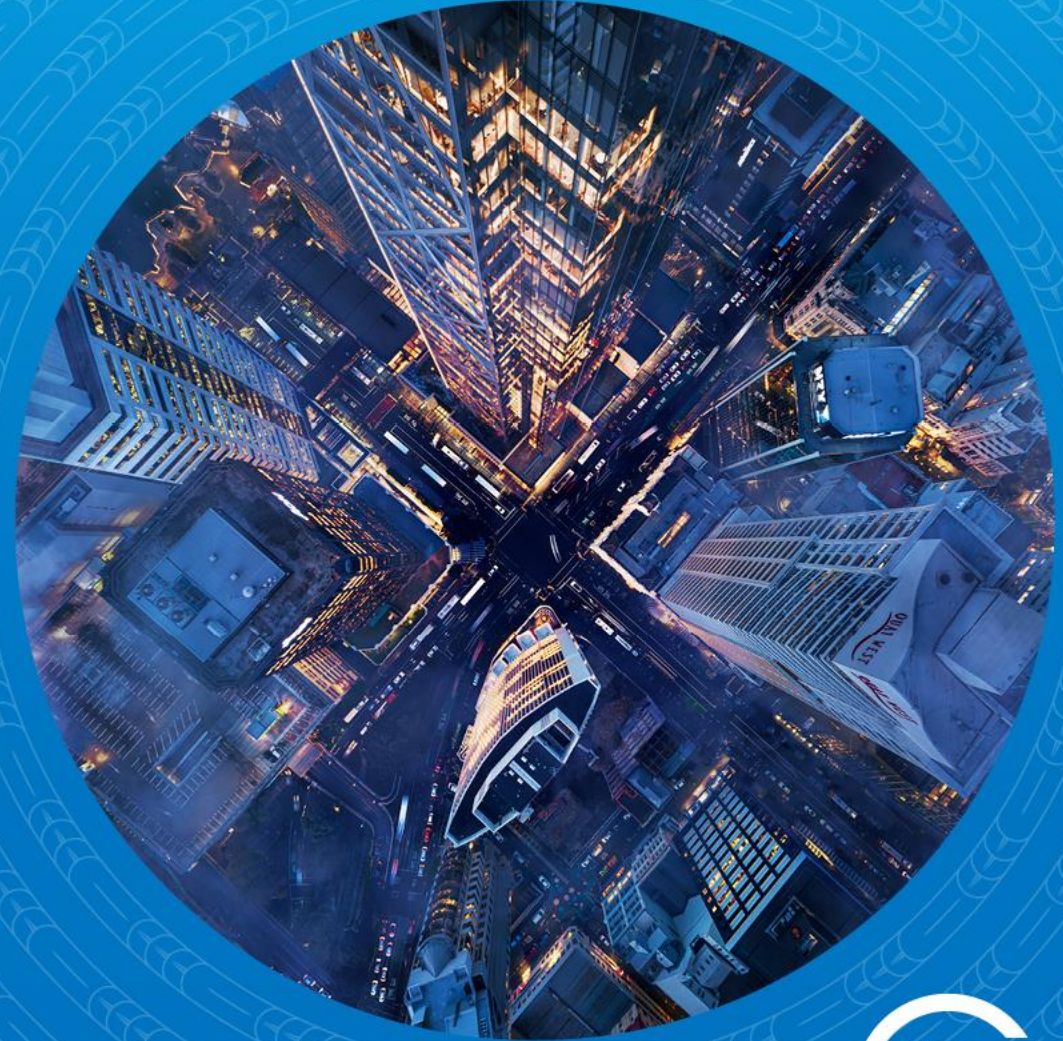




# The good plan



**Presented by:**

Miguel Menezes, Technical Lead - Network Optimisation



