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CRL UPDATE

Recommendation

AT CRL Mitigation of Effects on Bus Network and Britomart area

That the Board:

- i. Notes the report.

Executive summary

In February 2015 AT let the CRL project's two Enabling Works tunnelling Contracts (C1 Britomart and Lower Queen Street, C2 Albert Street) on an ECI basis. These contracts are currently in phase 1 (Design and Consenting) with the Construction phase programmed from May 2016. In order to facilitate construction of C2, it is necessary to relocate a stormwater main in Albert Street prior to the commencement of main C2 contract works. It is intended to commence on the stormwater realignment contract ("pipejack") in Albert St from November 2015. In order to meet detailed traffic related conditions required by the NoR, the provision of additional bus priority lanes, relocation of bus routes and targeting mode shift from car to public transport have been identified to mitigate effects of construction on traffic flow.

Traffic modelling predicts increased congestion caused by CRL in combination with other construction projects planned for the Auckland CBD area.

There are two staged bus relocations planned to clear the lower CBD area for the construction of CRL ahead of the programmed start dates as follows:

	Bus Shift 1 (Preparatory works for Pipejack works starting November 2015)	Bus Shift 2 (Preparatory works for CRL enabling works starting May 2016)
Go Live date	Sunday 18 th October 2015	Sunday 17 th April 2016
Current Stage	Gained Traffic Control Committee (TCC) approval. Construction has started by existing AT maintenance contractor.	Design phase.

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These bus shifts involve moving bus stops, shelters and associated Pedestrian Information Displays (PID). Both bus shift stages include the construction of new 24/7 bus priority lanes.

Some of the new bus priority lanes are required to mitigate the effects of the CRL works and some were planned as part of the Public Transport (PT) New Network and have been bought forward in programme.

Communication work includes both a “local” communications package (for specific bus stop changes) and a wider “overarching” message to promote mode shift from Single Occupancy Vehicles (SOV) trips to active travel and PT.

Strategic context

The CRL NoR conditions set requirements of CRL to “prioritise public transport as far as practicably possible”. The bus relocation project aims to:

1. Minimise the effects of traffic congestion to the travelling public during the AT CRL enabling works.
2. Avoid PT issues that may jeopardise patronage growth targets. These targets remain “live” and will not be put on-hold during CRL construction.
3. Maximise CRL construction safety and efficiency.
4. Maximise bus operating efficiency.
5. Avoid eroding PT customer satisfaction.

The combination of new bus priority lanes along with the measures to gain a target of modeshift of 4000 Single Occupancy Vehicle (SOV) trips per day is forecast to keep the existing level of traffic service on key bus routes during the CRL enabling works.

It should be noted that during the construction period of the CRL enabling works, there will be a large number of projects in the surrounding CBD area. These projects range from small Council group projects to large private developments. A key focus of the AT CRL project team is to minimise the effects of congestion to maintain access to these development sites.

The redevelopment of Precinct Property Group’s (PPL) Downtown Shopping Centre city centre block is also programmed to commence May 2016 and will also add to construction traffic within the CRL works area. The CRL project team is working closely with PPL in the planning of site access and traffic management during construction.

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AT CRL has a number of detailed traffic related conditions which must be met during the enabling works. These conditions stipulate requirements for traffic data capture and modelling and include a set of travel time criteria which should not be exceeded. The provision of additional bus priority lanes, relocation of bus routes and targeting mode shift will aid compliance with these conditions.

Further detail

From the initial decision to bring forward the lower CBD portion of the CRL tunnels (the “enabling works” contracts) it has been planned to relocate the buses that arrive and depart from the lower portion of the CBD area. This will enable a more efficient CRL construction and provide greater bus timetable certainty.

Bus shift 1 relocates buses and provides additional bus lanes in preparation for the pipejack works. The pipejack works are programmed to start in November 2015 and the “Go live” date for the bus shift is two weeks before this.

Bus shift 2 works relate to the enabling works (cut and cover tunnels along Albert St and Britomart / Lower Queen Street) which commence in May 2016.

The Bus shifts 1 and 2 were developed in consultation with a number of AT internal teams:

- Network Planning
- Service Disruptions (bus operations)
- CRL Project Team
- Strategy and Planning
- City Centre Integration
- Road Operations

AT will provide approximately 1.2km of new bus priority lane in Shift 1 on Halsey, Wellesley, Victoria and Hobson Streets and Mayoral Drive. Phase 2 will provide 0.9km of bus priority lanes on Queen and Custom Streets.

