flow
TRANSPORTATION SPECIALISTS

technical note

PROJECT	**DOWNTOWN CARPARK SITE DEVELOPMENT**
SUBJECT	**DRAFT SERVICING AND LOADING MANAGEMENT PLAN**
TO	**PROJECT TEAM**
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1 INTRODUCTION

Precinct Properties New Zealand Limited ("**Precinct**") has commissioned Flow Transportation Specialists Ltd to prepare a servicing and loading plan relating to the proposed development of the Downtown Carpark site into a mixed-use precinct ("**Project**"), located at 2 Lower Hobson Street in the Auckland City Centre ("**Site"**).

The purpose of this management plan is to manage the use of the loading spaces that have access from the service lane, and to ensure compliance with the vertical clearance restrictions.

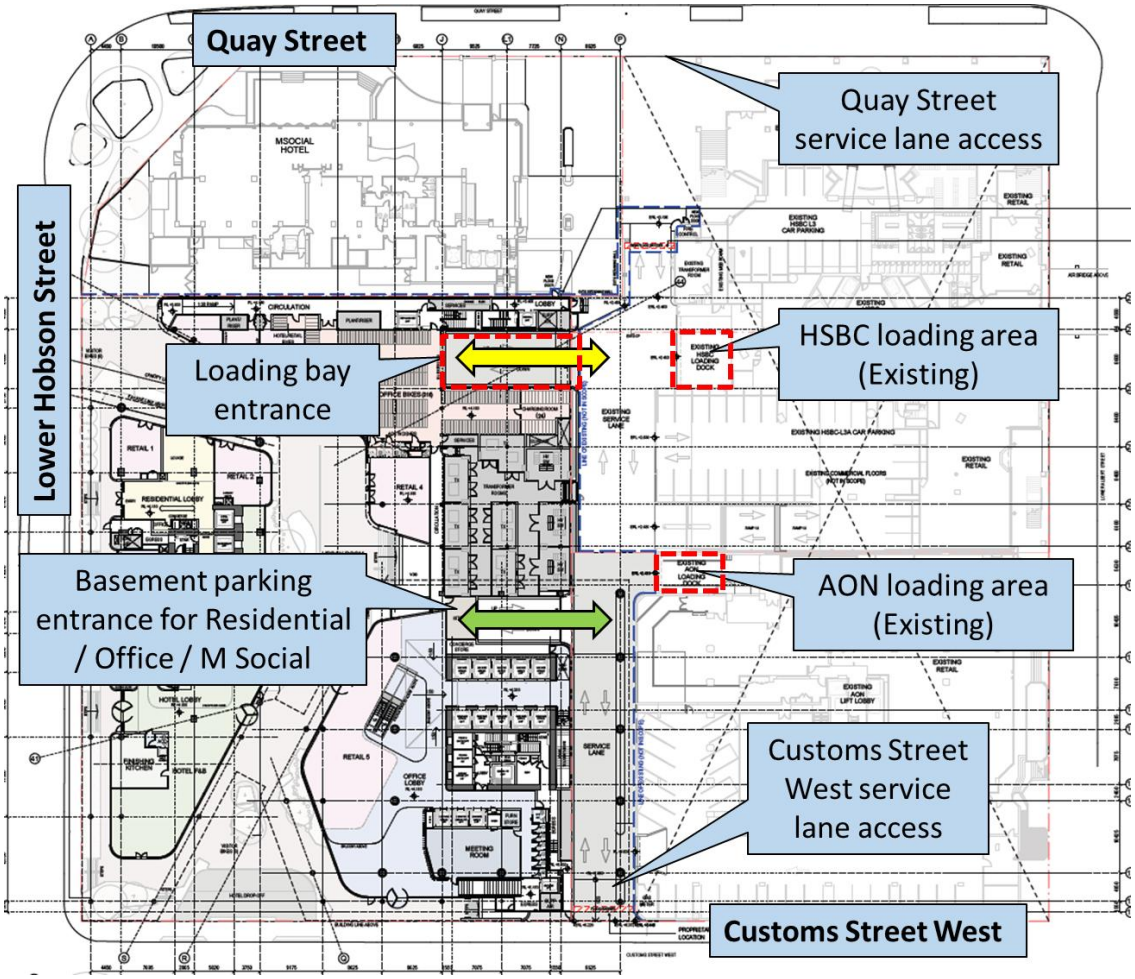
It is anticipated that this draft management plan will be finalised for certification by Council.

