



Auckland Transport

Newmarket Level Crossing Construction Traffic Management Plan

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Construction Traffic Management Plan



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1 Introduction

The purpose of this CTMP is to provide a framework to avoid, remedy or mitigate adverse traffic effects associated with the construction of the Newmarket Level Crossing project. This draft CTMP is to be reviewed and finalised by the contractor upon award of the physical works contract.

1.1 Background

Cowie Street is a local no-exit road servicing residential properties with a cul-de-sac at the southern end and access is from Parnell Road. From Parnell Road, the street gradually slopes down towards the railway line. At the cul-de-sac head, the driveway of 9 Cowie Street drops more steeply down towards the rail corridor.

Similar to Cowie Street, Sarawia Street is also not a through road and has access from Broadway. It slopes steeply down from Broadway to the Crossing, crossing, after which it becomes Laxon Terrace.

Laxon Terrace and Youngs Lane are no exit public roads that provide access to 52 properties, with the only means of access from Broadway via the Crossing on Sarawia Street. The crossing also provides pedestrian and cycle access to the adjacent Newmarket Park.

Traffic volumes at Cowie Street and Sarawia Street are 409 and 425 vehicles per day, respectively, based on 7-day Average Daily Traffic volume counts conducted by Auckland Transport in 2012. All roads affected by the Project, being Cowie Street, Sarawia Street, Laxon Terrace, and Youngs Lane, are considered low use local roads.

Further information on the existing environment as well as the operational effects of the Project on the local road network can be found in the Traffic Impact Assessment contained within the Assessment of Environmental Effects completed for the Notice of Requirement.

1.2 Purpose

The requirement to prepare a CTMP formed part of the conditions of the designation. Conditions that relate to the CTMP, and the location where each of these information requirements are addressed, is listed in Table 1.

This draft version of the CTMP is for consultation purposes and will be updated and finalised upon commissioning of the construction contractor.

Table 1- Location where each designation condition is addressed

Condition Number	Condition	Section where addressed
Condition 24.1	24.1 The Requiring Authority is to submit a Construction Traffic Management Plan (“CTMP”) to the Council (Major Infrastructure Projects Team Manager). The objective of the CTMP is to provide a framework to avoid, remedy or mitigate adverse traffic effects associated with the construction of the project.	

Condition Number	Condition	Section where addressed
Condition 24.2	The CTMP is to be provided to the Auckland Council at least 10 working days prior to construction activity and is to be implemented and complied with for the duration of construction of the project.	This document will be provided to Auckland Council 10 working days prior to commencement of works.
Condition 24.3	<p>The CTMP is to describe the measures that will be undertaken to avoid, remedy or mitigate the local and network-wide effects of construction of the project. In particular, the CTMP is to include (but not be limited to) the following matters:</p> <p>a) Methods to avoid, remedy or mitigate the local and network-wide effects of the construction of individual elements of the project particularly near Cowie Street and Sarawia Street (e.g. intersections/ bridges);</p> <p>b) Methods to manage the effects of the delivery of construction material, plant and machinery (including cranes and oversized trucks) during construction and methods to manage and control traffic during construction on Cowie Street particularly at the intersection of Cowie Street and Parnell Road;</p> <p>c) Measures to maintain existing vehicle access, or where the existing property access is to be removed or becomes unsafe as a result of the construction works, measures to provide alternative access arrangements in consultation with the Auckland Council and the affected landowner;</p> <p>d) Measures to maintain pedestrian and cycle access with thoroughfare to be maintained on all roads and footpaths adjacent to the construction works, where practicable (e.g. unless provision of such access is severed by the works or such access will become unsafe as a result of the construction works). Such access is to be safe, clearly identifiable, provide permanent surfacing and seek to minimise significant detours; and</p> <p>e) Measures to minimise loss of parking through construction (including no parking on Cowie Street by contractor vehicles).</p>	<p>Throughout the document</p> <p>Section 2.2</p> <p>Section 2.5 & Section 3.1</p> <p>Section 3.2</p> <p>Section 2.3</p>

2 Construction Operations

The primary traffic management objectives during construction are as follows:

- Allow uninterrupted access to residential properties at Cowie Street, Sarawia Street, Laxon Terrace and Youngs Lane,
- Minimise construction traffic through Cowie Street,
- Minimise construction staff parking on Cowie Street,
- Maintain pedestrian and cyclist access to Newmarket Park, and
- Minimise impact on KiwiRail operations.

Upon award of the physical works contract, the preferred contractor is to develop a program of operations to satisfy the above objectives.

2.1 Construction Programme

Preliminary construction programming of the Projects works has identified an overall work programme of some 9 months, likely beginning in October 2017.

