

## Hibiscus and Bays Local Board Workshop Programme

**Date of Workshop:** Tuesday 18 July 2023  
**Time:** 10:00am – 2:15pm  
**Venue:** Council chamber – Ōrewa Service Centre, 50 Centreway Road  
**Apologies:** No apologies

Item	Time	Workshop Item	Presenter	Governance role	Proposed Outcome(s)
		Welcome and apologies	Julia Parfitt - Chairperson		
1.	10:00am	Auckland Transport: Vaughans Road  <b>Attachments:</b> <ul style="list-style-type: none"> <li>Memo: Severance of Vaughans Road, Okura from Te Oneroa Way, Long Bay</li> <li>Presentation: Severing Vaughans Road</li> </ul>	<b>Antony Hing</b> Principal Engineer  <b>Pragati Vasisht</b> Team Leader	Keeping informed	Review and discuss the options considered for severing Vaughans Road from Te Oneroa Way.
2.	11:00am	Auckland Rail Programme Business Case  <b>Attachment:</b> <ul style="list-style-type: none"> <li>Presentation: Auckland Rail Programme Business Case – 30 year investment plan (<i>to follow</i>)</li> </ul>	<b>Siobhan O'Donovan</b> Senior Communications Partner  <b>Aaron Rodrigues</b> Principal Transport Planner  <b>Jake Cannan</b> Senior Transport Planner  <b>Jo Reeves</b> Communications Manager	Keeping informed	Provide local board views on the Auckland Rail Programme Business Case.
	12:00pm	<b>BREAK</b>			

3.	12:30pm	Healthy Waters update <b>DEFFERED DUE TO ILLNESS</b>  <b>Attachment:</b> • Presentation <i>(to follow)</i>	<b>Nicholas Vigar</b> Head of Planning — Healthy Waters  <b>Brandii Stephano</b> Relationship Advisor	Keeping informed	Receive an update on the response to flooding concerns raised in the March and May 2023 business meetings.
4.	1:30pm	Wai Ora Partnerships Team (verbal update) <b>WITHDRAWN</b>	<b>Theresa Pearce</b> Wai Ora Partnerships Team Manager	Keeping informed	An opportunity to raise any questions or concerns with the Wai Ora Partnerships Team Manager.
5.	1:45pm	Kauri Kids <b>(NON-PUBLIC)</b>			
	2:15pm	Workshop concludes			

**Role of workshop:**

- (a) Workshops do not have decision-making authority.
- (b) Workshops are used to canvass issues, prepare local board members for upcoming decisions and to enable discussion between elected members and staff.
- (c) Workshops are not open to the public as decisions will be made at a formal, public local board business meeting.
- (d) Members are respectfully reminded of their Code of Conduct obligations with respect to conflicts of interest and confidentiality.
- (e) Workshops for groups of local boards can be held giving local boards the chance to work together on common interests or topics.

## Memorandum

11 July 2023

**To:** Hibiscus & Bays Local Board

**Subject:** Severance of Vaughans Road, Okura from Te Oneroa Way, Long Bay

**From:** Antony Hing, Principal Transportation Engineer, AT  
Pragati Vasisht, Team Leader Traffic Engineering North/West, AT

**Contact Information:** [antony.hing@at.govt.nz](mailto:antony.hing@at.govt.nz), [pragati.vasisht@at.govt.nz](mailto:pragati.vasisht@at.govt.nz)

### Purpose

1. Inform the local board of options considered for severing Vaughans Road from Te Oneroa Way, the preferred option, and timeframes for implementing the preferred option.

### Summary

2. Preferred option is to sever Vaughans Road from Te Oneroa Way in the approximate vicinity of #190 Vaughans Road.
3. Installation will be temporary and implemented as soon as Stage 15 development is officially open.
4. Feedback from community will be monitored over 6 months, and reported back to local board with further next steps.

### Context

5. Connecting Vaughans Road with Te Oneroa Way through the completion of private development is expected to result in significant safety issues on Vaughans Road. For this reason, Vaughans Road needs to be severed from Te Oneroa Way.

### Discussion

6. The matter and background is known to the local board. Other options considered are given in the presentation attached.

### Next steps

7. Requesting feedback from the local board on Auckland Transport's plan for severing Vaughans Road.

### Attachments

Presentation with options.

# Severing Vaughans Road

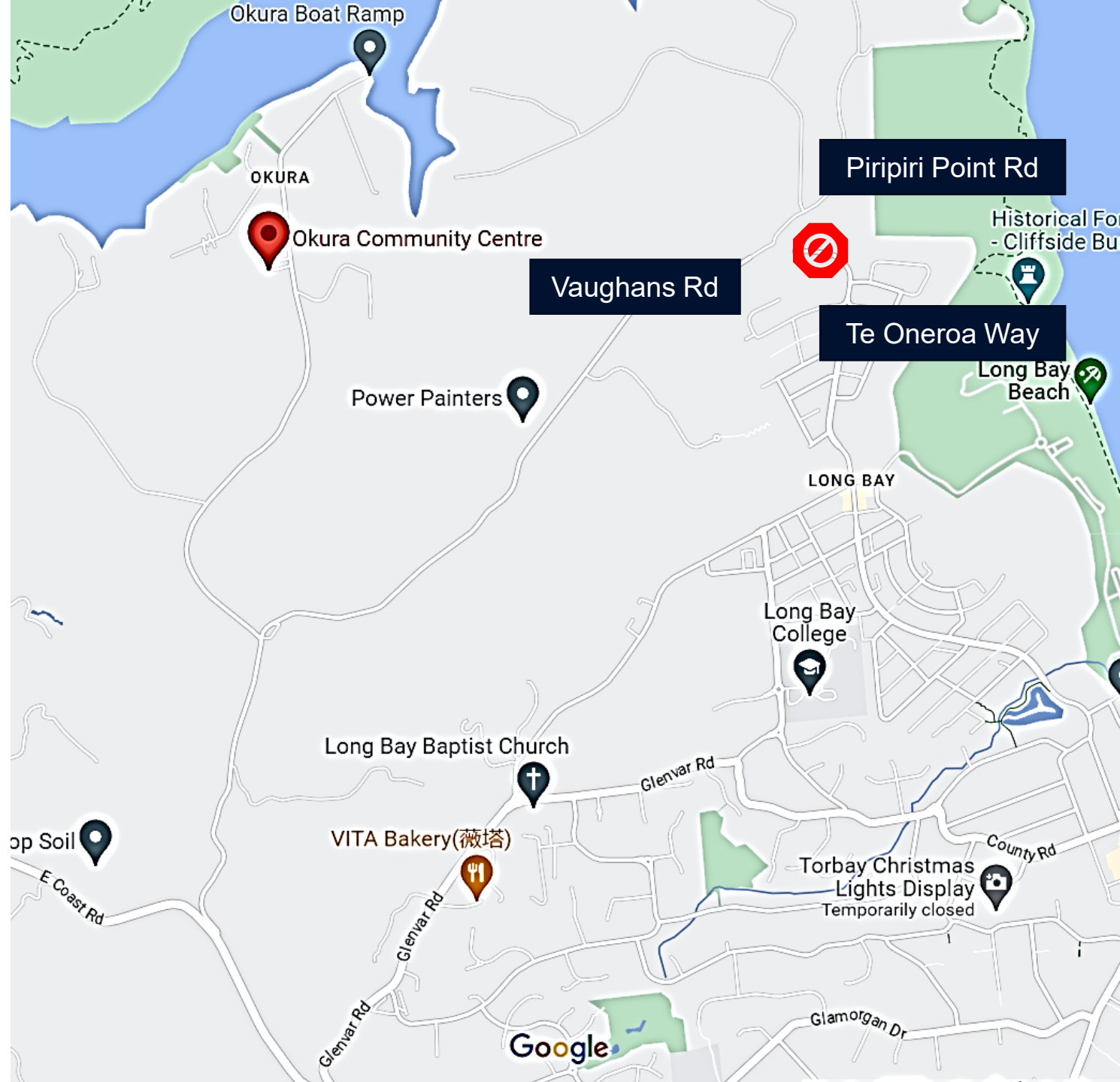
18<sup>th</sup> July 2023

Antony Hing, Principal Transportation Engineer  
Pragati Vasisht, Team Leader – Traffic Engineering

*Let's go there* 

# Background

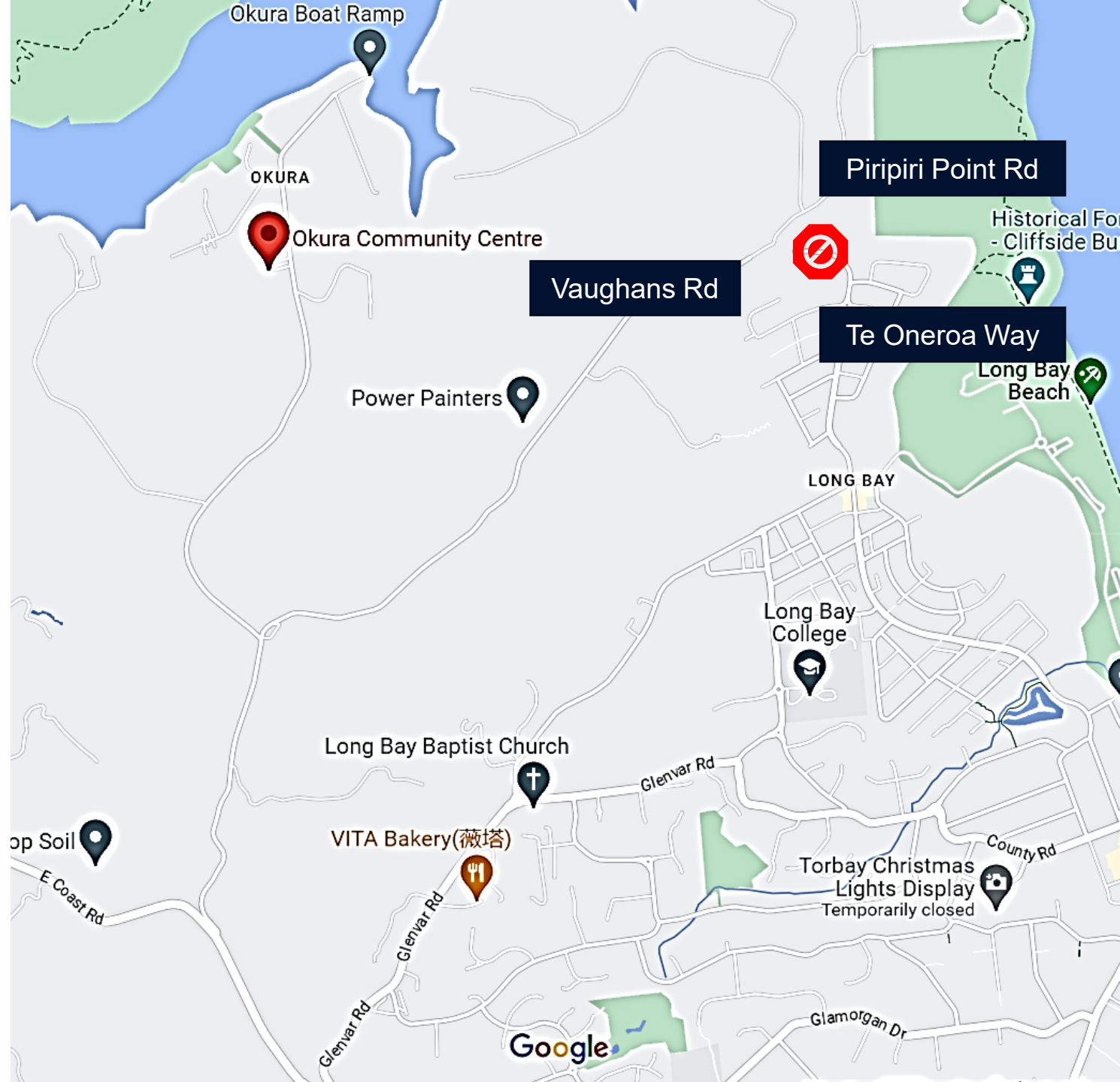
- The Long Bay development, once complete will consist of low-medium density housing, a commercial 'village' and a new connection to the Long Bay Regional Park.
- Te Oneroa Way was identified as the spine road serving the development through various preceding planning processes.
- Development was focused on the southern side and the implications of Te Oneroa Way being eventually connected to Vaughans Rd were not addressed through the master planning process.
- Therefore, Vaughans Rd was neither identified or funded for an upgrade, nor responsibilities for potential severing considered.
- Stage 15 has concluded construction i.e. the road that would connect Te Oneroa Way to Vaughans Rd and Piripiri Point Rd is complete, but blocked off until 224c certificate is issued by Auckland Council.
- A memo to the Local Board was presented in 2018 describing the issues with the connection and possible solutions. Since then, changes have been made to the roading design which will need to be considered in the new solution.
- Currently, traffic volumes are as follows:
  - Te Oneroa Way: ~3000 vehicles per day (vpd)
  - Vaughans Rd: ~650vpd





# Issues

- Vaughans Rd cannot safely accommodate additional traffic which could be generated to/from the northern catchment travelling to Long Bay and local traffic between Okura and Long Bay if a connection was enabled. This is because of:
  - **Inadequate width:** The sealed rural road is as narrow as 3.9–4.5m in places, which cannot safely accommodate simultaneous movement of HCVs with general traffic in particular.
  - **Pavement strength:** The pavement has failed in 2016-17 due to increased construction traffic from the Long Bay development. Significant seal upgrade would be required to accommodate any additional traffic to or from the Long Bay development. This is not funded currently.
  - **General inadequacies:** There may be localised inadequacies relating to stormwater and lighting that have not been assessed.
  - **Speeds:** Although the posted speed limit was recently reduced from 80kph to 50kph and 60kph along Vaughans Road it still feels unsafe especially when oncoming vehicles approach each other on the narrower sections.
- For these reasons, it is proposed to sever vehicular connectivity between Vaughans Rd and Te Oneroa Way.
- 7 options have been considered, however, given that Stage 15 development is complete, short-term changes may need to be made within 1-2 months.

