

WQ TMA

Wynyard Quarter Transport Management Association

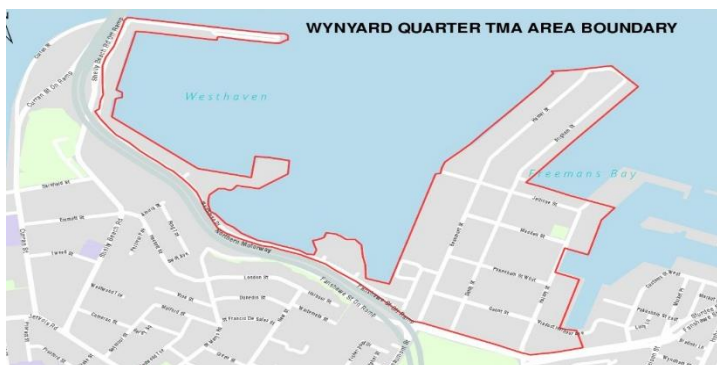
Submission in respect of: Auckland Council 10-year Budget 2021 – 2031 & Long-term Plan consultation document

Name of submitter: Wynyard Quarter Transport Management Association ('WQ TMA')

- This is a submission on Auckland Council 10-year Budget 2021 – 2031 & Long-term Plan consultation document

1. Wynyard Quarter Transport Management Association - background

1.1 Wynyard Quarter Transport Management Association (WQ TMA) is an independent group representing developers, landowners, employers, the marine and fishing industries, and the arts and hospitality sector which collectively have, and continue to develop an environment to work, live and play. The former industrial area is now booming with offices, housing, and a vibrant entertainment sector. The area is home to some major employers including Air New Zealand, ASB, Datacom, Fonterra, Genesis, Kiwibank, Sanford, Southern Cross and has a reputation as the innovation hub of Auckland. The map below shows the TMA area boundary.



1.2 The TMA was established under Part 14.9.3.10 (Wynyard Quarter) of the Auckland District Plan 2004. It was made a condition of the Planning Consent and Environment Court Order 2012. Trip generation ceiling targets were specified in the District Plan (DP) and are linked to the extent and timing of development permitted in Wynyard Quarter. The Resource Consent for Wynyard Quarter set a target of a 30:70 mode split by 2020. With 70% of all journeys being by sustainable modes. However, this figure has been anecdotally revised to a 20:80 or even a 10:90 split just to keep the area moving.

1.3 The objectives of the TMA as outlined in the Rules are as follows:

- a to advocate to the Government, local authorities and/or persons, corporations or associations for the improvement of transport services and transport infrastructure to benefit the Wynyard Quarter community;
- b to promote and share information with regard to access and transportation in and around Wynyard Quarter; and

- c to do all things as are, or may be incidental to, or conducive to, the attainment of these objectives.
- 1.4 There are constraints on access to Wynyard Quarter. This has resulted in a heavy reliance on trip generation management, and restrictions have been placed on office activity under the Auckland Unitary Plan¹ to ensure that vehicle traffic entering and exiting the Wynyard Quarter is not increased. The mission of WQ TMA is to be the voice of the Wynyard Quarter: creating a thriving safe environment for business and community and fostering economic vitality by building partnerships, and delivering targeted transport initiatives.
- 1.5 WQ TMA recognise that the Wynyard Quarter area is being developed to become a unique waterfront location embracing a thriving economic hub, as well as playing host to major events (for example the 36th America's Cup). WQ TMA understands that the regeneration and development of the area is ongoing. WQ TMA are keen to ensure that the area gets the very best transport infrastructure to support the ongoing economic growth of the area. This means well connected, reliable, frequent sustainable transport options of high quality that ensure the safety and well-being of all users of the area.

2. Comments and observations

2.1 Page 11 Transport demands

- Deaths and injuries on Auckland roads have been highlighted as an issue. Whilst all incidents are tragic it would be useful to have some context as to the scale of the issue. Perhaps using per capita figures would be more meaningful. [World Life expectancy website](#) shows that for New Zealand as a whole:

- 5.96 per 100,000 population die from road traffic accidents
- 11.64 per 100,000 population die from suicide
- 17.64 per 100,00 population die from breast cancer
- 113.22 per 100,000 population die from all cancers

WQ TMA supports actions to improve road safety and reduce accidents and deaths, but understands that this needs to be done with consideration to other factors.

