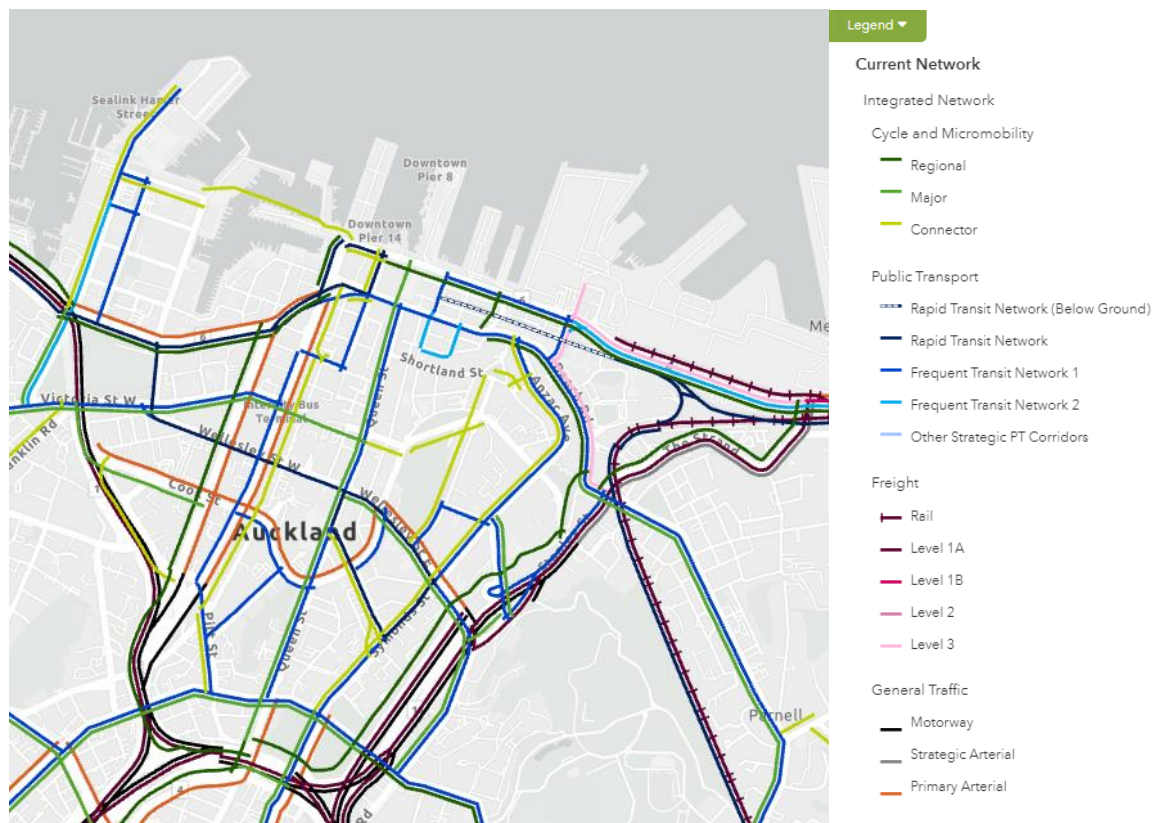


Temporary Traffic Management Guidelines 2022 to 2025

7 September 2022

- The City Centre is changing. Auckland Council has laid out a vision for the CC in the CCMP. It points towards a city centre that is well connected particularly for active modes and public transport, and readily serviceable. It will become less car-centric and more people-friendly.
- The CC has key routes already identified – these are shown in AT's Future Connect where strategic modal networks are shown for both the Current and Future (10-year) scenario.
- AT (and Waka Kotahi) uses this strategic direction to establish the Auckland Network Operating Plan (ANOP) for Auckland and therefore for the city centre.
- As a result, we have a plan on how to operate the city centre network TODAY and going forward. This is shown below.



