

Managing Traffic in CBD

Recommendation

That the Board:

- i. Notes the following update on the implementation of a dedicated City Centre Network Operations team to manage the city centre roading network during construction and development.

Executive summary

The City Centre Network Operations (CCNO) team has been set up to co-ordinate the operation of the transport network in the city centre both in real-time and for planned events. This team will oversee proposals for changes on the network resulting from planned projects such as the CRL and private development. The team is empowered to undertake changes on the network to manage traffic flows, pedestrian safety and public transport reliability.

Strategic context

The creation of this focused group reflects strategic aims for network optimisation and customer focus by making the most of the network in the city centre where significant project and private development activities are underway. This supports the development of the city as outlined in the Integrated Transport Programme, and City Centre Masterplan.

Background

Currently, over 30,000 vehicles enter or leave the city during the peak periods. Mode share is changing, with public transport now accounting for over 50% of trips and growth in pedestrians and cyclists, which helps reduce congestion. Apart from CRL, there are also major private developments that are either planned or currently underway in the City Centre, as shown in Attachment 1.

Whilst the city is experiencing this level of construction and development the city is still 'open for business'. The team balances the needs of businesses, construction and the walking/driving/commuting public through a focussed approach to day-to-day management of the road network and planning for future changes which will be communicated clearly to the public.

An independent peer review for CRL recommended that 'central coordination of temporary traffic management associated with all public and private projects in the CBD and AT, as road controlling authority set up meetings with all of the projects'. The CCNO team provides this oversight and review of projects.

From ATOC Central the CCNO team provides tactical operational response by monitoring and managing the network through traffic signal changes, on-road network changes such as bus lanes, clearways and turning movements, co-ordination of traffic management plans and communication to transport users, businesses and residents.

Issues and options

A dedicated CCNO team was established in February 2016. This focussed on the tactical operation of the network through monitoring and management of traffic signals. This team includes signal operators and engineers from ATOC (AT and NZTA). A planning aspect has subsequently been added to provide input in to temporary traffic management plans, assess impacts on the network for upcoming changes to the road corridors, investigate options and deliver improvements. As well as dedicated staff, the team are supported by other AT teams for delivery. The current team structure is provided in Attachment 2, and is to be reviewed 6 monthly.

Actions to date are demonstrated in Attachment 3 and monthly monitoring is provided through the CE's report.

Communications plays a key role in the changes on the city centre network, especially in informing customers and enabling choices to be made on time of travel, mode of travel and route used. A communications and engagement plan has been prepared and it identifies a number of mechanisms to improve communications including; online use of City Centre Transport Changes webpage, websites such as CRL ,Auckland Council, forward works planner, real time city centre activity app, congestion maps, incident management alert services, social media, advertising and travel demand programme. In addition media and stakeholder briefings have been held at ATOC, involving the Automobile Association, Heart of the City, Auckland Council and the Waitemata Local Board representatives. The NZ Transport Agency are partners in this programme, given the important role that the state highway network plays in moving people and freight around and into the city. Integration is key for informing road users of changes on the network and managing incidents on the network.

Auckland Council has also initiated a city centre project team as part of the Development Project Office (DPO) which oversees the strategic planning and planned developments, from Auckland Councils perspective with AT leading on Transport.

Financials

Works undertaken by the team are both Opex and Capex. Opex includes optimisation of traffic signals, communications and engineering investigation. Capex enables physical works such as special vehicle lanes, signage, lane marking, kerb realignment and access changes.

Currently this programme has no allocated funding. A business case is being prepared for approval to enable the continuation of this team. Currently, existing roles have been refocused to tactical operations in the city centre. A review of the team structure in Attachment 2 will be undertaken in 6 months. The main cost areas are staff resources, engineering investigation, design and delivery and communications. Discussion is ongoing with the NZ Transport Agency through ATOC for operational support.


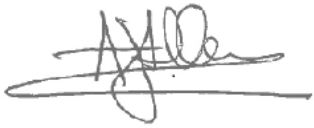

Next steps

Critical dates for coordination of activities by the team are linked to major construction stages for CRL such as the work on Albert Street and Customs Street, development associated with Precinct construction at Downtown, the International Convention Centre and construction of other transport improvements such as cycleways.

