**Abstract for Ian Clark and Andrew Mein**

**The traffic effects of constructing the City Rail Link: a comparison of the forecasts and the actual effects.**

The City Rail Link project will provide underground rail lines across the Auckland city centre, providing a direct connection between the Western Line and Britomart, and allowing the existing Britomart to change from a terminus to a through station. In addition, two new stations will be provided within the city centre, improving the penetration of rail across the city centre. The majority of the project will be constructed as bored tunnels, but sections close to Britomart will be constructed by cut and cover techniques along the city streets.

Construction of initial phases of the project has now started.

Flow Transportation Specialists (Flow) was initally responsible for the Integrated Transport Assessment at the planning phase of the project, in 2012, and provided transport planning evidence to the hearings in 2013. There was very little dispute at these hearings about the long term benefits of the project, meaning that most discussion was around the nature and extent of the short term effects during the construction phase.

Flow has since been involved in assessing the transport management plans, and for monitoring the actual effects of the works as each stage comes on line, in order to make sure that the accessibility of the city centre is maintained.

This paper will reflect on the following:

* The evolution of the consenting conditions
* The actual effects of the construction phase
* How did the actual effects compare with the predicted effects, and why were there differences
* Lessons learned throughout the process

This paper was accepted for the 2017 conference, but unfortunately we were unable to secure sufficient monitoring information. We are confident in being able to secure the necessary information this time.