

Strategic Plan 2022-2025

WQTMA

Wynyard Quarter Transport Management Association



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Daldy Street, Wynyard Quarter

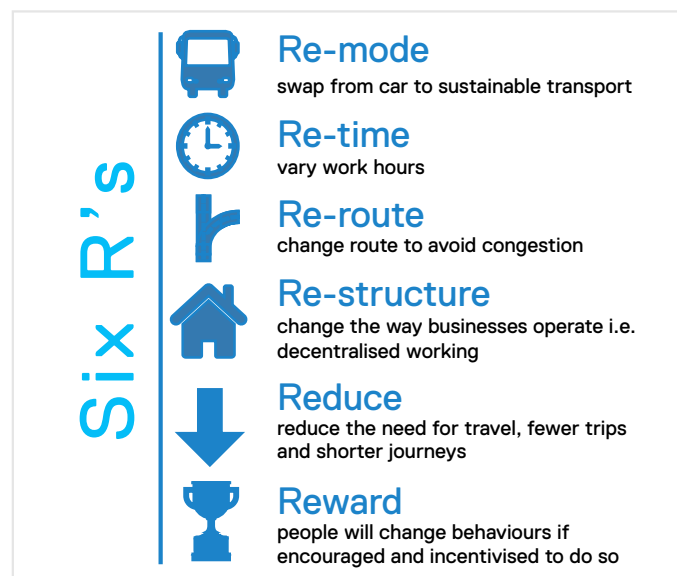
1.

Who we are and what we do

Wynyard Quarter Transport Management Association (WQ TMA) is an independent, business led, not for profit, member-controlled organisation that is focused on finding workable solutions for traffic and transport issues in Wynyard Quarter. Established as an incorporated society in March 2017, WQ TMA works with and for its members.

Transport is a major contributor to greenhouse gases and the TMA is now aware of the climate emergency that the world is facing. We all have a part to play in reducing harmful emissions. Managing travel demand, and increasing the number of sustainable journeys is key to keeping Wynyard Quarter healthy and moving. WQ TMA continues to strive to identify, utilise and promote innovative and sustainable travel options. WQ TMA engages the principals of travel demand management to initiate and drive change.

The principles of travel demand management embraces the Six R's.



Using the principles from the Six R's will help with reducing congestion and improving access in and around Wynyard Quarter, which is critical. Part of the solution is to encourage high occupancy modes of travel at peak times. WQ TMA welcomes the proposed Light Rail connections into the area. Encouraging active travel choices, such as cycling and walking, will also help to support a cleaner environment and a healthy community. An ongoing challenge is how we appropriately balance the allocation of the limited street space between a growing number of residents, workers, travellers, and visitors.

Wynyard Quarter needs an efficient and well connected public transport system. Multi modal journeys and active modes of travel are all part of the solution for the Wynyard Quarter area. The Covid 19 pandemic has changed the way we work, with increasing options to work flexibly. Emerging new technology is changing the ways we connect, travel and work, bringing efficiencies and reducing the need for the traditional peak hour commute.

WQ TMA is the only independent organisation working specifically on transport and travel demand in Wynyard Quarter.

2.

Why do we exist?

The formation of a voluntary Transport Management Association (TMA) was a condition of the original planning consent issued for Wynyard Quarter (WQ). It was proposed in the original District Plan (DP) 2004 as a suggested way in which transport and travel to Wynyard Quarter could be managed to meet the needs of all stakeholders.

Trip generation ceiling targets were specified in the District Plan and are linked to the extent and timing of development permitted in Wynyard Quarter. For details of the targets set by the District Plan please see Appendix A.

3.

Purpose and method

The purpose of the Strategic Plan is to provide an outline of the strategic and operational priorities that will guide Wynyard Quarter Transport Management Association over the next three years. The 2022 - 2025 Strategic Plan was developed through the collaborative efforts of WQ TMA's Board of directors, who represent a range of stakeholders from the Wynyard Quarter business community.



Orams' new marine facilities in Wynyard Quarter

4.

Vision and mission

Vision – our vision is of an efficient, well connected, sustainably focused transport system while recognizing and supporting the needs of a diverse and vibrant Wynyard Quarter community.

Mission – our mission is to be the voice of Wynyard Quarter: creating a thriving, safe environment for business and community and fostering economic vitality by building partnerships and delivering targeted transport initiatives.

5.

Goals of Wynyard Quarter TMA

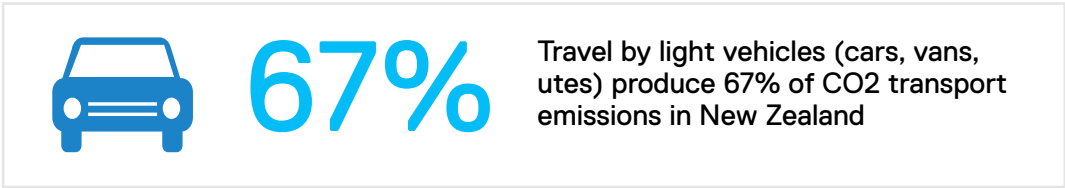


Goals of Wynyard Quarter TMA

6.