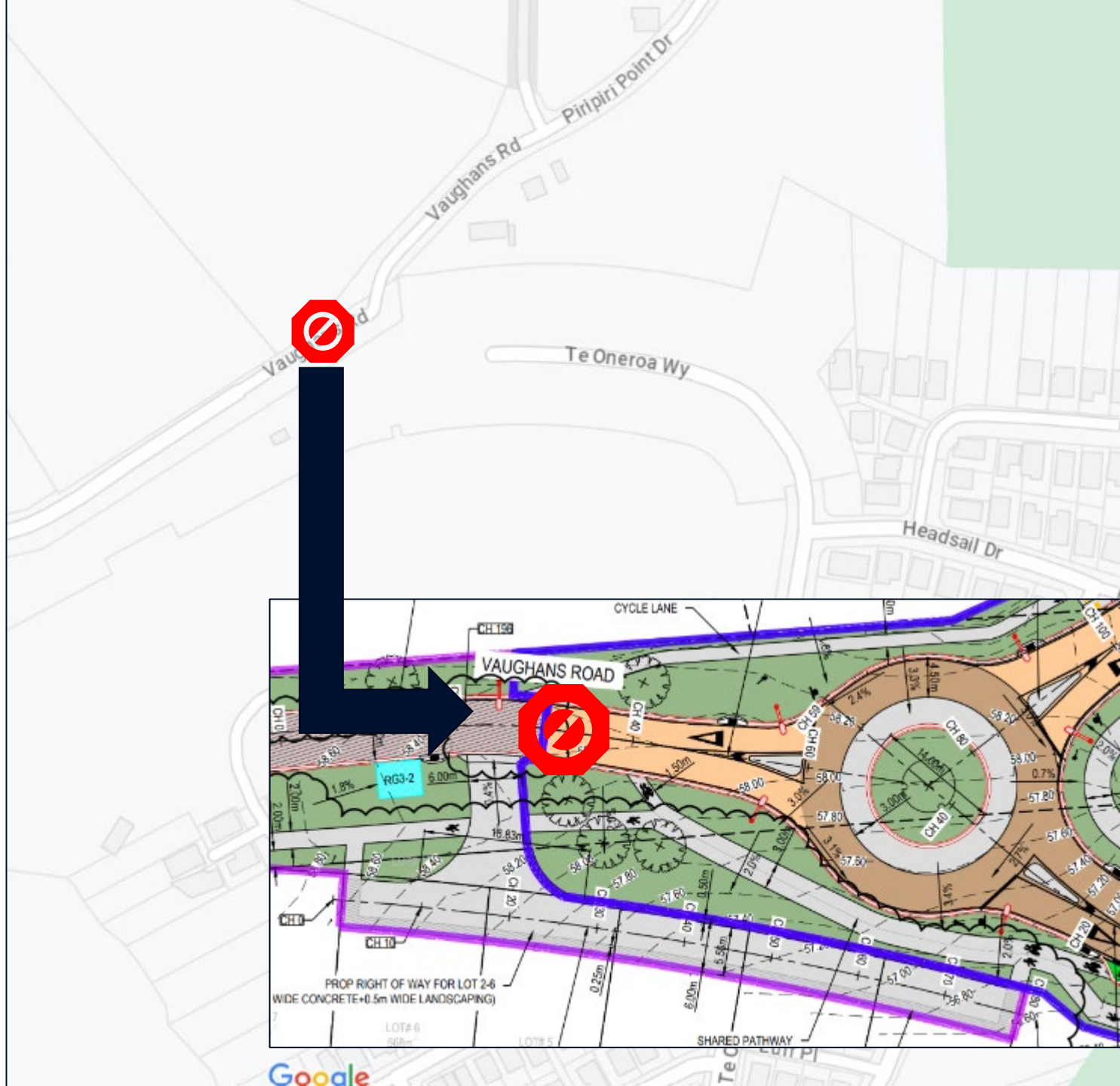


# Option 1

## Block at Stage 15 Lot 6 ROW

Install block at the Right of Way to be formed for Lots 2 – 6 of consented Stage 15 development on Vaughans Rd

- + Provides clear distinction between Vaughans Rd property access (off Vaughans Rd only) and Piripiri Point Dr / Te Oneroa Way residents' accesses.
- + Number of existing property accesses affected minimised to Piripiri Point Rd residents only.
- 17 properties from Stage 15 potentially affected as connectivity to Long Bay may be assumed and is proposed to be severed.
- 29 properties from Piripiri Point Rd will be directly affected as current access to Vaughans Rd only proposed to be permanently changed to Te Oneroa Way only.
- Will require re-construction of newly constructed kerb opposite Lots 2–6's ROW, and possibly breaking of newly laid asphalt.
- Would need to wait until developer has completed works to demonstrate compliance with approved Engineering Plan Approvals before works commencing.

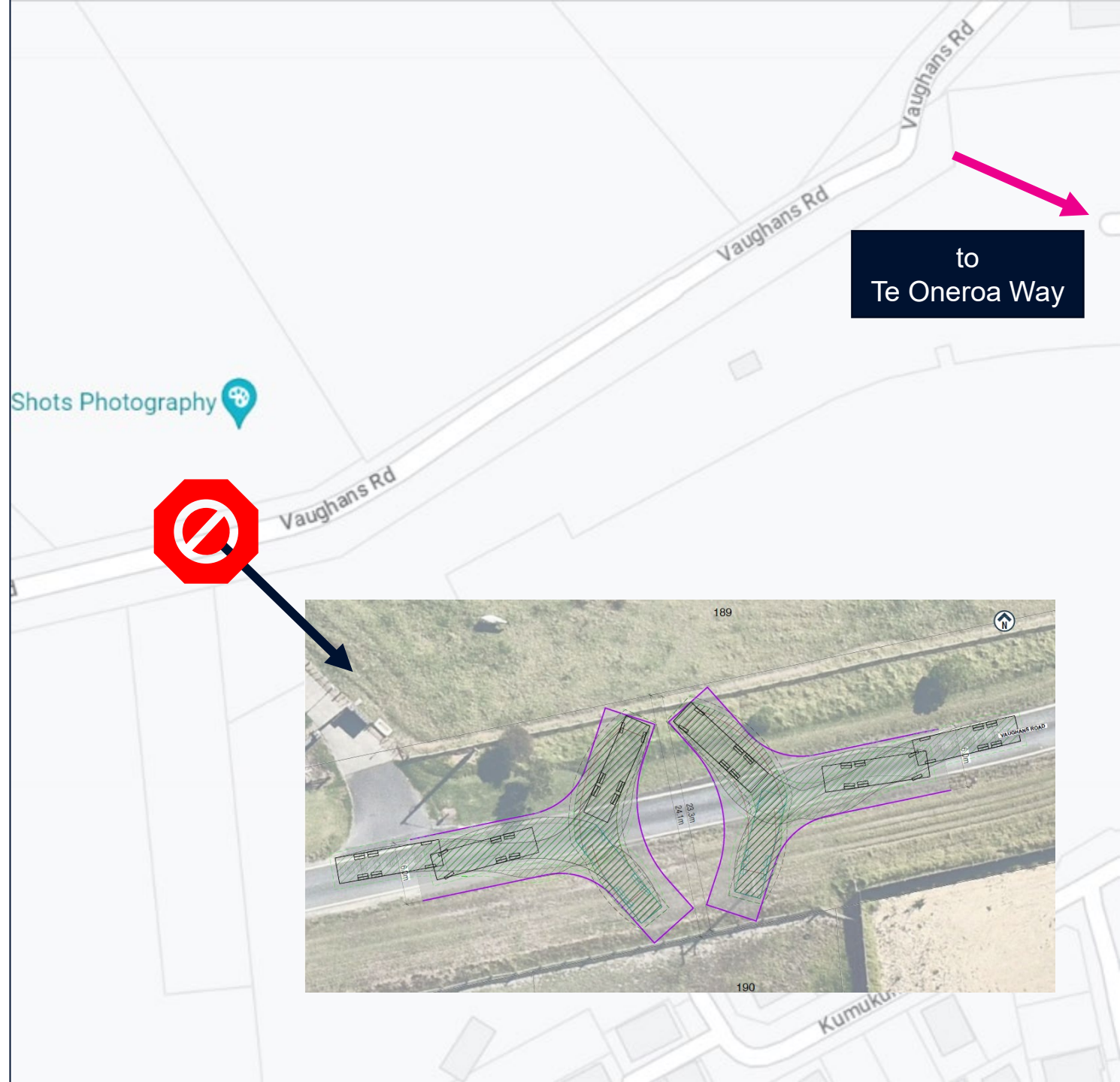


# Option 2

## Block at #189 Vaughans Rd

Install block at approximately #189 Vaughans Rd.

- + Existing severance extent maintained to a large extent.
- + Consented development off Kumukumu Rd connects to Long Bay.
- + Can be constructed regardless of timing of development
- Higher cost of implementation due to necessity of providing two cul-de-sac heads and upgrade of ditch drains for stormwater purposes.
- 17 properties from Stage 15 potentially affected as access to East Coast Road via Vaughans Road may be assumed and is proposed to be severed.
- 29 properties coming from Piripiri Point Rd will be directly affected as current access to East Coast Road via Vaughans Rd to be permanently changed to Te Oneroa Way only.



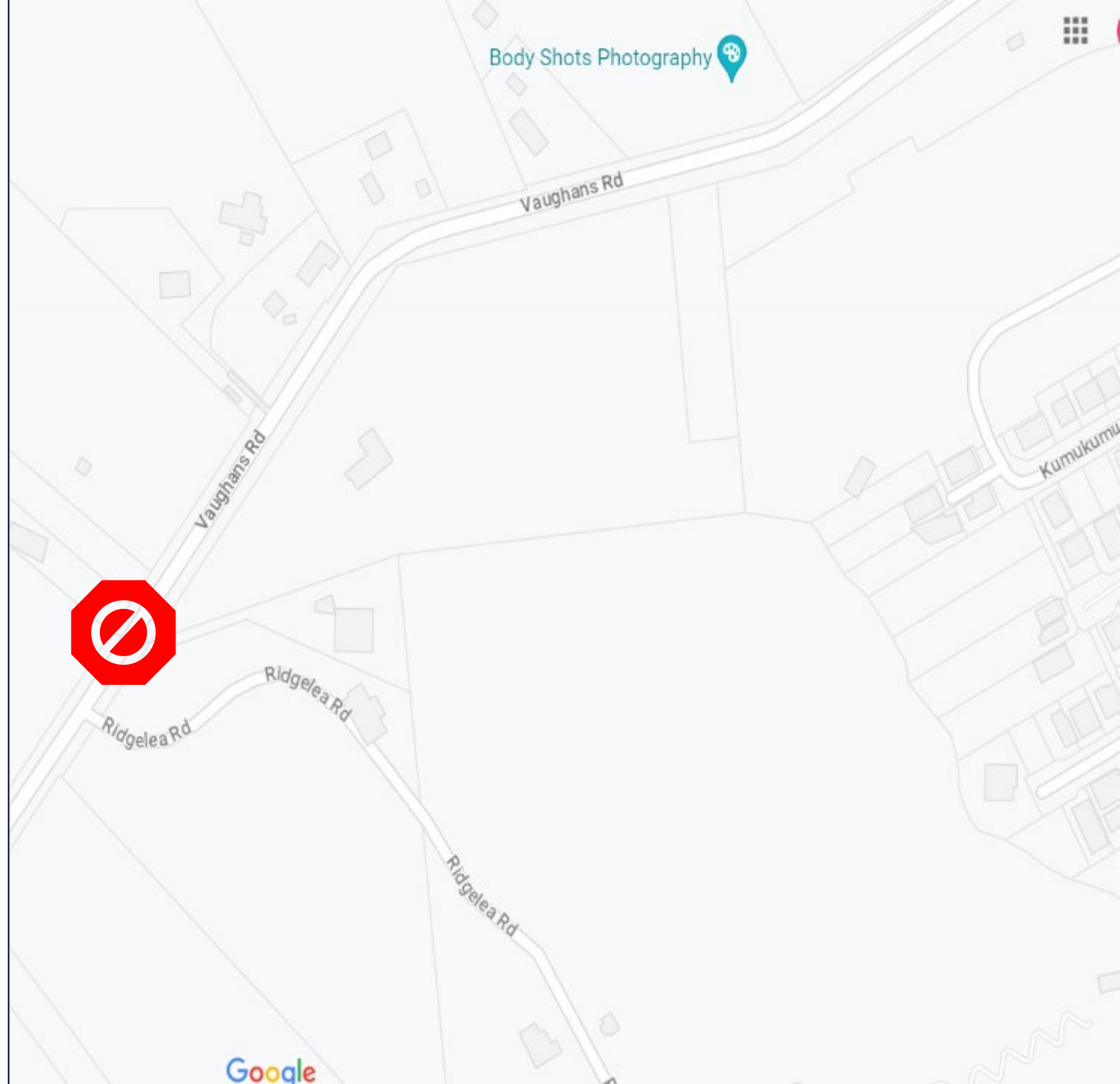


# Option 3

## Block at Ridgelea Rd

### Install block at Ridgelea Rd.

- + One turning area available at Ridgelea Rd so one additional cul-de-sac head required.
- Upgrade of ditch drains for stormwater purpose still required
- 17 properties from Stage 15 potentially affected as access to East Coast Road via Vaughans Road may be assumed and is proposed to be severed..
- 29 properties coming from Piripiri Point Rd will be directly affected as current access to East Coast Road via Vaughans Rd to be permanently changed to Te Oneroa Way only.
- 15 existing properties east of the closure on Vaughans Road also affected.



