

# Attachment A: Traffic Mitigation Measures



## Central Interceptor Main Project Works

### Watercare Services Limited

This appendix outlines examples of detailed mitigation measures that could be implemented for the proposed works at 18 construction sites as part of the Project. These may be amended subject to the outcome of detailed design, but are provided as examples of the types of appropriate mitigation that may eventuate from consideration of the Proposed Designation Conditions 17, 18 and 19 in respect to traffic.

#### 1.1 Western Springs Site (**Plan 2** on page 34 of the Hearing Drawing Set)

- (a) All construction vehicles should enter / exit the site via left in / left out movements only.
- (b) Implement appropriate traffic management during any major events at the Western Springs Stadium, e.g. which may involve limiting construction vehicle movements at certain times.
- (c) Upgrade of Stadium Road to ensure that school pedestrians getting dropped off travel safely to the MOTAT entrance on Stadium Road. In particular, this includes:
  - (i) *a 2m footpath on the western side of Stadium Road;*
  - (ii) *a bus drop-off area on the western kerb; and*
  - (iii) *widening of Stadium Road on the eastern side by reducing the existing 4.5m footpath to 2.5m (thus resulting in no additional encroachment to the eastern trees).*

#### 1.2 Mount Albert War Memorial Reserve – Reserve site (**Plan 4** on page 45 of the Hearing Drawing Set)

- (a) Install fencing around the site and access road to isolate pedestrians from the site.
- (b) Closure of the northern access for public vehicles during construction (ie: truck access route only).



- (c) Maintain pedestrian access to the reserve outside the works area and maintain linkages between the Mt Albert Recreation Centre and surrounding streets through the reserve (Asquith Avenue, Selcourt Road, Wairere Avenue.)

1.3 Mount Albert War Memorial Reserve - Car Park site (**Plan 1a** on page 56 of the Hearing Drawing Set)

- (a) Install fencing around the site and access road to isolate pedestrians from the site.
- (b) Closure of the northern access for public vehicles during construction (ie: truck access route only).
- (c) Maintain pedestrian access to the reserve outside the works area and maintain linkages between the Mt Albert Recreation Centre and surrounding streets through the reserve (Asquith Avenue, Selcourt Road, Wairere Avenue.)
- (d) Identify parking areas around Mount Albert War Memorial Reserve to accommodate the possible parking shortfall of up to 25 spaces during the weekends. Alternative car parks can be provided within the reserve subject to approval from Auckland Council Parks and Local Boards.
- (e) Implement appropriate traffic management during any major events at the Mount Albert War Memorial Reserve, e.g. which may involve limiting construction vehicle movements at certain times.

1.4 Lyon Avenue (**Plan 6** on page 68 of the Hearing Drawing Set)

- (a) Maintain or provide alternative pedestrian access through the Roy Clements Treeway.
- (b) Incorporate measures to minimise and manage effects on residents and visitors to the St Lukes Garden Apartments. These measures could potentially include:
  - (i) *Temporarily adding additional green time in the morning peak to the phasing of the Morning Star Place leg of the signalised intersection with St Lukes Road, provided this was acceptable to Auckland Transport;*
  - (ii) *Providing additional traffic calming measures on Morning Star Place at the construction site driveway where pedestrians and cyclists are*



*present. Enforce truck speed restrictions along Morning Star Place to reinforce the existing internal speed limit of 10kph, to make sure trucks travel at appropriate speeds;*

- (iii) Providing a monitoring programme relating to any effects created by heavy trucks on the existing road surface; and*
- (iv) Ensuring representatives of the St Lukes Gardens Apartments are involved in the development of the detailed Traffic Management Plan for the site.*

1.5 Walmsley Park (**Plan 10** on page 87 of the Hearing Drawing Set)

- (a) Restrict site access to left in / left out only.
- (b) Provide parking restrictions either side of the proposed access on Sandringham Road.

1.6 May Road (**Plan 12** on page 98 of the Hearing Drawing Set)

- (a) Provide a 23m parking restriction east of the construction access point on Roma Road. Of note, I undertook further analysis at this site (as part of the December S 92 response) and identified that this length of parking restriction would be required for heavy vehicles to safely access the site (rather than the 10m length noted in the original Traffic Report to include appropriate truck waiting area).

