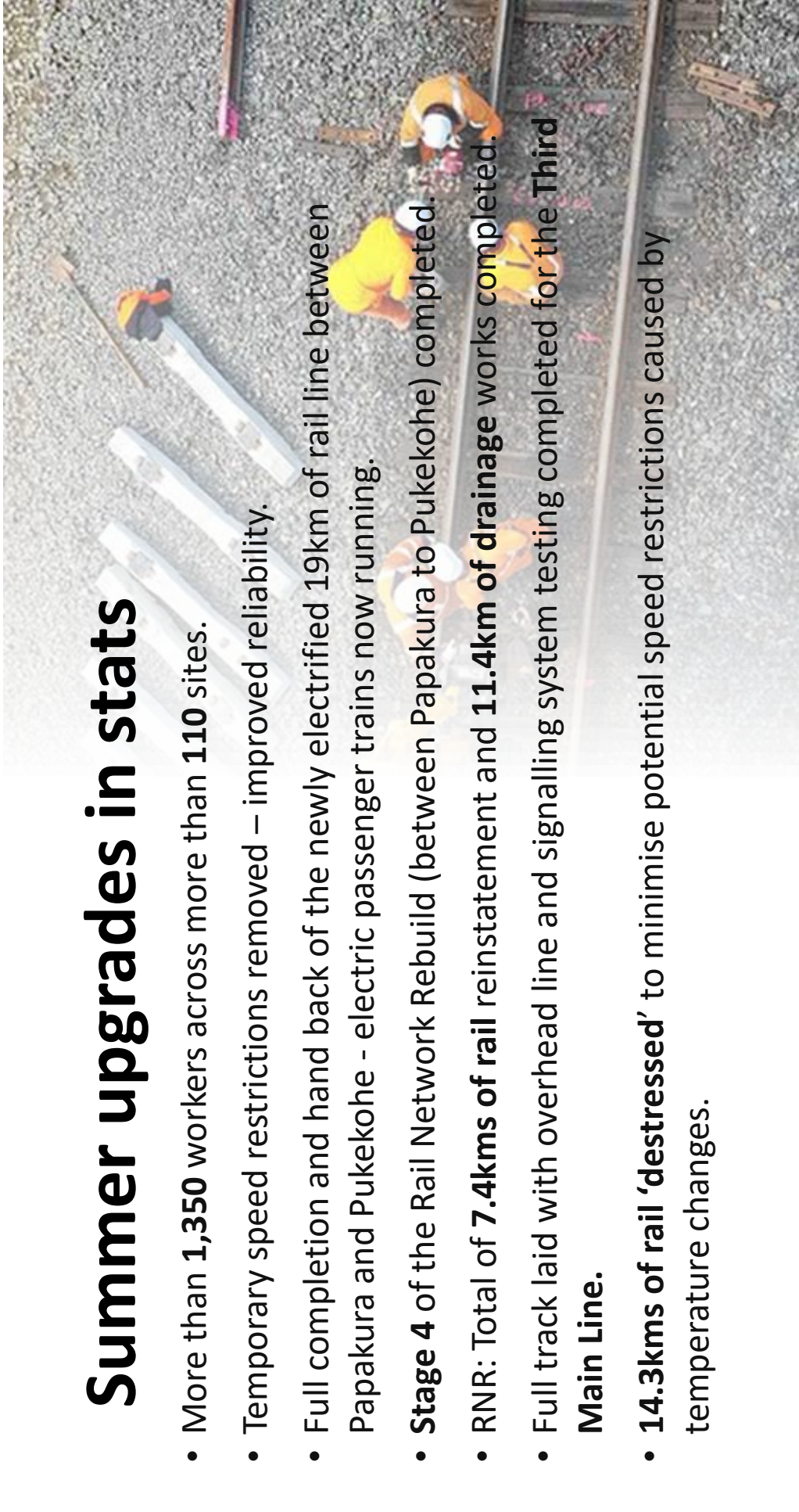


Major Projects - Progress to Date		No. Personnel	1400
Rail Network Rebuild	75%	DRS - Drury Station	15%
CRL C9 Britomart	95%	DRS - Ngākōroa Station	10%
CRL C8 Henderson	20%	Western Power Feed	70%
W2QP Third Main	95%	P2P (excl. substation)	100%
DRS - Paerātā Station	20%	RNGIM-Resilience	40%