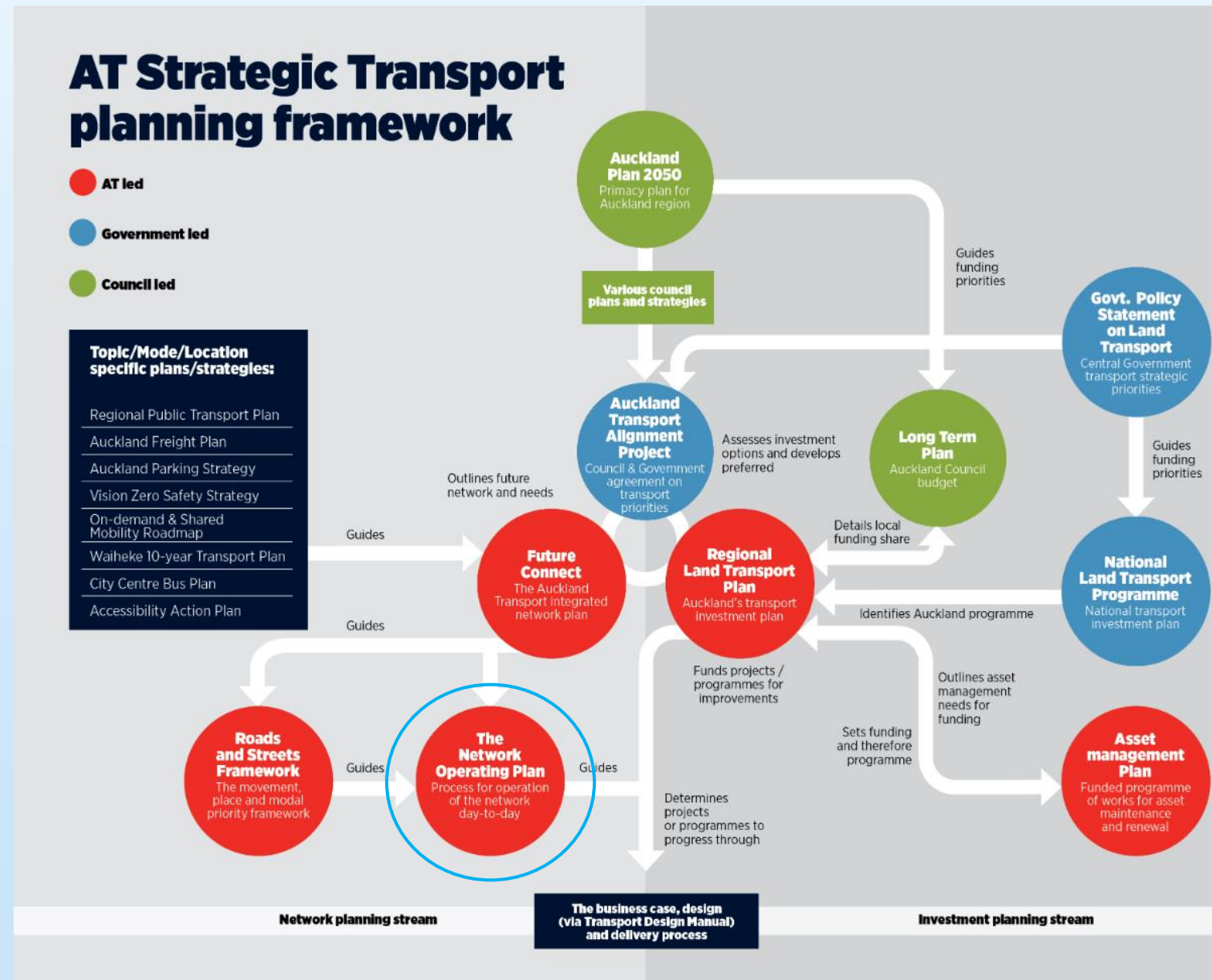
# We have a plan

Tāmaki Makaurau a place desired by many:

- Auckland Plan 2050

Transport response:

