

North Shore Rail

Project Outline

North Shore Rail consists of a proposed new rail line from Britomart across the Waitemata Harbour to the North Shore and its continuation within North Shore City.

The Waitemata Harbour Crossing Study 2008 investigated rail crossing alignment options south of the Akoranga Station. The preferred harbour crossing option consists of a rail line in two separate bored tunnels, one for each direction of travel. From Akoranga Station it follows the western shore line of Shoal Bay to the Onewa Road Interchange. It then crosses the Waitemata Harbour in a new tunnel to the east of the existing bridge, passing beneath the Wynyard Quarter along the line of Gaunt Street then continuing on to join the proposed CBD Rail Tunnel. A new station would be provided at Wynyard Quarter. This alignment is shown in the Waitemata Harbour Crossing project report.

The route north of Akoranga Station has not been determined and is discussed below under Project Status.

Project Status

Modelling undertaken by the ARC has indicated that the Northern Busway will be at or close to its operational capacity by 2040 indicating that an additional or replacement rapid transit facility may be required by that date.

The Northern Busway alignment along the Northern Motorway presents limited opportunities for attracting land use development at stations. Opportunities may, however, exist for leveraging land use development including “transit oriented development” - mixed use, higher density development supporting and supported by rapid transit - at stations on an alternative corridor within the North Shore. Such development located along a corridor can generate a significant amount of additional patronage. No substantive investigations have been undertaken to date on a potential alternative corridor.

The “Preferred Strategic Option” (package of projects and measures) which is to be incorporated in the draft RLTS 2010, does not include construction of a North Shore passenger rail line by 2040. However, additional investigations are to be undertaken into the operational capacity of the Northern Busway and into the potential land use and patronage opportunities provided by a passenger rail line along an alternative corridor.

Issues

1. Further investigations are required into the operational capacity of the Northern Busway and the ability of a rail line to produce land use and patronage benefits justifying the costs involved.

2. A preferred route across the Waitemata Harbour has been identified, but route protection measures are not yet in place (refer Additional Waitemata Harbour Crossing project report).