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Summer upgrades in stats

- More than **1,350** workers across more than **110** sites.
- Temporary speed restrictions removed – improved reliability.
- Full completion and hand back of the newly electrified 19km of rail line between Papakura and Pukekohe - electric passenger trains now running.
- **Stage 4** of the Rail Network Rebuild (between Papakura to Pukekohe) completed.
- RNR: Total of **7.4kms of rail** reinstatement and **11.4km of drainage** works completed.
- Full track laid with overhead line and signalling system testing completed for the **Third Main Line**.
- **14.3kms of rail ‘destressed’** to minimise potential speed restrictions caused by temperature changes.



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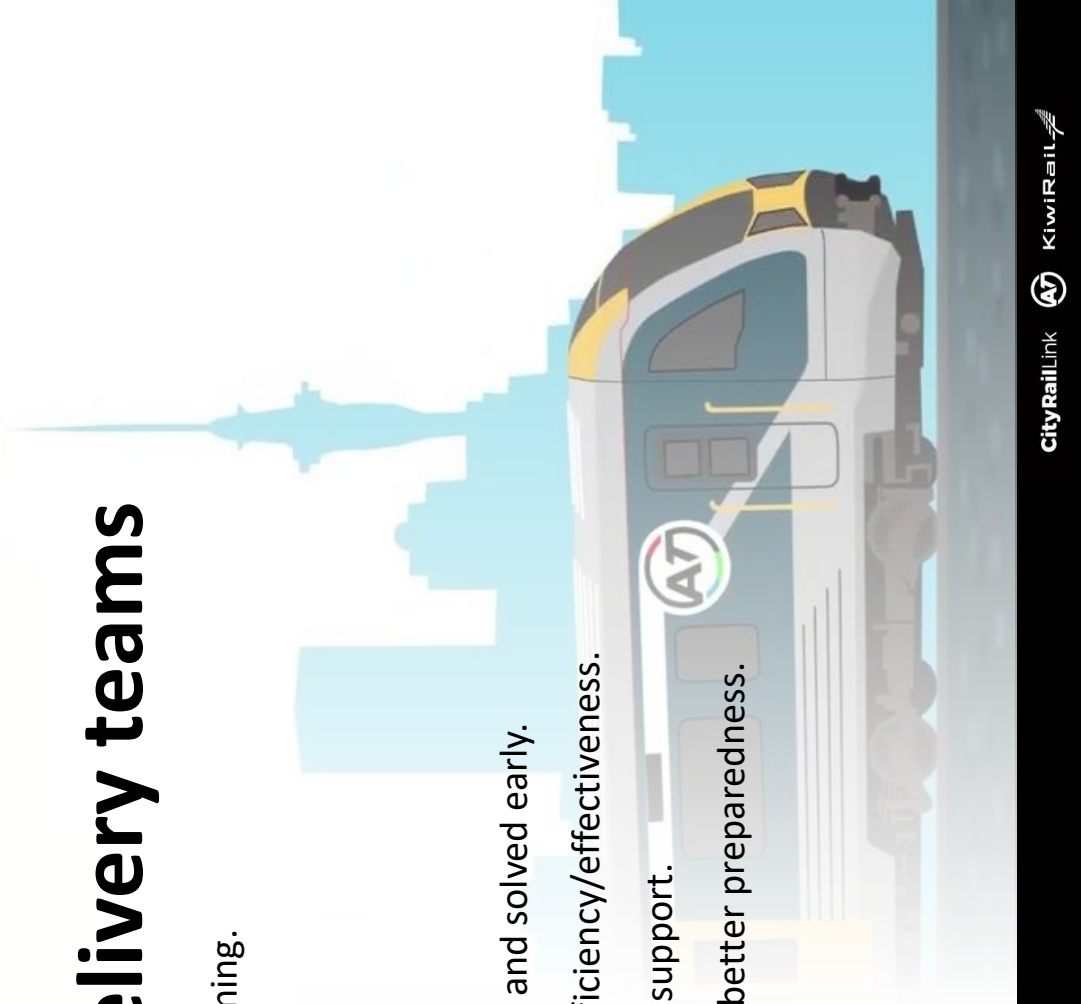
Summer upgrades in stats cont..