# Option 4

## Block at Okura River Rd

### Install block at Okura River Rd

- + Lower cost as ample area available to provide turning area. Nil to minimal stormwater upgrades required.
- 17 properties from Stage 15 potentially affected as access to East Coast Road via Vaughans Road may be assumed and is proposed to be severed.
- 29 properties coming from Piripiri Point Rd will be directly affected as current access to East Coast Road via Vaughans Rd to be permanently changed to Te Oneroa Way only.
- 52 existing properties east of the closure on Vaughans Road also affected.

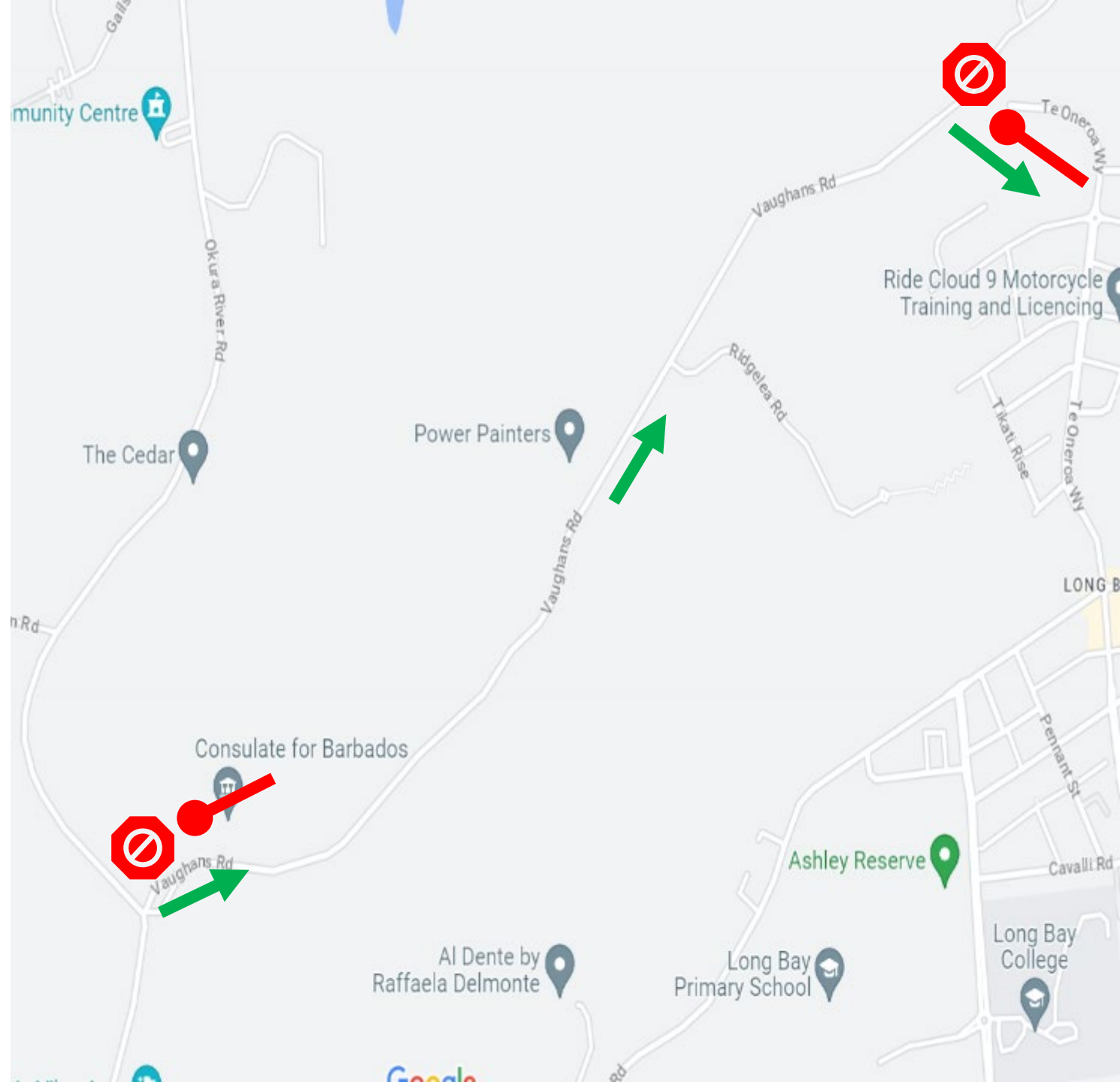


# Option 5

## Vaughans Rd one-way northbound

**Make Vaughans Rd one-way northbound i.e. entry from Okura River Rd and exit to Te Oneroa Way**

- + Ample area available to provide turning area at Okura River Rd / Vaughans Rd intersection. Nil to minimal stormwater upgrades required.
- Additional turnaround area required at Te Oneroa Way to prevent southbound traffic on Vaughans Rd.
- May still result in additional traffic on Te Oneroa Way as wider northern catchment (i.e. north of East Coast Rd) will use Vaughans Rd to access Long Bay from one direction.
- Speeds likely to increase due to one-way route, which may increase crash risk and reduce safety along route.
- Number of properties affected are the same as Option 4 (98) .
- Difficult to enforce one-way arrangement.



# Option 6

## Vaughans Rd HCV ban and passing bays

**Ban Heavy Commercial Vehicles on Vaughans Rd and provide localized widening where seal width is inadequate for simultaneous movement of Light Commercial Vehicles (such as large courier vans) and general traffic**

- + Provides more connectivity to and from Long Bay
- + Partially addresses issue of inadequate width and potential pavement failure on Vaughans Rd from HCV use.
- + Consultation timeframe minimised as no properties directly adversely affected.
- General traffic increase from wider northern catchment (i.e. north of East Coast Rd) as well as between Okura and Long Bay may still result in pavement failure. Seal upgrade is unfunded in 2023/24 financial year (FY).
- Lighting upgrade will be required to provide safe movement of increased traffic. This is unfunded in 2023/24 FY.
- Difficult to enforce HCV ban.

# Option 7

## Upgrade Vaughans Rd

**Upgrade Vaughans Rd including localised road widening and lighting upgrade, seal upgrade**

- + Ideal network connectivity
- + Increased network resilience in wider Long Bay / Okura area
- Not funded in 2023/24 financial year. Cannot be implemented by Christmas 2023 which will result in significant safety issues on Vaughans Rd.










# Assessment

Option	Cost	Properties Directly affected	Detour length (km)
1. Block at Lot 5/6 ROW on Vaughans Rd	Medium	46	See next slide
2. Block at #189 Vaughans Rd	Medium	46	
3. Block at Ridgelea Rd	Medium	61	
4. Block at Okura River Rd	Low	98	
5. Vaughans Rd one-way northbound	High	98	
6. HCV ban and passing bays on Vaughans Rd	Extremely High	Nil	Nil
7. Upgrade of Vaughans Rd	Extremely High	Nil	Nil



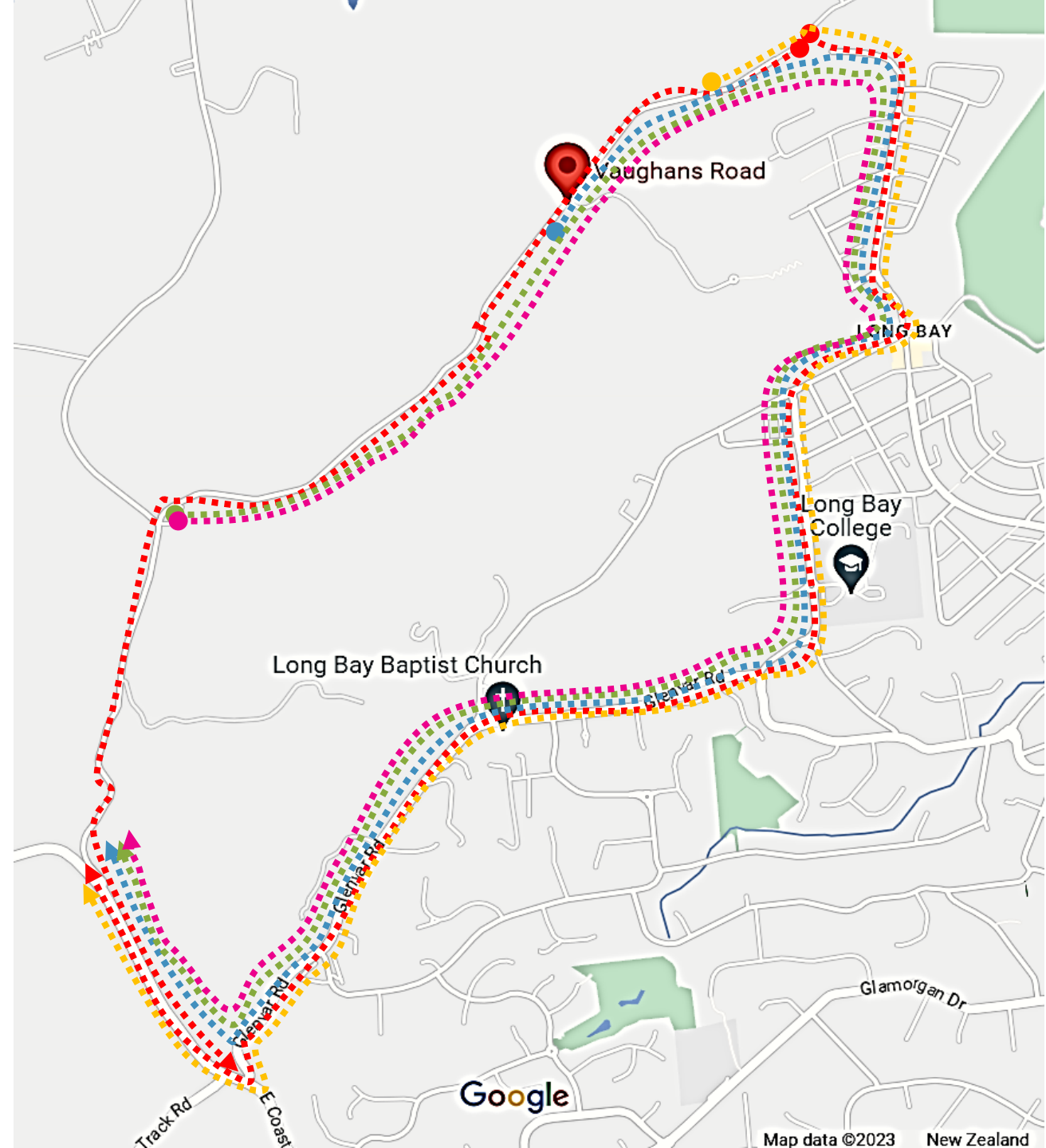
# Detours

for affected residents east of closure

Option	to East Coast Rd / Okura River Rd	to East Coast Rd / Glenvar Rd	to Long Bay Town Centre
1. 	for Piripiri Point Rd residents only 4.4 km	for Stage 15 residents* only 3.8 km	980 m
2. 	4.6 km	4.0 km	1.2 km
3. 	5.2 km	4.5 km	1.8 km
4. 	6.6 km	5.9 km	3.1 km
5. 	6.6 km	5.9 km	3.1 km

