



Laxon Terrace - Sarawia Street Rail Level Crossing

Public Forum

December 2012

Overview of Presentation

- **Objectives and Reasons for Separation**
- **Project Background**
- **Options Considered**
- **Options Developed**
 - Furneaux Way through road
 - Newmarket Park through road
 - Cowie Street Bridge
- **Non-Cost Evaluation**
- **Traffic Effects**
- **Benefit Cost Ratio Comparison**

Meeting Objectives

Auckland Transport's objectives for today's meeting;

- Outline the reasons for separation of Laxon Terrace/Sarawia Street
- Overview the options considered
- Present the developed options and analysis
- Seek feedback
- Discuss next steps

Background

- The crossing is located 2 minutes north-east of Newmarket Centre, where Sarawia Street meets Laxon Terrace
- The efficiency and safety of future rail operations depend on the removal of the level crossing between Sarawia Street and Laxon Terrace
- Currently the level crossing provides the only vehicular access for Laxon Terrace and Youngs Lane
- AT has commissioned an investigation into the options allowing closure of the crossing while retaining vehicle and pedestrian access.



Laxon Terrace/Sarawia Street Separation

Why?

Removal of existing level crossing required to:

- Improve safety at the busiest train crossing in the country
- Allow greater frequency of services
- Increase efficiency and effectiveness of rail operations
- Address long standing community concerns

Options Considered

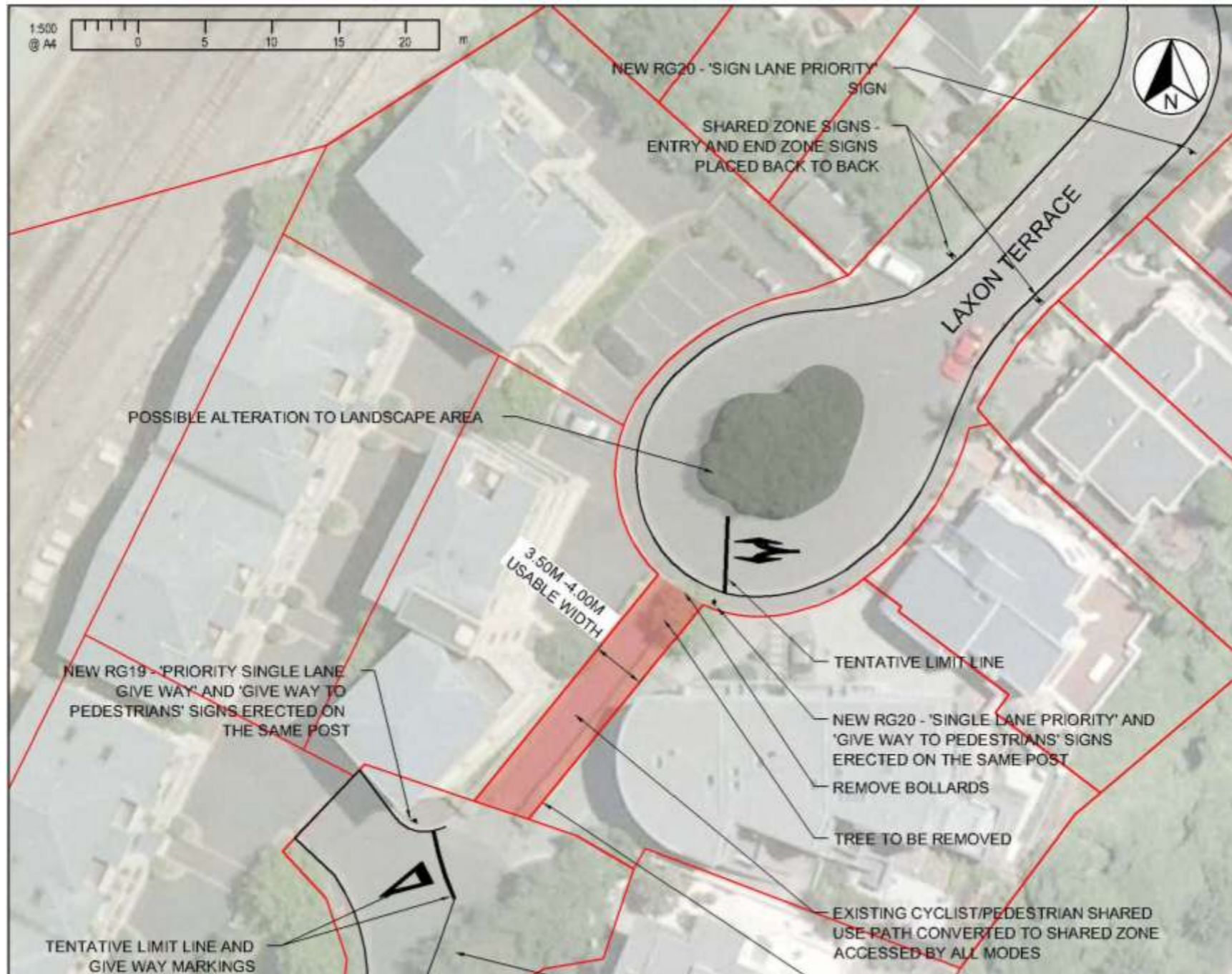
- 1. Vehicle Underpass:** Underpass from Sarawia Street considered previously and dismissed due to gradient and construction risk
- 2. Over Rail Bridges:** Options for bridges from either Sarawia Street or Cowie Street have been previously explored by KiwiRail in 2011, with the Sarawia Street bridge option dismissed due to gradient issues
- 3. Newmarket Park Roads:** Options for a road through / around the park have been explored by Auckland Transport. Both roads carry with them high construction risk due to ground stability and impact the public amenity of the park
- 4. Link Road:** Options to link Laxon Terrace with Furneaux Way have been explored
- 5. Pedestrian Routes:** In addition to the vehicular access, alternative pedestrian access schemes have been identified and assessed including a pedestrian bridge, pedestrian only level crossing and path directly adjacent to the rail line into Newmarket Station