- Overhead line and continued civil and electrification installation activities for new **Western power feed at Glen Eden.**
- **13 turnouts** replaced in total.
- Replacement of major diamond track structure (allows trains to switch between tracks from multiple directions) at **Newmarket.**
- Replacement of approx. **3,200 sleepers** across the network.
- **19km of tamping** – where a machine lifts the rail and compacts the ballast (rocks) underneath the sleepers.
- **17.5kms of rail ‘stabilised’** – this machine pressures and vibrates the ballast to lock everything into place, so it fits together like puzzle pieces.
- Completion of a new pedestrian overbridge at **Middlemore Station.**
- 22 Storm recovery sites repaired across the network using 6,500 tonnes of rock.



Lessons learnt by delivery teams

- Scale of what can be achieved without trains running.
- Enhanced integrated planning procedures.
- Newly formed Delivery Operations Centre (DOC):
 - Alignment across teams.
 - Daily calls to ensure any issues were flagged and solved early.
 - Co-ordination across teams for increased efficiency/effectiveness.
- Increased internal resource for extra programme support.
- Significantly advanced forward planning allowed better preparedness.



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Replacement services

Stacey van der Putten

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Replacement services provided

- All stop rail bus services throughout the closure
- Meadowbank shuttle connecting customers to Eastern replacement services throughout the closure
- Express bus services – Southern, Eastern, Western
- From 28 January – 2 February – rail bus service between Homai and Otahuhu via Manukau, southern express service for partial closure

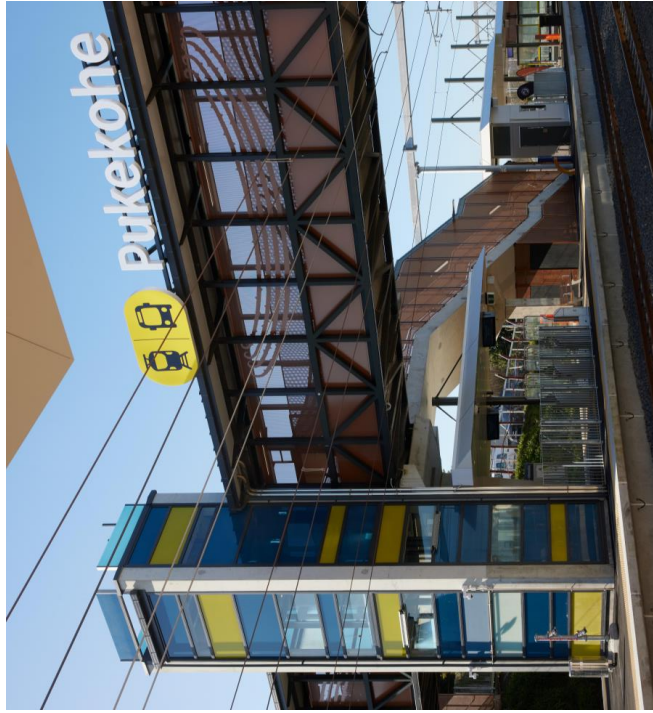
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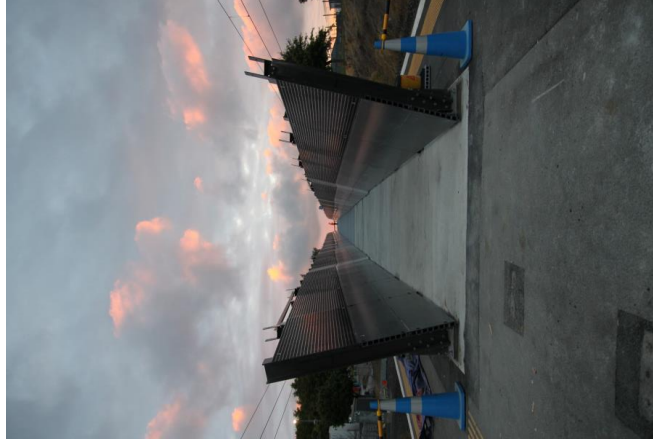
Service highlights, feedback, lessons –

- Overall, delivery of alternative transport operations was successful.
- Patronage – approximately 260,000 rail bus boardings 27 December to 27 January.
- Customer feedback:
 - Request for weather protection, delays due to traffic incidents/congestion.
 - Positive feedback on Meadowbank rail bus loop and Southern express.
- Lessons for Easter rail bus replacements:
 - Review of operations performance with bus operators, customer surveys, and complaints.
 - Express services - review patronage, performance and resources.

