

Submission in respect of:

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

- This is a submission on Regional Land Transport Plan 2021 to 2031

## 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, Sanford and has a reputation as the innovation hub for 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.

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 Plan<sup>1</sup> 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 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 FUNDING

#### 2.1.1 Regional fuel tax

WQ TMA are keen to understand more about the current underspend of the Regional Fuel Tax (RFT). Whilst projects like the improvements to the central ferry terminal have been welcomed, WQ TMA would like to see greater transparency on where and how the RFT is being spent. This is effectively an additional tax on all road users, but particularly effects freight operators, and those with the lowest earnings.

#### 2.1.2 Congestion question – demand management-based pricing scheme

WQ TMA is in principle supportive of congestion charging across Auckland to address major productivity issues for business. However, any such charging needs to be introduced alongside a much improved public transport system. Easy access to Auckland city centre is vital to the success of the regional and national economy. If congestion charging is to be introduced it should not deter businesses, workers or visitors from accessing the city centre.

### 2.2 TRANSPORT CHALLENGES

#### Climate change and the environment

*2.2.1 Page 22 "Road transport has consistently been Auckland's largest single source of GHG emissions at 38.5% percent in 2018. The overwhelming majority of these emissions (80%) come from*

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<sup>1</sup> 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).

*private motor vehicles and light commercial vehicles. Heavy vehicles (or freight and buses) account for 20% of land transport emissions”.*

Wynyard Quarter as a target of a 70:30 mode split as set down in the DP for the area. Businesses in the area are working towards reducing single occupancy vehicle trips. This is workable for the area as it has good public transport connections and most employees for traditional office hours. We acknowledge however, that where the hours are outside of those served by public transport, or commuters live in areas not well served by public transport there are considerable challenges to mode shift. Generally, the population got behind the Auckland water reduction targets. This was well publicised and the message was easy to understand. Perhaps a similar style of campaign would help reduce vehicle trips, and therefore emissions.

2.2.2 Page 24 Everyone simply swapping to drive EV’s will help reduce emissions but it won’t solve congestion problems, or improve road safety or reduced maintenance needed on our roads and footpaths. Smarter thinking is needed than this to solve the complex issues.

Page 47 talks about the need to accelerate the uptake of EVs. This would be most effective at a fleet rather than an individual level. Organisations such as WQ TMA (and BIDs) have strong links with businesses and can help facilitate change.

Page 48 *supporting the uptake of EVs* More EVs require significant improvements to the current infrastructure to support EV users.

### **2.2.3 Travel options**

Page 27 *“approximately 39% of Aucklanders currently served by public transport live within 500 metres of a rapid or frequent public transport stop”.* Is the PT able to take them to where they want to go? Creating more bus lanes on congested routes can help create reliable journey times and thereby encourage use. Bus lanes over the Harbour Bridge at peak times?

### **2.2.4 Ferry provision**

Ferries could play a much bigger role in moving people if the network was expanded. It would be good to understand what the future plan for ferries looks like.

### **2.2.5 Park and Ride**

Increasing parking capacity at park and ride sites will almost certainly add to congestion on the surrounding road network. AT need to look at why people are choosing to park at park and ride – and then provide alternatives. Building more car parking spaces may not be the best solution.

### **2.2.6 Active modes**

Page 28 Provision of facilities for active modes users such as secure bike parking, water fountains, and public lockers may help increase active mode journeys.

### **2.2.7 Safety**

Page 5 *“In 2017, 813 people died or were seriously injured on Auckland roads. Provisional numbers for 2020 show a continued decline since then, with 539 DSI for the year ending 31 December 2020. This represents a 33.7% reduction”* With Auckland enduring multiple lockdowns during 2020 in which the roads were empty, I am uncertain why these figures are being used to illustrate a decline in numbers of deaths or those seriously injured. No one should try and take credit for these reductions.

Page 29 *“Auckland has the highest rate of DSI per kilometre of road when compared to all other New Zealand regions”*. This figure/statement is somewhat meaningless unless put into perspective. How does this figure compare with other cities of comparable size and what is the figure per 1000 of population? Some context is needed.

### **2.2.8 Access and connectivity**

Community Connect – great idea. WQ TMA would like consideration to be given for ongoing support of free trials for commuters to encourage mode shift to public transport.

### **2.2.9 Light Rail**

Page 38 *“This RLTP does not include completion of full light rail links from the City Centre to Mangere and Auckland Airport, or to the northwest (as assumed in the 2018 RLTP)”*.