2 BACKGROUND

2.1 The Proposal

The Project includes the demolition of the existing Downtown Carpark building (together with the Lower Hobson Street pedestrian bridge and Customs Street West vehicle ramp located within part of the road reserve) and development of the Site to provide for a mixed-use precinct providing for commercial, residential, hotel, retail, food and beverage and civic uses. Primary vehicle access will be provided via the existing service lane between Customs Street West and Quay Street. Refer to Figure 1 that shows the proposed loading in relation to the existing Aon and HSBC loading, as well as the entire extent of the service lane.

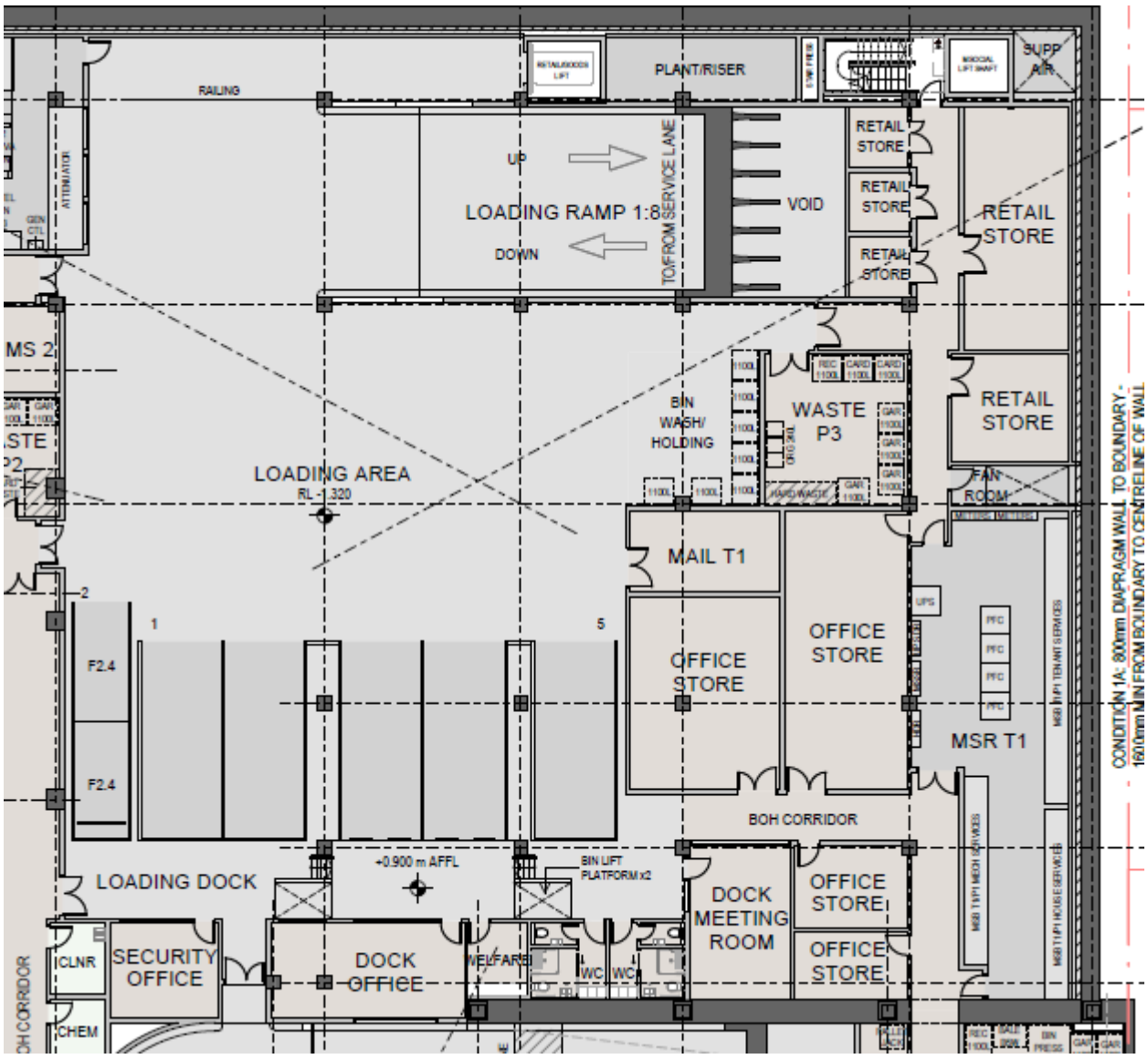
Figure 1: Proposed loading in relation to the existing HSBC and AON loading arrangements



