



Auckland
LIGHT RAIL
Bringing us closer



Transforming our city with light rail



Route and stations take shape

Auckland Light Rail is developing a 24km route and up to 18 stations to connect people to work, study and play at centres in the city and at Auckland Airport. This will be quicker, safer and more reliable – halving travel times between the central city and most destinations.

Future light rail stations will create or enhance town centres, attracting new homes, businesses, parks, shops and services - all within walking distance.

The City Centre to Māngere line will be the backbone of the light rail network, eventually connecting to the North Shore and North West to benefit the whole city.



You can go online to share with us at

engage.lightrail.co.nz

**Let us know your thoughts by Monday
10 April 2023**

Share your views

We are still in the planning stage and to help us develop a preferred route for the project, we are now seeking feedback on options.

There are **two options** for a shared light rail and heavy rail route in the Onehunga area. We are also seeking feedback on how light rail could connect into Māngere and on new station hubs at Dominion Junction and Kingsland.

We want to understand what is important to you and your community, before we move to the next stage.



Artist's impression only



Artist's impression only

Future stations

Light rail isn't just about transport, it is also an opportunity to shape our neighbourhoods to work better for us. Future stations will be vibrant places where people live, work, shop and access services - all in the same area. With light rail at your doorstep, you can also easily connect to other parts of the city without driving a car. Walking, cycling and bus routes will also be adapted to get you on the train quickly.

Dominion Junction

A new station is proposed on Upper Dominion Road/ New North Road to support the growing community here. It will offer significant potential to transform the area. This includes over three hectares of land that can be freed up if the flyover is removed nearby.

The station will be designed near the new Maungawhau (Mt Eden) Station being built for the City Rail Link. This means people can walk to other lines easily, creating a major public transport hub with more shops, homes and businesses.