Transport and climate change

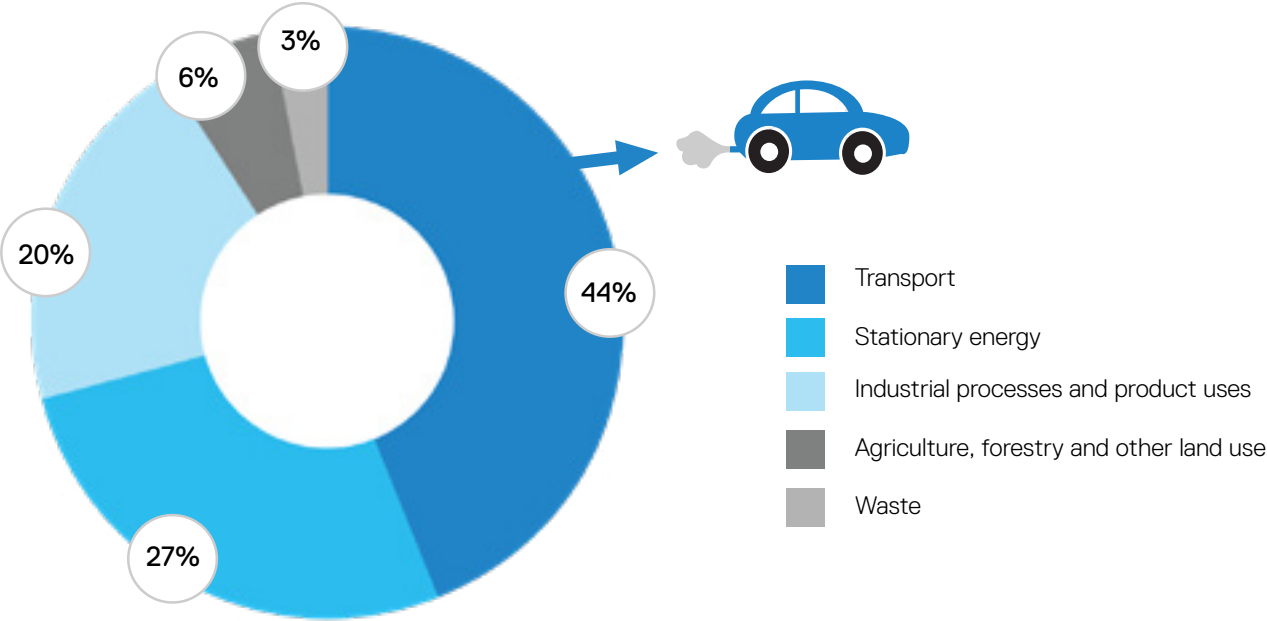
Transport is a major contributor of harmful emissions. Transport accounts for 47% of carbon dioxide emissions, and 20% of NZ’s total greenhouse gas (GHG) emissions. Air pollution, accidents and congestion from traffic are detrimental to health and wellbeing, the environment and business productivity. The New Zealand Government is aiming to halve transport emissions by 2035.



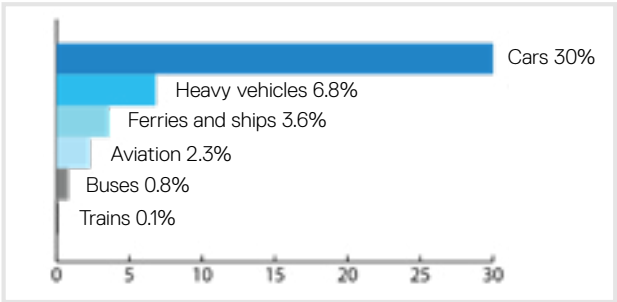
Source: Transport Emissions: Pathways to Net Zero by 2050

Auckland Council has a target to reduce greenhouse gas emissions by 50% by 2030 and achieve net zero emissions by 2050. As part of the C40 Green and Healthy Street declaration, Auckland has committed to “ensuring a major area of our city is zero carbon by 2030.”

Auckland greenhouse gas emissions



Source: [Auckland’s greenhouse gas emissions \(GHG\) profile by sector 2016](#)













Source: [Auckland’s greenhouse gas emissions: transport breakdown for 2016](#)

As transport is such a major contributor to emissions the Auckland Council Climate Plan (December 2020) has a section dedicated to transport. The overall goal is for a low carbon, safe transport system that delivers social, economic and health benefits for all. There are eight priority action areas for transport, these are shown below:

- change our travel options
- improve public transport
- use of bicycles and micro mobility devices (electric scooters, skateboards etc)
- improve walking infrastructure
- shift to low or zero emissions vehicles
- make heavy freight more efficient
- manage risks to transport network
- Te Puāwaitanga ō te Tātai and transport.