The following indicative construction sequence achieves the abovementioned objectives:

1. Construction of a site access adjacent to the level crossing, and a temporary pedestrian and cyclist access to Newmarket Park.
2. The following to be carried out in parallel:
 - a. Construction of the bridge at the southern end of Cowie Street.
 - i. Placement and temporary propping of precast abutment panels.
 - ii. Piling and earthworks at bridge abutments.
 - iii. Construction of abutment beams.
 - iv. Placement of superstructure beams, post-tensioning of beams, and casting of integral connections.
 - v. Pouring of footpath slab, concrete barriers, road surfacing, and services.
 - b. Construction of the new road adjacent to Newmarket Park, including the new KiwiRail access track and vegetated swale.
3. Construction of the tie-ins to the new road at Laxon Terrace and Cowie Street.
4. Closing access to Laxon Terrace from Sarawia Street and diverting traffic, pedestrians and cyclists to Cowie Street.

5. Decommissioning of the level crossing at Sarawia Street and construction of the extended turning ‘T’ layout.

The construction programme developed by the contractor is also to account for the following works likely to require KiwiRail Block of Line (BoL):

- Placement of precast abutment panels,
- Piling at bridge abutments, and
- Placement of superstructure beams.

In particular, the contractor is expected to utilise pre-organised BoL periods in November 2017, Christmas 2017, and Auckland Anniversary long weekend for construction of the abovementioned elements.

2.2 Site Access

Sarawia Street shall be the primary site access route for construction traffic, including heavy vehicles. Construction traffic access through Cowie Street shall, as far as practicable, be limited to works associated with construction of the western bridge abutment and approach and with the tie-in works at the end of the existing Cowie Street road corridor. Construction site access for other portions of the Project works is to be through Sarawia Street and, where necessary, along the side of the rail corridor.

2.3 Construction Staff Parking

Where practicable, some staff parking will be available within the construction site. The contractor is to notify all staff, including any subcontractors, working on the Project site that parking on Cowie Street is to be avoided.

2.4 Hours of Operation

Normal operation hours for construction vehicles will be as stated in the Construction Noise and Vibration Management Plan (CNVMP):

- Monday to Friday 6.30am to 8pm
- Saturday 7.30am to 6pm.

Night works would generally occur between the hours of 8pm to 6.30am and would primarily be limited to works generating low levels of noise and vibration. Night works will only be scheduled for construction activities which would impact on normal day-time rail corridor operations and which cannot be completed during the scheduled rail Blocks of Line. Auckland Transport will notify affected parties of these works at least five working days prior to commencement.

2.5 Access to Private Properties

The impact of construction activities or TTM measures on existing vehicle access to properties and businesses will be mitigated to maintain access. Communications with the affected residences or businesses will be undertaken as part of the SSTMP process.

The impacts of such activities will be mitigated through the use of:

- Temporary access ways using metal plates or other methods;
- Construction methodologies that allow access during critical time periods; and/or
- Provision of alternative access ways, parking or manoeuvring areas for the duration of the works.

2.6 Material Storage

Storage of materials required for construction activities is to be within the boundaries of the construction site and away from public access.

Major structural elements for the bridge and retaining structures are either to be cast in-situ or are precast off-site. No storage area is required for the former, while precast elements are expected to be stored off-site at the relevant precast yard until shortly prior to being required for placement. Storage of these elements is expected to be to the east of the rail corridor near the location of the eastern bridge abutment.

2.7 Communication Protocols

A communications protocol will be developed and implemented including but not limited to the following matters:

- names and contact details of key staff and/or contractors responsible for implementing the CTMP;
- contact details of key staff within AT and the contractor who have operational interests in the surrounding road network;
- contact details and location of the site office;
- details of signage to be established, including content and locations;
- location of all relevant consents, managements plans, health and safety plans, and other key project documentation;
- a process for receiving and responding to complaints, including a register for recording all complaints and actions taken;
- a process for scheduling planned heavy haulage and over-sized load vehicle trips such that this can be communicated to the general public and road controlling authorities
- a list of parties that the CTMP will be distributed to for consultation.

Variable Message Signs (VMS) and public engagement should be used to ensure that the public are aware of the expected delays due to construction and also the change in access to Laxon Terrace.

3 Traffic Management

3.1 Vehicular Access

Vehicular traffic access to Cowie Street, Sarawia Street, Laxon Terrace and Youngs Lane will be maintained as per existing condition during construction of the Project.

Following closure of the level crossing and completion of the Project, all traffic access to Laxon Terrace and Youngs Lane will be through Cowie Street and Sarawia Street will be a no exit road.

3.2 Pedestrian and Cycle Access

Pedestrian and cyclist access to Cowie Street and Sarawia Street will be maintained as per existing condition throughout construction. Pedestrian and cyclist access to Laxon Terrace, Laxon Youngs and Newmarket Park will be maintained throughout construction, with temporary access measures provided during specific construction periods including tie-in works at Laxon Terrace.

3.3 Utility Providers

3.3.1 KiwiRail

The contractor will liaise with KiwiRail prior to and throughout construction to ensure that KiwiRail maintenance traffic access will be maintained as far as practicable, and to identify appropriate opportunities for construction vehicle access across the rail corridor.

3.3.2 Other Utility Providers

Access restrictions to utility providers during construction are not envisaged. Should access to the construction site or surrounding area be required by such parties, the Project Manager should be engaged.

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