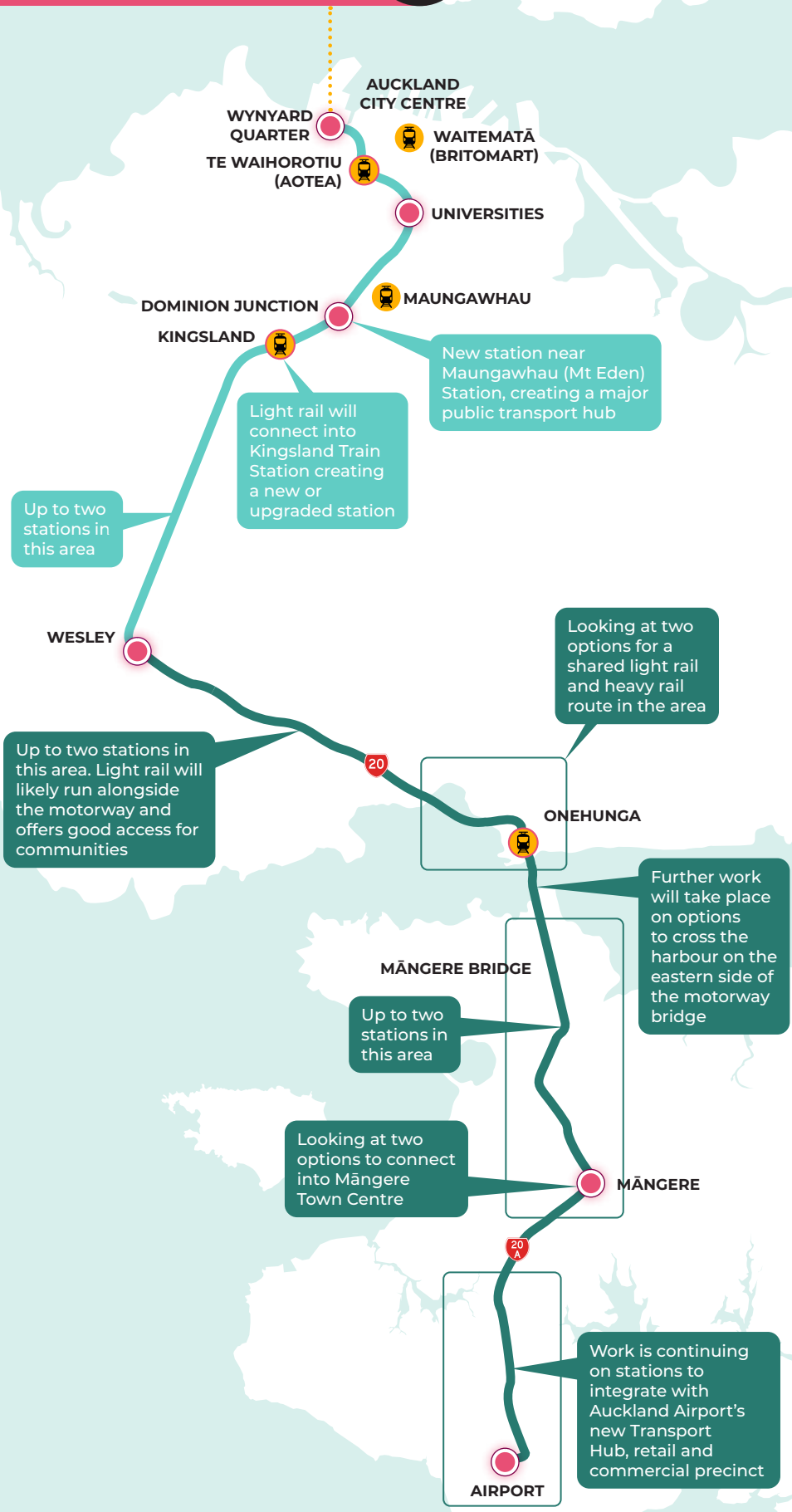
Kingsland

Light rail is proposed to connect into Kingsland at the existing train station. A new or upgraded station can be built in this area. It will provide seamless transfers to other lines by walking from platform to platform.



AUCKLAND LIGHT RAIL

City Centre to Māngere



ALR Auckland LIGHT RAIL

KEY

- Tunnelled Light Rail
- Surface Light Rail
- Waitematā Harbour Connections Project
- Existing Train Station
- Proposed Light Rail Station

Sharing the route in Onehunga

Auckland Light Rail and KiwiRail are planning for the future of rail in Auckland. As part of this a shared light rail and heavy rail route is being looked at in the Onehunga section, using the KiwiRail land which has already been set aside for rail in the area. This will open up access to light rail in Onehunga and Royal Oak. It will also move goods and people more freely on trains across Auckland.

The route would have two tracks of light rail and two tracks of heavy rail on one shared route. They would be separated from streets either:

- on a long, raised bridge
- in a shallow trench dug out below the ground (with barriers)

Light rail trains would carry people along the line north to the city centre or south to Māngere and the airport.

Heavy rail trains would:

- carry goods to be delivered throughout New Zealand and
- carry people on a new, extra service to add to the rail lines in Auckland