The following loading facilities will be provided, which have access from the service lane

- A dedicated loading area for the Project, which will contain 5 loading spaces. A dedicated ramp access into the loading area is provided from the service lane. This will accommodate the proposed commercial, residential, hotel and retail activities. Refer to Figure 2 for the layout of the loading area, which also includes a dock office
- The service lane has existing loading bays for each of the Aon and HSBC buildings, which have direct access onto the service lane. The same number of loading spaces will be retained
- The loading spaces are designed to accommodate trucks up to 8.3 m in length.

Figure 2: Loading area of the Project



2.2 Vertical clearance restrictions on the service lane

For vertical clearance restrictions

- The service lane is currently subject to the following restrictions
    - At the north end of the service lane, the vertical clearance is 3.6 m due to overhead services. This area accommodates the existing HSBC loading dock
    - The Aon loading dock is subject to 3.4 m vertical clearance restrictions
- With the Project, the following restriction will also apply in addition to the existing restrictions
    - The south end of the service lane by Customs Street West will be covered by an overhead podium, which means a vertical clearance restriction of 2.9 m will apply. This is sufficient to allow for vans to pass underneath, but may not be sufficient for some trucks to pass underneath

      Note: The existing vertical clearance restriction of 3.6 m at the north end of the service lane will still apply.

2.3 Existing booking system

Precinct Properties currently utilises an automated booking system called Mobile Dock to manage the existing loading spaces on the service lane. This system allows for the loading spaces to be booked in advance, and for details such as vertical clearance restrictions to be signalled in advance.

2.4 Truck manoeuvring on the service lane

Due to the layout of the service lane and the proposed loading bay ramp onto the service lane, a truck exiting the proposed loading bay ramp onto the service lane will need to use the full width of the service lane while turning. The outbound truck will need to wait until the path is clear from any incoming vehicles. To mitigate this, a convex mirror must be provided in the general location shown in Figure 3.

