

Connecting CRL to the Western Line

Before the CRL opens in 2024, a number of works also need to be undertaken along the rail corridor at Mt Eden to connect the new CRL lines with the existing Western Line track.

Link Alliance and City Rail Link Ltd are working on the design development of CRL's Western Line connections, which include some significant changes to the rail network through the Mt Eden area.

An overview of CRL's Western Line works

- Installation of turn-outs (or 'scissor tracks') at two locations within the rail corridor, adjacent to the end of Haultain Street and Mt Eden Prison. These enable trains to be safely switched to the track located further away from construction activity.
- Closing the Porters Ave vehicle crossing, creating cul-de-sac streets on either side and constructing a new pedestrian and cycle overbridge.
- Relocation of the Huia 2 watermain at Fenton Street.
- Closing Mt Eden Station for both safety and operational reasons while construction is underway and running trains on a single line through the rail corridor (while works happen on the opposite side).
- Building a temporary pedestrian and utilities bridge over the railway at Normanby Road to clear the way for permanent works.
- Closing the Normanby Road level crossing and constructing a new road bridge over the rail line. Normanby Road may need to be closed for up to six months to complete this grade separation.
- Re-aligning the Normanby/Boston/Nugent roundabout.
- Building trenches and rail-over-rail bridges for the track rising up out of the tunnels to ground level.
- Widespread changes to rail infrastructure, including signals, over-head electrical lines, track and refurbishment of the existing Mt Eden station platform.



Looking towards the new Fenton to Ngahura overbridge.

- Building a new pedestrian and cycle overbridge over the tracks between Fenton and Ngahura Streets to provide access to the new station building.

As soon as we can confirm the construction methodologies and likely timings and impacts for these Western Line works, we'll come back to the local community with more details.

Where to go for more information

We'll be adding more information about the upcoming works to the City Rail Link website at CityRailLink.co.nz.

If you have any questions or concerns about project works in the Mt Eden area, please contact the Link Alliance's Mt Eden Station team

☎ 0800 CRL TALK and choose option 5

✉ mteden@linkalliance.co.nz



As part of the City Rail Link project the existing Mt Eden train station will be enlarged and redeveloped to incorporate a modern new station building with elevated views of Maungawhau and a platform for the new CRL line. The station will also remain a stop for the existing Western Line services, making it a busy rail junction.

From Mt Eden Station, the new CRL line will run under the Newton ridge and central motorway junction before it reaches the new CRL stations at Karangahape Road and Albert Street and the redeveloped Britomart Station (which will be a two-way through station once CRL opens in 2024).

The new architecturally-designed station will feature floor-to-ceiling basalt stone cladding to represent the Mt Eden volcanic cone, crater and pa terraces, with similar designs in paved areas. The station reference design also includes a basalt stone feature wall reminiscent of lava flow, drawing water from a re-opened natural spring nearby.

The main access to the redeveloped station will be via an extended Ruru Street, which will provide a new connection to Mt Eden Road. Other planned road layout changes, such as an extension of Flower and Nikau Streets, will also improve connectivity within the local area.

When it opens in 2024, the CRL will enable Auckland's rail network to double in capacity to carry up to 54,000 passengers an hour at peak times.



The Link Alliance will design, construct and deliver CRL's twin rail tunnels, two new underground stations and a new Mt Eden station building. The Link Alliance includes seven companies with a wealth of experience in delivering large-scale infrastructure projects in New Zealand and overseas.

The companies in the Link Alliance are: Vinci Construction Grands Projet S.A.S, Soletanche Bachy International NZ, Downer New Zealand Ltd, Tonkin & Taylor, AECOM New Zealand Ltd, WSP Opus, City Rail Link Ltd.

What's happening in the Mt Eden Station area

Before works can start on construction of CRL's new Mt Eden Station building and underground rail tunnels, the Link Alliance needs to make a start on some early enabling works in the Mt Eden area.

Station-related works can be loosely grouped into four phases. These phases will overlap as different work starts and finishes around the station construction area. Dates given are indicative but will be confirmed as planning is finalised.