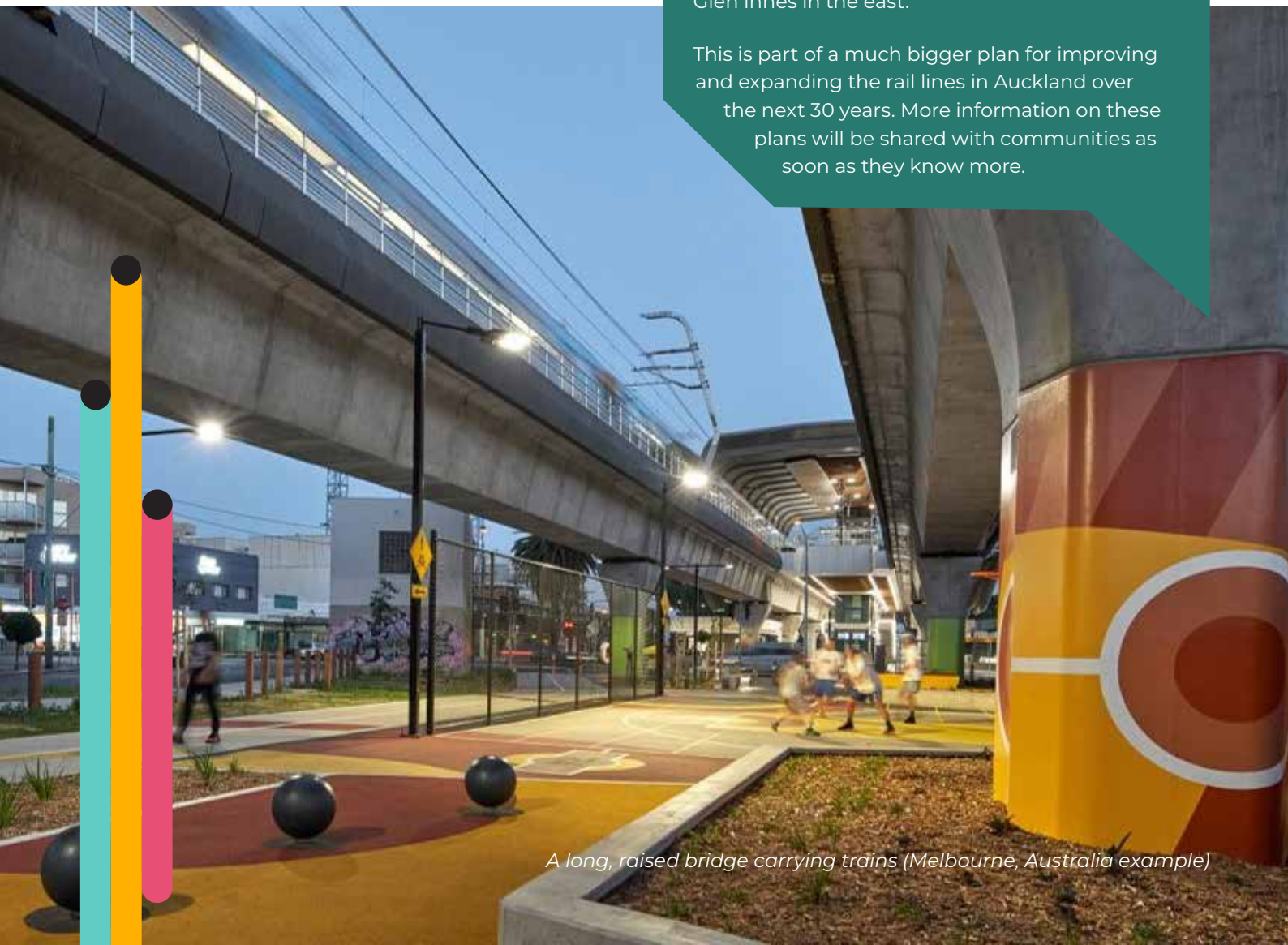


Did you know?

The **Avondale to Southdown Rail Corridor** is KiwiRail land that has been set aside on existing plans for more than 75 years. This is known as a rail designation. Rail has been planned from Avondale through Onehunga to Southdown – the industrial area which ends at the rail yards by the Māngere Inlet. From there it is planned to carry goods by train to and from Northland without having to use existing lines in the city.

KiwiRail and Auckland Transport are in the early stages of developing plans to use the land to build a new rail line. Trains would use this line to carry goods to be delivered throughout New Zealand. It could also be used to carry people on a whole new service from Avondale in the west to Glen Innes in the east.

This is part of a much bigger plan for improving and expanding the rail lines in Auckland over the next 30 years. More information on these plans will be shared with communities as soon as they know more.