The changes to bus stops, loading zones, central city parking zones and bus layup areas are formally approved by the Traffic Controls Committee before the works are tendered.

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The current budget for this project is:

Budget Item	Phase 1 and phase 2 bus relocation
Communications	\$820,000
Data/EOD	\$400,000
T2 Engineers (Design and consultation)	\$210,800
Project Management	\$240,000
Infrastructure	Shift 1 \$400,000, Shift 2 \$1,300,000

Total budget for bus shift (combined) = **\$3,375,800**

%The phase 2 bus shift works will include the changes that are required to the roadspace at the rear of Britomart. These changes are to remain in place throughout the construction of the CRL Enabling Works. A draft design has been produced for this area. The design essentially relocates existing on road facilities on a “like for like” basis in terms of numbers of parking spaces etc. wherever possible. The design allows for construction access to the CPO and for the rerouted passenger access to the Britomart transport centre.

In addition a design is being developed for the streetscape upgrade following the Enabling Works. This work will be constructed as a final stage of the C1 Enabling Works contract.

Issues and options

Key issues are:

1. Potential for significant traffic congestion despite the mitigation measures.
2. Risk of increased level of complaints regarding the PT changes to bus stop locations.
3. Risk is exceedance of AT CRL’s traffic designation conditions (travel times)
4. Risk of delay to public consultation for the Phase 2 bus shift works by adversarial external partners.

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Next steps

Continued refinement of the detailed mitigation measures.

Document ownership

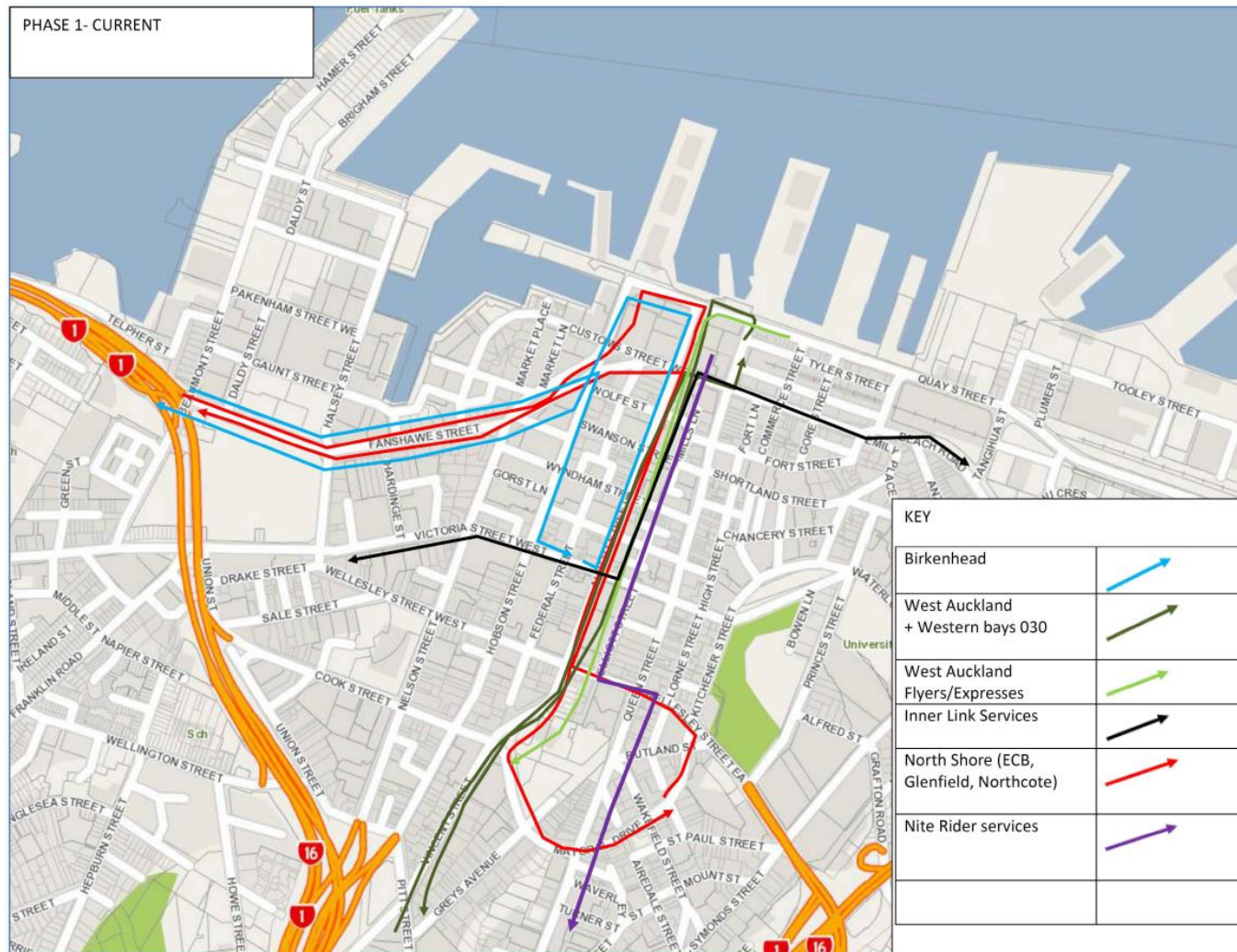
Submitted by	Chris Bird AT CRL Construction Manager	
Recommended by	Chris Meale Project Director, CRL	
Approved for submission	David Warburton Chief Executive	