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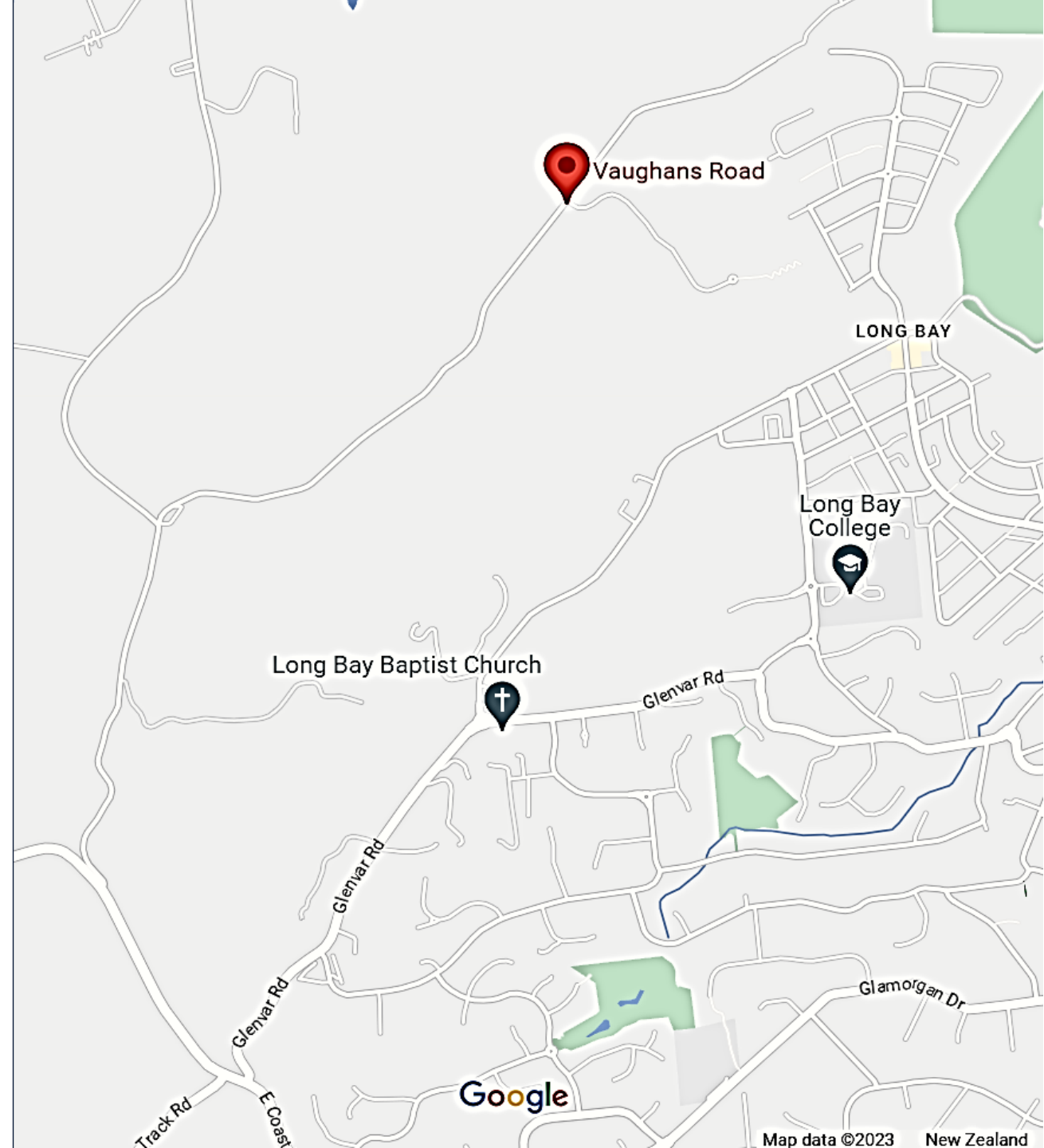
\*noting that traffic patterns of consented development not in place yet



# Current Route

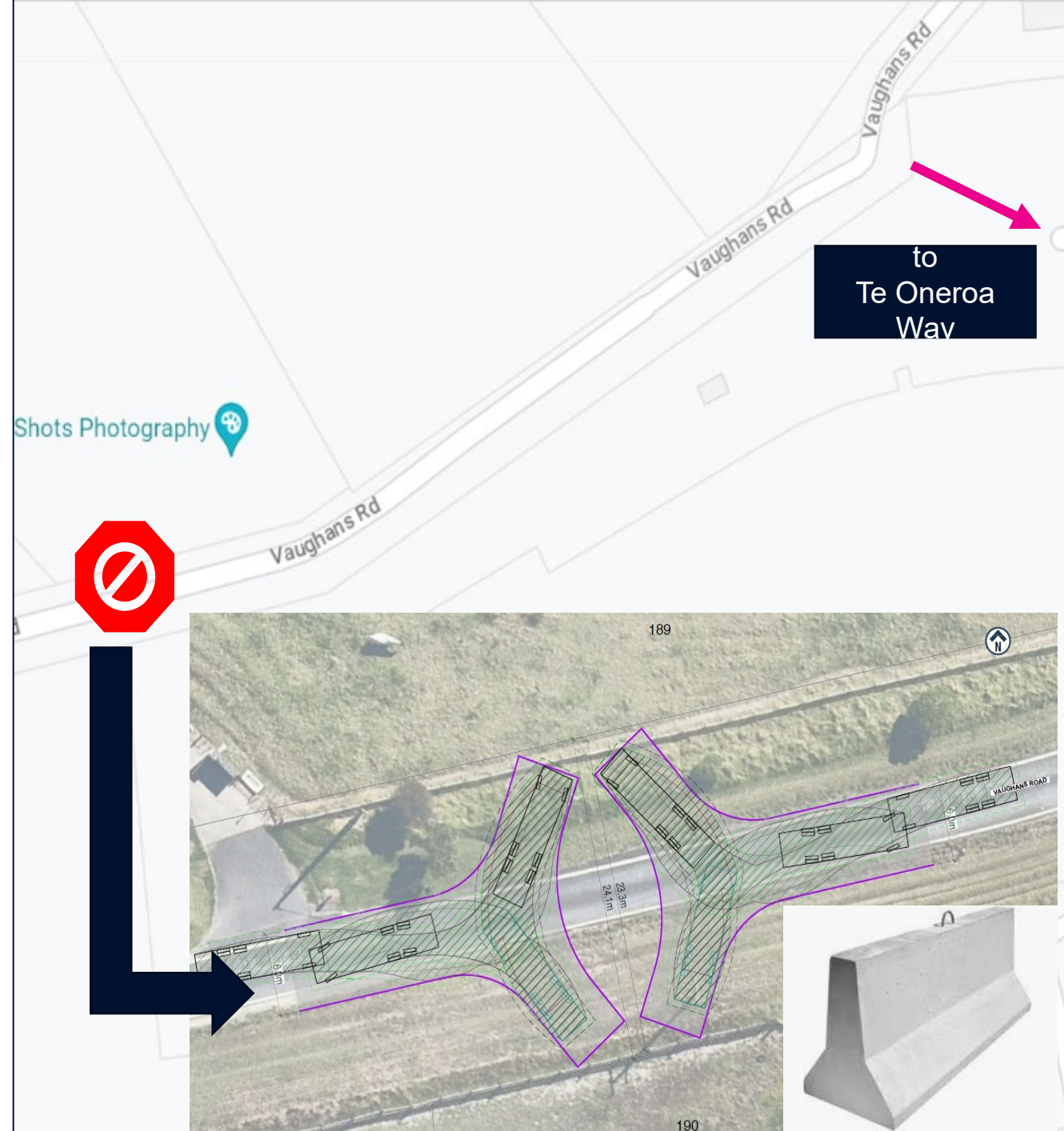
for affected residents east of closure

Option	to East Coast Rd / Okura River Rd	to East Coast Rd / Glenvar Rd	to Long Bay Town Centre
1.	for Piripiri Point Rd residents only 3.3 km	for Stage 15 residents* only 3.8 km	6.7 km
2.	3.0 km	3.7 km	6.5 km
3.	2.5 km	3.2 km	6.0 km
4.	1.1 km	1.7 km	4.5 km
5.	1.1 km	1.7 km	4.5 km



# Recommendation

- **Option 2 - Block at #189 Vaughans Rd - Temporary closure.** This option minimises disruption to existing property access arrangements as much as possible, has moderate implementation costs and its delivery can be timed with developer's works.
- **Install as soon as Auckland Council issues 224c certificate for Stage 15 development.** Could be any time in the next 3 months.
  - Monitor feedback on temporary closure for approximately 6 months.
  - Report back to Local Board with long-term option 6 months after implementation of temporary closure.
- **Inform residents** of AT's intended plans for Vaughans Rd severance.
- **Use a 'modal filter'.** The road-block would be a modal filter i.e. would allow pedestrian, cycling, Fire and Emergency and postie access, but block other vehicular traffic access. The design is yet to be determined, but may require use of Jersey barriers (inset).

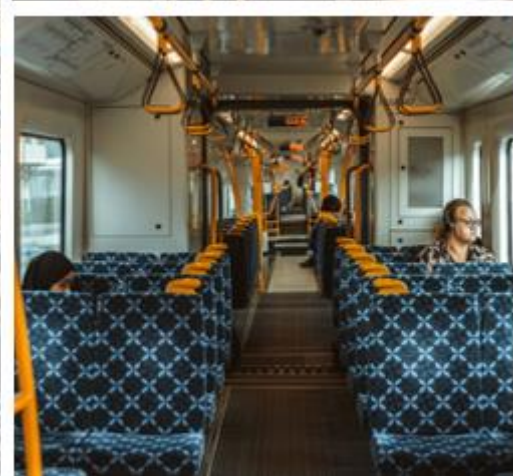






*Let's go there*





# Auckland Rail Programme Business Case

## 30 Year Investment Plan

Local Board Briefing Presentation

KiwiRail 





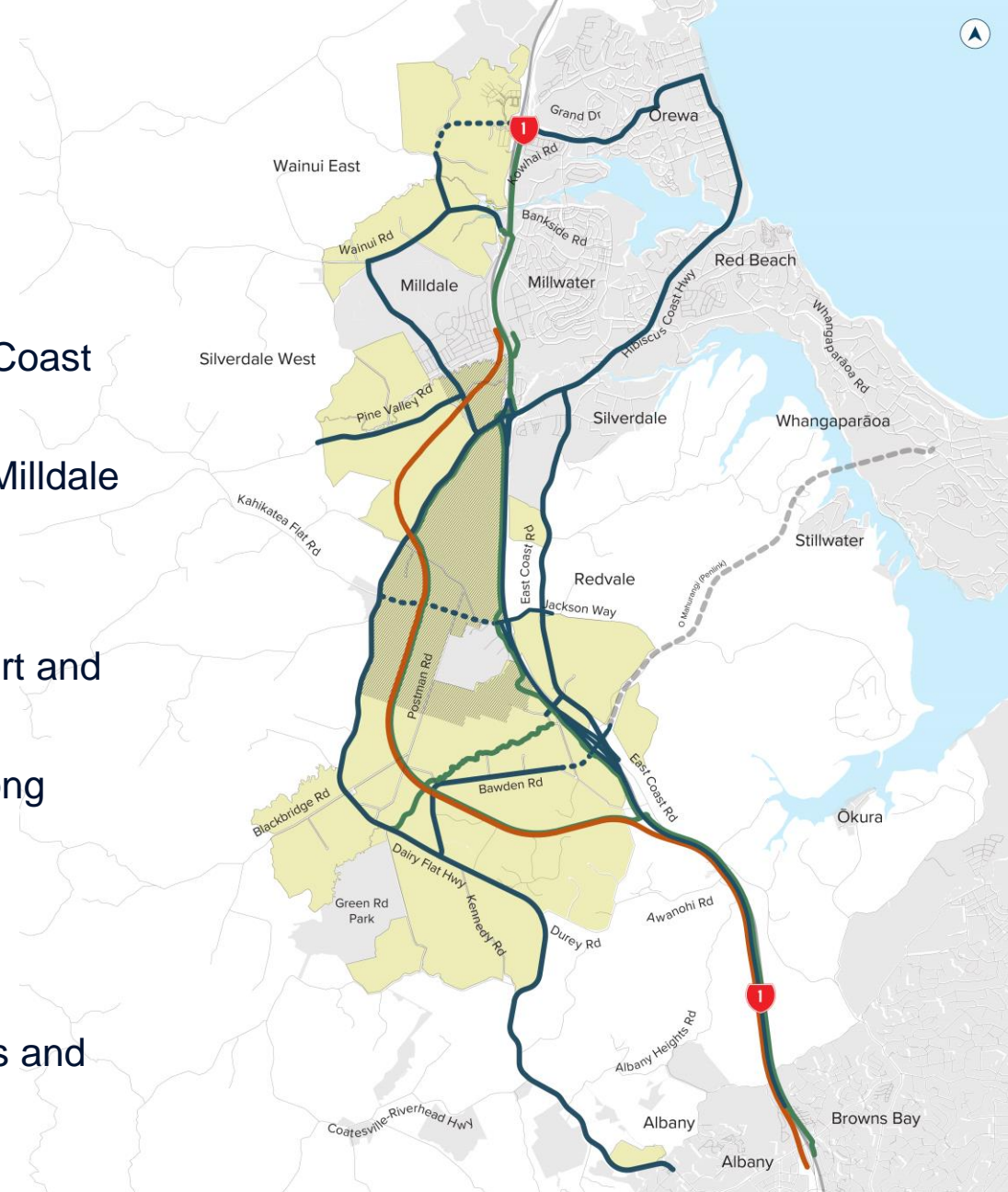
# Recommended North Strategic Transport Network