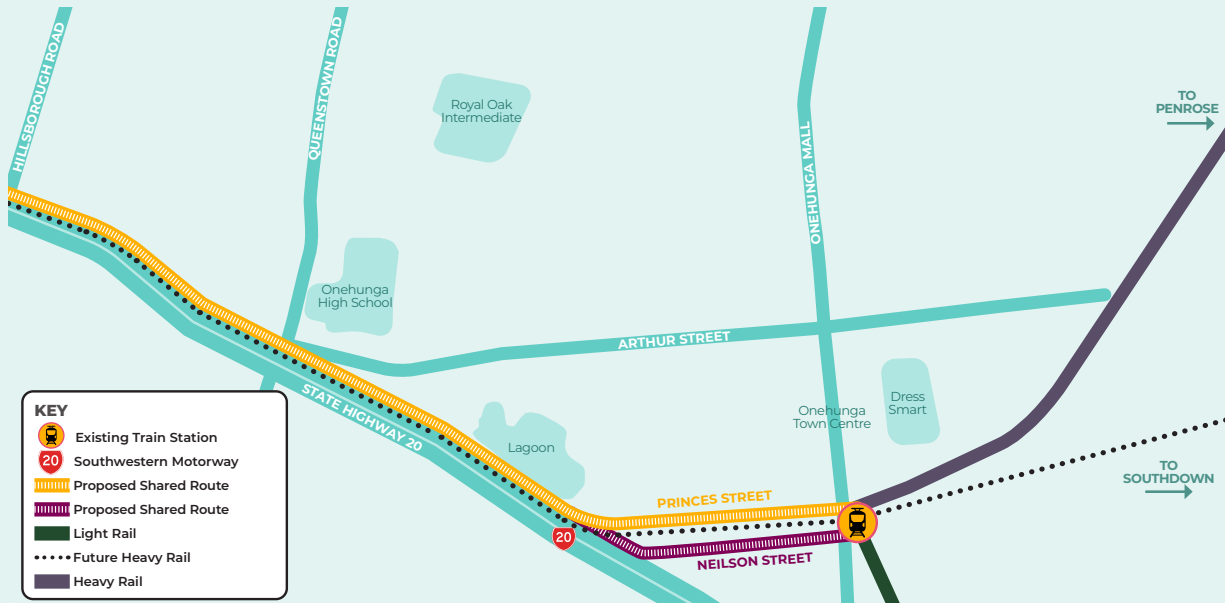


A long, raised bridge carrying trains (Melbourne, Australia example)

OPTION A

Southwestern Motorway (SH20) and Onehunga Bay lagoon

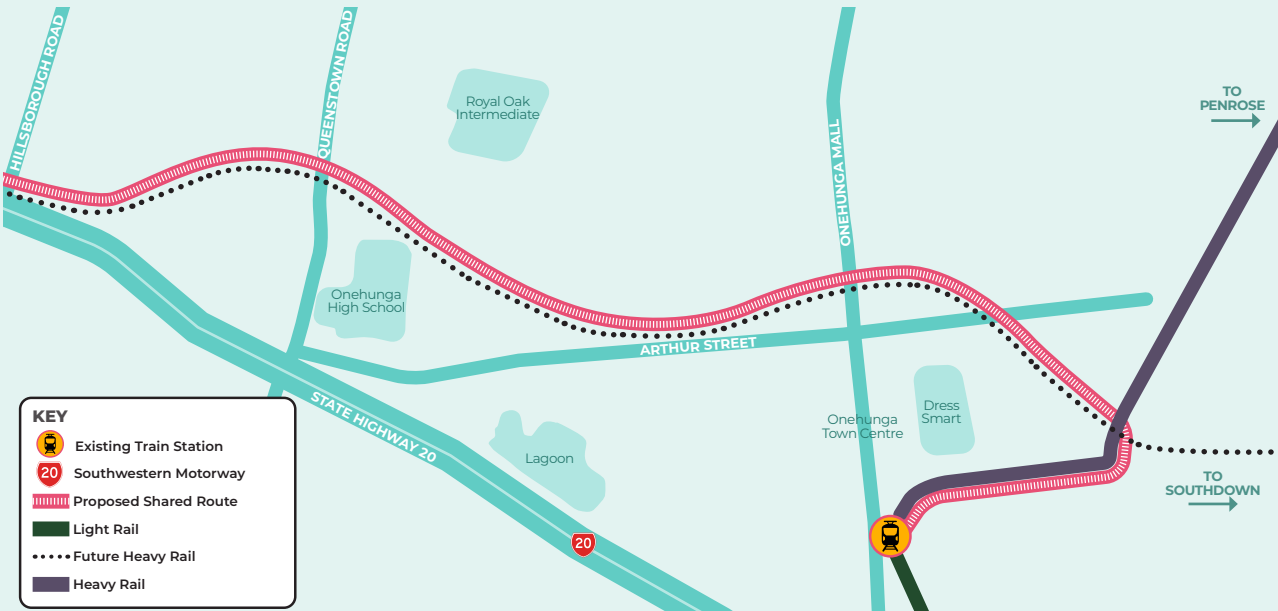
- Runs alongside the Southwestern Motorway lanes and the edge of Onehunga Bay Lagoon
- Shorter, more direct route to get to the town centre and train station
- Close to the lagoon which is a popular and important feature
- Coming off the motorway, not enough space for all tracks around the edge of the lagoon
- Further design work is needed to be able to connect to the town centre
- Properties in the commercial area may be affected, but not the larger residential area
- Reduces local traffic and journey times on key roads
- Could shape and enhance the commercial area with new spaces