Options Developed

- **Furieux Way through road**
- **Newmarket Park through road**
- **Cowie Street Bridge**
- **Alternative Pedestrian Routes**
 - Sarawia Street Bridge
 - Cowie Street Bridge
 - Level Crossing

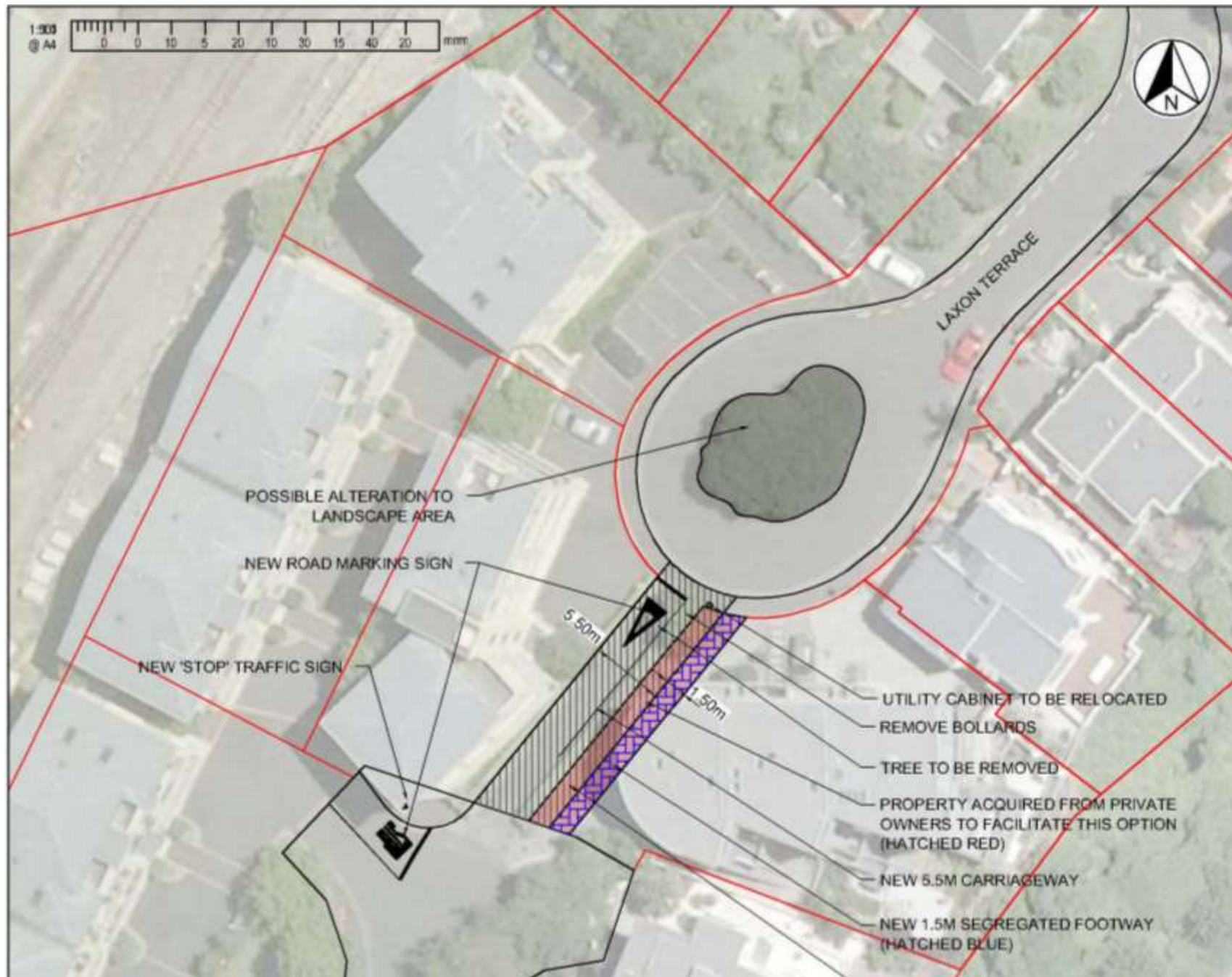
Furneaux Way through road

Single Lane shared

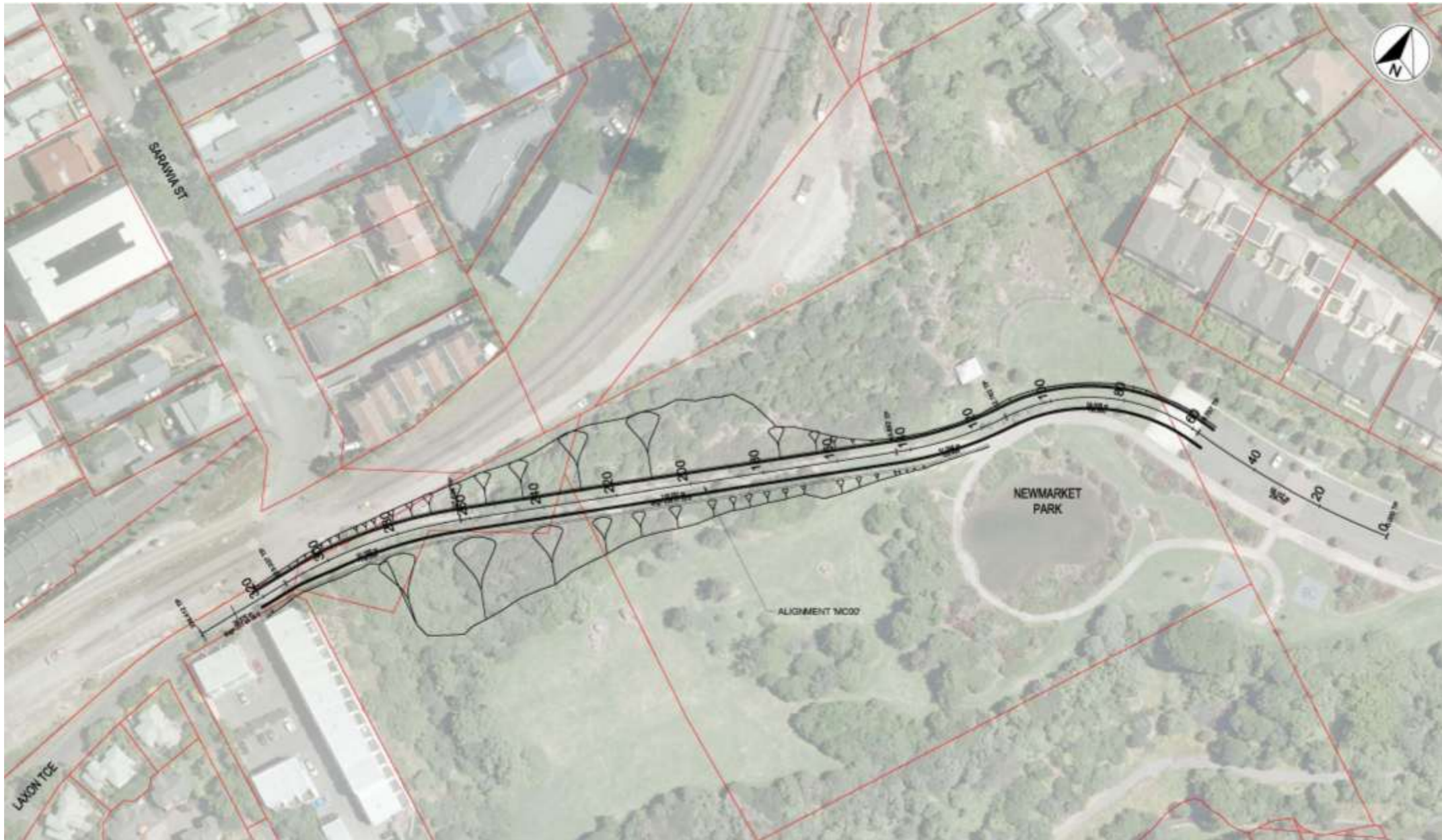


Furneaux Way through road