## AT projects

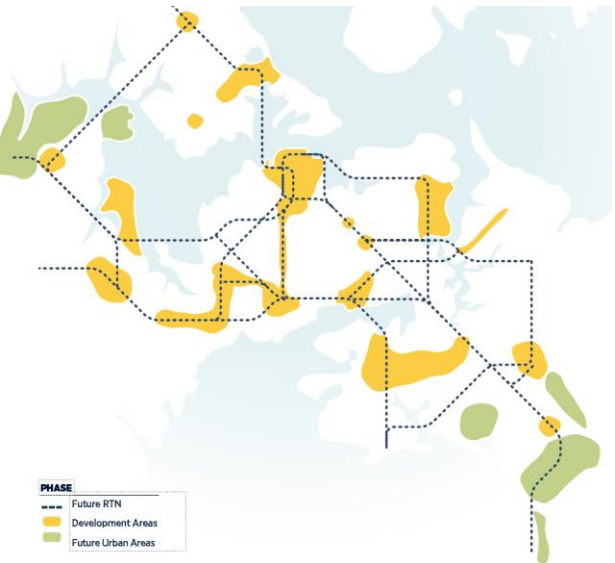
- Upgrades to Pine Valley Road, Wainui Road, Dairy Flat Highway, East Coast Road, Argent Lane.
- Upgrade and extensions at Bawden Road, a new connection between Milldale and Grand Drive
- A new connection between Dairy Flat Highway and Kahikatea Road
- Upgrade of Hibiscus Coast Highway and Grand Drive for public transport and active modes
- A new crossing of SH1 in Dairy Stream and active mode connection along Dairy Stream

## Waka Kotahi projects

- RTC and active mode facility between Albany and Milldale
- SH1 improvements including motorway widening, interchange upgrades and active mode corridor



# Context – Moving Passengers and Goods



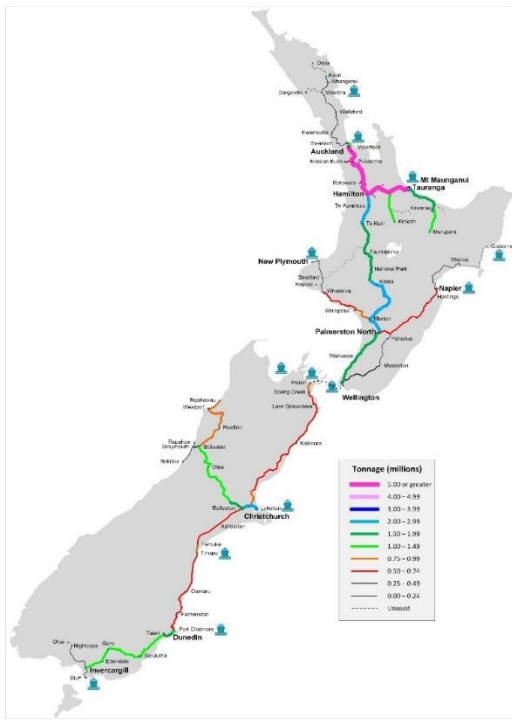
Intensification in Land Use



Long Term Rapid Transit Network



The Shared Heavy Rail Network



The National Rail and Freight Network



# What is the Rail Programme Business Case?

- A strategic planning exercise to develop a programme of investment needed to enable rail to deliver on future aspiration for passenger and freight services.
- Developed in partnership between KiwiRail, AT in recognition of the need for a long-term plan for the rail network to meet future needs.
- It is not yet complete and doesn't yet have funding or approval from Government.
- The process includes developing options, gathering feedback from key stakeholders, incorporating feedback and following approvals pathway through to submission to Transport Minister.



# Why are we here, talking to you?

- We want to gather feedback from you about your area and community.
- We hope you can share the specific transport challenges and needs of your communities in the context of these plans.
- We want to explain the rationale and benefits of these plans.
- Our plan includes incorporating your feedback into the PBC to ensure future works and engagement processes consider such community insights.





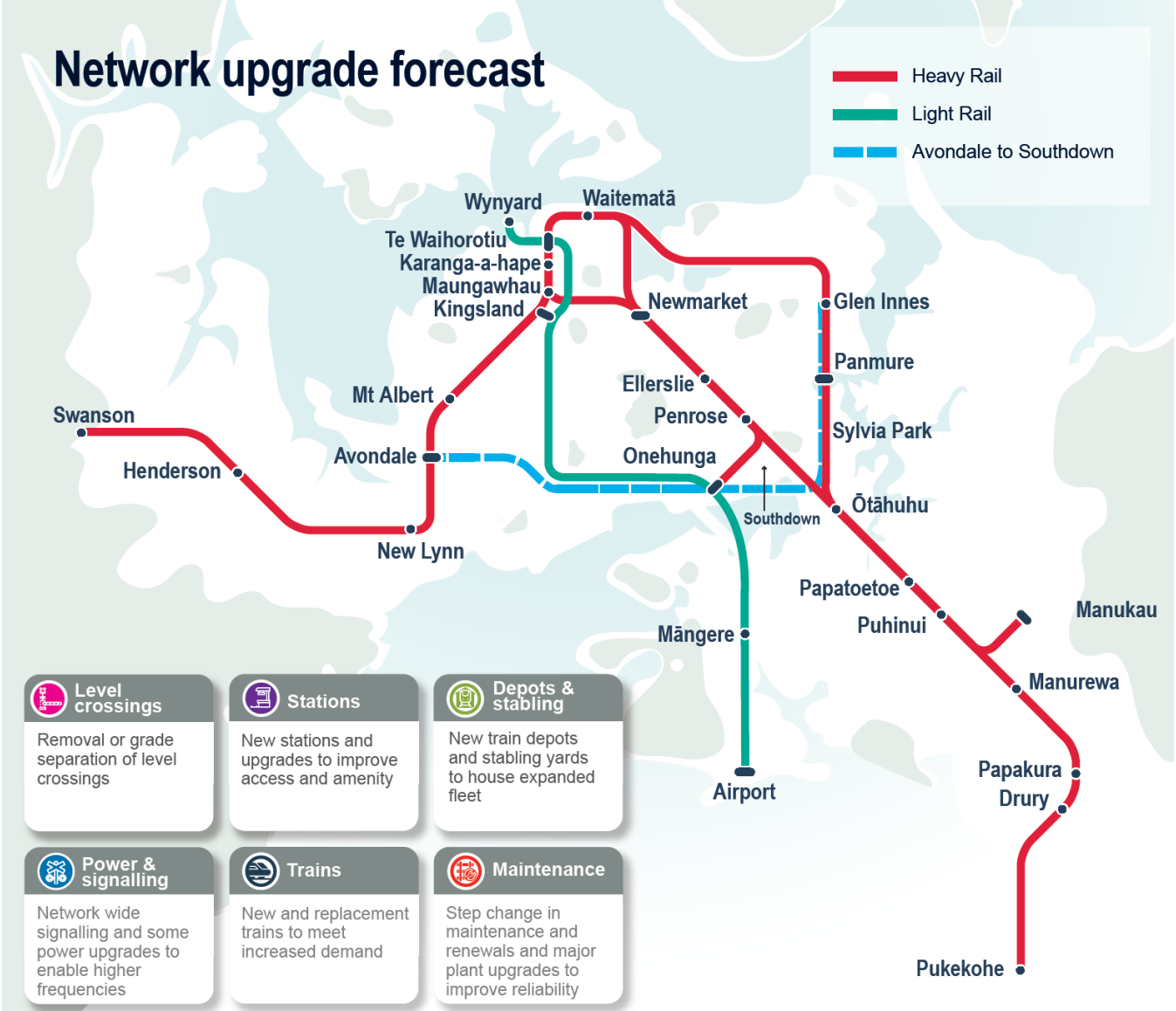
# Rail In Auckland

- Rail plays an important role in the transport and land use in Auckland
- Nationally, Auckland is a key freight hub with rail connections to major ports and freight terminals
- Metro services provide a critical passenger transport role in providing fast, reliable and frequent rapid transit services
- Land use development and zoning provides for higher density adjacent to rail corridors particularly around stations
- Inter-regional services are growing with current services encompassing Northern Explorer to Wellington and Te Huia to Hamilton



*Note: Te Huia is currently operating as a 5-year trial service. Despite being paused during COVID restrictions, it has recently met the first growth step in its business case objectives and is expected to continue on this trajectory*

# Future Rail In Auckland





# We are growing – Higher Density Development

Land use zoning will encourage higher density built around transport hubs and corridors





# What does Auckland need from the rail network?

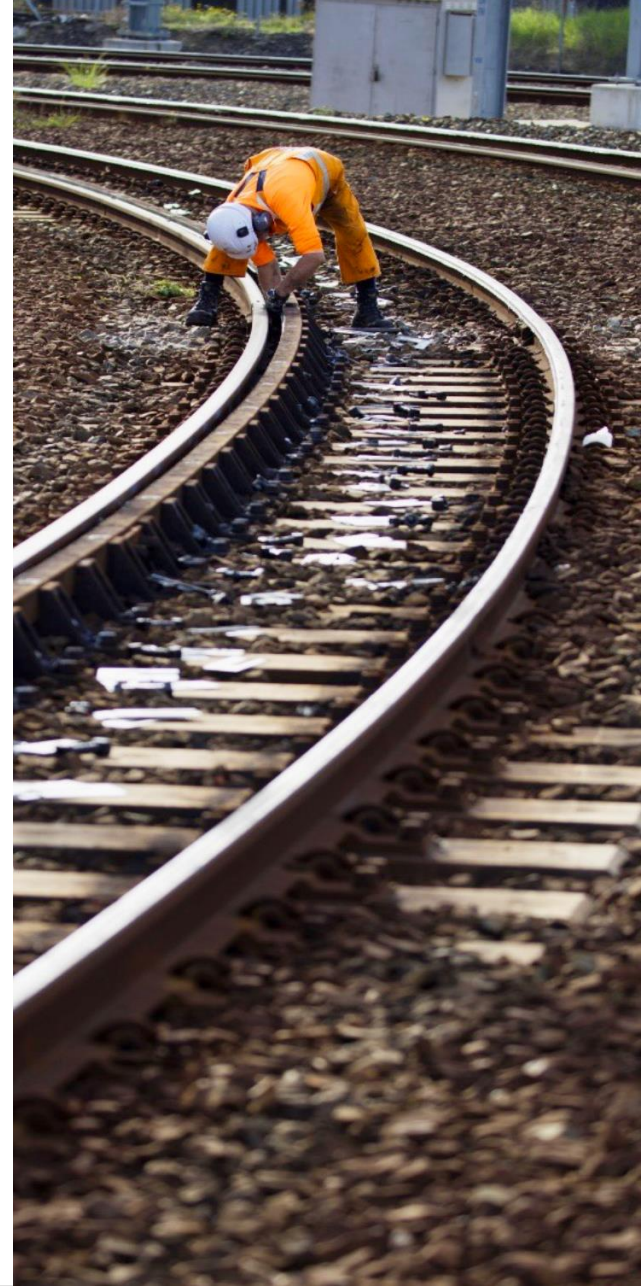
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We have a way to go to achieve the world class transport system many other comparable cities enjoy.

We need to grow with our population...and provide competitive and efficient rail services so that metro and freight users value them enough to switch from cars and truck helping in reducing our emissions and congestion on our roads and enabling us to continue to grow in more sustainable ways.