OPTION B

KiwiRail land - North Onehunga

- Runs on the KiwiRail land using all of the space set aside for rail use between Onehunga and Southdown
- Longer 1.2km route within the residential area to get to the town centre
- More properties in the residential area may be affected, than in the local commercial area
- Some roads would close or be upgraded
- New walking and cycling paths could be created to get from one side of the suburb to the other
- Could have a new station or stop near Royal Oak/Onehunga
- Better public transport for the growing Onehunga and Royal Oak areas
- Further work is needed to offset any noise, vibration and visual effects of trains running through the area
- Onehunga Bay lagoon and reserve is not affected by this option



Connecting to Māngere

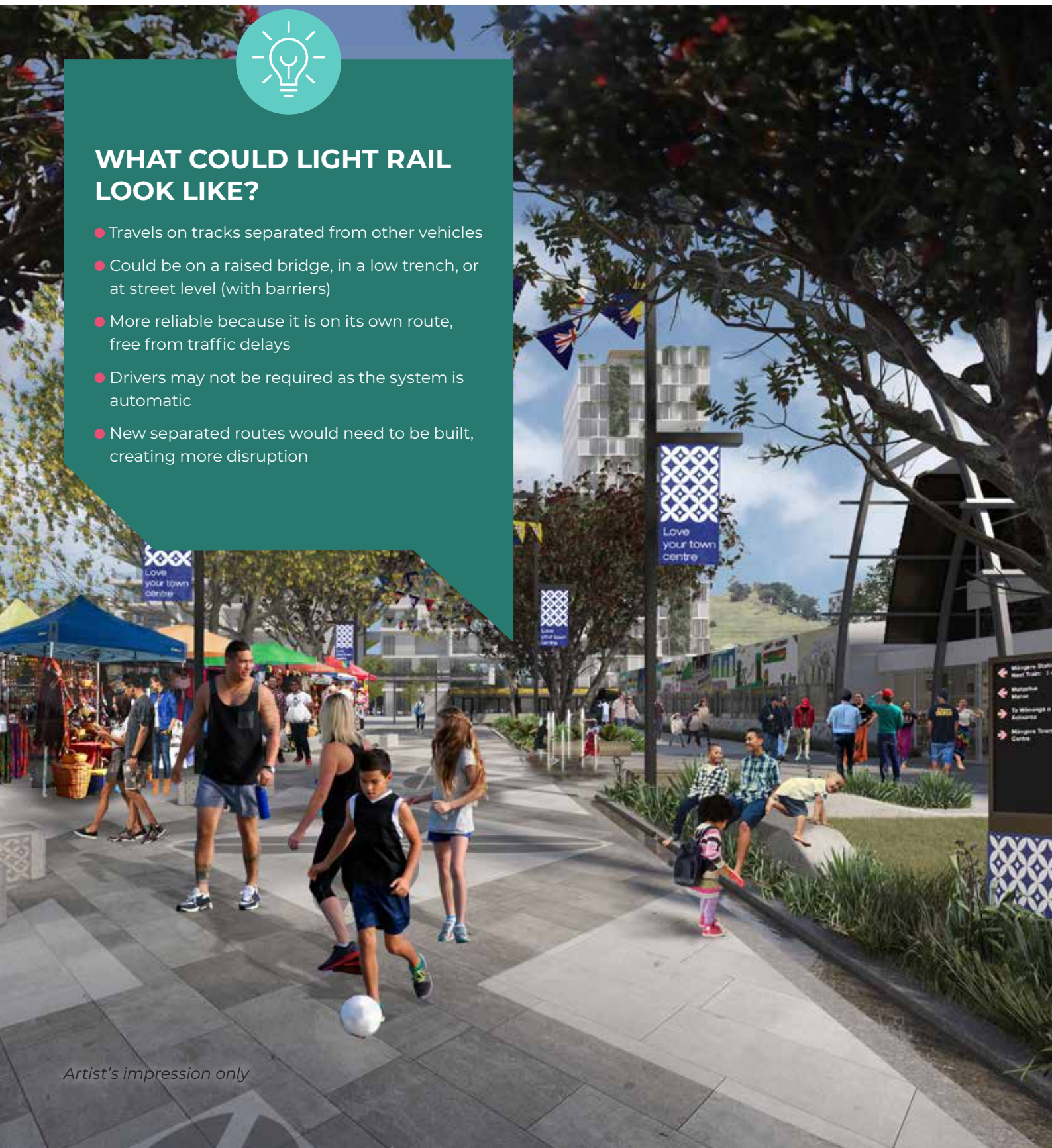
Light rail will cross the Manukau Harbour on the eastern side of the motorway by Mahunga Drive and connect with Māngere, creating much needed, reliable journeys to bring people closer together.