Improvements for rail customers now



Pukekohe
New station and electric trains



Homai Station
Replaced 2 level crossings
with new safer access

Other improvements:
Swanson Station
Lift upgrades
Sylvia Park Station
Lift upgrades (by March)

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Road and trucking update

Jon Knight, Stacey van der Putten

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Freight and truck movement updates

Freight trains

- An average of about 400 trucks a day (40 per hour).
- Worked with NZTA for traffic management plans when needed and alternative routes to manage congestion.
- To 17 January more than 6,500 containers were moved by road to and from Auckland.
- Truck movements were close to those modelled, but volume was down. Some customers chose shipping as an alternative because road is not as convenient as rail.

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Managing freight traffic

- Active road corridor management through Auckland Transport Operation Centre (ATOC).
- Traffic signals optimised for route from SH1 to Southdown.
- Port of Auckland access issue positively managed to reduce road network congestion on Tamaki Drive.
- Traffic in key routes, with increased trucks, is line with our traffic modelling.
- Team now planning for the Easter programme.

Communications
Jo Reeves

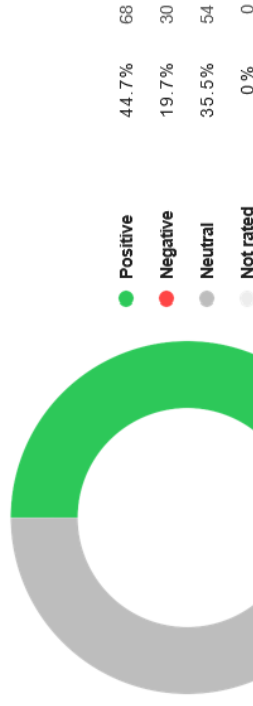
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Communications activities before, during and after

- 23 social media posts in the run up and during the Summer Rail Closures – Reach: circa 47 million.
- 14 videos – explainers, worker interviews, progress updates, timelapse <https://www.youtube.com/shorts/dBDXtkN6s1w>
- 3 x media releases before, during and after the closure.
- Balanced media coverage pre and during closures.
- Targeted neighbour comms - minimal neighbour complaints with residents – high level of tolerance and understanding shown along with good relations maintained by track teams with support from community engagement.

Sentiment Breakdown
Dec 15, 2024 - Feb 7



500k
Views (estimated)

4.1k
Engagement

Communications activities before, during and after

- Summer Rail Upgrades Campaign launched 28 November.
- Ongoing social media content – upgrade work and customer info focused, template posts for elected members.
- Marketing campaign (radio, press, paid social media, outdoor advertising) - reach 800k-1m.
- Customer communications – eg signage at every station, AT Journey Planner app notifications, Britomart and other major station large screens, on board train announcements.
- Featured in AT's OnBoard e-newsletter - 80,000+ subscribers & Rail Update e-newsletter.
- Briefed business groups, key businesses, retail & hospitality member groups.
- Information packs to schools and updates in January ahead of returns.
- Late January – 'trains return, reduced service' marketing.
- Pukekohe Station and electric trains, Homai level crossing replacements – events, media releases and social media.