- The ANOP has key principles that when applied to these strategic networks results in defining expected operational outcomes sought for network. These principles are summarised as follows:
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 - Enable good pedestrian movement and experience in the city centre core area
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 - Promote cycling on the cycle network and enable accessibility to / within the city centre
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 - Promote PT on the PT network and enable access to the city centre
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 - Ensure good connections to strategic motorway network – effectively supporting motorway operations
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 - Encourage general traffic movement on selected routes
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 - Maintain accessibility within the city centre for businesses, loading and residents
 - Promote freight on the freight network – and promote freight movement/deliveries outside of peak periods

- There are currently multiple works within the city centre. In each instance the above principles are applied to each submitted Temporary Traffic Management plan to proactively enable the city centre network to operate at acceptable levels.
- Agile changes to these TTMP may be required should operation of the TTMP not meet desired outcomes.
- A monthly city centre network performance report is used to retrospectively confirm this. If under-performance is observed, immediate actions are taken to mitigate compromising situations.
- Such actions include concerted efforts by ATOC to optimise traffic signal operations accordingly, Temporary Traffic Management plan (TTMP) audits and corrections, TTMP reviews, customer communication, works coordination and other network management-related activities to ensure the city centre continues to be open for business.
- All TTMPs must follow COPTTM requirements along with additional requirements included herein.
- In order to manage and accommodate the widespread number of construction works in the city centre, both current and upcoming key works (including CRLL, Midtown Infrastructure Works (Te Ha Noa and Wellesley Street Bus) and Watercare Works; numerous private developer works and broader (K'Road and Pitt Street upgrade) the following broad rules are applied in response to enabling the ANOP outcomes sought for the city centre through disruption:

1. No bus lanes are to be compromised.

- However, if unavoidable and agreed by AT Metro, appropriate mitigation is required to ensure bus operations are unaffected. This could typically necessitate the provision of a bus lane on the temporary route, and relocated bus shelters, with ample pre-warning to enable.
- Close liaison and agreement with AT Metro is necessary.

2. No pedestrian access is to be compromised.

- In general, available unobstructed footpath widths must be maintained at 2.2m at all times, or at the width of the existing footpath if less than 2.2m.
- The Queen Street footpath and at Queen Street intersections with side roads, unobstructed footpath width minimum requirement must be maintained at 3m at all times.
- The Albert Street, Victoria Street, Wellesley Street, Mayoral Drive, Wyndham Street, Shortland Street and Customs Street footpath width must be maintained at 3m
- The Lower Queen Street footpath and other pedestrian mall areas within the city centre, unobstructed footpath width must be maintained at 4m minimum at all times, preferably 5m where feasible.
- Crossing points at intersections and across streets are to be provided, and of similar widths to footpaths no less than 3m wide.
- Footpath surfaces provided are to be devoid of any trip hazards, and with minimal clutter albeit signage and/or construction-related equipment.

3. No cycle lanes/facilities are to be compromised.

- Existing facilities are to be retained and provided for.
- A minimum lane width of 1.5m is required for any temporary cycle lane.

4. The number of lanes available to general access and traffic movements is to be closely considered, in particular for east-west movements across the Queen Street valley:
- Downtown: The number of lanes on Quay Street and Customs Street are to be considered as a sub-system comprising 3 lanes per direction, one of which is shared by buses on Customs Street.
 - i. This effectively represents 1 lane for buses and 2 lanes for general access and traffic movements per direction. This is to be retained as such. A reduction thereof may be considered during interpeak periods, if deemed necessary and under close monitoring.
 - ii. Between Lower Albert Street and Lower Hobson Street, there is an additional lane per direction provided for bus movements, which is to remain.
 - iii. Bus stop requirements are to be agreed with AT Metro.
 - Mid-town: The number of lanes on Victoria Street, Wellesley Street and Mayoral Drive are to be considered as a second sub-system (with Mayoral Drive broadening in status in the future as the city centre moves towards A4E).
 - i. There is to be 1 lane per direction for bus movements. This is already ear-marked for Wellesley Street. There is an option to temporarily reserve a second lane per direction for buses on Mayoral Drive should this be deemed necessary.
 - ii. Bus stop requirements are to be agreed with AT Metro.
 - iii. There are to be 3 lanes per direction for general access and traffic movements, 2 of which are to be on Mayoral Drive, which is the major corridor for east-west general traffic movements across the city centre.
 - iv. The current (August 2022) number of lanes represents the least or 'worst case' scenario for this sub-system, with 2 lanes for buses (1 on Wellesley Street and 1 on Mayoral Drive) and 3 lanes for general traffic per direction (2 on Mayoral Drive, 1 on Wellesley Street eastbound and 1 westbound on Victoria Street-Queen Street-Wyndham Street (and Durham Street for local access)).
 - v. Once Victoria Street becomes available, with 1 lane per direction for general access and traffic movements (cycling facilities and widened footpaths), the eastbound lane on Wellesley Street for general access and traffic movements is no longer required, resulting in 3 lanes per direction for general access and traffic movements. [Essential Vehicle Access may be provided to enable necessary access to Elliot and immediate surrounds].
 - Karangahape Road functions as a third sub-system, although to a small degree in association with Mayoral Drive.
 - i. The current arrangement of 1 lane for bus movements (for the peak period direction) and 1 lane for general access and traffic movements per direction is to be retained.
 - ii. With increased bus movements and/or necessary improvements to bus performance outcomes may be required.