Figure 3: Proposed convex mirror location near existing HSBC loading area

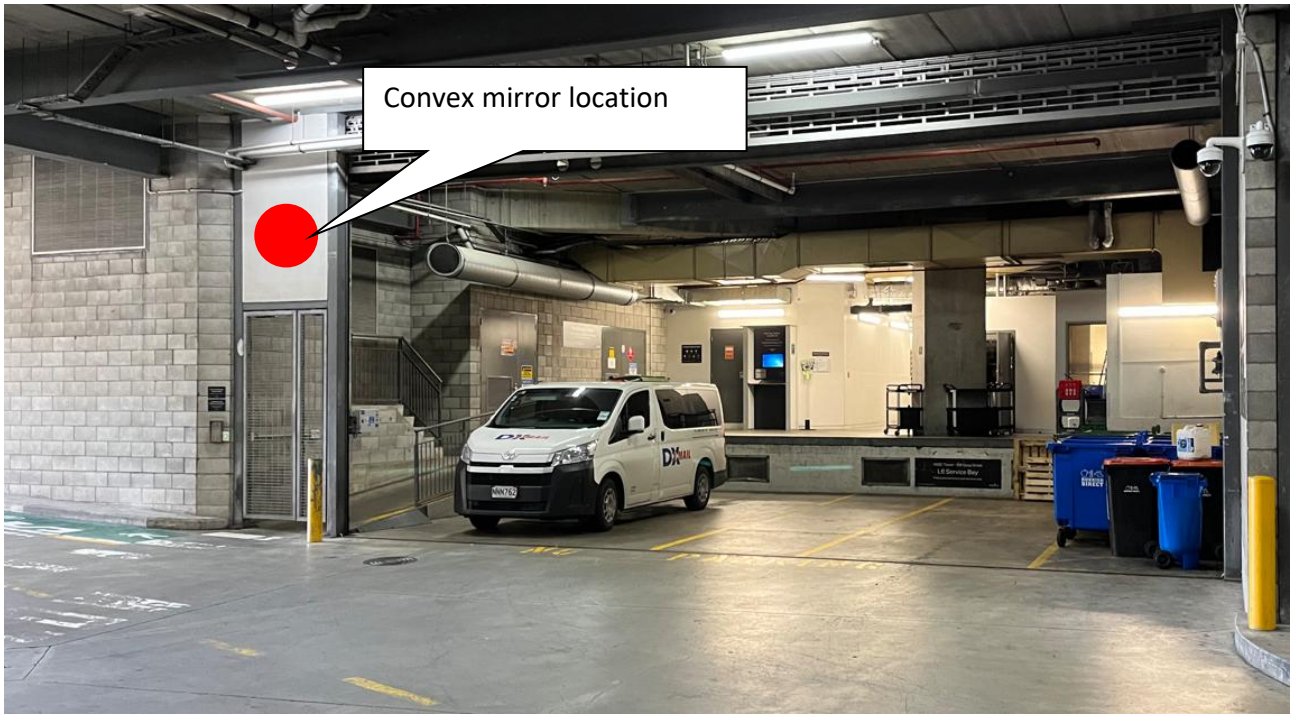
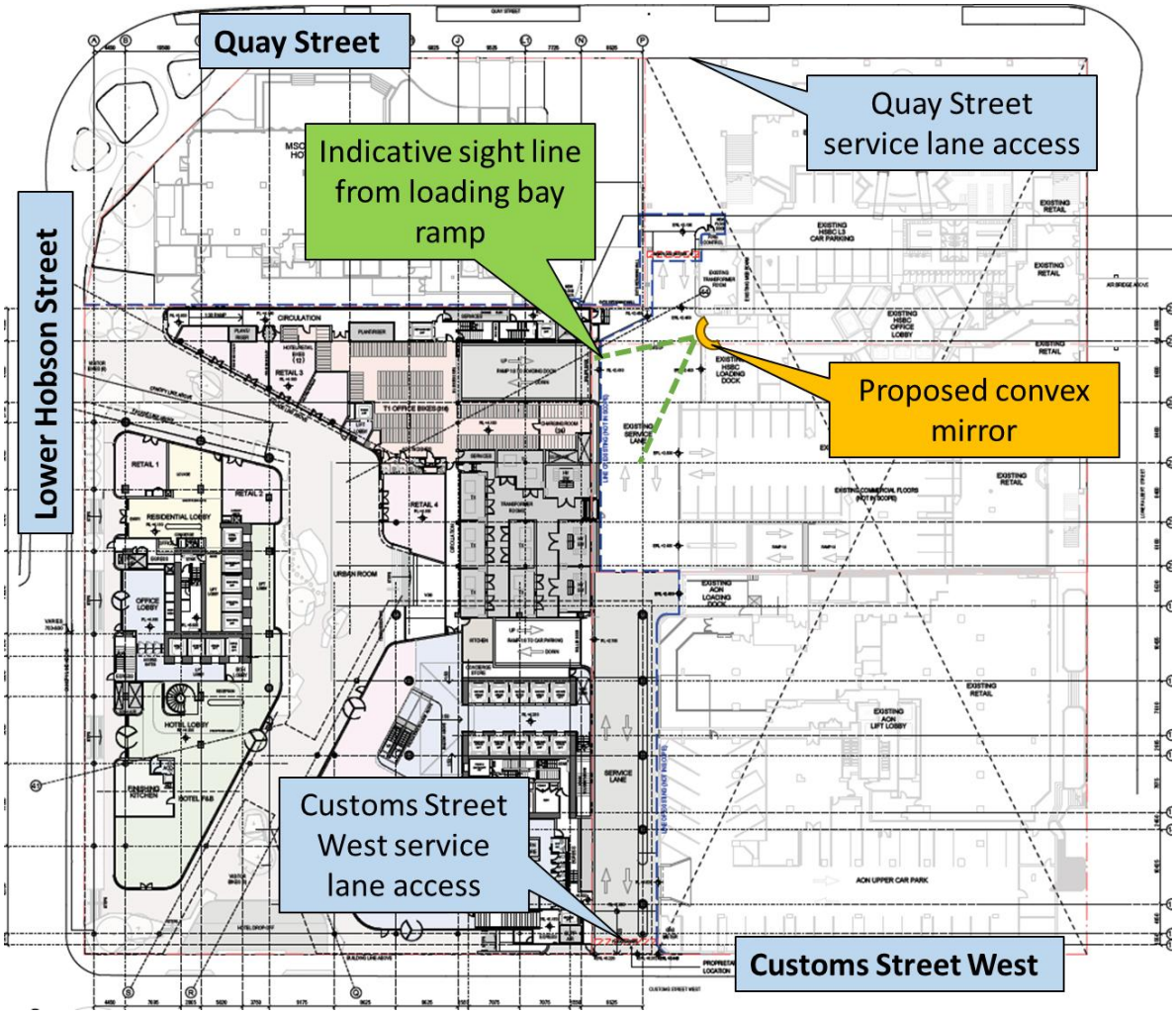


