



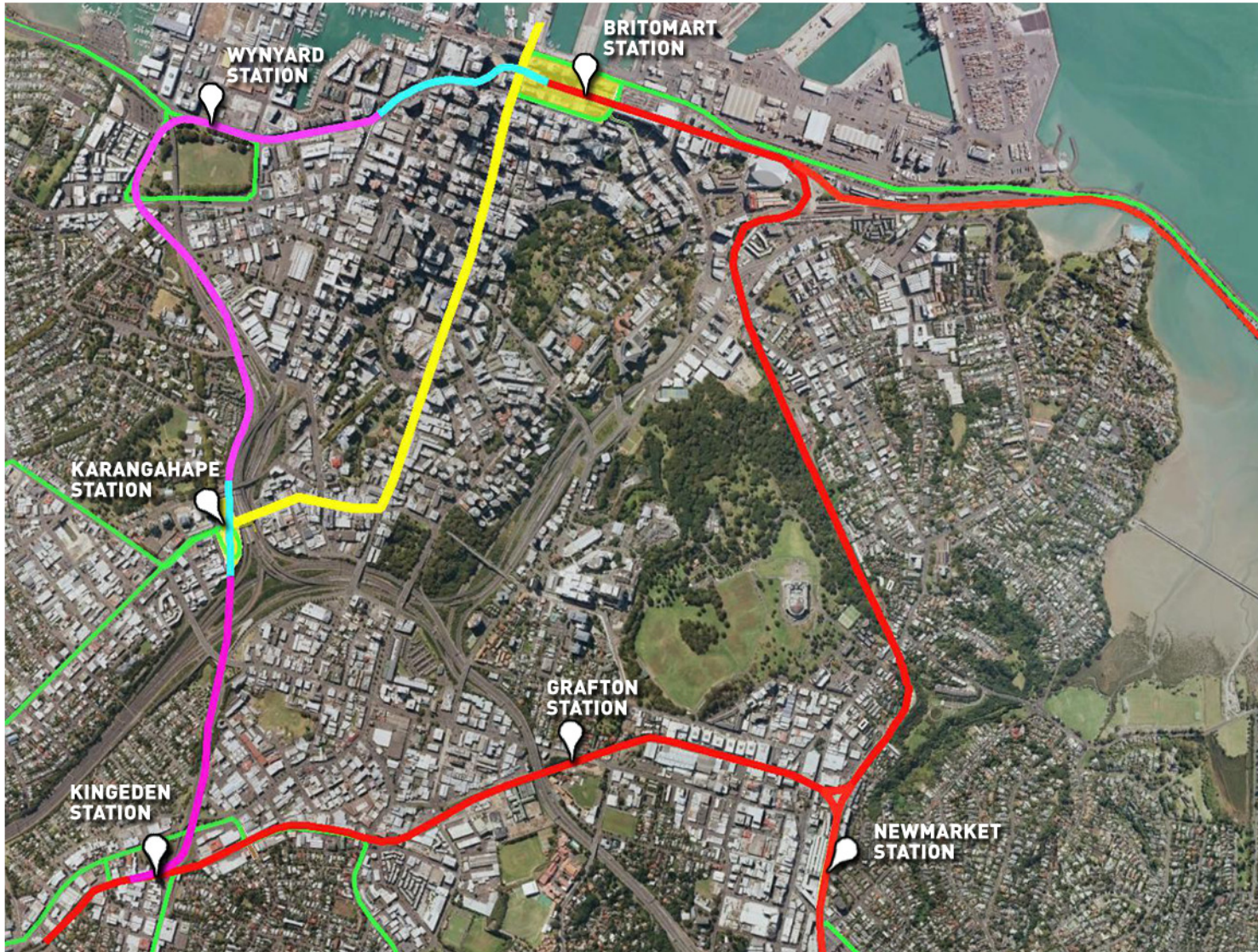
THE ALTERNATIVE CITY RAIL LINK FOR CENTRAL AUCKLAND



BOSSLEY ARCHITECTS



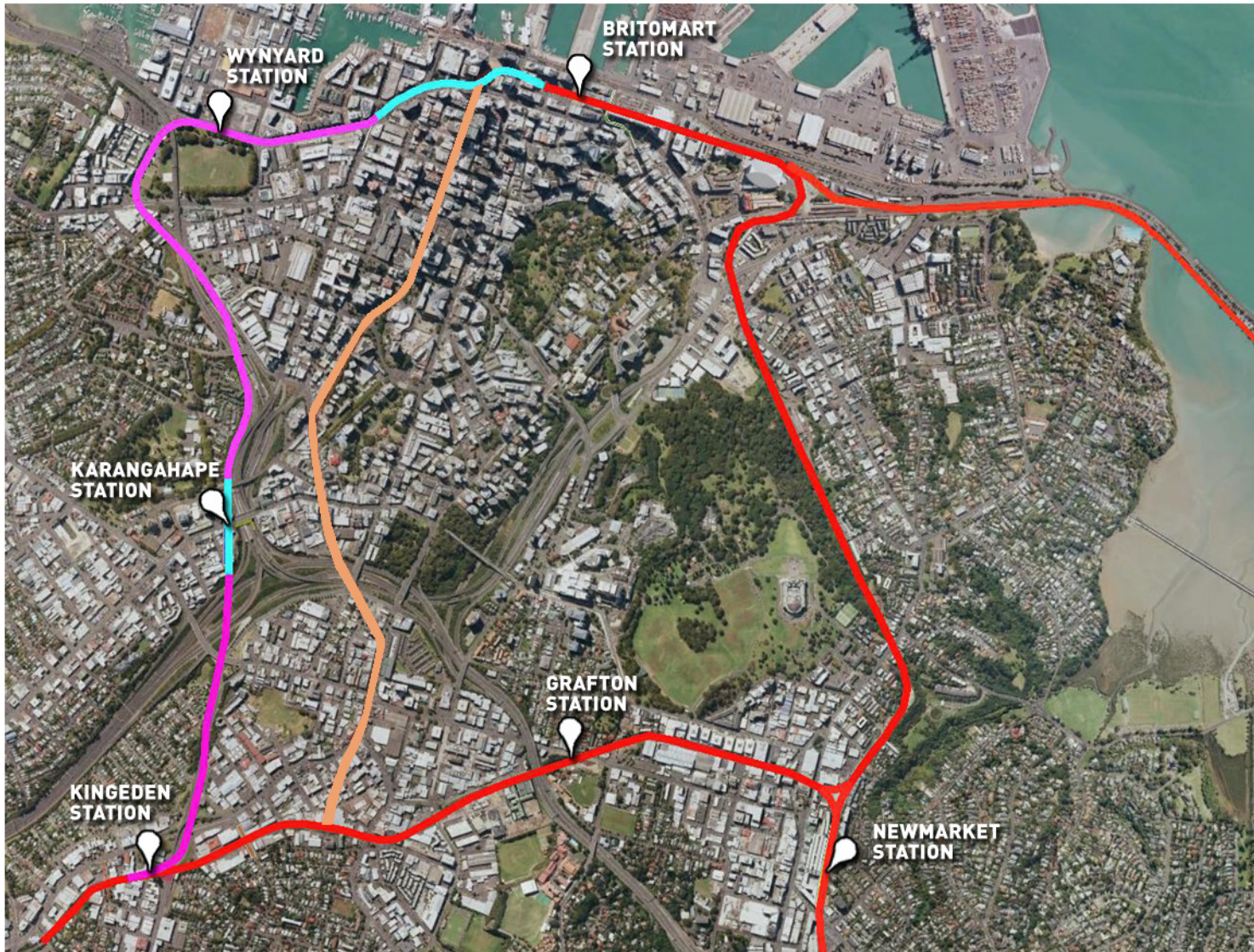
RLB | Rider Levett Bucknall



KEY

- █ DOUBLE TRACK eLTrack ELEVATED
- █ DOUBLE TRACK eLTrack SUBGRADE
- █ DOUBLE TRACK LIGHT RAIL TRANSIT
- █ EXISTING RAIL
- █ MAJOR BUS ROUTES