From Mt. Roskill to the airport, light rail will run mostly above the ground. In this section, we are looking at options to separate light rail from local streets and traffic. This means longer trains can run at higher speeds, giving faster travel times. This includes a 32 minute trip from Māngere to the City Centre and only 7 minutes to the airport.



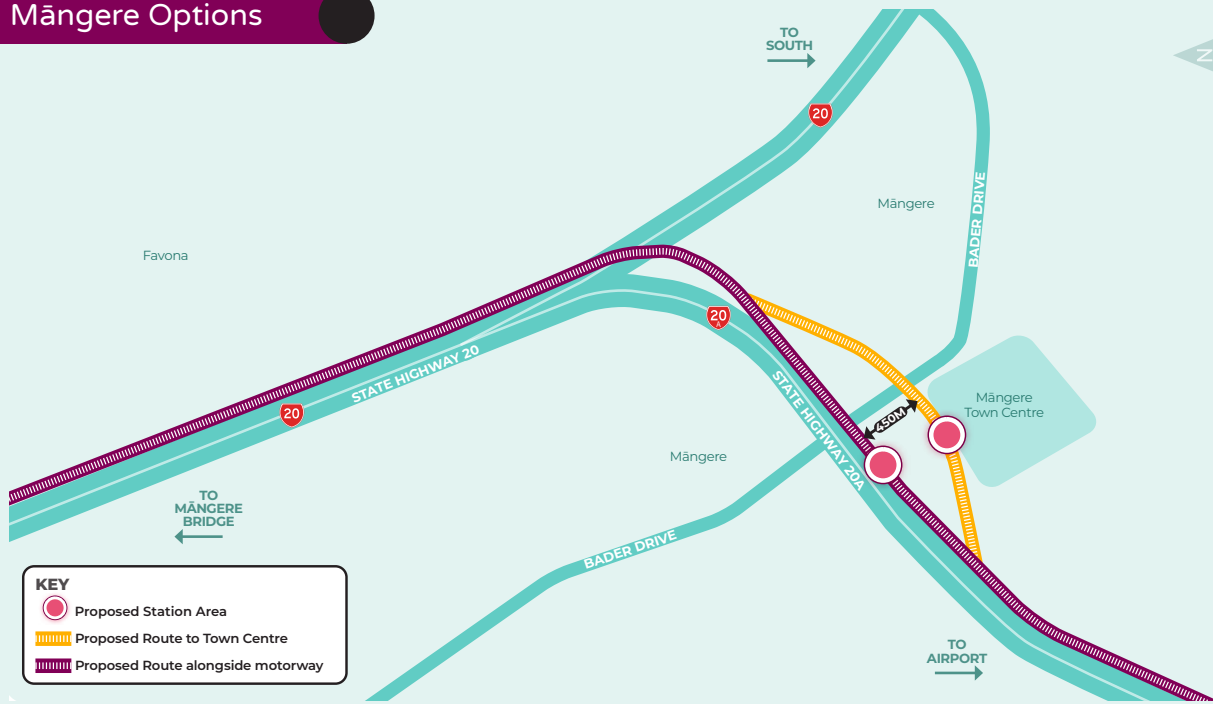
WHAT COULD LIGHT RAIL LOOK LIKE?

