














APPENDIX F – PROJECT DEPENDENCIES AND INTERFACES





Table F1: Interfacing projects and dependencies




Project	Description	Status	Dependency
Hamilton to Auckland Inter-regional Rail	Work is being undertaken into the potential of a fast rail Hamilton to Auckland (beyond the current Te Huia service). Possible service patterns and demand for inter-regional rail service are not currently available. There is a need to manage the rail services competing for track capacity.	 IBC complete ¹⁰	Critical Dependency
City Rail Link (CRL)	CRL construction is due for completion in 2024/25. CRL is assumed as part of the do-minimum assumptions for the AR-PBC. This includes day one requirements, such as rail network improvements, Ōtāhuhu Station, Henderson Station, Western Power Feed, additional EMUs.	 Completion in 2025/26	Critical Dependency
Auckland Light Rail	The Government announced that Cabinet has endorsed the tunnelled light rail between the City Centre and Māngere (CC2M). The Auckland Light Rail route will integrate with the wider rapid transit network and the work underway on the Auckland Rapid Transit Plan. The PBC is not dependent on CC2M which has modest effects on the rail demand. To the extent that CC2M propose to partially share KiwiRail's Avondale - Southdown corridor there are risks to be managed. It is imperative that decision makers and the community understand the broader strategic criticality of Avondale -Southdown to the rail system and this is not precluded through lack of community engagement, design and engineering preparedness.	 Business case and route protection 2023	Interfacing project

¹⁰ Business case is commercially sensitive and approval from author will be required before issue.

Project	Description	Status	Dependency
	Public transport integration across modes will be impacted by heavy and light rail station decisions along the corridor.		
Wiri to Quay Park Third Main (W2QP)	W2QP project completion of a third main line between Westfield and Wiri junctions is part of the do minimum assumptions for the AR PBC and any investment programme will build on what is currently being delivered in this part of the network.	 In progress	Critical Dependency
Papakura to Pukekohe (P2P) rail electrification	Completion of electrification between Papakura and Pukekohe is part of the do minimum assumptions for the AR PBC and any investment programme will build on what is currently being delivered in this part of the network.	 Completion by 2024	Critical Dependency
Southern Stations	Development of three new stations at Drury Central, Drury West and Paerata is funded via the New Zealand Upgrade Programme. All three stations are assumed as part of the do minimum assumptions for the AR PBC.	 Construction In progress	Critical Dependency
Te Tupu Ngātahi - Supporting Growth Alliance (SGA)	Te Tupu Ngātahi – Supporting Growth Alliance, is responsible for investigating and progressing a multitude of transport projects across the Auckland region to best support greenfield urban growth. SGA’s southern transport and land use plans are heavily reliant on the realisation of mode shift from car to rail for commuting trips. These plans include improving rail capacity (assumes future four-tracks between Papakura and Pukekohe, and level crossing removal) and frequency, as well the three new stations (funded through NZUP). Additionally, route protection is underway for several level crossings in Takanini.	 DBC completed for Rail. Takaanini Level Crossing DBC in progress	Critical Dependency

Project	Description	Status	Dependency
Pedestrian Level Crossing Programme SSBC	An SSBC for the closure of 7 Pedestrian crossings is in progress, however there is a funding risk for future phases, and is noted in the AR PBC assumptions. The SSBC involves closure of the following 7 Pedestrian crossings (included in the AR-PBC Do Min): O'Neills Road, Swanson; Corban Estate, Henderson; Lloyd Ave, Mt Albert; Kingdon St, Newmarket; Tironui Station Road East, Takanini; Homai Station North, and Homai Station South	 SSBC in progress	Critical Dependency
Church Street Level Crossing Removal SSBC	An SSBC is in progress for this, as the CRL opening train plan assumes this crossing is removed, and the AR PBC do minimum assumes it is removed.	 SSBC in progress	Critical Dependency
Level Crossing Removal SSBC	The Level Crossing Removal SSBC started in late 2022. The PBC provides a high level outline of the LX programme, consistent with the Groupings considered in the SSBC. The SSBC assess the options within each group and develop a refined programme.	 SSBC in progress 2022	Critical Dependency
Rail Network Rebuild (RNR)	The RNR catch up renewal programme is raising the standard of the Auckland rail network within the constraints of the committed level of funding.	 In progress	Critical Dependency
Auckland Metro Transformation Programme (AMTP)	The AMTP evolved out of RNR to develop the changes to maintenance practices that are required to maintain a higher level of network reliability once RNR renews the track infrastructure. There is a co-dependency as the AMTP is reliant on the AR PBC to provide the funding pathway for implementing its recommendations, and the AR PBC is reliant on the AMTP to address underlying network reliability issues under normal operations.	 In progress	Critical Dependency
Western Power Feed	Without an additional power feed, the Auckland rail network will not perform in the medium to longer term, particularly with major rail projects coming online. The Western Power Feed is included in the Do Minimum for this programme given this is a	 In progress. Completion 2025	Critical Dependency

Project	Description	Status	Dependency
	requirement to occur for CRL to run effectively.		
Northland Rail Upgrade & Marsden Point Rail Link	<p>The MPRL was initially investigated as part of the KiwiRail Northern Rail Upgrade Programme (NRUP). It now forms a component of the rescope Whangārei to Port Marsden (W2PM) project within the NZUP programme of works. Following the 2021 Baseline exercise the Joint Ministers' have chosen a preferred W2PM project option comprising:</p> <ul style="list-style-type: none"> • Construction of the new rail Marsden Point Rail Link (MPRL) to Northport from the North Auckland Rail Line (NAL). • Further upgrade of the existing NAL from Whangārei to Otiria. • Safety improvements along the existing state highway. 	 DBC Complete	Scenario Critical Dependency
Upper North Island Electrification investigation	Funding announced for a detailed look at how to best electrify more North Island rail lines – such as the Golden Triangle (Tauranga – Hamilton – Auckland), which carries around half of all rail freight in New Zealand. It will also look at how best to complete electrification along the main North Island rail line, between Palmerston North and Wellington.	 In progress	Critical Dependency
North-western Bus Improvements	Funded through the RLTP - Te Atatū interchange; Lincoln Road interchange; bus shoulders on the North-western Motorway between Westgate and Newton Road. These projects generally cater for communities not serviced directly by heavy rail but complement the AR PBC as part of the broader public transport network.	 In progress	Support
Eastern Busway	The Eastern Busway connects to the Auckland rail network at Panmure and complements the AR PBC as part of the broader public transport network.	 In progress	Support

Project	Description	Status	Dependency
Airport to Botany Rapid Transit (A2B)	The project responds to increasing demand in the Airport to Botany corridor. This will improve connection to the airport which is an important employment centre for people living in southern Auckland. A2B connects to the Auckland rail network at Puhinui and complements the AR PBC as part of the broader public transport network.	 In progress	Support
Northwest Rapid Transit	<p>A plan as part of Auckland's wider RTN network, connecting the city centre to Kumeu.</p> <p>SGA have undertaken optioneering for light rail in the Northwest. This will generally cater for communities not serviced directly by heavy rail but complements the AR PBC as part of the broader public transport network.</p>	 Identified – no progress	Support
Additional Waitematā Harbour Connections (AWHC)	<p>The AWHC work includes consideration of a rapid transit connection across the harbour.</p> <p>This will cater for communities not serviced directly by heavy rail but complements the AR PBC as part of the broader public transport network, with important connections in the city centre.</p>	 Business case and route protection underway 2023	Support