- Safety
- Future Connect. Roads and Streets Framework.
- Auckland Network Operating Plan
- Transport Design Manual



# What is the ANOP

The ANOP operationalises strategy:

- **People and goods** movement orientated
- **Multi-modal**
- Uses strategic multi-modal **networks** from Future Connect

# Application of the Auckland Network Operating Plan



# What is the ANOP

The ANOP operationalises strategy:

- People and goods movement orientated
- Multi-modal
- Uses strategic multi-modal networks from Future Connect
- Applies **sound operational planning** principles



Promote walking in high pedestrian areas



Promote cycle links to activity centres and designated routes



Promote high priority on designated bus routes



Promote the designated freight network



Promote preferred traffic routes



Specify requirements by time of day



Promotes safe outcomes








Support 'places' and activity centres

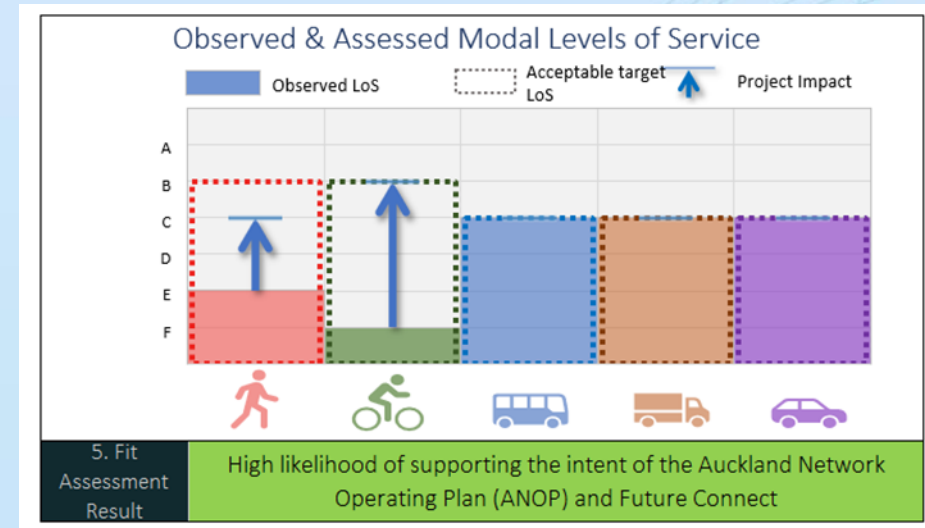
# What is the ANOP

The ANOP operationalises strategy:

- People and goods movement orientated
- Multi-modal
- Uses strategic multi-modal networks from Future Connect
- Applies sound operational planning principles
- Applies **measurable metrics** for each mode AND **aspirational targets**
- An assessment **tool** to help

User/mode	Aspirational user experience or LOS (as stated or higher)	
 Pedestrians	B/C C/D	At high pedestrian demand locations and times At all other locations
 Cycling	B B/C	Within activity areas with cycle network connections On the strategic cycle network
 Public transport	B B/C C/D	On the Rapid Transit Network On the Frequent Transit Network On remaining bus network
 General traffic	C/D	On the strategic general traffic network during the commuting peaks Lower on local streets
 Freight	C/D B	On key Level 1A/1B Strategic Freight Network routes at all times On the Level 1A/1B Strategic Freight Network during the interpeak

**Auckland Transport** Application of the Auckland Network Operat



# 6 areas of focus



# 1. Monitor

## Statement of Intent metrics:

- People movement productivity increases
- 85% freight network without congestion

## State of the network metrics:

- % Congestion on General Traffic Network
- % Congestion on PT Network reduces
- Active mode delay at controlled intersections
- % Active mode facilities on designated routes