Double Lane Separated



Newmarket Park through road Road Alignment

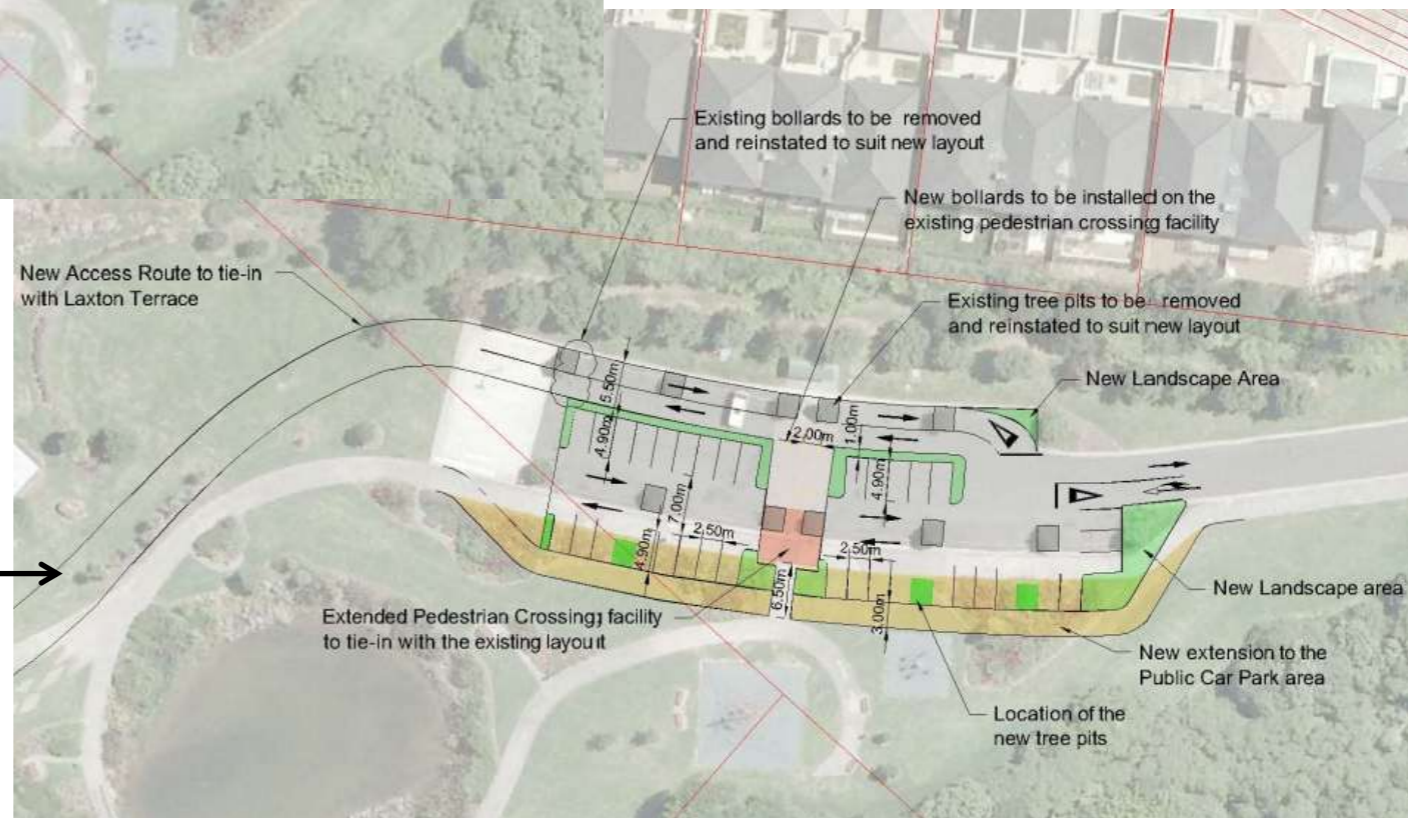


Newmarket Park through road Car Parking Options



Using existing parking area

Retaining same number of parks



Cowie Street Bridge



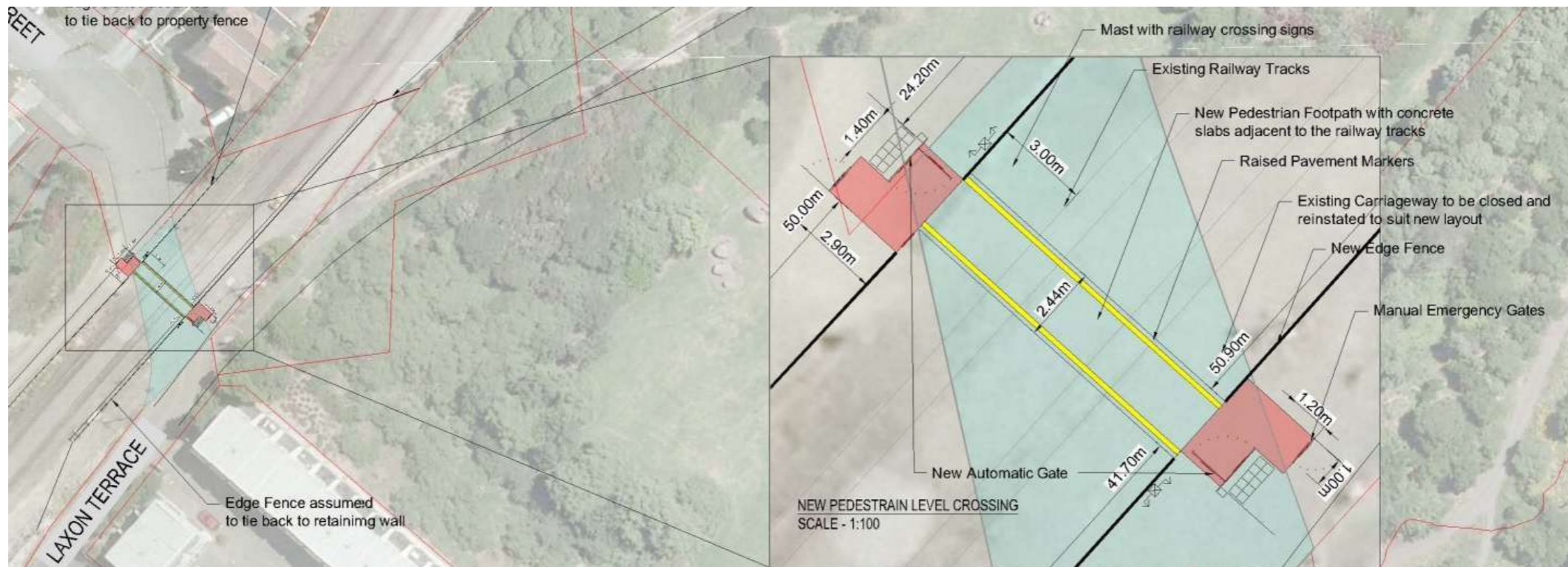
Alternative Pedestrian Routes

Pedestrian Bridges



Alternative Pedestrian Routes

Pedestrian Rail Level Crossing



Non-Cost Evaluation - Criteria

- 1. Vehicular Access – Laxon Terrace/Youngs Lane:** The quality and ease of access to Laxon Terrace/Youngs Lane, also taking into consideration the additional length of travel.
- 2. Pedestrian Access – Laxon Terrace/Youngs Lane:** As above but for pedestrian access to Laxon Terrace/Youngs Lane.
- 3. Environmental Effect:** Visual and noise impact.
- 4. Impact on Road Network:** Effects on the wider road network.
- 5. Safety:** Road and Rail safety issues relating to each option.
- 6. Rail Network Operations:** Safety and efficiency of rail operations.
- 7. Neighbour Impact:** Affected properties and park issues.