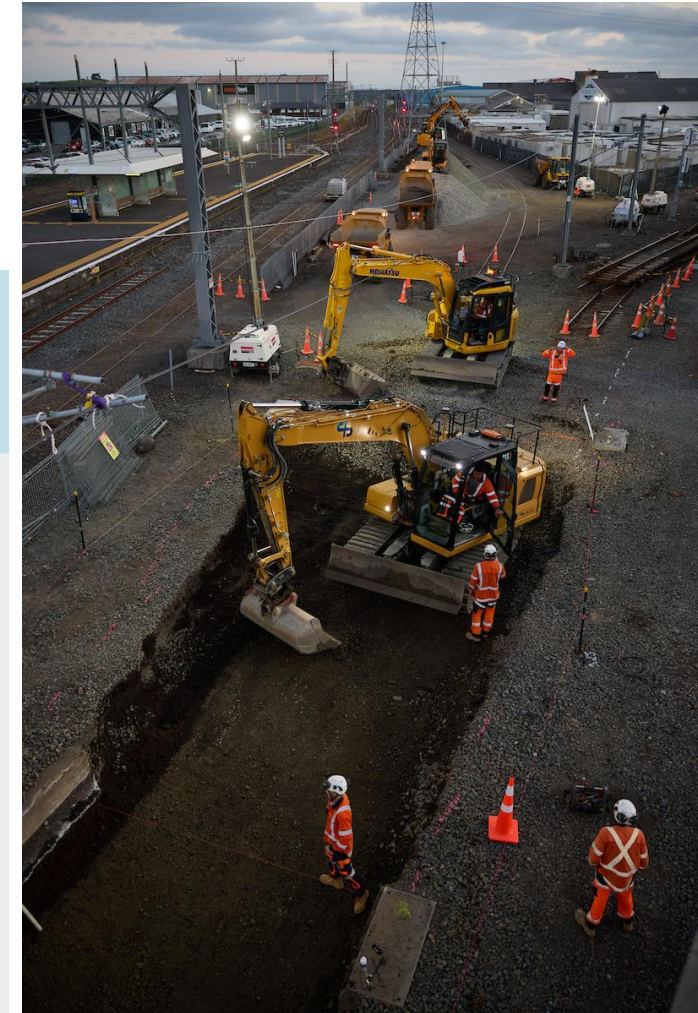
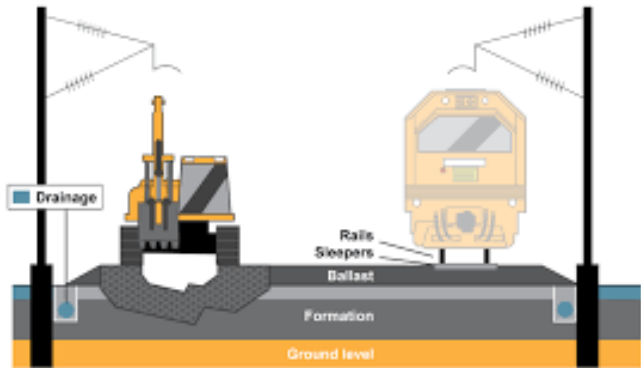
Current investment aims to support the opening of City Rail Link. This programme completes in the next couple of years and ongoing work will be needed to support economic development, population growth and to enable greater sustainability and resilience in our transport system.

The following slides will highlight some of the recent and ongoing work.



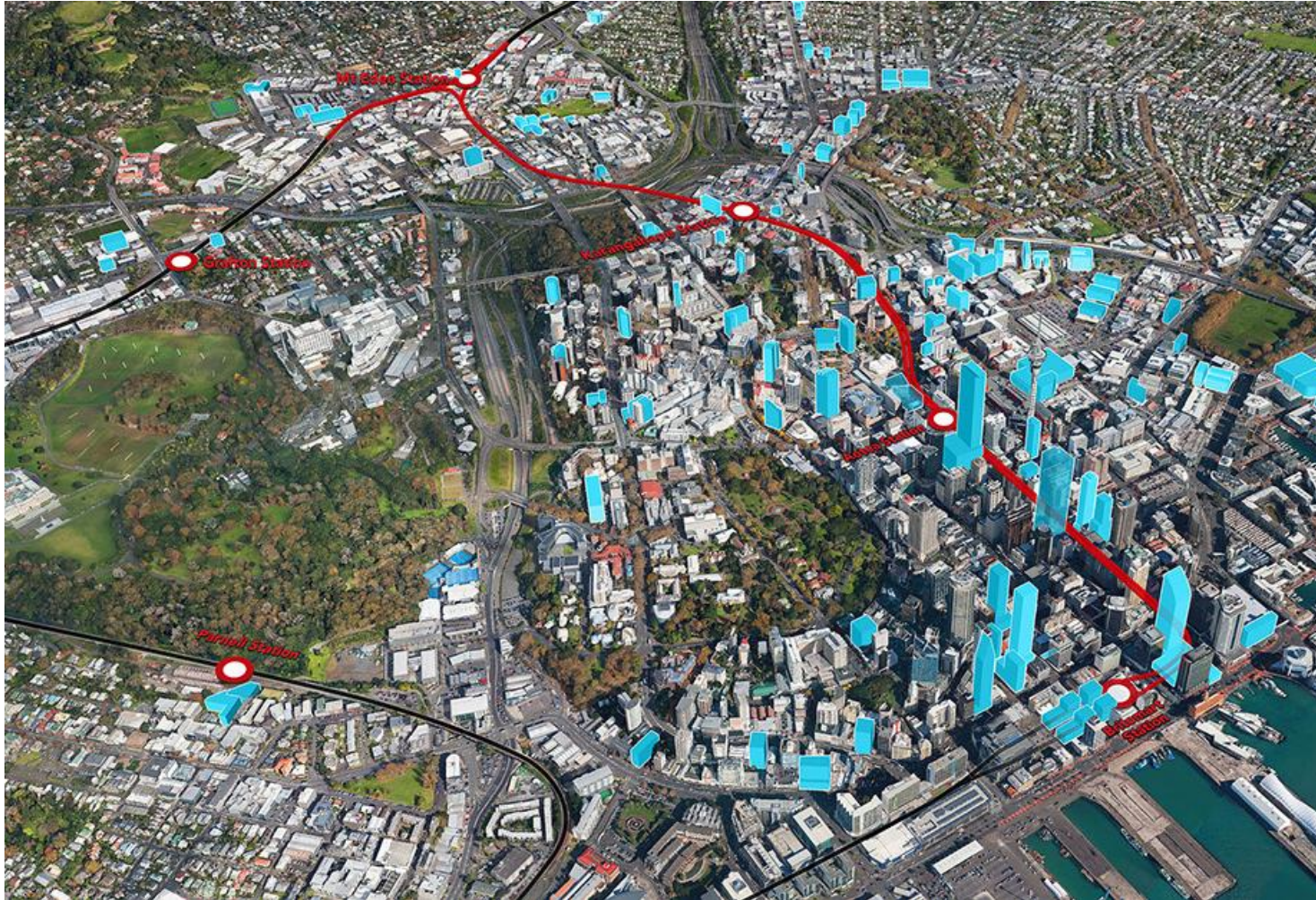
# What's happening today – Rail Network Rebuild

KiwiRail is undertaking a major upgrade of the Auckland rail network over the next few years, in preparation for the opening of the City Rail Link





# What's happening today – City Rail Link





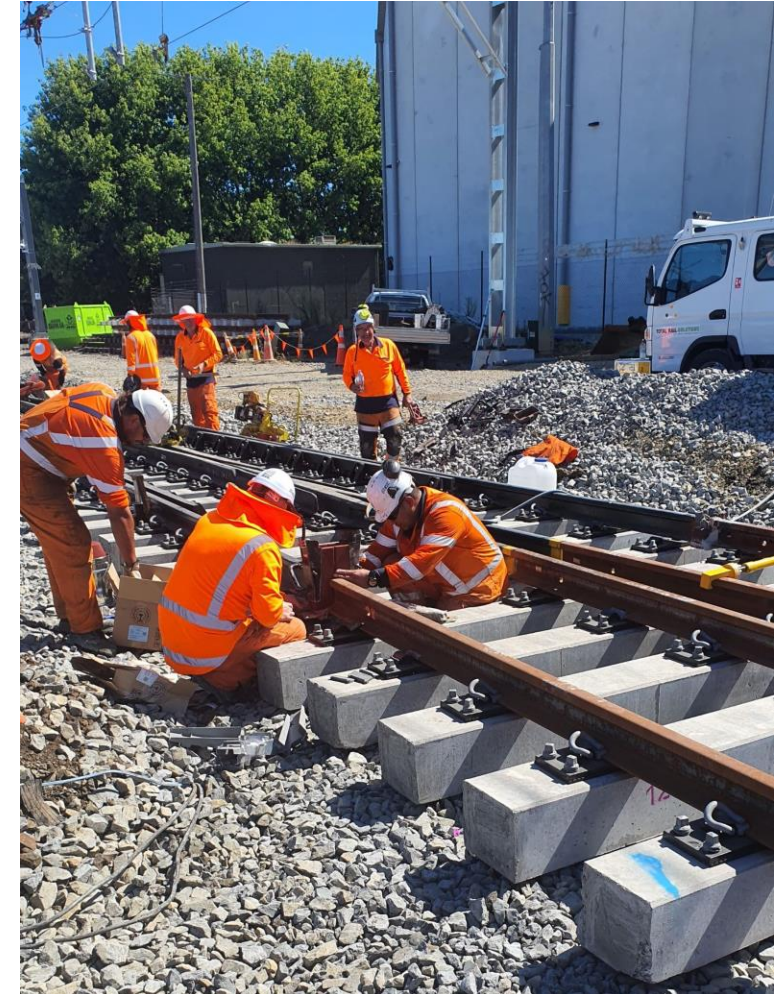
# What's happening today – New Trains

- 23 additional train units increasing total fleet size by circa 30% to accommodate greater frequency by 2026
- Replacement and new freight locomotives and wagons to provide for increase growth



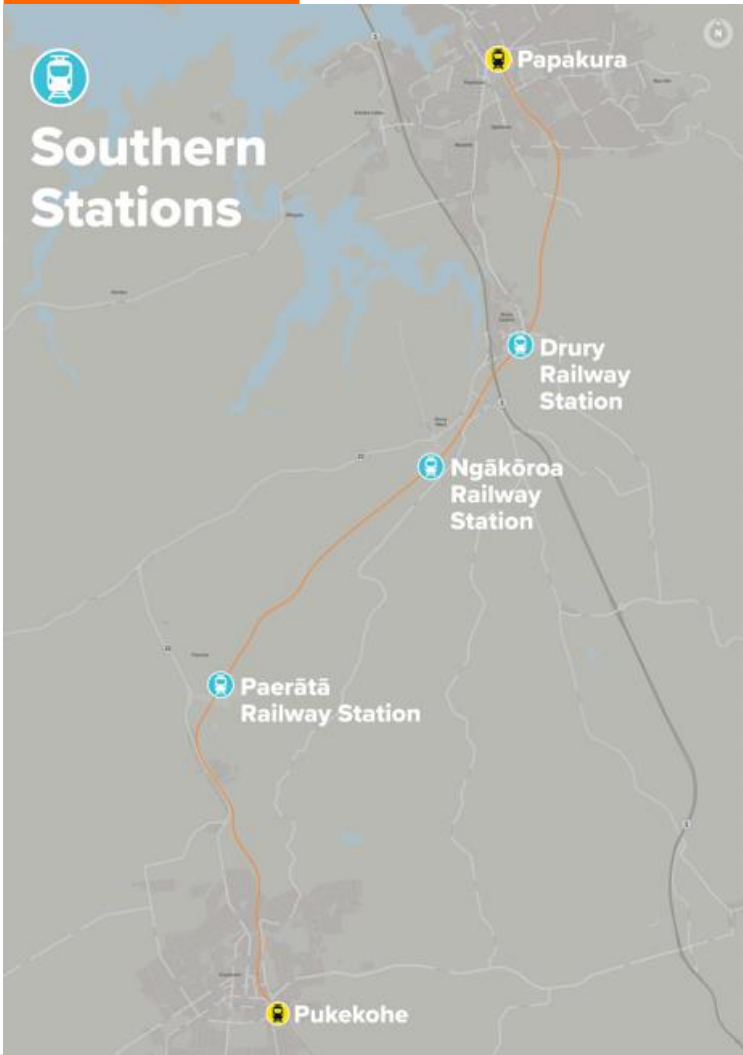
# What's happening today – Track and Upgrades

- Major transformations between Westfield and Wiri junctions
- Third line construction through the Middlemore hospital area down to Wiri container terminal
- Improvements and upgrades to Auckland Port and the Quay Park approaches





