

28 March 2022

Matt Beardsworth

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Kia ora Matt,

**The information you requested - CAS-526953-Q5W9B0**

Thank you for your request for information dated 18 March 2022 regarding the City Rail Link. Please find responses below in the order that you have answered them.

***What is the current envisioned completion date for the City Rail Link, taking into account any effects of the COVID-19 pandemic? Has there been any change from the previously announced completion date of 2024?***

The City Rail Link project is delivered by City Rail Link is planned to be completed late 2024, but City Rail Link Ltd is currently assessing the impact the Covid-19 pandemic is having on the project's construction timetable and its costs. CRL Ltd. will have more clarity around those two issues later this year.

***What will the initial capacity of the City Rail Link be upon its opening? Various operating patterns made public over the past 5 years have quoted capacities ranging from 15TPH each way to 18TPH each way.***

The CRL is designed for a capacity of 18 trains per hour per direction with passive provisions for 24 trains per hour per direction. The current proposed plan is to operate 16 trains per hour per direction on the first day of operations.

***What is the envisioned timeframe for upgrading the City Rail Link to a capacity of 24TPH each way? Proposed operating patterns made public in 2017 suggested this upgrade would happen in the mid-2040s.***

The timing of increasing the frequency to 24 tph will be dependent on government funding and subsequent implementation of infrastructure enhancement schemes on the wider Auckland network to increase the overall capacity of the network to match the capacity of City Rail Link.

***The current rail capacity out of the Britomart Eastern Approach is 20TPH each way – will this still apply once the City Rail Link is opened and in operation? Or will it be reduced to the same 15-18TPH capacity as the Britomart-Mt Eden section of the CRL?***

The current rail capacity out of the Britomart Eastern Approach will not change. Beyond this fact, we want to take the opportunity of your request to explain why the capacity of Britomart still increases by 60% when CRL opens.

The current transport capacity is constrained by the fact that Britomart is a dead end. Britomart currently accepts 20 inbound services per hour. That is 20 trains per hour one way which is not the same as 20 trains per hour each way. That is 20 trains arriving from the East. The 'Day One' capacity of the CRL and of Britomart tunnel is 18 trains per hour per direction which is 32 inbound services per hour. 18 trains will enter Britomart from the East and 18 trains will enter Britomart coming from the West. Therefore, the transport capacity is increased by 60% at the opening of CRL.

***What is the envisioned timeframe for reconfiguring Britomart Station from 5 platforms to 4 platforms, as part of the C7/C9 contract?***

This request is declined under section 17 (e) of the LGOIMA as this information is not held by Auckland Transport (AT).

***What are the currently envisioned train operating plans/service patterns for the post-CRL network?***

The proposed operating plan for train services once the City Rail Link opens will have a 15 minute interval all day service as the building blocks for service with peak overlays. This is compared to the current 20 minute frequency all day with peak overlays. Western Line Services will be connected through the City Rail Link, with Southern Line trains serving Newmarket and the CRL. There will be a service directly connecting Mt Eden and Newmarket.

Should you believe that we have not responded appropriately to your request, you are able to make a complaint to the Office of the Ombudsman in accordance with section 27(3) of the LGOIMA Act, and seek an investigation and review in regard to this matter.

Yours sincerely



Christian Messelyn  
**Group Manager Public Transport Development**