## Aspirational goals:

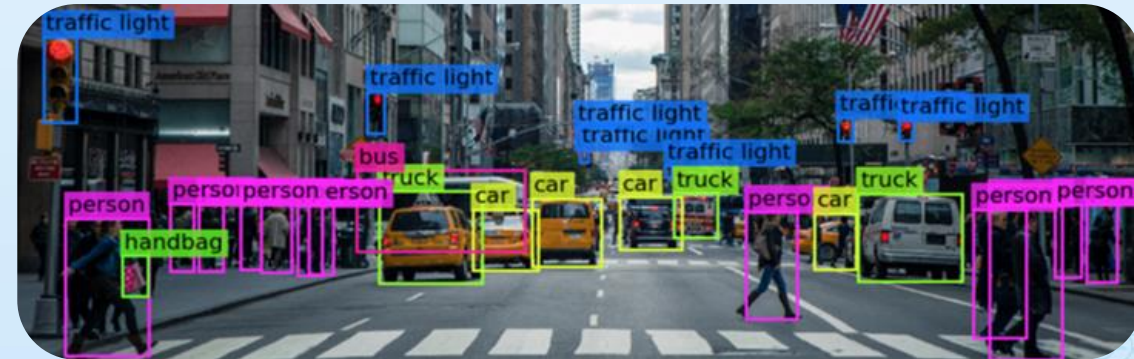
- 10km in 20 minutes in 10 years (currently 23 minutes)
- Keeping Tamaki Makaurau Moving and connected



## 2. Network Operations

Managing and operating traffic signals in alignment with strategic intent:

- Ensure appropriate priorities are provided for appropriate modes at appropriate locations and intersections by time of day
- Routine traffic signal optimisation
- Real time monitoring
- Smarter intersection operations:
  - Bus booster
  - Advance detection at traffic signals