Detail around these eight priority areas can be viewed in Appendix B. A copy of Auckland's Climate Plan can be found [here](#).

A summary of Auckland Council's climate change actions and targets relating to commuter and public transport are shown below:

	CLIMATE CHANGE ACTIONS	2030	2050
	Reduction in vehicle kilometres travelled by private vehicles	12%	12%
	Increase public transport mode share	From 7.8% to 24.5%	From 7.8% to 35%
	Cycling mode share by distance increased	From 0.9% to 7%	From 0.9% to 9%
	Walking mode share by distance increased	From 4.1% to 6%	From 4.1% to 6%
	Auckland's bus fleet to be zero emission	100%	100%
	Passenger and light commercial vehicles to be electric or zero emission	40%	80%
	Increase in fuel efficiency of internal combustion engine light vehicle fleet	18%	25%
	Road freight to shift to rail	8%	20%
	Road freight to be electric or zero emission	40%	80%
	Increase in the fuel efficiency of internal combustion engine freight vehicle fleet	15%	25%

Source: [Auckland's Climate Plan](#)

Ambitious targets have been set and decarbonising the current transport system and changing entrenched travel behaviour patterns will require change on a huge scale. We all need to evaluate the type of vehicles we are using as well as how much we travel. Major improvements in accessibility and reductions in congestion can happen through technological advances as well as behavioural changes.

Wynyard Quarter already has some of the first electric buses in Auckland, as well as fully electric car share options. For many, reducing transport related carbon emissions should be relatively easy, simply swapping to sustainable transport is an option. However, for some, in particular in the marine industry, the new technology needed to reduce emissions is not yet in the market. WQ TMA acknowledges that a "one size fits all" approach is not always workable.

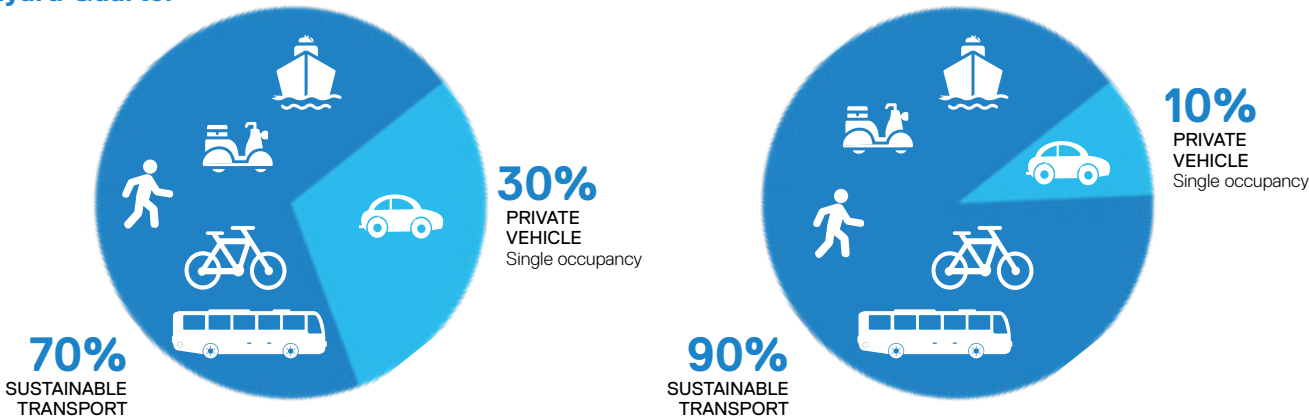
Decarbonising the transport system will be challenging. However, the outcomes could include a healthier, safer, more vibrant, resilient, and prosperous place to live and work.

7.

Wynyard Quarter targets and statistics

The Resource Consent for Wynyard Quarter set targets for area as well as trip generation ceiling targets (see Appendix A). This is set out in Section I214.11 of the Auckland Unitary Plan. The aspiration was for a 70:30 mode split of sustainable transport modes to the single occupancy private vehicle.