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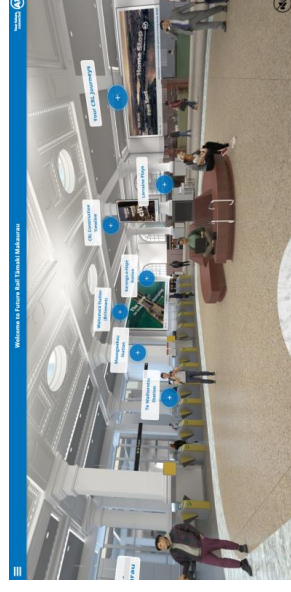
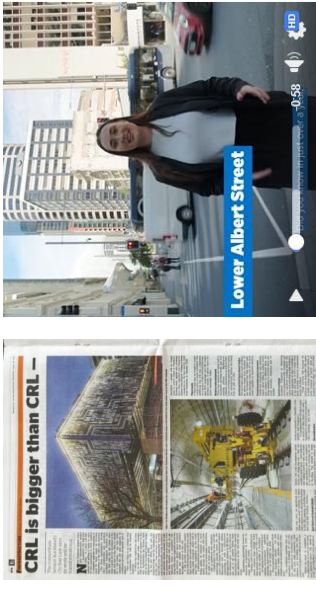
Communications approach

Top-level key messages

- We're getting on with getting ready for the CRL.
- There's a huge amount of work to do and we're up for the challenge.
- We're planning ahead so you can too.
- It will mean some changes to your journey.
- We'll move as efficiently and effectively as we can, and we'll keep you informed as we go.
