



Midtown Traffic Circulation Plan

(incl. AVO review and implementation)

Project scope, objectives, process and timeline



City Centre Steerco Meeting, 16 April 2025



Purpose

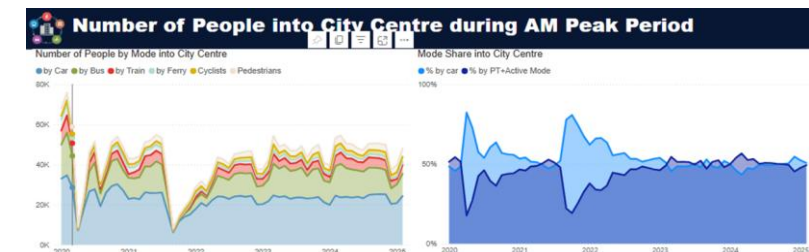
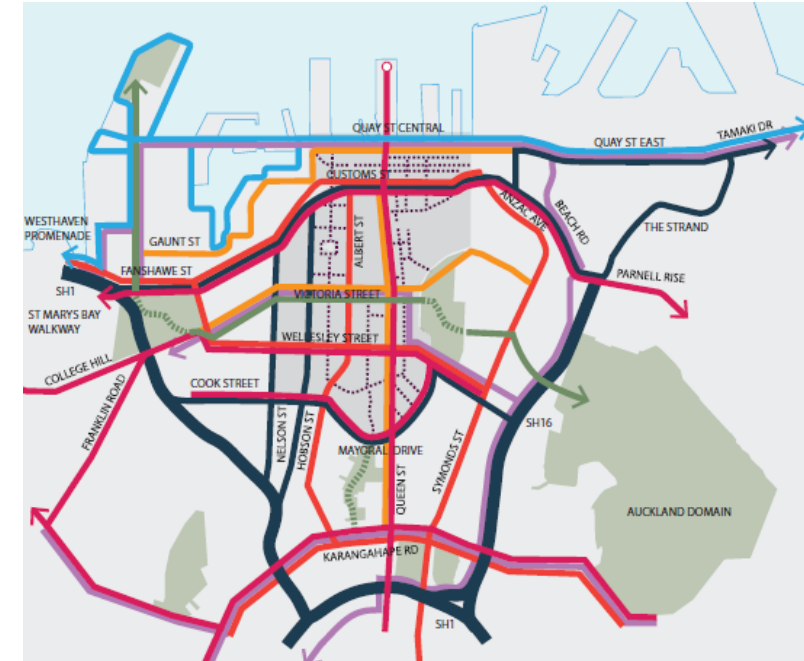
- Provide the City Centre Steerco with an overview of the 'Midtown Traffic Circulation Plan and Implementation' project objectives, scope, process and timeline.
- Outline early initiatives to improve Midtown loading, access and navigation
- Highlight key project risks and issues
- Obtain City Centre Steerco feedback and support for the project approach



Midtown Traffic Circulation Plan

2026 Operational Readiness Objectives

1. Keep the city centre accessible and open for business, despite the build and associated disruption.
2. Retain key network operational planning components:
 - Support good pedestrian movement and experience
 - Promote public transport on designated bus routes
 - Ensure good general traffic connections to the strategic network
 - Maintain accessibility, enable loading and servicing, and encourage general traffic to preferred routes
 - Promote cycling on designated routes
3. Manage and coordinate temporary traffic management to maintain transport network integrity and functionality. Active network management, optimisation and network performance monitoring.
4. Extensive works coordination necessary for the effective delivery of the Midtown Programme. The extensive build is now nearing completion and the transport network put into place.
5. Key elements requiring specific focus is how to manage Albert Street, Victoria Street, Wellesley Street and Queen Street to achieve functional outcomes that also align to A4E aspirations.
6. The city centre positioned for a new, vibrant normal.
First steps towards A4E 'Horizon 1'.



Operational readiness for the end of 2025.

Midtown Traffic Circulation Plan

Objectives

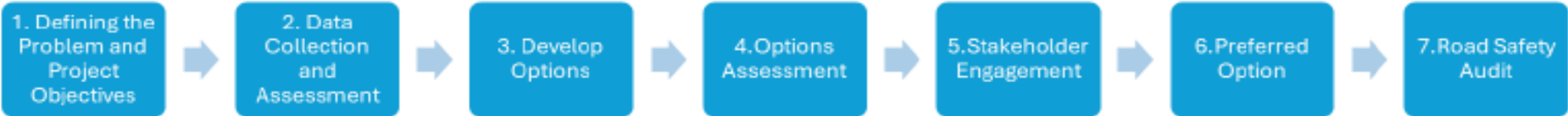
How to best manage midtown traffic circulation to achieve functional outcomes that also align to A4E aspirations.

Scope

Develop a preferred option that will include:

- First steps towards A4E ‘Horizon 1’
- Determine appropriate operational planning interventions for Midtown
- Intersection, access and circulation optimisation
- Subject to consultation outcomes coordinate implementation of 'quick win' loading and PUDO opportunities

Process



Timeline



Preferred option by July
Implementation for November

Item	March	April	May	June	July	August	September	October	November
Mid Town Circulation Plan Study (5 Months)									
Problem Definition and Project Objectives									
Data Collection and Assessment									
Develop Options									
Options Assessment									
Stakeholder Engagement (AT)									
Preferred Option									
RSA									
Detailed Design (2 Months) including resolutions									
Construction Procurement									
Construction (2 Months)									



Midtown loading, access and navigation

Early initiatives



Total mobility

The problem: There are limited suitable locations in the Aotea Arts precinct for safe pick-up and drop-off (PUDO) for those with accessibility needs, limiting their ability to participate in activities in this area.