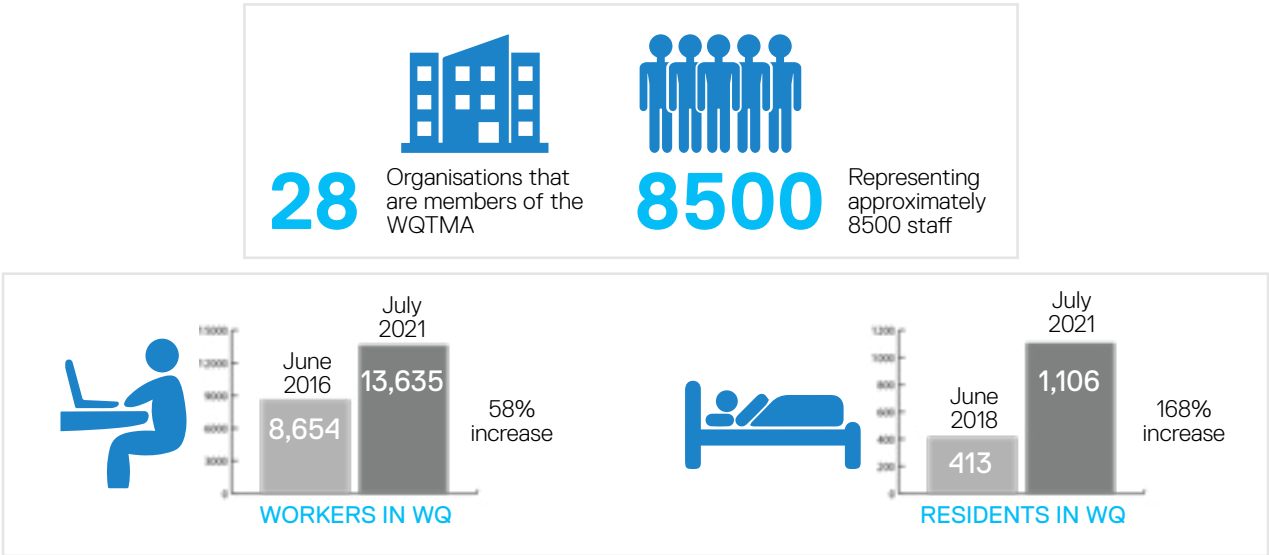
Transport mode split targets for Wynyard Quarter



Transport mode splits current vs targets

Target sustainable modes		TARGET	Target non-sustainable modes	
	90%		10%	
Residents by sustainable modes		CURRENT	Residents by non-sustainable modes	
	65%		33%	
Commuters by sustainable modes			Commuters by non-sustainable modes	
	66%		34%	

Source: Data from AC36 Staff Travel Survey and 2018 Census



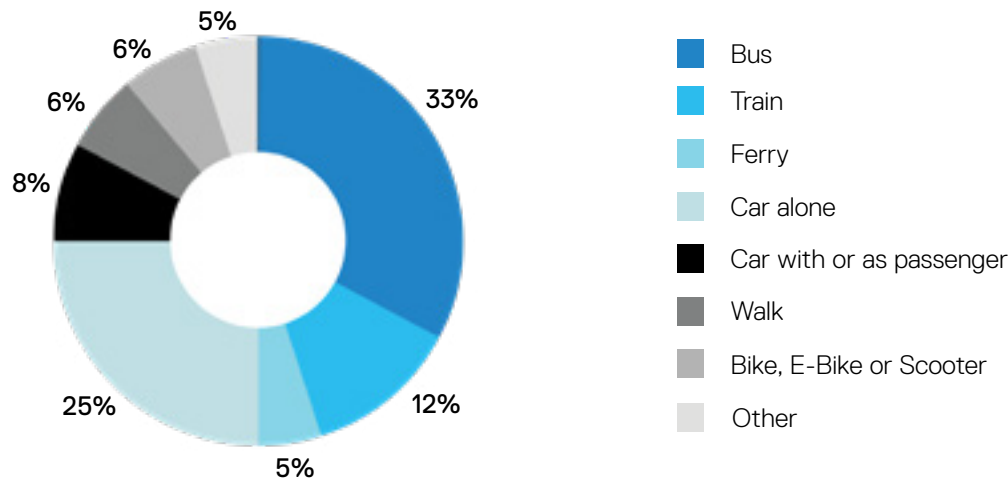
Source: Data from AC36 Staff Travel Survey and 2018 Census

Wynyard Quarter Staff Travel Survey 2020

In 2020 a joint project with Eke Panuku saw WQ TMA undertake a comprehensive Staff Travel Survey of commuters in Wynyard Quarter. This survey was undertaken as part of the build up to the 36th America's Cup (AC36). The AC36 survey gave real data on the current commuting patterns in the area. There was an average response rate of 39% with half the businesses getting a response rate of over 50%.