# What's happening today – Southern Stations



Artist's impression of Drury Central station



Artist's impression of Paerata station



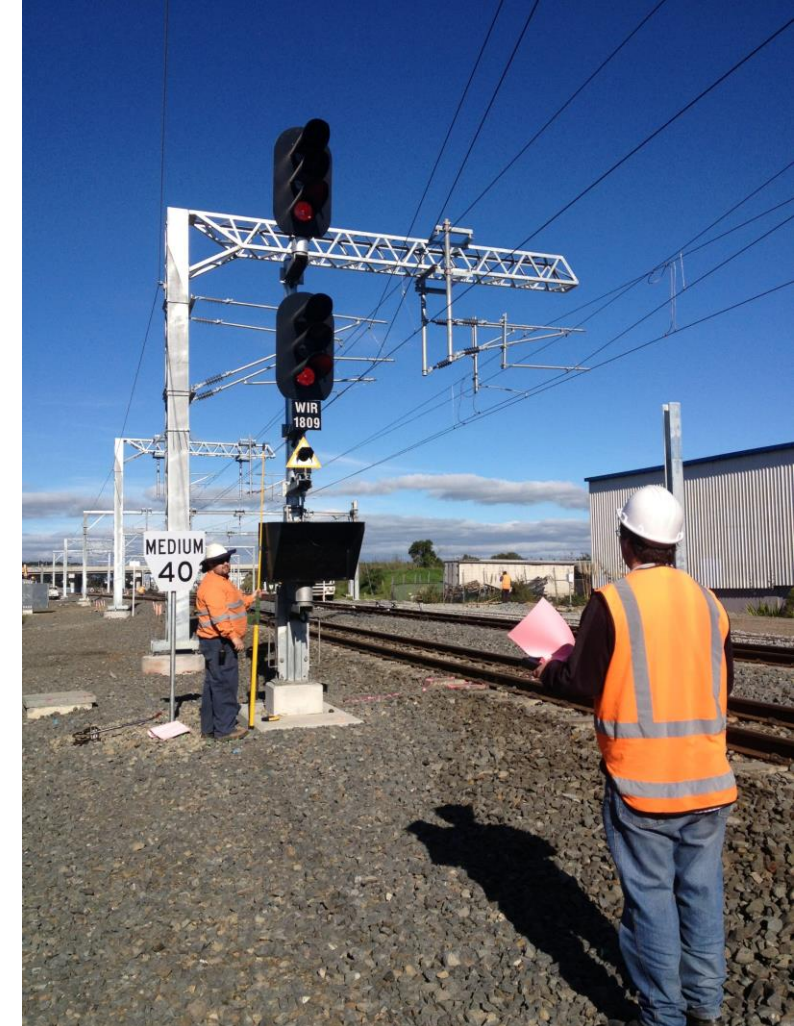


# What's happening today – P2P Electrification

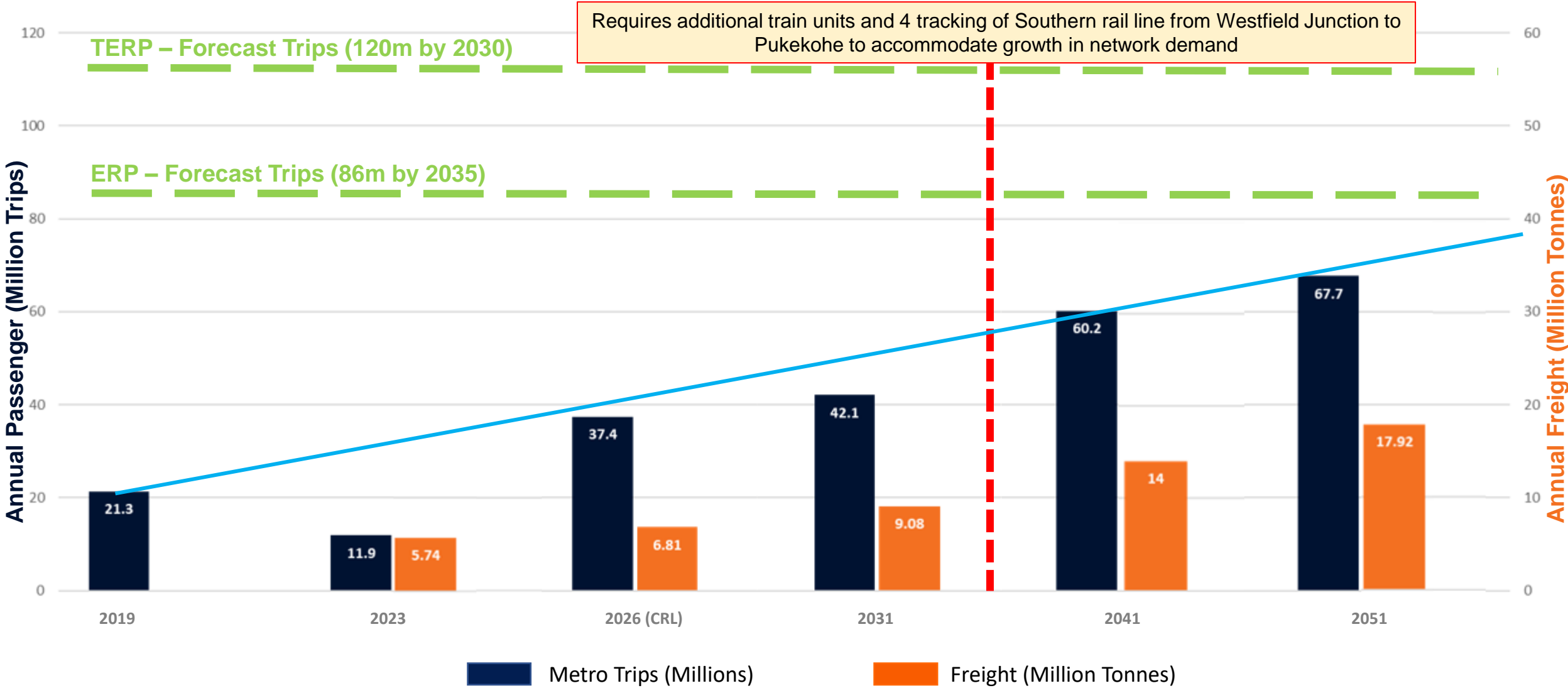
Bringing electric trains to Pukekohe

- Extending the overhead power system from Papakura to Pukekohe
- Upgrading the existing track, signals and level crossings across this 19km section of the Southern Line
- Redeveloping Pukekohe Station to support growth.

Pukekohe Railway Station



# But we still need to grow – 30 Year Forecast



Current investments get us to late 2020's. Further investment is required to meet growth forecasts and maximise current investment

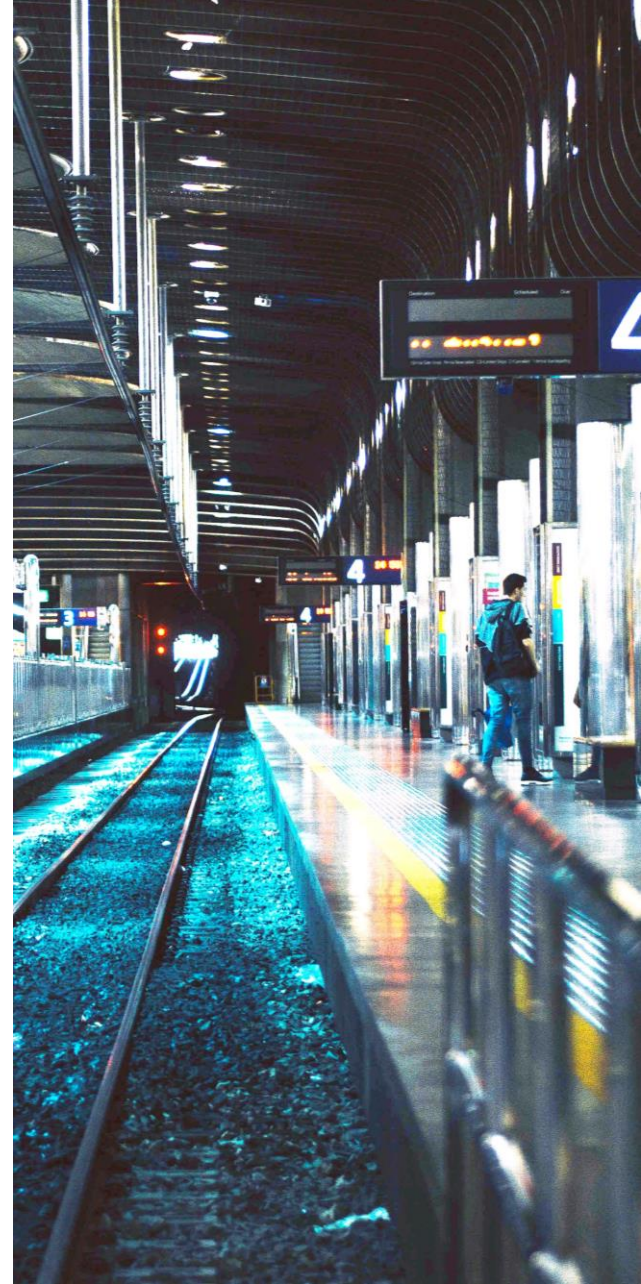


# Rail PBC - A 30-year vision

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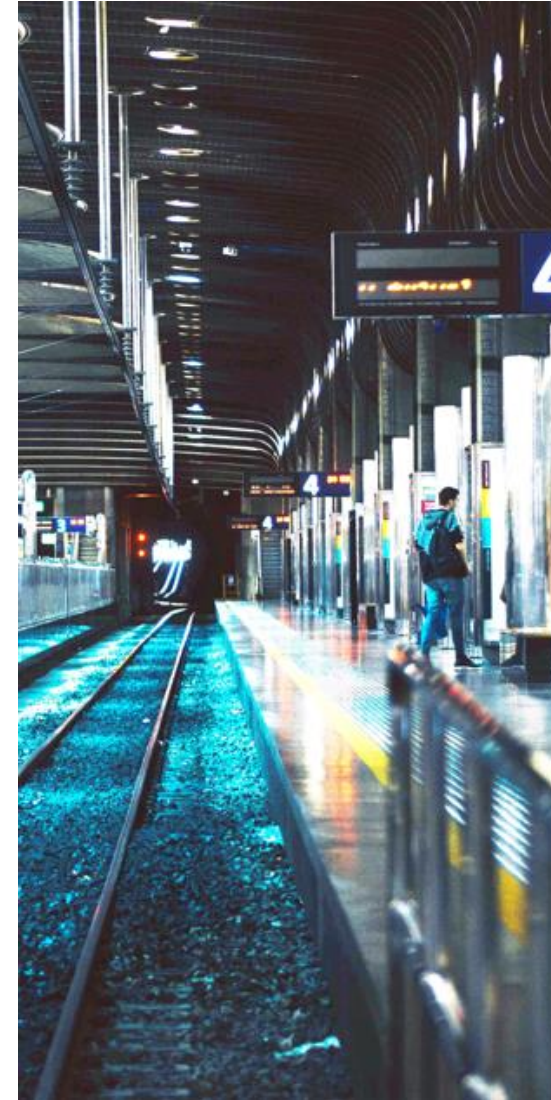
To provide a resilient mixed network, which enables growth, integrates and provides the capacity for mass transit for Auckland's Rapid Transit Network, regional passenger demand and national freight supply chains.

This will enable rail to do its share in reducing net carbon emissions from transport activities and enabling faster, more efficient and frequent services while supporting continued and sustainable economic growth.



# What the 30 year plan will achieve

- Greater resilience, capacity and connectivity as passenger and freight won't have to share the inner-city network
- Reduction in carbon emissions/air pollution
- Reduced journey times through the introduction of express trains
- Decongestion of the road network (local roads and state highways)
- Improved safety
- More efficient logistics for freight
- Fewer delays to freight and passenger services
- Fewer planned and unplanned cancellations of passenger and freight services
- Fewer speed restrictions meaning more reliable journey's for passengers and freight customers.



# Providing for more services

## Investing in and improving the basics

Upgrade signals and improve train operations to create a safer and more efficient network

New equipment and plant for maintaining the network to deliver quicker and better levels of service

Additional fleet, depots and stabling to provide for RTN services peak, off-peak, express trains and express 9-car services.





# Providing for more services – Station Upgrades

- Investment in improved stations will improve customer experience and provide for increased patronage and growth across the network.
- Improvements in railway stations will support urban growth and regeneration, driving improved local economic benefits/ growth, by responding to local growth priorities.
- Station platforms will be rebuilt to accommodate additional track and future 9 car train lengths, and support increased accessibility, and improve local and wider network connectivity.



# Providing for more services – Level Crossings

- More train services result in barriers being down for longer
- With crossings closed for longer periods people take greater risks
- Level crossings will need to be removed as freight and passenger train frequencies increase.

## Options include:

- Removing Level Crossings by road closure, or grade separation
- Providing pedestrian and cycle access only
- Grade separated connections that better serve communities





# Providing for more services – Additional Track

## Additional track is required to accommodate:

- RTN frequency and reliability on metro trains
- Express metro trains from Pukekohe to Central City
- Freight train growth particularly from Port of Tauranga, Northport and Port of Auckland

## Options have been explored with the following areas showing the most effective outcomes

**Westfield Junction to Pukekohe:** Southern line-busiest section of rail with continued growth in metro, freight and interregional needing 4-tracks.