WQ TMA is keen to be consulted on any plans to connect light rail through into Wynyard Quarter. The route will be critical and will have major implications on how streets function in the future. The significant disruption will need to be well managed, and it is hoped that lessons from the CRL will be learned.

**2.2.10** Page 46 *“Ongoing operational funding for programmes which support employers who want to encourage their people to use more sustainable modes of transport”*. Despite being listed, there appears to be no budget provision for this activity.

### **2.2.11**

Page 49 *How Auckland’s transport contribution to a 50% total emissions reduction might be achieved*

This diagram mentions *“working from home”* WQ TMA would like to suggest that this be amended to flexible working. This would encompass working remotely (either at home or from a satellite office closer to your home) as well as encouraging flexible working hours. This would reduce the need to commute at peak times.

*“Employer sustainable transport initiatives”* – great idea but no detail. Detail needed on what the budget for this might be and what support might be available to businesses wanting to make changes.

Also added to this diagram could be changing fleets to EVs and introduction of citywide EV car share schemes, both of which would help reduce emissions.

Page 50 *“Introduce employee remote working (one day per week) Industry: Implement workplace policies”* We have just been through the most comprehensive remote working project ever (thanks to Covid 19). Most businesses already have their WFH strategies already in place.

It should be noted that remote working has had a negative impact on some businesses. These are ones which rely on workers for their income and livelihood, such as cafes, drycleaners etc.

Page 63 *“Overall vehicle kilometres travelled. Holding steady at 2018 baseline”* The target here should be to reduce the kilometres travelled not to keep it the same. Bold targets are required if we are to have any real impact on congestions emissions road safety etc.

## **2.3 OPPORTUNITIES**

### **2.3.1 Bus parking provision**

Funding has been allocated in the RLTP to support bus exchanges in Wynyard Quarter and the Beach Road area, as outlined in the Auckland Transport Bus Reference Case 2020. This is welcomed by WQ TMA, as it is hoped that this will end the practice of busing parking in on-street public car parking spaces in the Wynyard Quarter precinct. It is not clear how the proposed Downtown Carpark sale, or the redevelopment of the existing Jellicoe Street car park, and the bus interchange concept fits within these and the overall strategy as it is not referred to in the Bus Reference Case document. Clarification is sought on these issues.

#### **Electric and hydrogen buses**

WQ TMA is supportive of the target to ensure all new busses procured from July 2021 are either electric or hydrogen.

### **2.3.2 Electric vehicle & bike share schemes**

Electric vehicles do have a role to play in helping reduce emissions but they are not as important as mode shift to active and public transport. However, WQ TMA would like to see more done to encourage a city-wide network of electric car share schemes. It is important that EV's are singled out, as opposed to other vehicle types, as we do not want to add to GHG. Currently there are several operators in the mix, but we believe that priority and incentives should be given to pure EV only operators. WQ TMA would also like to see more public EV infrastructure, to support and encourage EV usage, for both bikes and cars.

WQ TMA would also like to see priority being given to electric bike share schemes. This would include providing secure public bike parking and charging facilities. These should be incorporated into the new developments being planned for the Wynyard Quarter area.

### **2.3.3 Enforcement and fees**

WQ TMA would like to see revenue collection increased by more active monitoring and enforcement of both on and off-street parking. This would improve the turnover of car parking spaces, as well as generating revenue for Auckland Transport.

WQ TMA understands that camera technology put in place to help support more effective parking enforcement is currently not operating due to resource issues. There is no point in investing in technology that is then not used. This also means that AT are potentially missing out on revenue.

### **2.3.4 Maintenance**

Roads and footpaths need to be maintained to a high standard. This is vital to keep the city centre attractive and safe.

### **2.3.5 Northern Pathway**

This project has an uncertain future but it is a key link in the regional active modes network. If / when completed, it will deliver high numbers of cyclists and walkers into the Westhaven/Wynyard Quarter area. The associated infrastructure provision for these active modes users needs to be in place before the Northern Pathway is completed.

### **2.3.6 Public Transport Fringe Benefit Tax (FBT)**

WQ TMA is supportive of the proposal remove FBT for public transport initiatives by employers for employees. This will enable companies to offer their employees subsidised public transport options to encourage mode shift. WQ TMA would like to see businesses support their employees by offering assistance to those staff wishing to transition from cars to sustainable transport modes. This could be by offering loans to help with the purchase E bikes or E scooters.