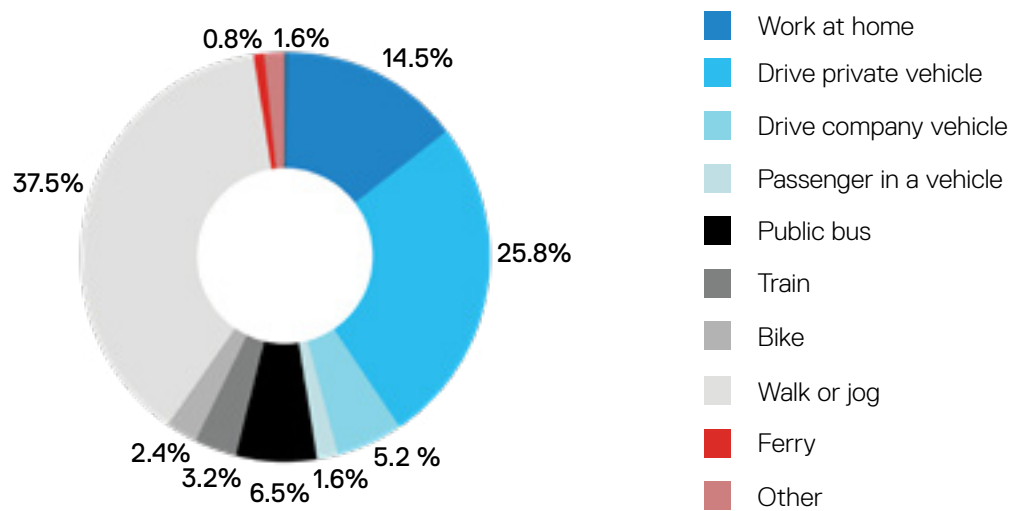
How do workers in Wynyard Quarter get to work?



Source: Data from AC36 Staff Travel Survey October 2020

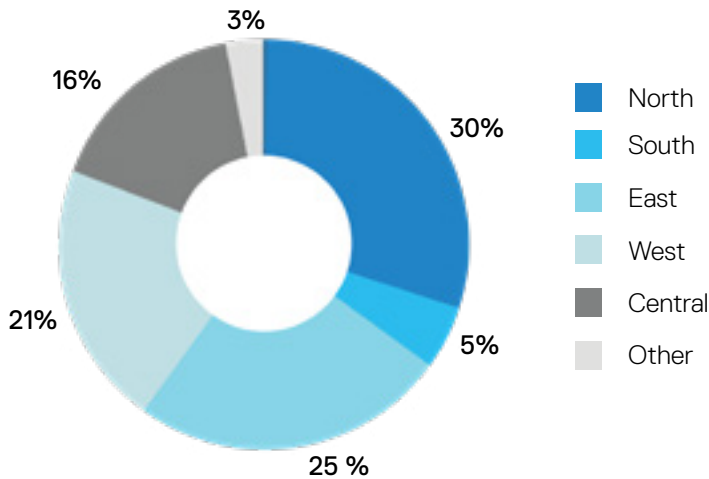
Convenience was the main reason given for choice of travel mode.

How do residents in Wynyard Quarter get to work?