**Avondale to Southdown line:** New cross-town link connecting existing lines and a key enabler of both passenger and freight growth, as well as overall network reliability and resilience

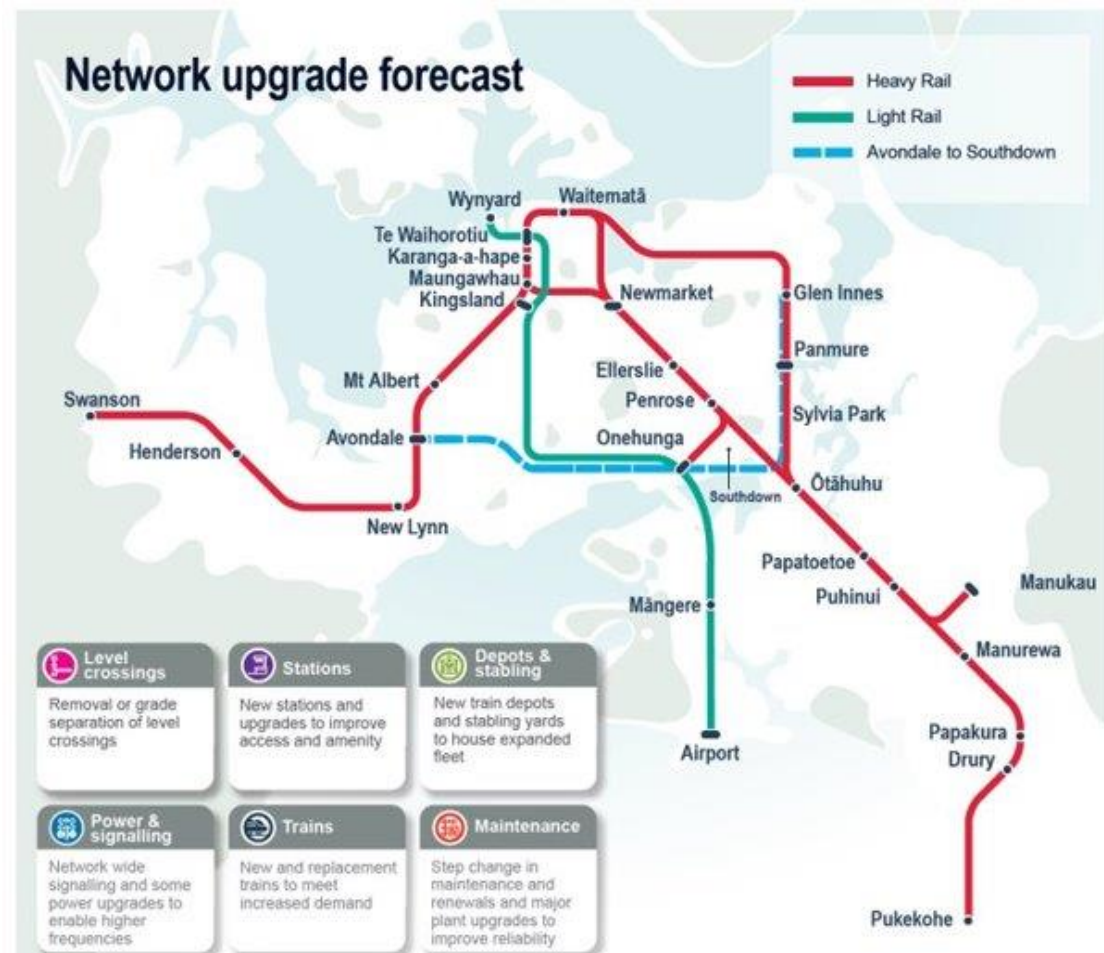




# Providing for more services – Cross Town

## Cross town route – Avondale to Southdown line

- Designated corridor adjacent to SH20 and through Onehunga since 1950's and owned by KiwiRail
- Identified as cross town RTN route and strategically important to free the inner city network for passengers, enabling frequent and fast services especially from the south as well as improving reliability and resilience throughout the network – whilst also maintaining an efficient national freight and logistics network
- Connects to existing rail lines providing a more integrated network
- The alternative is widening rail corridors in the inner network, including through Newmarket – but this would be extremely challenging and expensive, and would not provide the resilience and connectivity benefits that a new corridor offers.



# Factors shaping our future network



Port locations and distribution of freight

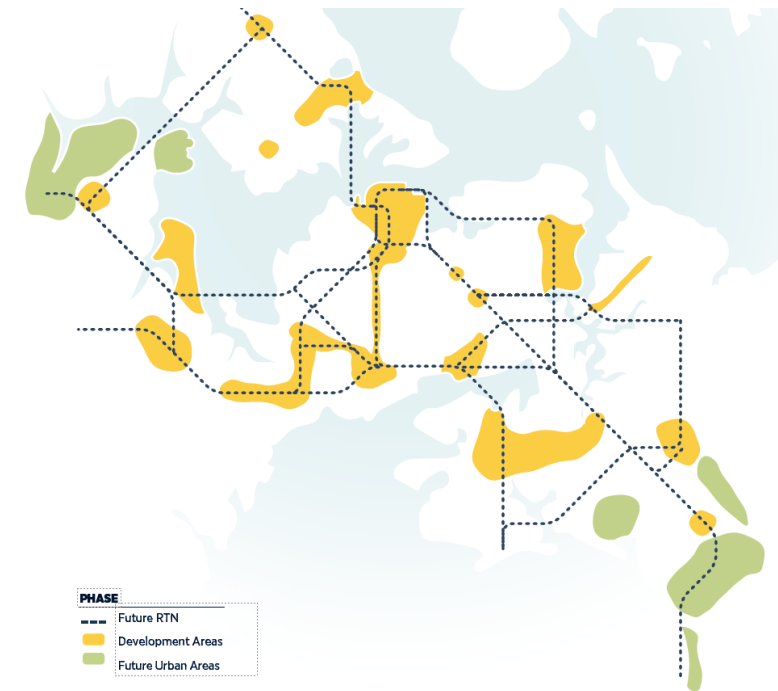
Reduce reliance on cars and support people to walk, cycle and use public transport



Begin work now to decarbonise heavy transport and freight

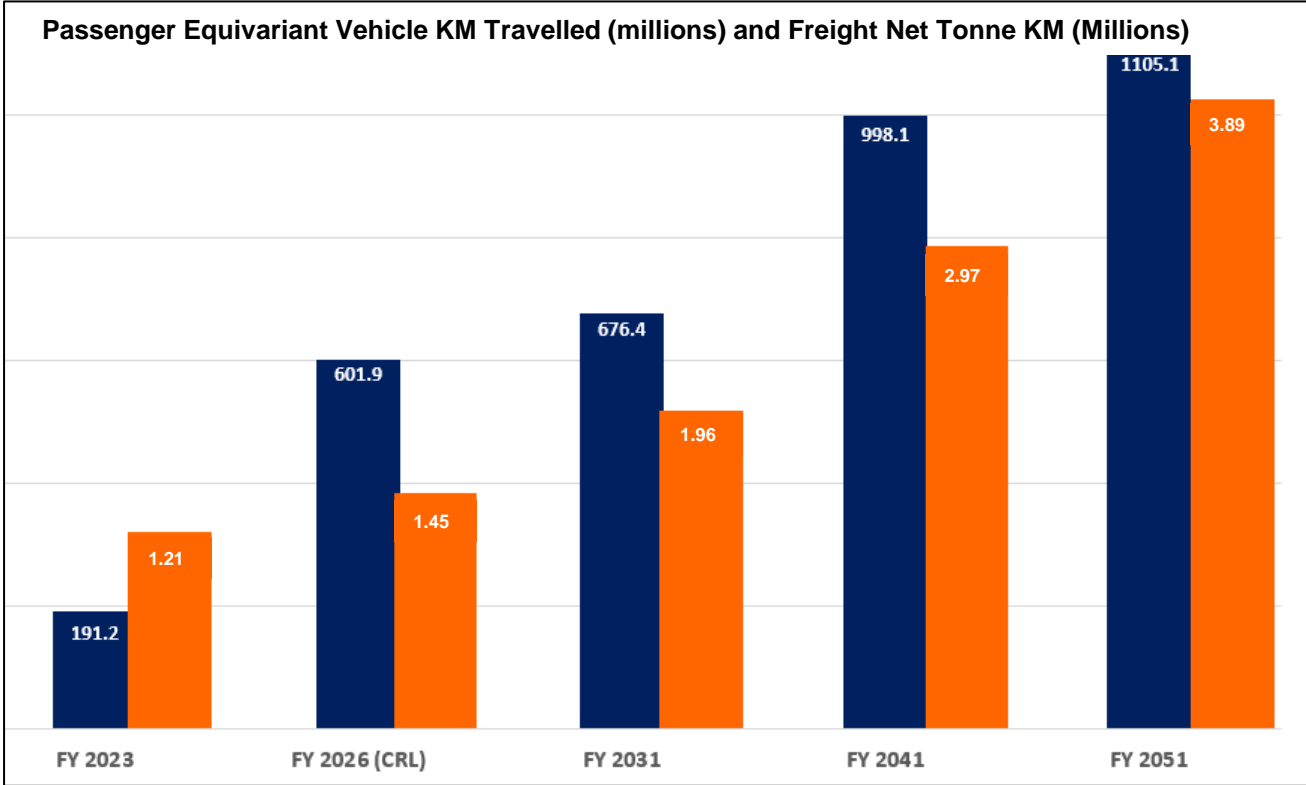
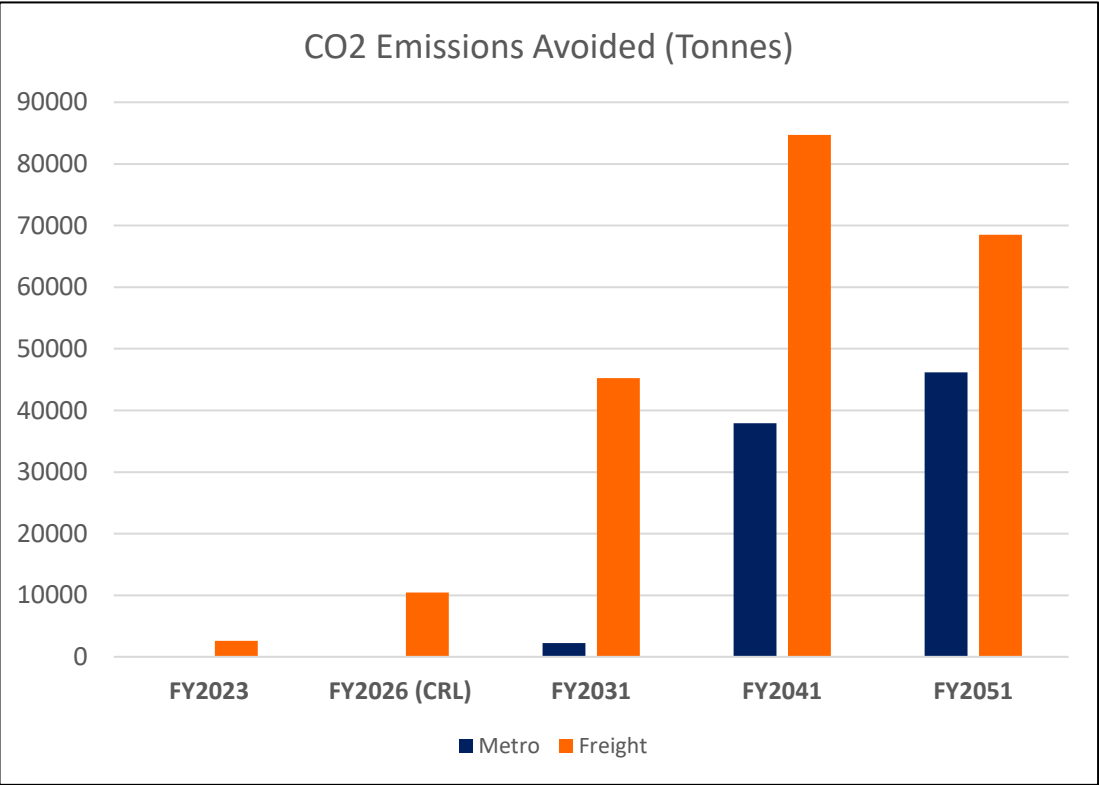


Decarbonisation and emission reduction



Land use zoning and accommodating growth

# Emission reductions and increased travel on rail



■ Metro ■ Freight

*Note: above freight metrics only take in the portion of rail freight journeys that are inside the Auckland boundaries. The emissions avoided and NTKms across the full journey are significantly higher.*



# Key takeaways

- The PBC is a long-term future look at how to maximise the potential of Auckland's rail network and ensure it does not form a bottleneck to the country meeting our economic or emissions goals.
- No investment pathway into rail would mean freight and passenger demand is met by road-based transport with higher emissions, congestion and other negative externalities.
- The Programme Business Case is working its way through various rounds of feedback and approvals. It is not yet funded or adopted by the Ministry of Transport.
- Timeframes for construction/delivery span 10-30 years ahead.
- We are making informed proposals for what we consider to be the most effective long-term solutions.

# Next steps and feedback



- How to provide feedback – informal/formal – dates
- Supporting the Programme Business Case – channels/options
- Approval process for the Programme Business Case

# Discussion and Questions

