

Western Springs Native Bush Restoration Construction Traffic Management Plan

Scope

To provide an outline of traffic/pedestrian management, vehicle movements and parking for the undertaking of the Western Springs Park tree felling project and its impact on pedestrians, parking, MOTAT and Auckland Zoo. The Construction Traffic Management Plan (CTMP) is required by Condition 18A of Consent LUC60321424 and has been prepared in accordance with that condition.

The CTMP should be read in conjunction with the two site access and parking diagrams provided in Appendix A.

Requirement for TTM/SSTMP

Vehicle movements on site will not impact road users nor will work take place in the road corridor so will not require any lane or road closures. For these reasons and application to Auckland Transport for a SSTMP will not be required.

Vehicle movements on site

Treescape vehicles and machinery will access site through the Stadium Road entrance as per the map at the end of this document. Machinery will be established to site on transport trucks and unloaded within the compound located at rear of the stadium facilities. If there is the potential for steel tracked excavators to damage concrete paved surfaces within the stadium facilities, then track mats will be used to protect road/parking surfaces.

Treescape movements through stadium road into the compound are expected to be as follows (indicative only).

Site establishment and preliminary stages

- Security fencing contractors, Ute and Truck (4 days)
- 2x Treescape Utes and council/consultant vehicles during pre-start meetings (2-3 times per week until physical felling to begin)
- 1x Initial establishment with transport truck to bring 20t excavator to site

During felling operations

- Each day of works will commence of approx. 4 utes per day parking in the compound, with occasional light trailers for excavator attachments and a towable fuel tank

- Chipping phase will see a tracked chipper (similar size to the 20t excavator) establish through stadium road.
- Trucks will be required to remove logs from the first staging area within the site then along Stadium Road. Approximately 30% of the felled logs is anticipated to be removed from site.

Disestablishment phase

- Once work felling work and reinstatement has been completed the 20t excavator and tracked chipper is disestablish from site using the same truck/trailer unit that initially transported them into site

Vehicle Parking

Contractor parking is located outside of the site establishment area as per the overall site plan.

Pedestrian Management and Isolation

Prior to machinery establishing on site, Security fencing will be installed as per methodology/works plan to ensure that entrance to Western Springs Forest is as secure as possible.

Compliance with Consent Conditions

In addition to the description of construction traffic management provided above, the specific clauses of Condition 18A are commented on as follows:

- (a) Traffic management measures to maintain traffic capacity or minimise the impact on traffic capacity during weekdays and weekends;*
 - Public parking is not adversely affected as Treescape and subcontractor vehicles will be parked in allocated contractor parking area or within the site establishment area. Please also refer to the response in (k) below in relation to MOTAT traffic.
- (b) Any road closures that will be required and the nature and duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions for general traffic and buses;*
 - No road closures, detours or lane closures are required to complete the felling project
- (c) Methods to manage the effects of the removal of material, and delivery and removal of plant and machinery;*
 - This has been addressed at (i) below. Site access will be through stadium road and will be specifically timed and managed.
 - Track mats will be used where there is potential to cause damage to paved surfaces on the compound area.

- Loads are inspected and secured before leaving site.
 - Wheel wash facility in place within the site establishment area for tyres that may become dirty on site. This is described in the Construction Management Plan and the Land Management Plan.
- (d) *Measures to maintain existing vehicle access to property where practicable, or to provide alternative access arrangements;*
- Existing access to Auckland Zoo and MOTAT will be unobstructed. No public parking will be affected.
- (e) *Measures to maintain pedestrian and cyclist movements and reduce the impact on mobility impaired users on roads and footpaths in the vicinity of the works. Such access shall be safe, clearly identifiable and seek to minimise significant detours;*
- Pedestrian access will remain closed to western springs forest as per currently implemented closures.
 - Additional pedestrian isolation from western springs forest will be added to ensure that worksite cannot be accessed.
 - There are no pedestrian detours or closures within road corridors, road reserve or within Western Springs Park.
- (f) *Measures to manage any potential effects on children at / around education facilities, and children and the general public around MOTAT;*
- Refer to the response at (k) below.
 - Prior to works commencing there will be direct liaison between Treescape and MOTAT. It is expected there will be no impact to operations at MOTAT and no activities will occur within the boundaries of the MOTAT site.
- (g) *Measures to manage any potential construction traffic related effects on pedestrians and/or traffic associated with any events within MOTAT's site;*
- Refer to the response at (k) below.
 - Limit machinery unloading times as per resource consent.
 - Treescape will not plan plant machinery movement in or out of site during the times/dates provided by MOTAT's point of contact.
- (h) *Any proposed monitoring to measure the impact of the works on traffic and the impact of the traffic management measures. If safety or operational issues are evident, measures to be implemented to address these issues;*
- This will be addressed in daily on monitoring visits by Treescape's project manager.
- (i) *Measures to manage the proposed access to the site should the access be unable to cater for two-way traffic passing at the same time, and in particular to minimise reverse movements and blocking of the road;*
- All vehicles including large trucks will drive forwards into stadium drive. There will be no impact to Great North Road or Motions Road.

- Two-way traffic can pass along Stadium Road and will not be impeded by project vehicles. Delivery and removal of equipment will avoid busy public access times within Stadium Road. The contractor will make provision for a spotter to manage truck access in the event that busier than usual public traffic is occurring at the time of a truck movement.
- Likewise, trucks removing logs will be timed to avoid busy public and parking access periods. The truck movements will be infrequent and this requirement can be consistently achieved.
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- (j) *The availability of on-street and off-street parking. This shall include an assessment of available parking for contractors on street and identify measures to meet and/or reduce contractor parking demand should it be found that there is insufficient on-street parking to meet this demand; and*
 - Treescape’s contractor parking will be located as per the overall site plan and will not impinge of public parking.
- (k) *Evidence of consultation undertaken with MOTAT in preparing the TMP.*
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 - Please reference MOTAT Consultation Email correspondence excerpt below (26/02/2021) confirming that works will not impact the operations of MOTAT. Treescape will not schedule truck and machinery movements on the road on days of high occupancy at MOTAT as directed by MOTAT, and in particular, will manage site access to avoid conflicts with MOTAT education programmes including the activities listed below. This will ensure compliance with Condition 14

*“Kia ora Brad
Thanks for this TMP.*

There doesn’t seem to be significant impact on MOTAT, however we would point out the following in relation to increased traffic on Stadium Road, which you may need to review the impact (if any) on your SMP:

- *During School Term Times, MOTAT will have usually 2, but up to 4 buses of school children using Stadium Road as drop off and pick up to/from site. This typically occurs in the time slots between 9:30am and 10:30am, and 1:30pm and 2:30pm. Buses may park up in between times, or circle out in the morning and return for the afternoon pick up.*
- *After school groups operate between 4:00 and 5:00pm, but kids are dropped off by parents in cars.*
- *During the School Holiday period, April 17 – May 2, we have increased visitation and therefore traffic and parking in Stadium Road. This may also include buses or mini-buses dropping groups that will participate in our school holiday programmes.*
- *April 2nd – 4th will be a large event weekend for us with increased visitation, again all private vehicle movements/parking*

- *We have Live Days on April 18th and May 16th, with increased visitation*
- *May 21 – 23 is another large event weekend for us with increased visitation, again all private vehicle movements/parking*
- *May 29 – 30 - another large event weekend for us with increased visitation, again all private vehicle movements/parking*

Happy to take a call to clarify anything,

Ngā mihi

Wayne Schache

General Manager - Business Services

APPENDIX A: SITE ACCESS AND PARKING