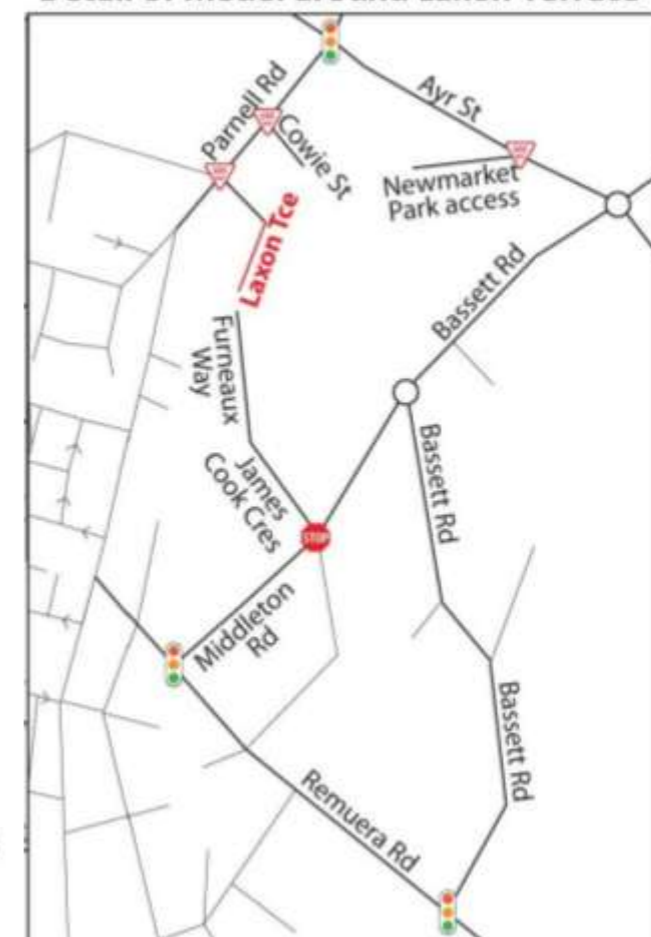
Non-Cost Evaluation - Scoring

	Furneaux Way Access	Newmarket Park through Road	Cowie Street Bridge
Vehicular Access –Laxon Terrace/Youngs Lane	☹️	☹️	😊
Pedestrian Access – Laxon Terrace/Youngs Lane	😊	😊	😊
Environmental effect (Visual and Noise)	😊	☹️	☹️
Impact on Road Network	✓✓	✓	✓✓
Safety	✓	✓	✓✓
Rail Network Operations	✓	✓	✓
Neighbour Impact	☹️	☹️	☹️

Traffic Effects

- Each option has been investigated to determine the impact on the wider transport network.
- In conclusion the impact on the wider network is minimal, with the following predicted impacts:
- An increase of 8 seconds to wait times from Newmarket Park onto Ayr Street during peak periods (Newmarket Park Option)
- An increase of 2 – 5 seconds to the wait times from Cowie Street during peak periods (Bridge Option)
- An increase of 1 second to the wait times from James Cook Crescent during peak periods (Furieux Way Option)
- A decrease of 1 second to the wait times from Sarawia Street during peak periods (all options)

Detail of model around Laxon Terrace



Intersections Examined:  Priority Control
 Roundabout
 Traffic Signals

Benefit Cost Ratio (BCR) Comparison

	Furieux Way Access (Single Lane Shared Option)	Newmarket Park Road	Cowie Street Bridge
BCR	2.9	1.8	2.1

In Conclusion

Auckland Transport welcome your feedback on this matter.

Please leave your comments on the presentation boards and survey sheets or alternatively contact:

Adrian Price

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Finally Auckland Transport would like to thank you all very much for your time this evening.