OVERALL LOOP MAP



KEY

- DOUBLE TRACK eLtrack ELEVATED
- DOUBLE TRACK eLtrack SUBGRADE
- EXISTING RAIL
- PROPOSED CRL TUNNEL

eLtrack ROUTE COMPARED TO TUNNEL ROUTE

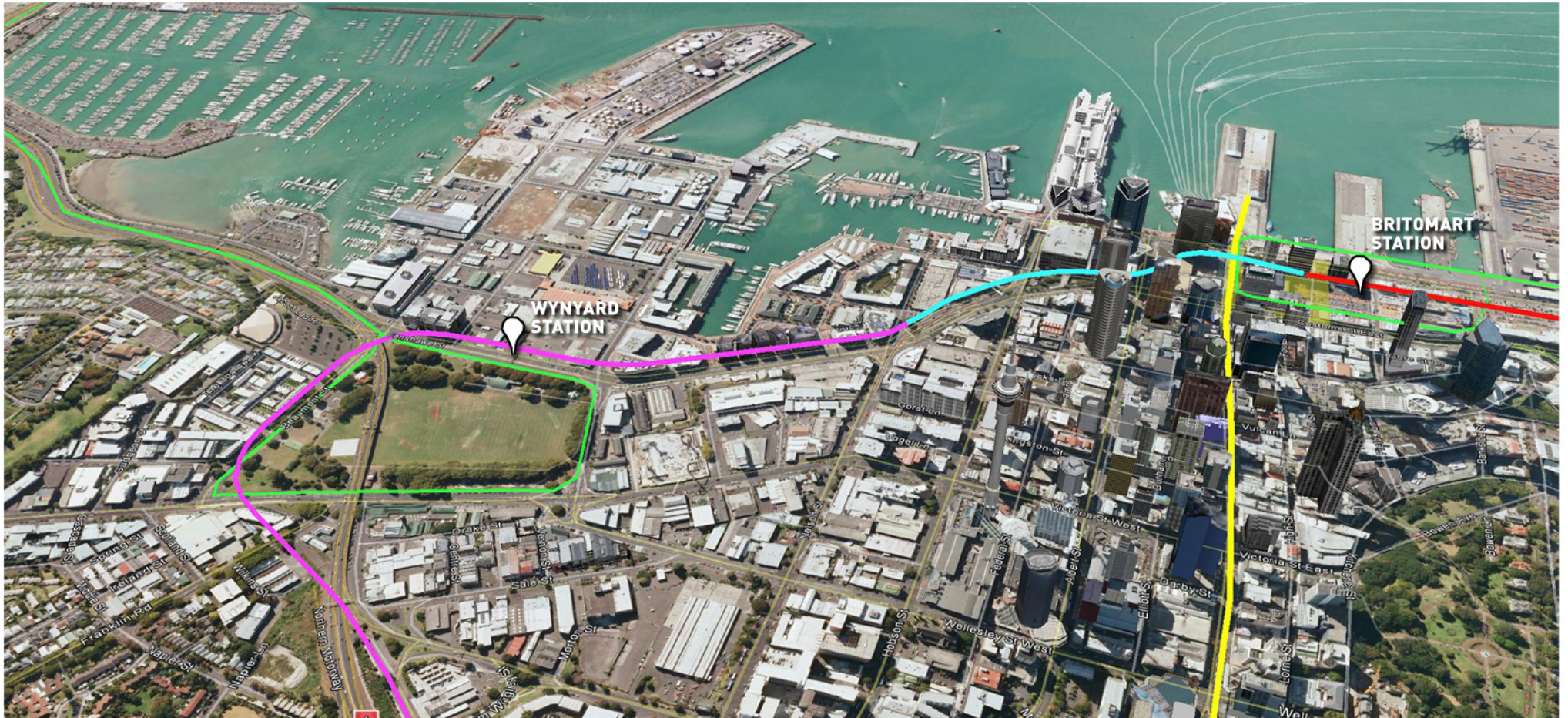


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UPTOWN VIEW










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DOWNTOWN VIEW



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-  MAJOR BUS ROUTES

VICTORIA PARK VIEW

When compared to the proposed CRL Tunnel, eLtrack offers:

1: Better utility

Travelling on eLtrack will be more interesting and fun, and views of the harbour and city will be spectacular. The 3 new stations are near street level and are open to air and light, with wide ramps to platforms for ease of access for commuters and bicycles.