- It will be worth the wait – a transformation in how Aucklanders get around.

Co-branded materials and co-fronted activities

- Proactive media
- Stakeholder presentations
- Regular communications update
- Displays
- Maps and visuals
- Progress and explainer videos
- Advertising
- Events
- Thank-you initiatives
- Benefits campaigns



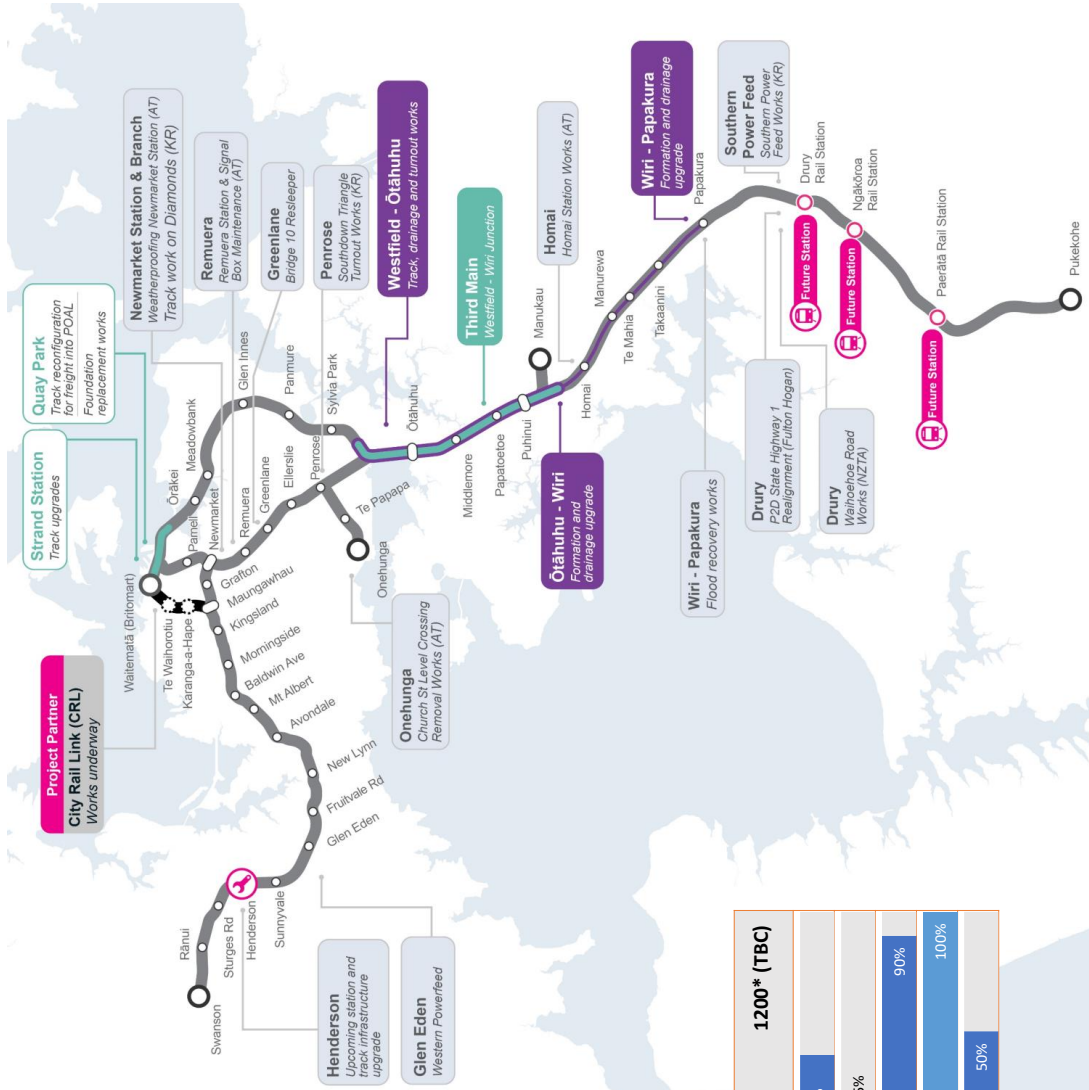
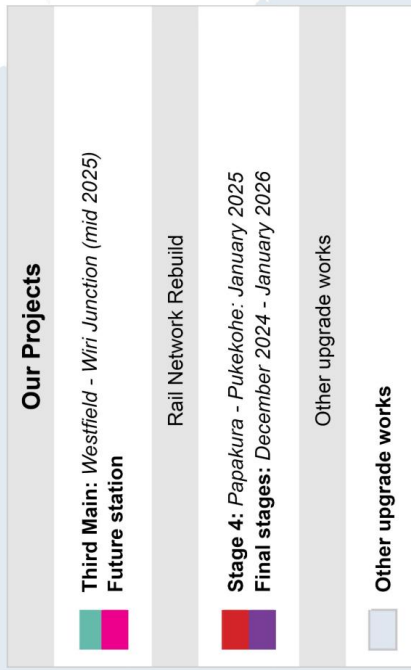
Upcoming Easter Closure
Stacey Van Der Putten, Jon Knight