Key issues:

- ✦ The Queen Street section of Authorised Vehicle Only (AVO) lane is flat and is close to several entertainment venues and conference centres.
- ✦ The gradient of the immediate surrounds and pedestrian accessways outside of the AVO is sloped between 8-15 degrees and therefore prohibitive to those with limited mobility/accessibility needs.
- ✦ As at today, the AVO allows access for buses, goods and service vehicles, motorcycles, mopeds, bicycles and emergency vehicles however does *not* include providers of the Total Mobility Scheme (TMS) service.

Progress to date: Presented option to trial PUDO for TMS passengers within the AVO. Subject matter experts have identified a clear set of requirements to support validation and later, implementation.

Next steps: Given the broader network plan underway, this initiative has been briefed into Beca scope of services for further assessment.

Victoria Street Carpark Trials

Problem 1: There is a high demand for **Loading and Servicing** locations that results in illegal parking and circling behaviour that contributes to traffic build up.

Problem 2: Oversubscription to the kerbside is estimated to increase due to **tradespeople** working on several developments under construction within a constrained area.

Progress to date:

- Effective November 2024, 15 car park bays have been reserved for Loading and Servicing purposes – free for 30 minutes. Unable to formally track, however approx. 3-5 vehicles per day utilise these bays.
- Effective March 2025, a "\$10 a day Tradie parking deal" activated. To date, 4 customers have taken up the offer.
- Initial 'below the line' targeted communications, limiting reach so to initially test the offer and technical solution.

Next steps: Broaden reach – Marketing now exploring channels to deliver 'above the line' activity to increase uptake .

Victoria Street Carpark

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**\$10 offer
for tradies**

Stay focussed on the job, not parking!
Convenient and stress-free parking near your worksite.
Park for \$10 per day

Midtown loading, access and navigation

Early initiatives

City Centre Access

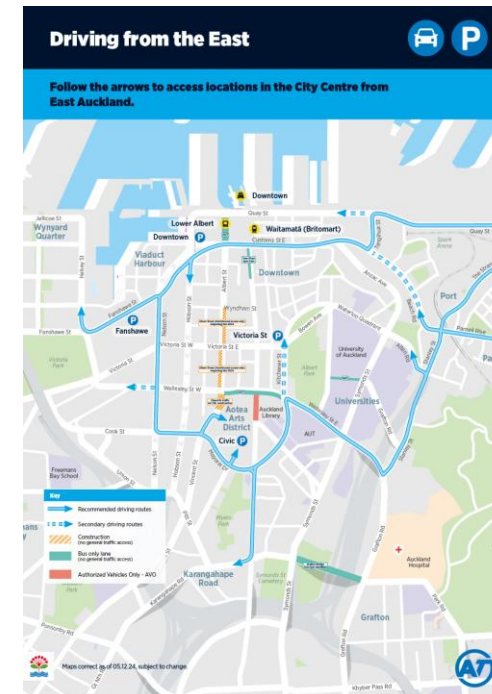
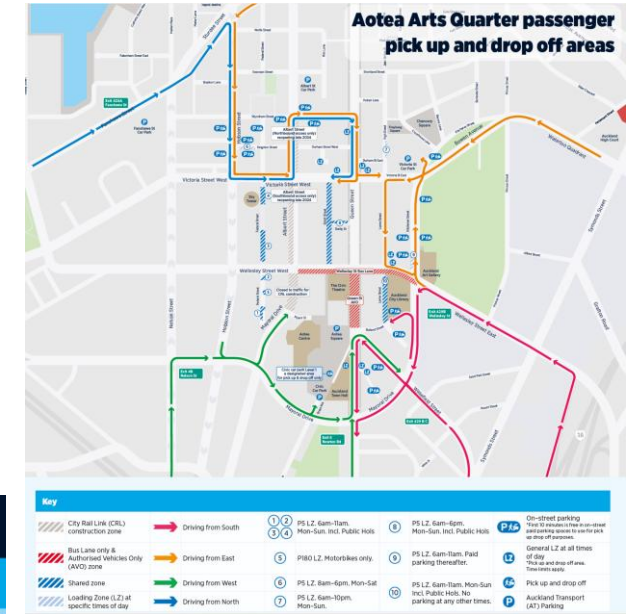
Problem: Customer information needs to be expanded upon to better support them in making informed decisions on how to get to the Aotea Arts Quarter.

Progress to date:

Effective December 2024, an AT webpage went live that includes:

- Public transport options - with details on timetables, routes and night services
- Driving and parking recommendations (maps to avoid the AVO / construction, etc)
- Pick-up and drop-off locations
- Accessibility and mobility parking
- 'Recommended route' maps covering entry from the North, West, South and East
- Payment information

Next steps: Broaden reach – meet with venues that publish similar information on their websites to further improve content and encourage hyperlinks to the AT site to ensure information remains valid/accurate.



Risk and Issues

1. Negative public perception of the existing Queen St AVO lane
2. Poor understanding of the purpose and benefits of an AVO lane
3. Constrained timeframe to deliver the full recommended scope of the 'Midtown Traffic Circulation Plan'
4. Reconciling different stakeholder opinions on how to improve AVO operations
5. Wellesley St Bus Improvements, stage1 project – delayed completion
6. Watercare drainage works – impact and delay
7. Interface and integration with 'overlapping' projects
8. 2025 Local body elections – 'black out' period preceding elections
9. Developing an efficient and effective political engagement and governance 'runway' for the project
10. Uncertainty related to the CCO review



Recommendation

That the City Centre Steering Committee provide feedback on and support for the approach taken to deliver this project