5. Close monitoring is undertaken by AT. Adherence to the above requirements is expected to enable the city centre to operate to an acceptable level despite construction disruption.
6. Temporary Traffic Management Plans (TTMPs) are required to be approved as per standard AT requirements and outlined below. Within the city centre this is actively managed through the City Centre Network Operations (CCNO) team.
 - For works due to commence within 2-6 months, AT Works Coordination must be contacted to facilitate appropriate coordination and confirm CCNO approval in principle.
 - If needed, CCNO can set up a weekly/fortnightly meeting where the main TTM personnel collating works program and TTM program can share proposed plans for the project, to avoid or minimise delays in obtaining TTMP approvals.
 - Applications must be uploaded with complete documents including work clashes/Service disruption approval/Special Events approval/public notification etc. where required, by a minimum 15 working days prior to the work start date. Incomplete applications are unable to be accepted.
 - Full road closures must be uploaded with complete documents including work clashes/Service disruption approval/Special Events approval/public notification etc. where required, by a minimum 30 working days prior to work start date. Incomplete applications unable to be accepted.
 - AM/PM peak periods must not be affected by TTM/works on weekdays.
 - TTMP must ensure mobility parking spaces and loading bays are provided and approved by AT parking prior to submitting for Road Corridor Access (RCA) approval.
 - Utility manhole and utility assets must be made available to utility asset owners at all times.
 - NO night works are to take place from Thursday to Saturday night.
 - NO excavations are to be undertaken between 2230 and 0700.
 - NO Lane closures/Contraflow closure to be undertaken at same time on Mayoral Drive and Wellesley Street, and Victoria Street, Wyndham Street and Customs Street, respectively.
 - Any proposed road closures will be subject to the availability of identified detour routes, and to be discussed and pre-approved by CCNO.
7. Early engagement with AT Works Coordination is strongly encouraged to facilitate appropriate coordination of construction activity and avoid delays in obtaining TTMP approvals.
8. Construction vehicle movements are to be deliberately managed upon accessing and travel within the city centre
 - No construction vehicles are to use Queen Street.
 - Construction vehicles are not to cross Queen Street. Construction sites to the east of Queen Street are to be accessed from and to the east, and similar those sites to the west are to be accessed from the west and to the west, via the traffic network as per Future Connect and the ANOP.
 - Construction vehicles are to keep to higher order streets and avoid shared spaces and local streets.

- Construction vehicles must enter the construction site on arrival. There is to be no idling on side streets nor in close proximity to the site.
- A construction vehicle travel plan must be provided for approval by CCNO. All project-related construction vehicle movements must adhere to the approved construction vehicle routes identified in the construction vehicle travel plan.

9. Parking and Loading is an important element of the city centre.

- Any changes or impact on parking and loading must be discussed and agreed by AT Parking.
- TTMP drawing must ensure mobility parking spaces and loading bays are shown and approved by AT Parking prior to submitting for RCA approval.