- Travels on tracks separated from other vehicles
- Could be on a raised bridge, in a low trench, or at street level (with barriers)
- More reliable because it is on its own route, free from traffic delays
- Drivers may not be required as the system is automatic
- New separated routes would need to be built, creating more disruption



Artist's impression only

Māngere Options



We have heard from the local community that a connection with the town centre is important. We would now like to know your views on having a separated light rail line in Māngere.

A connection into Māngere Town Centre:

- Will support the success of the community hub in the future- with new shops, homes and community facilities
- Will be designed for safe and easy access to the town centre
- Will take at least three years to build and will affect a range of neighbours and businesses during this time
- Further work is needed to offset any noise, vibration and visual effects of trains running through the area

A light rail station which is built closer to the motorway:

- Will mean less disruption as it is built, as it does not go directly into the town centre
- Will be a 450m walk or cycle to the new station (around 8 minutes walk)
- Will include a new connection or walking and cycling links to get to the town centre
- Will give faster travel times to the airport and other destinations

What happens next?

After gathering feedback, we will share our findings about the route and stations with the project team. We will summarise your views and also report back to you about what people have said and the decisions that have been made.

Community input is also important so that light rail can be carried out reflecting the interests of the community, neighbours and businesses. The next step is to submit the notices and resource consents to Auckland Council by mid 2023. This is needed to build, operate and maintain light rail in the future.

Meet us in person

Our team will be at community events and markets during March and early April. Please check out our website for dates and locations: www.lightrail.co.nz



**Auckland
LIGHT RAIL**
Bringing us closer



Contact Us

- lightrail.co.nz
- 0800 567 847
- info@lightrail.co.nz

Share your views

Please provide feedback via the online survey by Monday 10 April 2023.

If you have difficulty completing the form, you can call us on **0800 567 847** and we will fill in a form for you over the phone. Alternatively, you can provide feedback by email to: info@lightrail.co.nz

- 1** Dominion Junction (at Upper Dominion Road/New North Road) and Kingsland light rail stations will become thriving hubs of activity (i.e shops, homes, community facilities).

When thinking about these neighbourhoods and the journeys you take, what facilities and services would you like to see in station hubs and why?

(Please let us know which station or area your feedback is for).

- 2** We are looking at two options for a shared light rail and heavy rail route in Onehunga. These are:

A) A shared light rail and heavy rail route running alongside the Southwestern Motorway (SH20) and the Onehunga Bay Lagoon.

OR

B) A shared light rail and heavy rail route, using the KiwiRail land already set aside for rail use in the future.

What do you like about each option (and why)?

What concerns you about each option (and why)?

Are there any factors you think we should consider when looking at these options?

- 3** We are looking at two options to connect light rail into Māngere. These are:

A) A station alongside the motorway and near the town centre.

OR

B) Connecting light rail and a station in the town centre.

What do you like about each option (and why)?

What concerns you about each option (and why)?

Are there any factors you think we should consider when looking at these options?

- 4** Which community do you live in?

- Auckland City Centre
- Eden Terrace/Kingsland
- Mt Eden/Sandringham/Balmoral
- Wesley/Mt Roskill
- Hillsborough
- Onehunga
- Māngere Bridge
- Māngere /Favona
- Other (please specify which suburb)

- 5** What best describes your interest in this project?

(Please tick all that apply)

- I live nearby (rent)
- I live nearby (own property)
- I own property on the route (but do not live in the area)
- I would like to live near light rail in the future
- I run a business near the route
- I work near the route
- I live/work outside the route but will travel to use light rail
- I will use light rail
- I support the Auckland Light Rail project
- I won't use light rail but can see the benefits it will have for Auckland
- I do not support the Auckland Light Rail project

- 6** How many people in your family or household do you think will use light rail?

- 1 2 3 4 5 6+ None

- 7** What is your age group? *(For demographic purposes)*

- 10-19 years 20-29 years 30-39 years
- 40-49 years 50-59 years 60-69 years
- 70-79 years 80+ years

Name

Email

- Please tick here if you would like to receive Auckland Light Rail project updates.