Attachments

| Attachment Number | Description |
|-------------------|--|
| 1 | Map of city centre development |
| 2 | CC Network Operations Team - structure |
| 3 | Works undertaken to date |

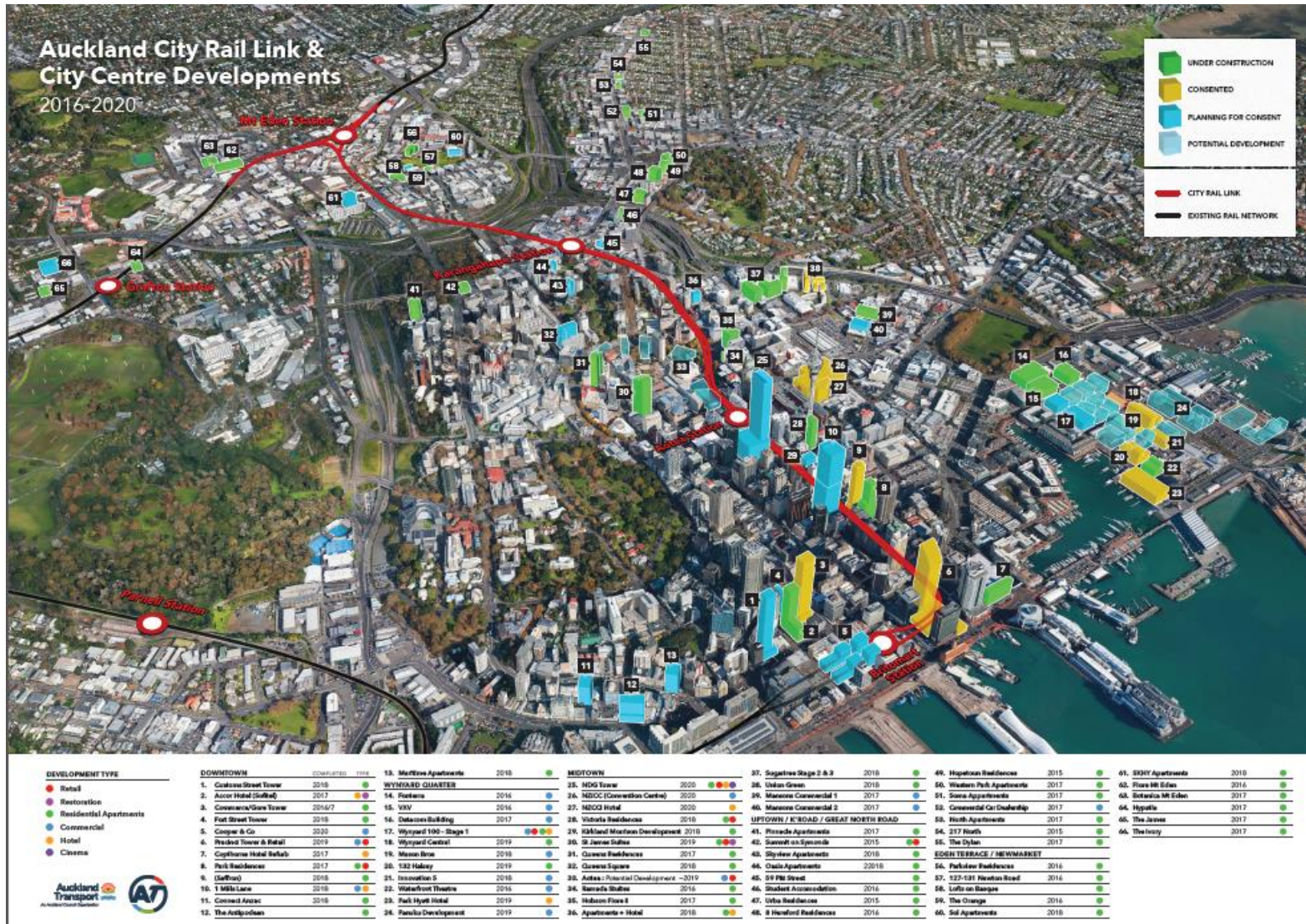
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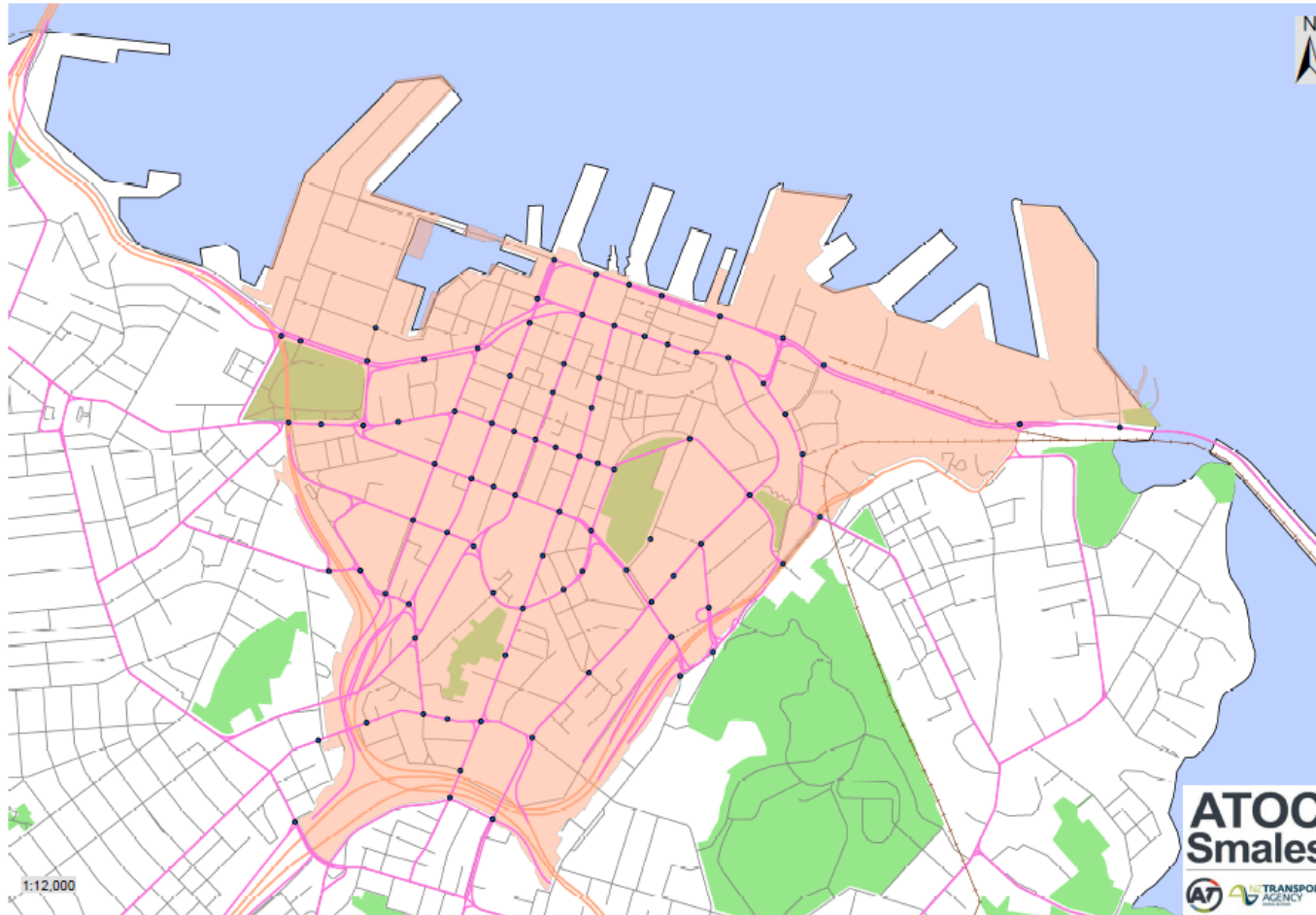
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| Submitted by | Randhir Karma Network Operations and Safety Manager |  |
| Recommended by | Andrew Allen General Manager Transport Services |  |
| Approved for submission | David Warburton Chief Executive |  |