The elevated structures along Fanshawe St and wrapping around Victoria Park, will be high tech, light weight in appearance and exciting.

2: Good Urban Design

The eLtrack CRL is longer and makes the city rail loop wider, covering the fast growing Wynyard and Victoria Quarters. The eLtrack loop will catalyse these new areas of growth.

Passengers may change between buses and trains at all stations on the loop with plenty of space to make this quick, easy and comfortable.

A network of Light Rail Transit or train trams run inside the loop, able to replace most bus routes. The first LRT line runs between Britomart and Karangahape Stations along K Rd and Queen St, in the traditional heart of the city. Changing between trains and LRT will be quick, direct and dependable.

Southbound road traffic joins the motorway via a new ramp from Newton Bridge rather than travelling along K Rd, helping free up road space.

Many city centre roads are ex-tram routes and are very wide. With fewer buses and bus stops and kerbside parking, the air will be cleaner and there will be plenty of room for double-tracking the LRT, to provide good trip frequency and dependability.

There will be space for cyclists and pedestrians, trees and rain gardens; room for more people to work and live in the centre of the world's most liveable city.

Cyclists can use trains to ease their journey and eLtrack stations will encourage many more cyclists into the city centre, helping meet Council's expectation that cyclist and train commuter numbers will be similar.

3: Lower risk and capital cost

The estimated cost for completing the CRL with eLtrack and LRT is \$2.14B and saves every Aucklanders \$500. The tunnel cost is 1/3rd greater - \$750M more expensive and inherently more risky. There is less risk in above ground construction compared to work below ground. eLtrack can be completed in concurrent segments by a single contractor saving time and cost.

4: A guaranteed start?

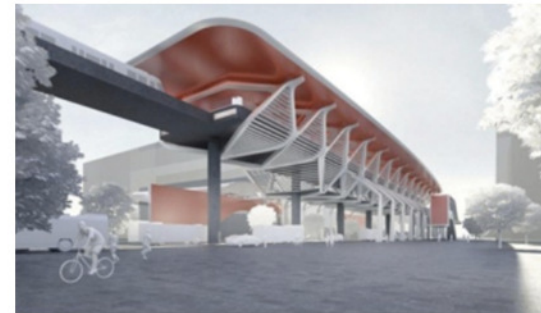
If the government will not fund 50% of the cost of the tunnel until 2030, the scheme risks being delayed or perhaps not built at all.

It is affordable and practicable for Council to complete ONE TRACK of eLtrack as STAGE 1, within the current CRL timeline, perhaps without initial government funding. This will allow city bound trains from out west, to loop down through Britomart and return via Newmarket
It will also help quickly increase train travel across the network and out to new centres of planned growth.

The two possible stages are:

Stage 1 - a single track with all in-ground and most above ground structures completed, with no stations or additional rolling stock

Stage 2 - the second track, remaining structure, rolling stock and stations.



5: Greater safety, Lower on-going Costs

eLtrack is mainly above ground and will always have the potential to carry more trains per hour, with lower maintenance and management costs, fewer delays and less risk to passengers in the event of an emergency.