Figure 4: Proposed convex mirror location in plan view



2.5 Pedestrian movements in the service lane

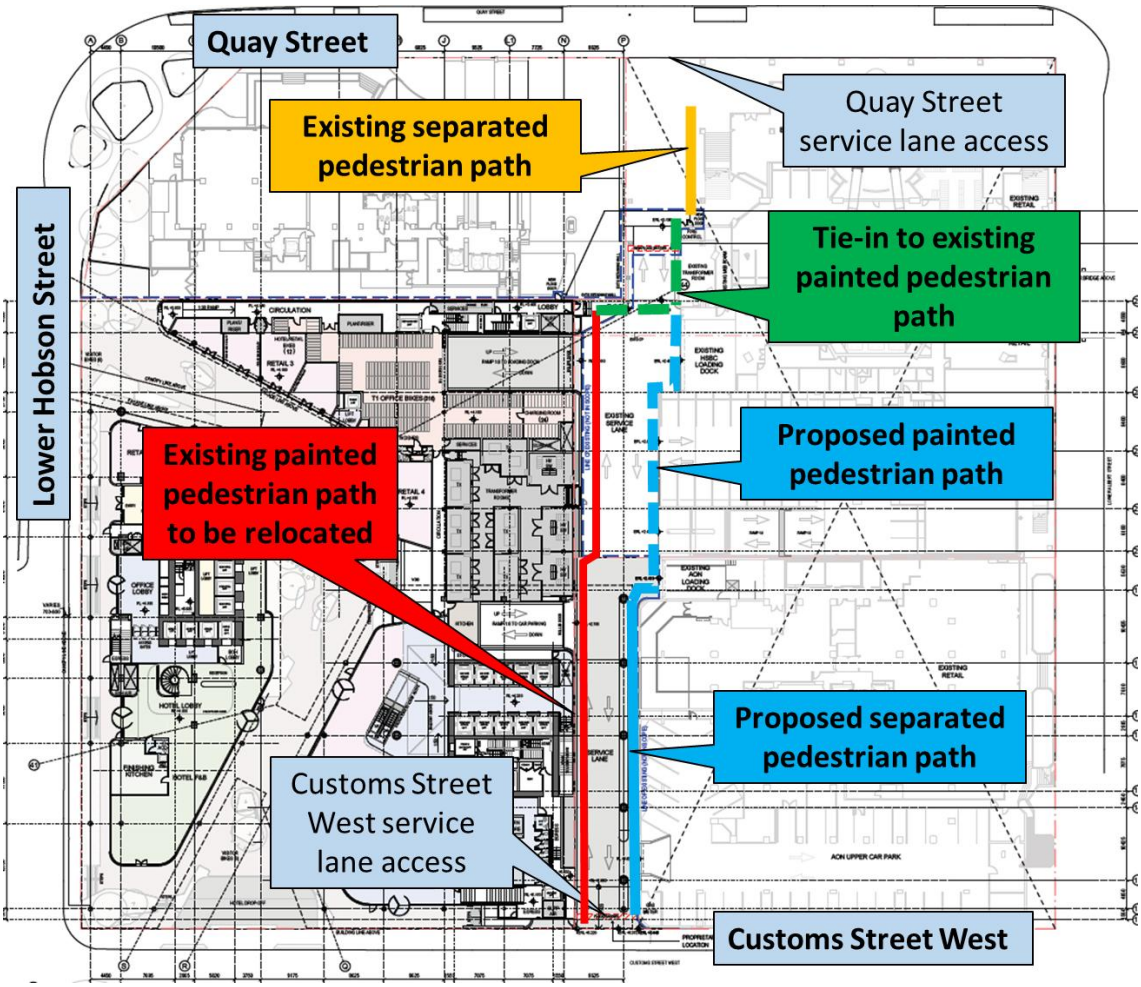
For pedestrian access within the service lane, the following pedestrian provisions have been proposed as shown in Figure 5