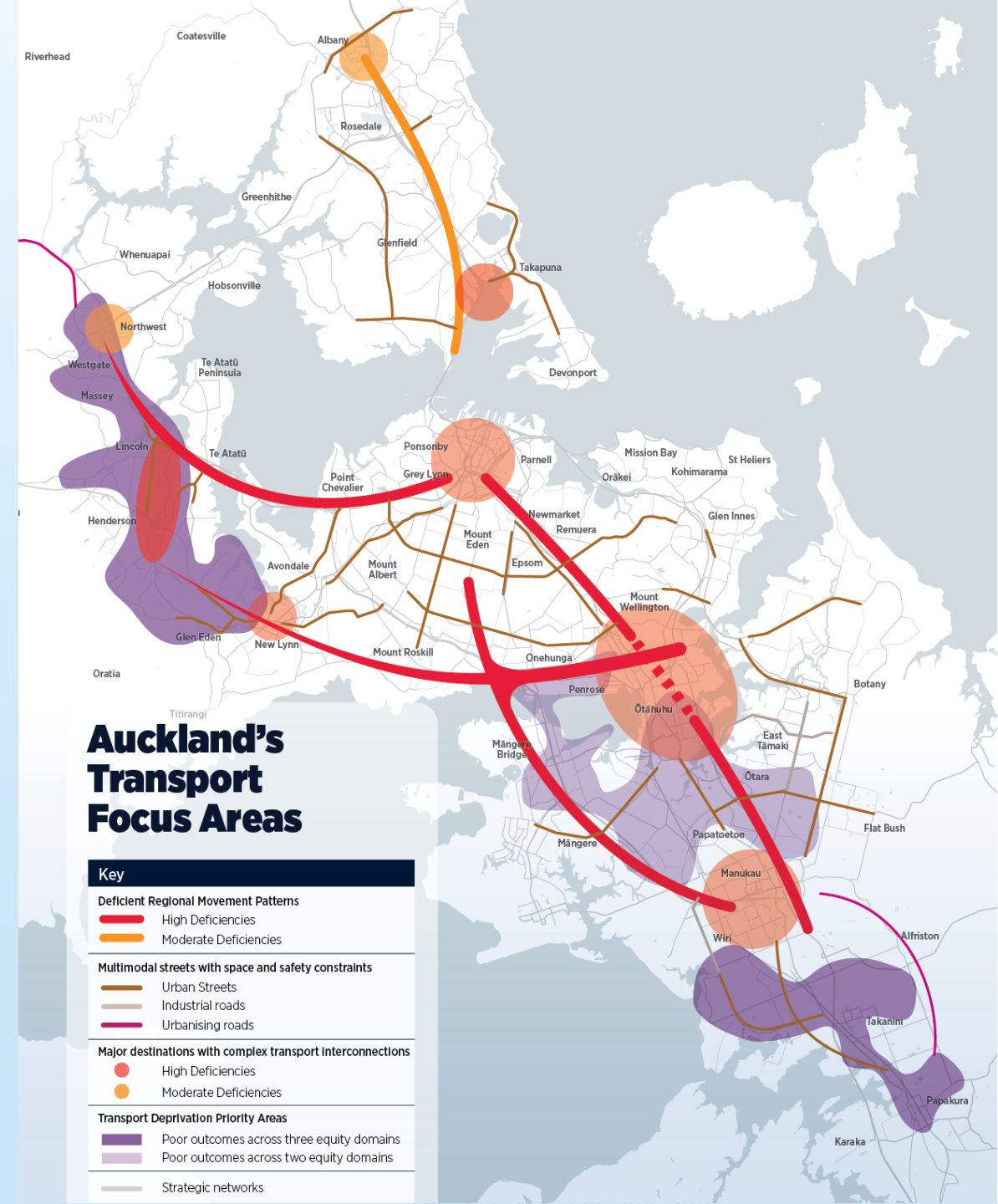
# 3. Network optimisation

Informs and directs the Auckland Network Optimisation Programme

## Physical interventions that:

- Complements larger interventions and fills the gaps
- Precedes larger interventions
- Provides network operational health through multiple smaller scale interventions

**Network Optimisation** = Network Management  
+ Capacity Creation  
+ Behaviour Change



# 4. Temporary Traffic Management

Apply the ANOP for temporary traffic management approvals

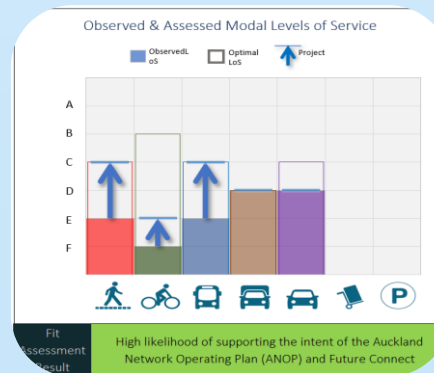
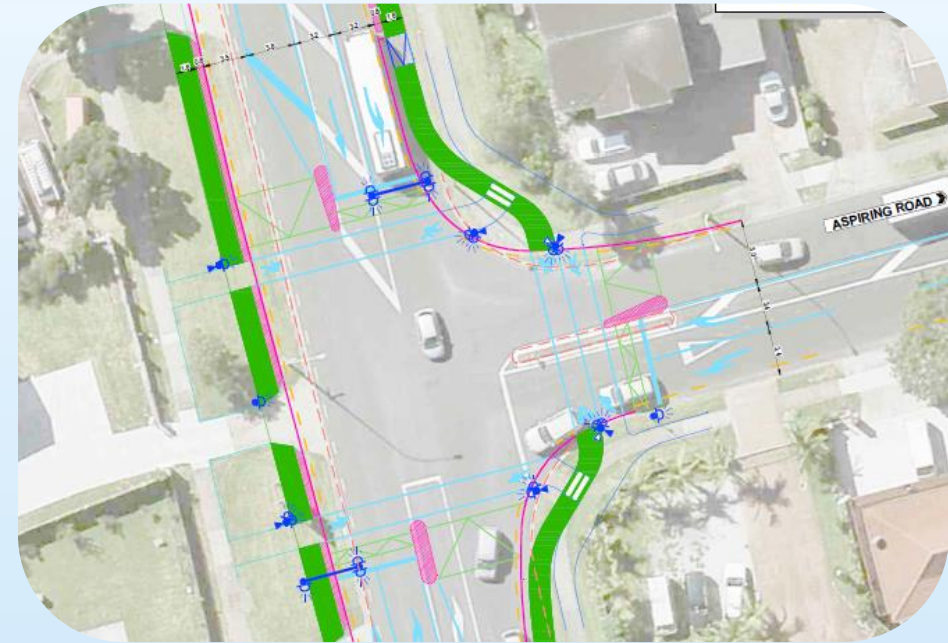
- Expect 'less than minor' impacts on the network through disruption (as far as possible)
- Identifies necessary mitigation measures
- Highlights what is important
- Ensures network functionality is retained despite disruption
- Less disruption to customers and operational performance
- Enabled city centre guidelines
- State of network remains healthy