Glossary

Acronym	Description
AT	Auckland Transport
CRL	City Rail Link
ECI	Early Contractor Involvement
PT	Public Transport

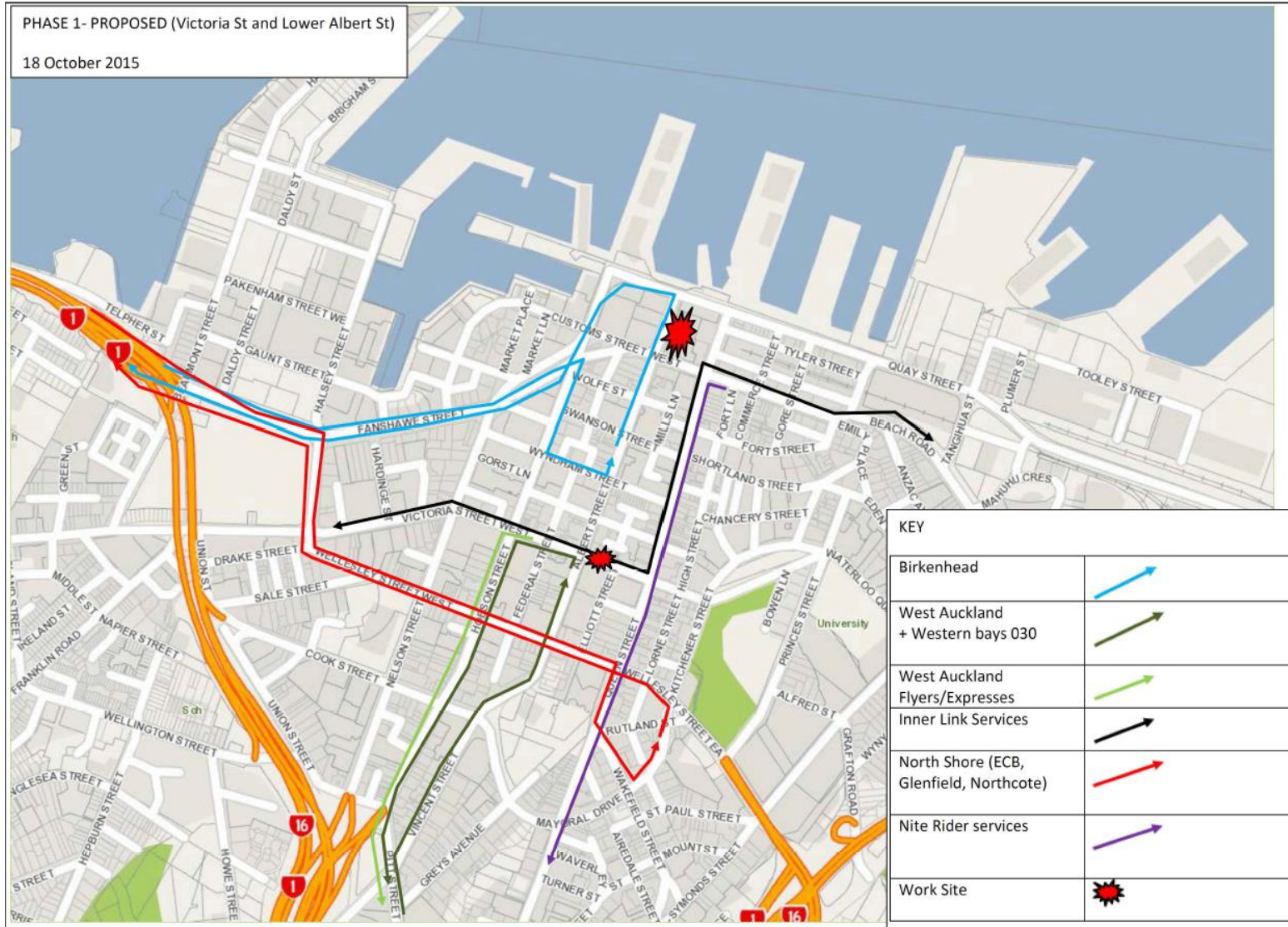
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Phase 1 Current Network