- Road transport related emissions are quoted to be increasing by 9%. Again, some context around this would be useful – what are the figures for other comparable cities?
- “Public transport use in Auckland is growing fast” As the city grows, one would expect growth in public transport. It would be useful to understand how many people are paying to use public transport vs those using the service for free. Also, useful would be knowing which services are the most well used and which areas currently lack PT services. This would enable scarce resources to be targeted in the right area.

¹ Auckland Unitary Plan, 1214.8.2(2)(a)(ii) requires that restricted discretionary office activities in the Wynyard Quarter have to demonstrate that the activity, along with any other existing, permitted or consented activities do not exceed the following trip generation targets: 3650 vehicles per hour two way; 2500 vehicles per hour one way inbound or outbound during the weekday morning peak (7am to 9am); and 2500 vehicles per hour one way outbound or inbound during the weekday afternoon peak (4pm to 6pm).

2.2 Page 12 Responding to Climate Change

- WQ TMA concur and support the objectives to efforts to reduce the impact of climate change.
- Electric buses are welcomed but there is concern over where supporting infrastructure such as charging stations would be located.
- Wynyard Quarter is an ideal test bed for pilot studies and trials, with an enthusiastic and engaged business community.

2.3 Page 21 Transport

- There is no mention in this section about reducing carbon emissions or road safety. These were both mentioned earlier in the report but seem to have been omitted as part of the “investment package”

2.4 Page 28 Council support

- “renew corporate property and the vehicle fleet”
WQ TMA are already working with businesses in the area to look at switching to fully electric fleets. This would reduce emissions, and hopefully overall fleet numbers. It would be great to see Auckland Council reducing its’ fleet numbers, (not just “renewing” them), and leading by example to switch to fully electric vehicles. Investigating electric car share schemes would enable wider use of vehicles. Vehicles which might otherwise simply be parked in a car park for 12 hours a day.

2.5 Page 30 Responding to climate change

- WQ TMA supports the need for reductions in vehicle emissions and Wynyard Quarter could be used as a test bed for the roll out of pilot projects.
- As part of this “providing support and advice to help businesses reduce emissions” should be added to the list. Some of the Councils current initiatives, such as FutureFit, should be actively rolled out to businesses.
- Wynyard Quarter businesses could be used to have input to, and assist with, a trial of such programmes.

2.6 Page 44 Extending the duration of the City Centre Targeted Rate

- It would be more equitable for the membership of the current “Heart of The City BID” to determine if they wish to extend this.
- Perhaps there should there be a ballot of the business owners within the affected area.

2.7 Page 51 Waterfront properties

- WQ TMA are supportive of the concept of leasing Council owned sites in the waterfront precinct. We do this on the proviso that, WQ TMA are actively engaged with and included in the consultation processes as these development sites are leased.
- This should ensure that local transport issues and opportunities are taken into consideration, and avoid the area being used a bus layover zone.

2.8 Page 66 Waitemata Local Board (WLB)

- WQ TMA support the request from WLB to reinstate Local Board Transport Capital Fund. This will enable the WLB to improve road safety, and street scaping, and support cycle lane programmes that contribute positively to the environment and community wellbeing.

3. Summary

- 3.1 Question 1: Overall, WQ TMA support the proposed budget including additional rates funding so that Auckland Council can deliver more transport projects, provide further regeneration into Wynyard Quarter, and other areas.
- 3.2 Question 2: Support the proposed increased investment responding to climate change.
- 3.3 Question 6: Support the priorities of the Waitemata Local Board (WLB), including advocating for reinstatement of the regional Local Board Transport Capital Fund to the pre-COVID-19 level of \$21 million annually and for previously allocated funding of \$38 million – lost through council’s Emergency Budget – to be fully restored.
- 3.4 Question 7: WQ TMA support the request from WLB to reinstate Local Board Transport Capital Fund. This will enable the WLB to improve road safety, and street scaping, and support cycle lane programmes that contribute positively to the environment and community wellbeing.

ENDS