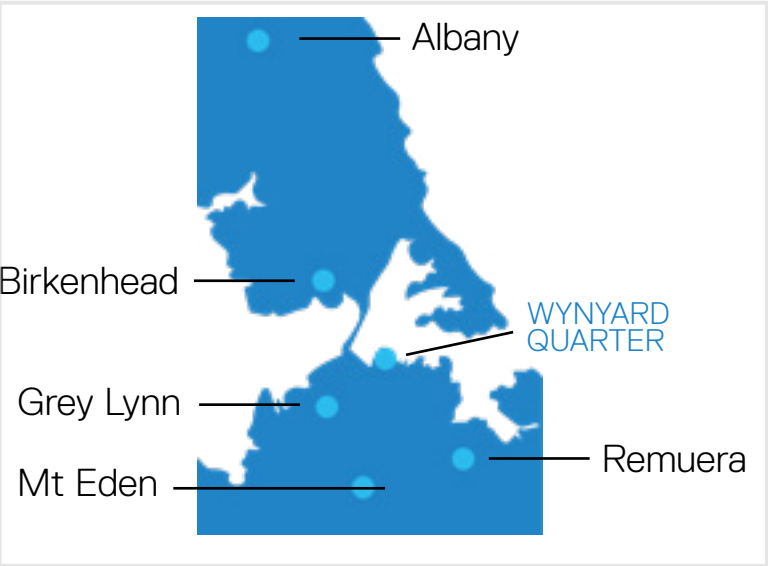
2018 Census Survey

Where people commute from to work in Wynyard Quarter

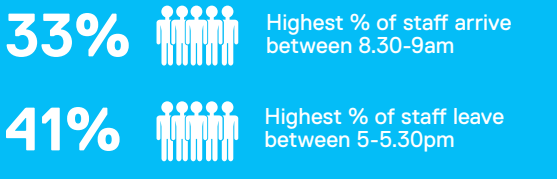


Source: AC36 staff travel survey October 2020

Top five suburbs for commuters are

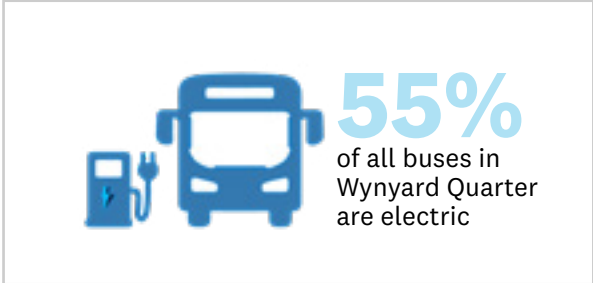
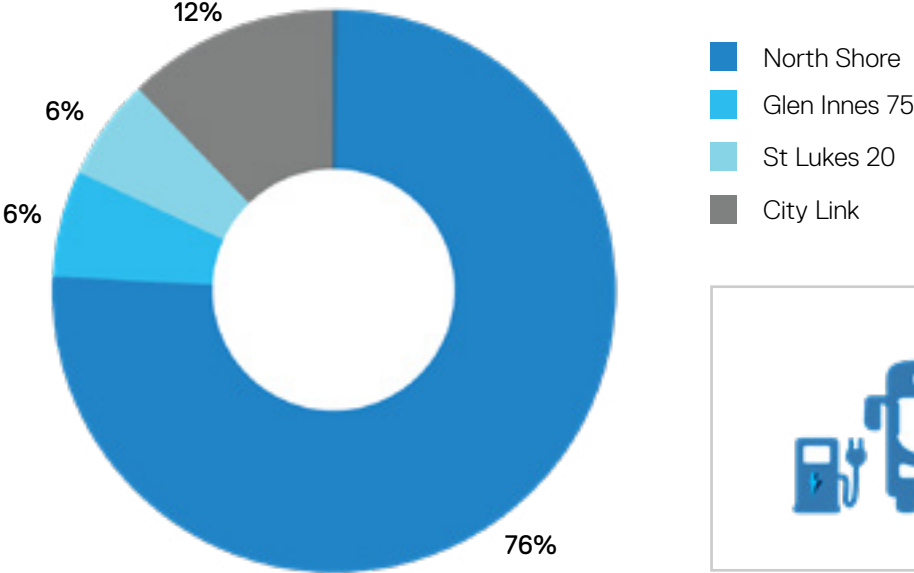


Source AC36 staff travel survey October 2020

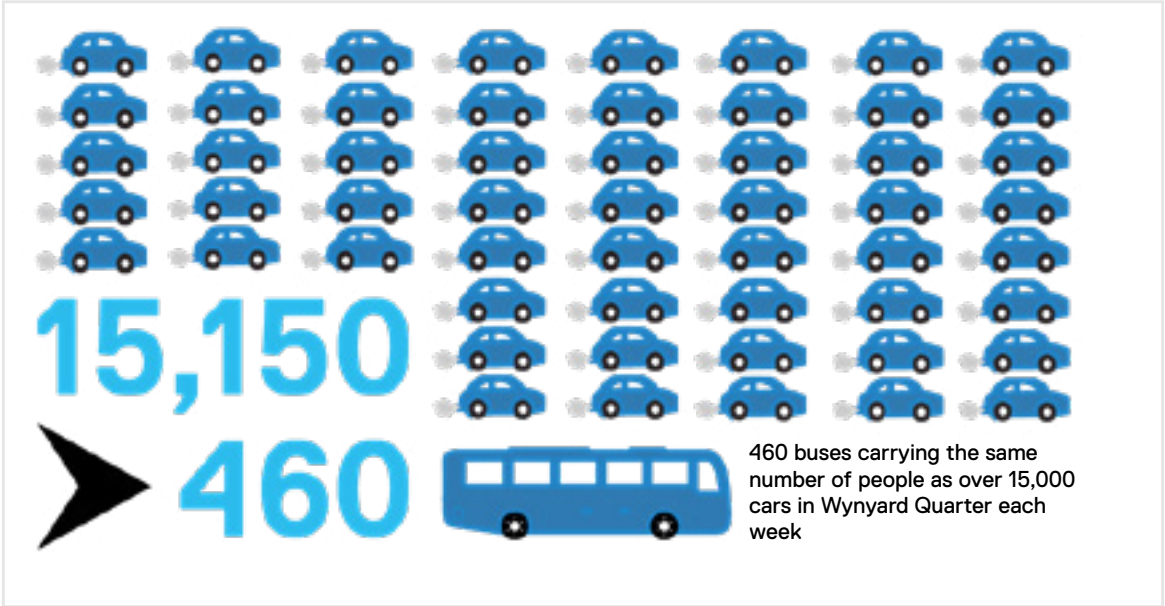


Amey Daldy Park

Wynyard Quarter most popular bus routes

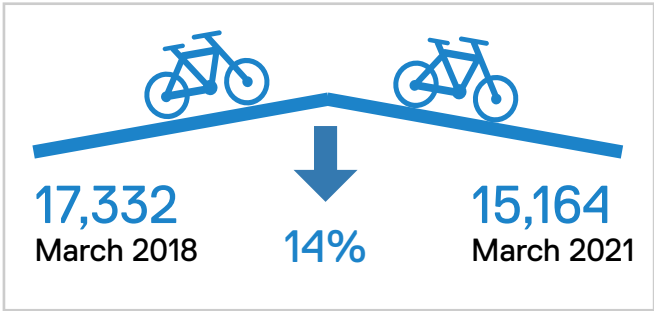


Source: Average weekly alightings Auckland Transport - August 2021



Cycling over Te Wero Bridge (per month)

These figures have fallen due to the impact of Covid-19.