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Auckland rail upgrades and project work

Easter 2025

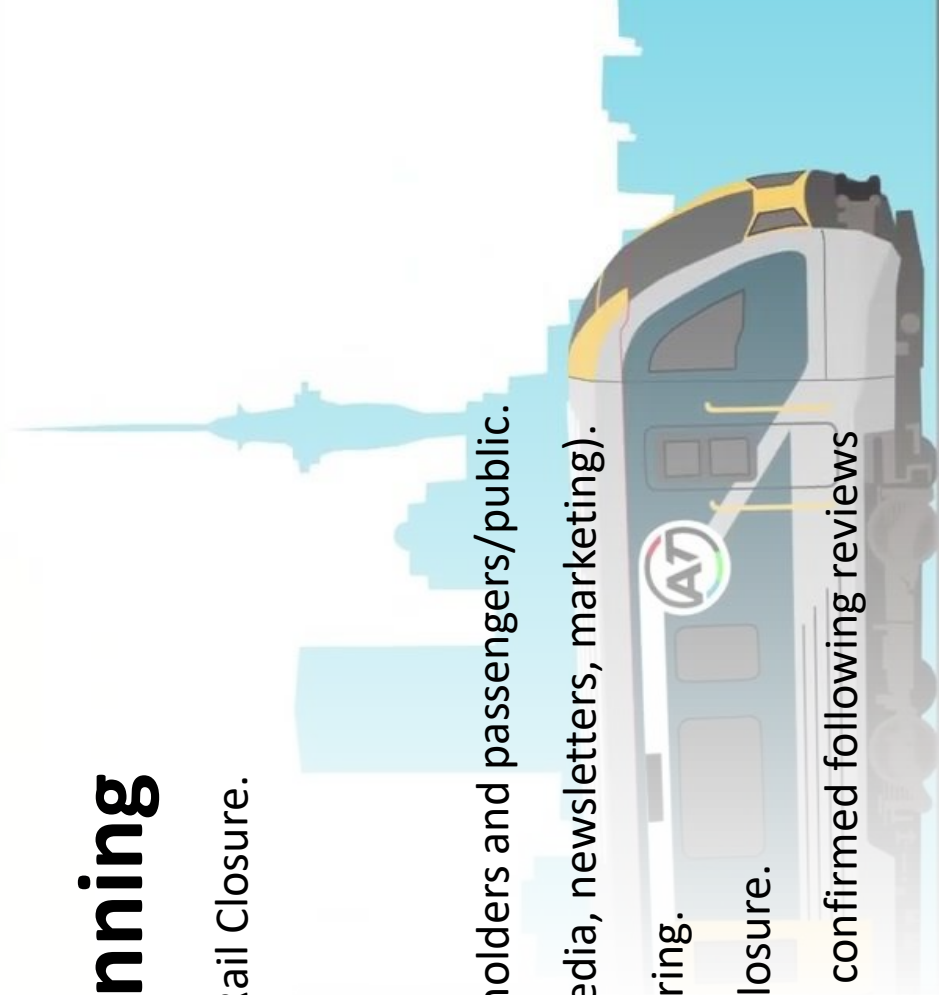


Major Projects - Progress post Easter 25		No. Personnel	1200* (TBC)
Rail Network Rebuild	85%	DRS - Drury Station	40%
CRL C9 Britomart	100%	DRS - Ngākōroa Station	15%
CRL C8 Henderson	40%	Western Power Feed	90%
W2QP Third Main	100%	P2P (excl. substation)	100%
DRS - Paerātā Station	40%	RRGIM-Resilience	50%

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Easter – forward planning

- Implement lessons learnt from Summer Rail Closure.
- Delivery Operations Centre resurrected.
- Communications:
 - Early information sharing to all stakeholders and passengers/public.
 - Content production (videos, social media, newsletters, marketing).
 - Media relations/communications sharing.
- All stop rail bus services throughout the closure.
- Full details on replacement services to be confirmed following reviews outlined earlier.



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11 February 2025

Phil Wilson
Chief Executive Officer
Auckland Council
By email: Phil.wilson@aucklandcouncil.govt.nz

Tēnā koe Phil

Re: Request for further funding for Category 3 buyouts

Thank you for your letter received on the 30 January in which you request the Crown considers providing further funding to support Category 3 buyouts, or otherwise reallocate funding from the Category 2 risk mitigation projects allocation to support Category 3 buyouts.

I would like to acknowledge the efforts of the Auckland Council Recovery Office with progressing the significant programme of work to identify and categorise affected properties following the 2023 North Island Weather Events (NIWE).

The Auckland Council was initially allocated a maximum of \$387 million for the Crown's 50% contribution to the Category 3 voluntary buyouts through the NIWE Crown Funding Agreement (CFA), signed on 6 October 2023.

The CFA has provisions for increasing the Category 3 allocation if 50% of the buyout costs exceed the maximum allocation. As you know, in mid-2024 it was determined the number of expected Category 3 properties would exceed the initial estimates and a Cabinet decision was sought on 29 June, to reallocate \$60.350 million from the Category 2 risk mitigation projects allocation to Category 3 to support the additional buyouts expected, bringing the total Category 3 funding to \$447.350 million for an estimated 900 properties.

Since the June 2024 estimates, we now understand the number of expected Category 3 properties has increased to an estimated 1,215 properties in total and the Council will need an additional \$176 million in Crown funding for property buyouts. This is an increase from the earlier estimate of around \$150 million late last year and includes an increase in the average cost per property.

I appreciate this increase has placed additional financial requirements on the Auckland Council and that you are asking the Crown to contribute an additional \$176m over and above the \$877m of Crown funding in the CFA. I recognise that the Council can make this request under the CFA but unfortunately, the Crown is financially constrained and is not in a position to provide additional funding.

We have been working with your Recovery team, in conjunction with National Infrastructure Funding and Financing Limited, to understand the financial impacts of the additional Category 3 buyouts, and the trade-off required if less funding is available for Category 2 projects. If a further \$176 million is reallocated from Category 2 to Category 3, the allocation for Category 2 will reduce to \$143.650 million, of which \$68.596 million has already been allocated to two flood risk mitigation projects in Mangere and the Council's 2P grant scheme. This will leave \$75.054 million Crown funding for remaining projects.

