



## Media Q&As

- **What route will the CRL take?**

The CRL will push through the Britomart station under Queen Elizabeth II Square in Lower Queen Street before crossing Customs Street to travel along and under Albert Street. It will then travel below Pitt and Vincent Streets and beneath Karangahape Road. From there it will travel below Mercury Lane and the Central Motorway Junction to Benedict Street. It will remain below ground along Symonds Street to the intersection with New North and Mt Eden Roads after which it will gradually rise in the area of Flower, Nikau, Shaddock and Ruru Streets to meet the western line at Eden Terrace.

- **What difference will the CRL make to journey times?**

With CRL, a journey from New Lynn to the Aotea Station will take less than half the time and from Manukau to Karangahape Road, the journey will be a third faster.

- **How long will it take to build the CRL and how much will it cost?**

Construction of the CRL is expected to take five and a half years and the total project will cost \$2.86 billion (when inflated to year of spend).

- **How will the CRL be funded?**

Funding options are being investigated by Auckland Council and as the project progresses with central government agencies.

- **Why is AT progressing the project when it is not funded?**

Both Auckland Council and central government agree that it makes strategic sense to protect the route now

- **What is the effect of route protection?**

Surface land and sub-surface land will be required for the construction and operation of the CRL. Once the land has been designated, any new development would need to be discussed and approved by Auckland Transport.

- **What do landowners on the alignment need to do?**

There is no immediate requirement for their property. We are contacting all directly affected owners to talk to them about the implications of the CRL so we can stay in touch as the project develops.

- **How many private properties will be affected?**



We will be seeking a designation from 220 owners of surface properties. A further 75 owner interests (including 11 body corporates with multiple owners) will be affected by the need to buy an underground portion of land for the tunnels and stations.

- **How will property owners be compensated?**

Purchase is not expected to begin until after the route protection been confirmed and this is likely to be 2014. Purchases will be on the basis of fair market value with reasonable costs provided.

- **Will the project require the demolition of heritage buildings?**

No scheduled heritage buildings will be demolished. One is within the footprint but we require just the temporary use of its car park and we won't affect the building. The future of former historic toilets beneath Beresford Square is still to be determined.

- **How deep is the tunnel?**

Under private property, the tunnels vary from about 20 to 33 metres

- **Will tunnelling cause damage?**

Buildings will be further assessed during future design stages and those findings will influence construction methodology so that damage is avoided. In addition, they will be surveyed and monitored prior and during construction to confirm our findings.

- **How do you determine how much sub surface property is worth?**

The value will be assessed by independent valuers. There is good market evidence on the approach to valuing land for tunnels and we would follow the principles that have been established on previous land acquisition for other projects. Compensation generally relates to the depth of the tunnel and the extent to which it may or may not restrict the development of the site.

- **Will there be additional noise from the stations when in operation?**

The stations are at a depth where there won't be surface noise.

- **Will buildings vibrate when the trains pass below?**

The CRL is being designed so that this won't occur with vibration insulation installed in the tunnels. The station is deep and the CRL will have new electric trains, not the current diesel fleet.



- **How will the CRL benefit people not living or working in central Auckland?**

***Transport benefits***

The CRL will increase capacity and efficiency across the whole rail network and improve timetable resilience by releasing the capacity constraint at Britomart. Journey times will be shorter and services more reliable and frequent.

The CRL will maximise the benefits of past and future investment in transport. It will provide more direct access to the city centre and allow through running from one part of the city to another.

***Economic benefits***

Improving accessibility to the city will enable a more productive and efficient city centre. The number of people within 30 minutes travel time of a city station will double. Accessibility will help lift Auckland's economic performance and therefore all of New Zealand's

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