Glossary

| Acronym | Description |
|---------|---|
| CCNO | City Centre Network Operations team |
| ATOC | Auckland Transport Operations Centre |
| CRL | City Rail Link |
| DPO | Auckland Council Development Project Office |

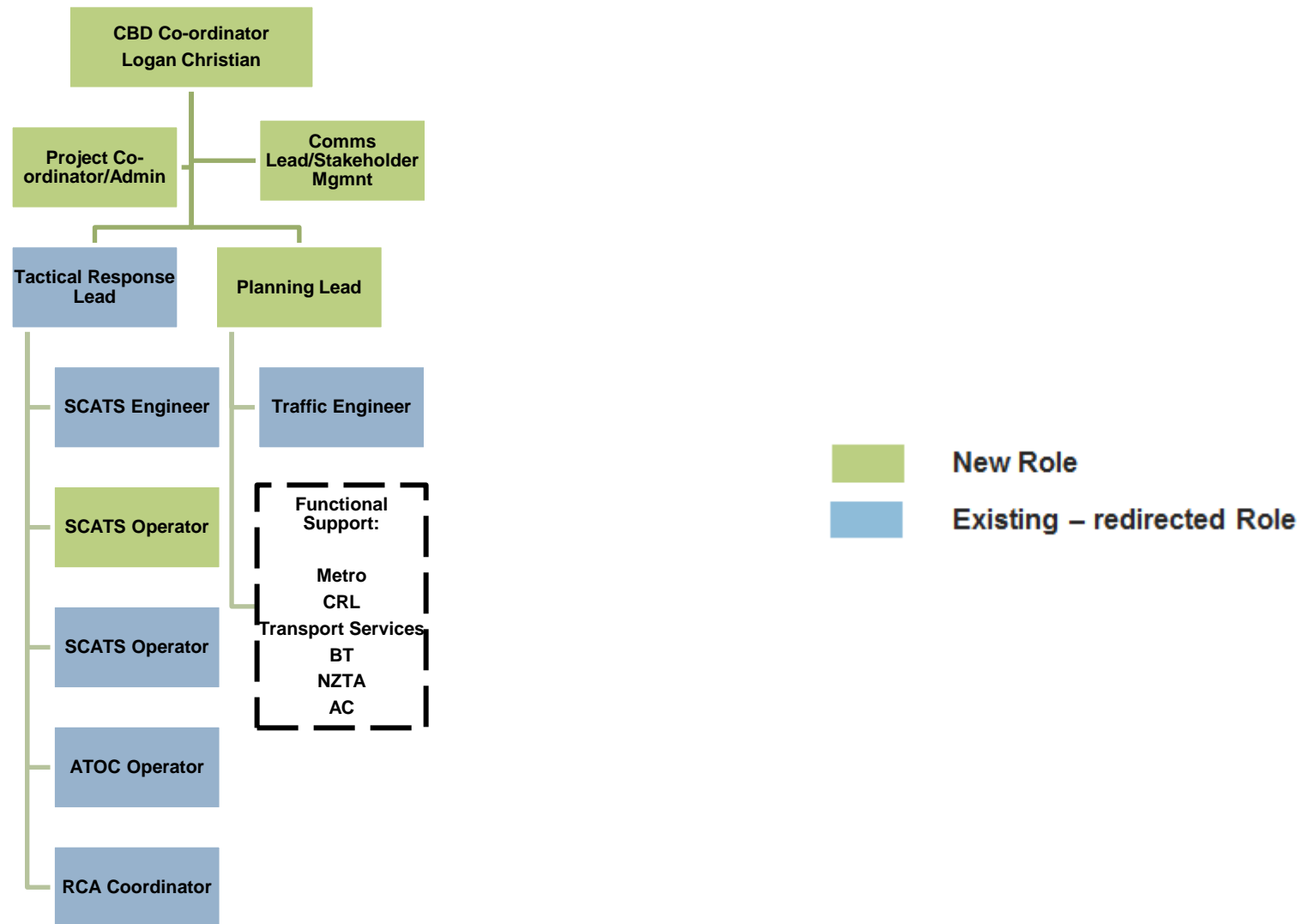
ATTACHMENT 1 – City Centre Development





Area covered by the City Centre Network Operations, with signalised intersections illustrated

ATTACHMENT 2 – Proposed City Centre Network Operations Team



ATTACHMENT 3 – Work undertaken to date



Infrastructure & Operational changes to make the city move better

- Introduction of bus lanes on Wellesley Street (picture left) to reduce delays to bus movements
- Restricted turning movements at Lorne Street and Wellesley St; Victoria Street and Albert Street; Quay and Tyler; Galway Street and Customs Street
- Left out of Galway and into Customs
- Pedestrian Barnes Dance at Customs/Albert/Lower Albert
- Signal timing changes and optimisation across the city, including changes to benefit new cycle lanes
- Implementing of extension of Queen Street bus lanes; speed management

Customer information

- Coordination of Temporary Traffic Management Plans
- Consents review for construction traffic
- VMS mobile sites and messages on the state highway network advising of traffic delays
- Weekly and daily monitoring of traffic flow, speeds and travel times using Bluetooth
- Update of the city centre transport webpages on the AT website

Planned Interventions

- Development of forward works planner to a map based tool for the planning and management of the network
- Investigation of Cameras for monitoring and live web feeds
- Development of a mobile app for customers on road works and events and real-time congestion mapping
- Use of analytics for operational alerts eg queue lengths in partnership with business partners HP
- Preparation for changes from the 29th May with Downtown Precinct construction, including impacts on Customs Street; and Impact of CRL works on Albert Street such as investigating potential of one-way pairs for the network to improve traffic flows