- The existing painted pedestrian path on the western side of the service lane will be removed and relocated
- A new separated pedestrian path will be provided on the eastern side of the service lane, extending from Customs Street West to the existing Aon loading area
- This separated path will then connect to a new painted pedestrian path that continues along the same eastern side, crossing the existing service lane area just north of the HSBC loading area
- The new painted path will then tie back into the existing painted pedestrian path where it crosses horizontally adjacent to the judder bar
- The section of the service lane outside next to the HSBC building will remain as existing, with the pedestrian path separated by bollards.

These changes will provide continuous and safe pedestrian connectivity through the service lane. It is noted that the pedestrian connectivity is to serve the needs of mainly staff moving around loading dock

areas, rather than a primary pedestrian route. Signage will be provided to minimise the use by the general public.

Figure 5: Proposed pedestrian path arrangement through the service lane



This management plan should consider the pedestrian provisions outlined above and not undermine the safety of pedestrians within the service lane.

3 MANAGEMENT PLAN OBJECTIVES

This management plan has the following objectives

- To provide a clear framework for ongoing management of the loading spaces that have access from the service lane
- To coordinate and schedule booking of the loading spaces to manage the available capacity of loading spaces
- To ensure compliance with the vertical clearance restrictions on the service lane
- To ensure the loading areas operate safely.

It is intended that this management plan will remain a live document and be updated by the Consent Holder, should there be any changes to the loading arrangements or to adjacent road network (only

those that could affect access arrangements to the site), in accordance with the conditions of resource consent.

4 ACTION PLAN DEVELOPMENT AND IMPLEMENTATION

The following actions are proposed to be implemented to ensure the objectives can be achieved. The management plan will be reviewed at 6 months after the commencement of the operation and thereafter at least every 12 months to ensure it remains effective and relevant.

The management plan shall include:

- Use of an automated booking system (such as Mobile Dock) to allow:
    - Loading spaces to be booked in advance
    - Users to be aware in advance of the vertical clearance restrictions. Any vehicles that are unable to enter from Customs Street West due to the vertical clearance restriction of 2.9 m must enter and exit via Quay Street
    - Vehicle details (number plate and vehicle size) to be confirmed in advance of arrival
- Provide procedures to manage unscheduled vehicle arrivals
- Core hours of 6:30 am to 4:30 pm where the loading dock will be managed by a Dock Manager
- Details about signage to show the vertical clearance restrictions
- Details of a convex mirror to provide visibility for trucks exiting the loading area of the Proposal.

5 MONITORING PROGRAMME AND MANAGEMENT PLAN REVIEW

Monitoring of the management will be important to ensure its effectiveness in addressing the use of the loading spaces. The management plan will include a monitoring programme to provide a structured way to track performance, assess the outcomes of the management plan, and provide refinements over time.

Monitoring will include at a minimum

- Review of booking system data to assess whether sufficient capacity is allocated throughout the day
- The dock manager should keep a record any operational issues that can be referred to in the process of reviewing the management plan after each monitoring cycle
- Following each monitoring cycle, the management plan will be reviewed to evaluate whether the objectives are being achieved. This will involve:
    - Reviewing monitoring results and commentary on the outcomes of implemented actions
    - Identifying any operational issues that have arisen
    - Review of the action plan annually and making any updates if required, with new or refined actions, based on performance to date and results of the survey.

The monitoring process will be iterative (and carried out annually, at a minimum), allowing flexibility to respond to operational requirements, and confirm the extent of any issues and ensure that the management plan measures remain effective.

Reference: P:\PREP\002 Downtown Carpark redevleopment\ITA and reporting\Technotes\Service and loading management plan\T9B251106 Draft Servicing and loading management plan Final.docx