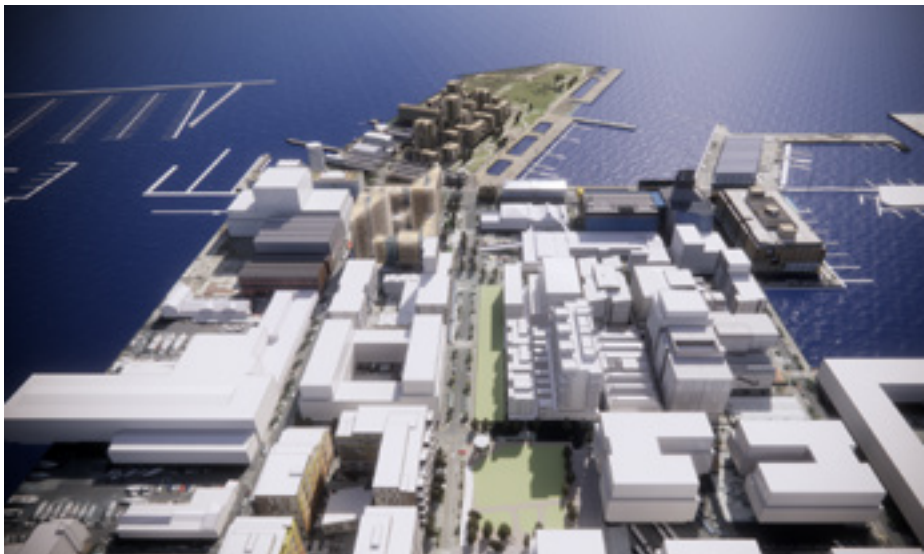


Source: Auckland Transport

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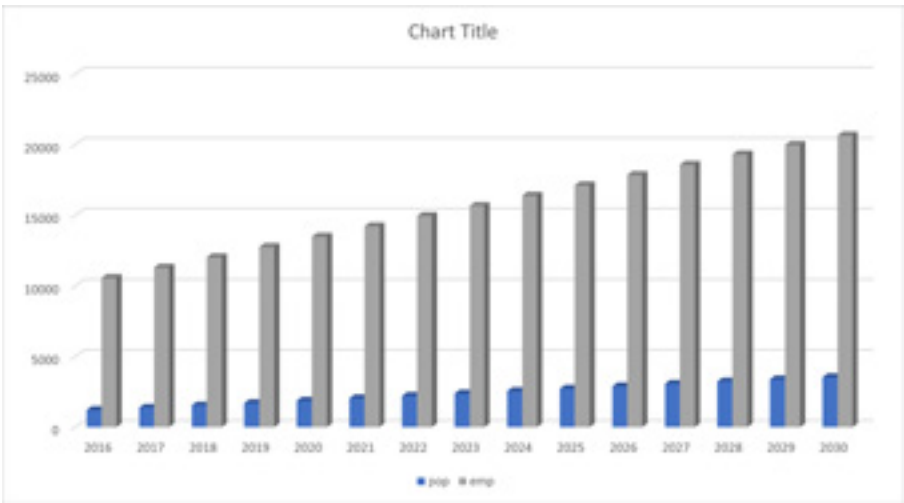
Projected growth and future projects

The predicted growth in both working and residential population in Wynyard Quarter from the present time through to 2028 is shown in the graph below. With the population set to double over the next decade, the challenges associated with that in terms of transport and traffic are far reaching. There is no projected increase in the current level of parking, which means that real changes in travel behaviour are necessary to maintain access to the area whilst accommodating growth. Some areas currently being used for car parking have been earmarked for future developments, so these spaces would be lost for public use.



Te Ara Tukutuku Plan, Wynyard Quarter

Looking ahead there are some proposed projects which will bring benefits to the area. Some may however bring enormous challenges. WQ TMA are keen to be involved to ensure stakeholders in the area have their voices heard and opinions respected.