1.7 Keith Hay Park (for the micro tunnelling works parallel to the creek only) (**Plan 14a** on page 109 of the Hearing Drawing Set)

- (a) Strengthen and/or widen the access bridge at the end of Rainford Street.
- (b) Widen the existing pedestrian / cyclist path in Keith Hay Park to create a two way construction access road; or install temporary traffic signals to direct site traffic.
- (c) Establish temporary alternate pedestrian / cycle routes between Cameron Pool Leisure Centre and Mt Roskill Grammar School.

1.8 Pump Station 23 (**Plan 16 (v2)** on page 122 of the Hearing Drawing Set)

- (a) Ensure the detailed CTMP includes ways to ensure queuing of vehicles does not occur on Frederick Street, such as providing a dedicated waiting area in



place of existing parking to ensure vehicles do not restrict through traffic on Frederick Street.

1.9 Motions Road (**Plan 20 (v2)** on page 153 of the Hearing Drawing Set)

- (a) Establish temporary alternate pedestrian and cycle routes for both Motions Road and the nearby footbridge.
- (b) Restrict heavy vehicles to turn left only onto Great South Road.

1.10 Western Springs Depot (**Plan 22** on page 160 of the Hearing Drawing Set)

- (a) Install traffic controls such as convex mirrors to direct opposing traffic accessing the single access-way between the construction site and the Depot car park.
- (b) Implement appropriate traffic management during any major events at the Western Springs Stadium, e.g. which may involve limiting construction vehicle movements at certain times.
- (c) Upgrade Stadium Road as discussed previously for the Western Springs site.

1.11 Rawalpindi Reserve (**Plan 24 (v2)** on page 170 of the Hearing Drawing Set)

- (a) Establish a temporary alternate pedestrian path to the playground that is to be fully separated / fenced from the site.

1.12 Norgrove Avenue (**Plan 26** on page 179 of the Hearing Drawing Set)

- (a) Make arrangements with residents regarding temporary access.
- (b) Relocate the access to existing properties at No.14 and No.16 Norgrove Avenue at the north-western end of the street. Figure 26 of the Traffic Report shows an indicative access arrangement whereby vehicles at No. 14 and No.16 Norgrove Avenue could use a temporary access driveway over the existing berm.
- (c) Produce and implement a detailed CTMP (generally as per (**Plan 77** on page 180 of the Hearing Drawing Set) given the site's location in the road reserve.

1.13 Miranda Reserve (**Plan 31** on page 201 of the Hearing Drawing Set)

- (a) Relocate the bus stop at 337 Blockhouse Bay Road to 40m south of its existing location.



- (b) Provide 16m of no stopping parking restrictions north of the site access by means of broken yellow lines to enable safe access for heavy vehicles.

1.14 Whitney Street (**Plan 33 (v2)** on page 210 of the Hearing Drawing Set)

- (a) Establish a temporary alternate pedestrian route.
- (b) Produce and implement a detailed CTMP (generally as per (**Plan 34 (v2)** on page 212 of the Hearing Drawing Set) given the site's location in the road reserve.

1.15 Dundale Avenue (**Plan 36** on page 220 of the Hearing Drawing Set)

- (a) Limit truck movements around the opening and closing hours of the Blockhouse Bay Christian Kindergarten adjacent to the site.
- (b) Temporarily remove 15m of on-street parking on the northern side of Dundale Avenue to establish a temporary site access accommodating truck swept paths.

1.16 Haycock Avenue (**Plan 38 (v2)** on page 230 of the Hearing Drawing Set)

- (a) Install temporary traffic signals on Haycock Avenue to direct site traffic during the excavation works where the works site extends onto the road carriageway or, alternatively, complete closure of Haycock Avenue.
- (b) Establish temporary alternate pedestrian routes to be established.
- (c) Produce and implement a detailed CTMP (generally as per (**Plan 39 (v2)** on page 232 of the Hearing Drawing Set) given the site's location in the road reserve.

1.17 Other sites:

I consider that the following sites do not require additional mitigation measures other than the Proposed Designation Conditions 17, 18 and 19.

- (a) Haverstock Road (**Plan 8** on page 79 of the Hearing Drawing Set);
- (b) Kiwi Esplanade (**Plan 18** on page 135 of the Hearing Drawing Set)
- (c) Pump Station 25 (**Plan 29** on page 192 of the Hearing Drawing Set)