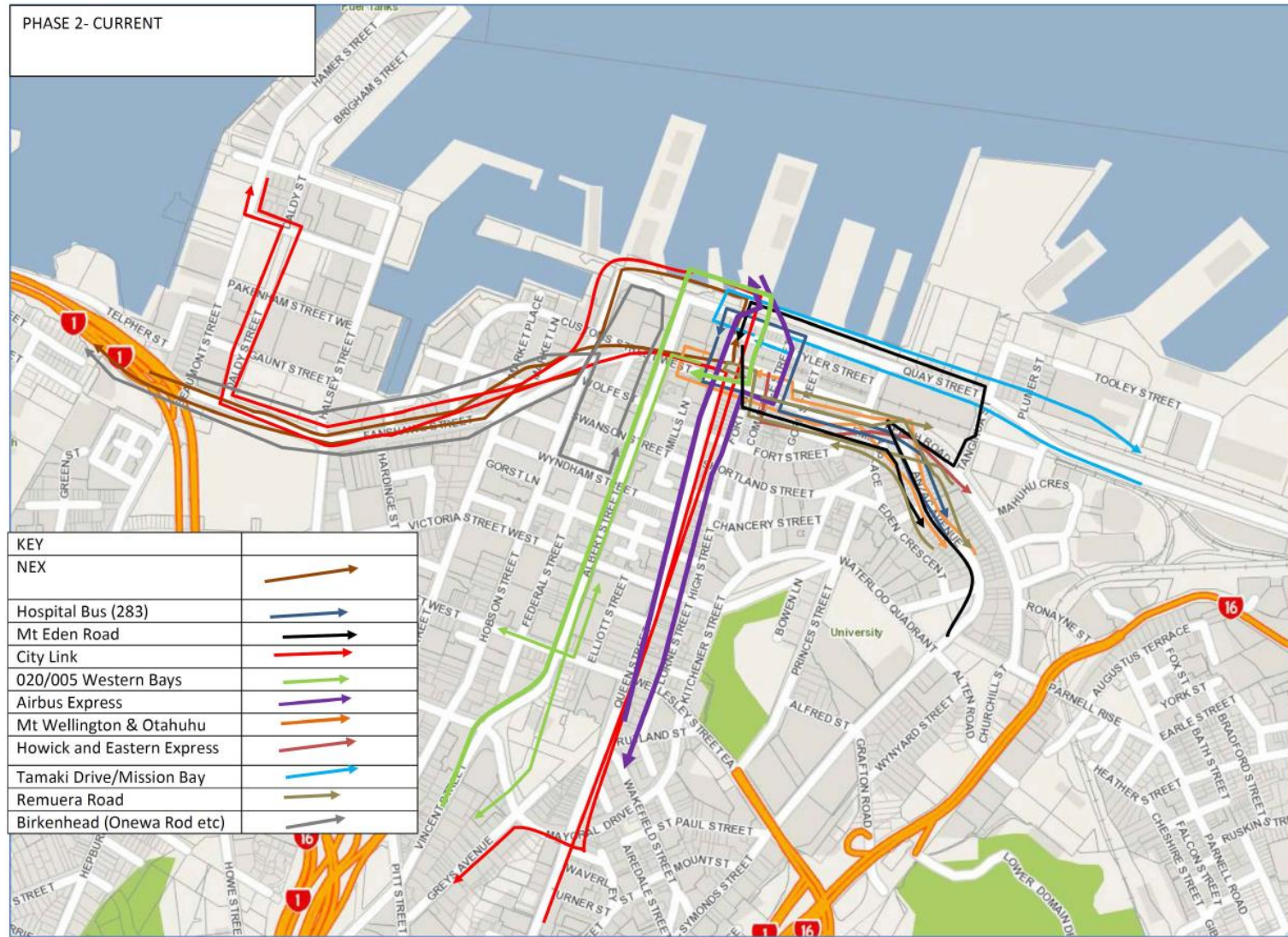
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Phase 1 Proposed Network



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Phase 2 Current Network



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Phase 2 Proposed Network