# 5. Projects and Developments

Apply the ANOP for all projects and resource consents:

- Highlights what is important
- Ensures network functionality and what is important is upheld or improved
- Expect positive overall outcomes for all improvement projects
- Expect 'less than minor' impacts on the network by developments and where mitigation measures are necessary



## 6. Customer interaction

Use the ANOP to explain We have a Plan

### ANOP helps explain:

- Why interventions are introduced
- Why bus lanes or pedestrian have priority
- What does good look like
- Multi-modal counts
- Better together
- Appropriate modes at appropriate times at appropriate locations
- Establishes common language
- Levels of Service = customer experience = health check



# Case studies



# East Tamaki Road / Preston Road / Ormiston Road

Significant deficiencies for multiple modes including safety fatality location.

## Project planned to deliver:

- Improved safety outcomes
- Improved pedestrian provision
- Connect missing cycling facilities
- Improved freight movement outcomes
- Improved peak period general traffic outcomes
- Better outcomes for the local activity centre and neglected part of the roading network



# East Tamaki Road / Preston Road /Ormiston Road

Project delivered:

- As per previous slide!
- Lifted key deficiencies closer towards aspirational targets
- 'Passed' on key movements



# Tamaki Drive Cycle improvement

Cycling and pedestrian improvements across Ports of Auckland access.

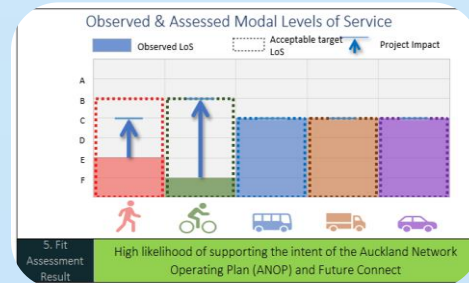
Heavy vehicle movements through previous left turn slip lane.

High cycling demands.

Significant safety improvements.

## Project delivered:

- Similar intersection operational performance
- Good levels of service for both cycling and heavy vehicles
- Safety improved



# Nelson Street Corridor & Intersection optimisation

Busy commuting corridor off SH1 and SH16 with regional cycling facility

40km/h speed limit with peak period operating speeds of 20km/h

## Project delivered:

- 30km/h green wave for cycling and SH1 offramp and then SH16 during morning peak. Reverse for afternoon peak.
- Advance detection for both the left turn into Wellesley Street and cycling movements
- Significant benefits to all users with dynamic solution



# Maioro Street dynamic bus lane

Maioro Street is a busy arterial with key bus route past a local school.

## Project delivered:

- Improved intersection adjacent to the school.
- Midblock traffic signal to service bus stops and enhance pedestrian outcomes
- Dynamic bus lane
- Significantly improved bus movement outcomes
- increased people movement efficiency and productivity





# The good plan

## Concluding thoughts

- Have a plan
- Beyond binary
- Better together
- Takes time, and is for the greater good