Site set-up and demolition works

Asbestos removal and salvage of any reusable materials from within buildings in the Mt Eden demolition area.	September to December 2019
Erection of hoardings around the demolition site.	From September 2019
Demolition of CRL-owned buildings – starting at the top corner of the block bounded by Nikau, Flower and Shaddock Streets (where the tunnel portal for the CRL TBM will be constructed).	Late September 2019 to Q2 2020

Works to enable the launch of the TBM

Relocation of underground utility services within the construction area.	From October 2019
Construction of the tunnel portal: piling, excavation and ground retention for the tunnel entrance at the corner of Flower & Nikau Streets and demolition of a redundant stormwater shaft.	Starts early 2020
Excavation of two trenches into the portal area, initially to enable movement of the TBM but ultimately to form the new CRL railway lines that connect to the existing North Auckland (Western) Line – this excavation will include removal of basalt, which is proposed to be managed by a series of controlled blasts using small charged explosives (similar to that used in CRL's Contract 6 works in this area) in order to avoid prolonged rock breaking activities.	Starting Q1/Q2 2020
Mining of a short section of tunnel at the entrance of the tunnel portal to launch the TBM.	From Q3 2020

Main construction works for Mt Eden Station

Construction of an additional Mt Eden Road bridge, located north of the existing one, to enable a rail trench for the CRL line to be built underneath. Temporary diversion of utilities in this location is expected to start in late 2019, with the bridge construction to commence Q2 2020.	Diversion of utilities starts late 2019 Bridge starts Q2 2020
Construction of a new Ruru Street bridge (located within the CRL construction site, just south of Nikau Road), including relocation of the Huia 2 watermain. The bridge will eventually have a CRL platform underneath it.	Starting Q2 2020
Launch of CRL's TBM from the Mt Eden tunnel portal – spoil from the TBM drive will be retrieved from Mt Eden and transported off-site.	Late 2020/early 2021
Construction of the new Mt Eden Station building.	Late 2020 to 2022

Public realm enhancements

Reinstatement of the public realm environment, including extensions to Ruru, Nikau and Flower Streets to create improved connectivity through the wider station precinct.	In stages between 2022 and 2024
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Expect to see bike parking, trees, landscaping and street furniture, with good sightlines at the station entries and exits for increased safety.



The Mt Eden Station plaza

What to expect during the first stage of work

- Truck movements.
- Erection of construction hoardings to secure the site, help minimise noise and dust for neighbouring properties and create a visual barrier from the works.
- Closure of Ruru Street in the middle of our demolition site (traffic will go down Nikau and Flower Streets).
- Removal of some on-street parking south of Nikau Street, west of Flower Street and south of Shaddock Street at the eastern end, to accommodate the physical constraints of construction.
- Some noise and dust from demolition of buildings, piling works and excavation.
- Normal hours of work: Monday to Friday, 7am-7pm; Saturday 7am-2pm.



Ruru St extension

What we'll do to minimise the impact of these works on you:

- Install an on-site concrete crusher (next to the rail corridor to minimise noise nuisance) to reduce concrete waste that would otherwise need to be trucked off-site and enable the re-use of crushed material for temporary roads within the construction site.
- Introduce measures to control soil movement, including washing the wheels of trucks before they leave site.
- Use water to suppress dust nuisance.
- Install monitoring equipment to measure air quality, ground water levels and ground and building movement.
- Use noise-reduction blankets to muffle noisy work, and erect of enclosures around plant equipment to minimise noise pollution.
- Maintain property access.
- Manage contractor parking to avoid occupying on-street car parking spaces.
- Attended noise and vibration monitoring when work is anticipated to be particularly disruptive. This ensures we remain compliant with the permitted construction noise standards that apply to our work and the works are being undertaken in the most appropriate manner.



The bridge from the CRL line to Western Line at Mt Eden station

Managing the impacts of our construction activity

Just as we did during the planning phase for our demolition works, we are now preparing a suite of management plans for Auckland Council approval that set out how we will manage the effects of our construction works on people and the environment. These management plans include specific measures to address environmental effects such as noise, vibration, traffic, air quality, contamination, silt and sediment, groundwater and settlement.

We are also preparing a Social Impact and Business Disruption management plan, and in doing so are seeking input from people living and working within the vicinity of the construction area. We need to understand how people could be affected so that the management plans we prepare are as effective and responsive as possible.

We incorporate this feedback into the management plans and submit them to Council for approval. Once approved, the construction teams will undertake the utilities work in a manner that ensures the measures outlined in the management plans are in place to minimise effects on the environment and impacts to nearby businesses and residents.