6: Better rail capacity, long-term

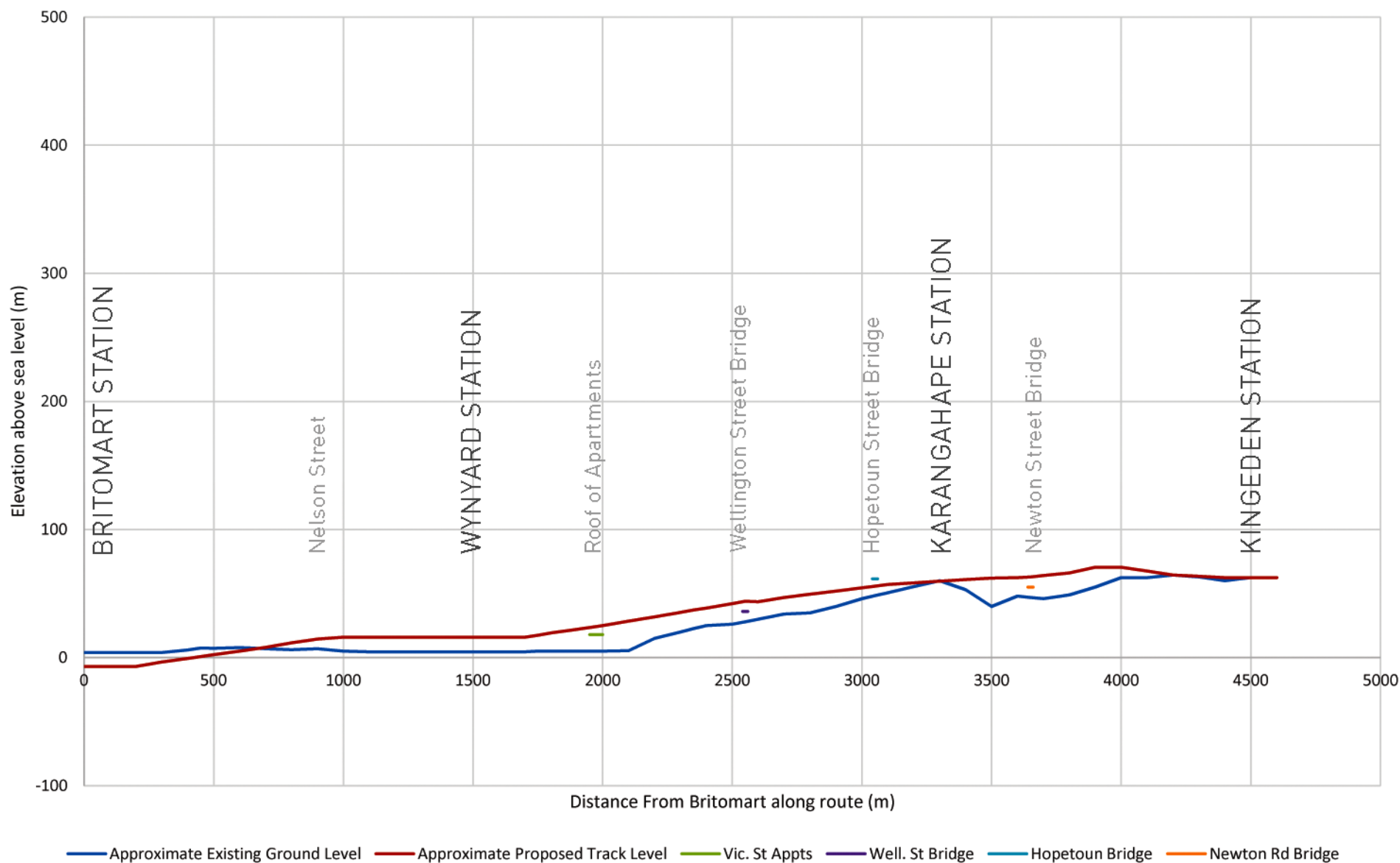
The new Unitary Plan highlights the importance of linking major centres of growth to good rail services. Additional express rail routes must be planned for now if we are serious about getting many more motorists out of their cars and onto trains and bicycles.

Melbourne has 3 times our population but its trains carry 30 times more passengers each year.

New routes – North, West and South – can be directly joined to the elevated CRL at the new stations. eLtrack ensures the third Harbour Crossing, which runs from the Wynyard Quarter, will be much less expensive. It's doubtful new rail routes could be easily added to the CRL if it were built as a tunnel and if Britomart reaches capacity.



Rail Track & Ground Elevation



INDICATIVE TIMELINE



Further Information: enquiries@greenwaysproject.org.nz



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