Auckland Regional growth model for Wynyard Quarter
employment and population projections

Source: ARUP Wynyard Quarter Integrated Transport Plan 2021

Future aspirations	Comments and observations
Light Rail	<p>WQ TMA would like to see connections from the proposed Auckland Light Rail come right into the Wynyard Quarter area.</p> <p>The idea of sustainable mass transit which connects with other areas of Auckland is supported.</p>
Ferry travel	<p>Sustainably powered ferry options could be accommodated in the area.</p> <p>Additional ferry connections to the Wynyard Quarter area would be welcomed.</p>
Second Harbour crossing	<p>Priority lanes will give more reliable journey times and encourage people to move out of cars and onto public transport.</p> <p>Providing access to those using active modes would connect the City with the North Shore.</p> <p>This would enable commuters to access Wynyard Quarter on foot, by bike or by scooter.</p> <p>Additional infrastructure works would need to be undertaken in the area to ensure a safe onward route for users, of all skill levels, through Wynyard Quarter.</p> <p>To ensure the safety of all, potential conflicts between active modes and marine (as well as general) traffic in the area, need to be identified and resolved.</p>
Te Wero Crossing	<p>Prioritizing active modes over this crossing would be a significant improvement in connectivity for the area.</p> <p>Any new crossing needs to be “fit for purpose” and take into account the significant increase in usage and predicted growth in active modes as part of the shift towards sustainable transport.</p>
Bus routes and bus parking	<p>WQ TMA supports the need for additional bus services into the area.</p> <p>If Light Rail comes into Wynyard Quarter this may alleviate some of the pressure on the current bus network. This may result in a review of bus services.</p> <p>Off street bus parking is preferable to the current on street bus parking situation.</p>
Post Covid-19 environment	<p>There is no certainty to the post Covid-19 working/commuting environment. It is likely that the pattern of working from home (WFH), for some percentage of the week, will continue.</p> <p>It is difficult to predict the impacts WFH will have on commuting patterns and on the demand for public transport.</p> <p>Post Covid-19 evidence has indicated a rise in people travelling in their own vehicles, partly due to personal safety but also as a result of less overall traffic on the roads.</p> <p>Ancillary services and the overall ambiance of the area may be negatively impacted if significant numbers of office workers choose to work from home in the longer term.</p>
Congestion charging	<p>WQ TMA is supportive of a suite of travel demand measures to evoke behaviour change and move people out of cars at peak times.</p> <p>A comprehensive travel demand programme would need to be funded and activated to ensure long term, permanent behaviour change.</p>
Plan change	<p>Will bring benefits in terms of a vibrant public realm, provide more walking and cycling infrastructure with a high level of capacity, contributing to the completeness and attractiveness of the active transport network.</p>

Data collection and sharing

The area is currently lacking in basic data collection.

The installation of counters to monitor cycling, walking and scootering would be valuable.

Counting of vehicle numbers, types and occupancy on an ongoing basis would help assess mode shift patterns.



Tiramarama Way



Amey Daldy Park Mai i ngā maunga ki te moana / From the mountains to the sea by Janine and Charles Williams

9.

Our key focus areas and strategic priorities



Sustainability

Promoting economic, environmental and cultural sustainability. Wynyard Quarter will strive to reduce emissions by embracing relevant low carbon initiatives, sustainable travel modes, and the sharing economy.



Innovation and new technology

Utilising innovation and sustainable new technologies for the benefit of the Wynyard Quarter community thereby accelerating solutions to accommodate the continued economic growth of the area.



Accessibility and safety

Working collaboratively to ensure Wynyard Quarter remains accessible at all times. Strive to foster better understanding of the unique working environment of the area amongst users and advocate to improve the safety of all transport modes and users in the area.



Advocacy, consultation and communication

Enabling businesses and wider community to work together for the benefit of Wynyard Quarter. To have one voice to communicate the interests of Wynyard Quarter businesses and ensure balanced representation of the Wynyard Quarter stakeholders on key issues, projects and initiatives.

10.

Our strategic priorities



Reducing
transport related
emissions



Supporting sustainable transport
options



Accessible and
safe for all



Advocate,
share and
communicate

1. Reducing transport related emissions

Predicted outcomes

- reduce greenhouse gas emissions
- increase in active modes and use of public transport
- reduced congestion levels
- accurate data on commuting trends in Wynyard Quarter
- a cleaner, safer environment for everyone using Wynyard Quarter

Objective	Initiatives
Carbon emission reductions	<p>Seek to enable businesses to monitor, track and report on transport related carbon emissions</p> <p>Share information about websites and apps that enable employers and employees to track their carbon emissions</p> <p>Seek to encourage businesses to reduce transport related carbon emissions</p> <p>Benchmark and monitor changes</p>
Undertake Staff Travel surveys for Wynyard Quarter	<p>Undertake regular Staff Travel Surveys with key businesses in the area to create a benchmark</p> <p>Seek to identify trends and patterns</p> <p>Track changes in active modes, driving alone, starting points and public transport usage</p> <p>Collate and share overall results</p> <p>Facilitate travel planning advice to participating businesses</p> <p>Showcase examples of best practice and innovative thinking</p>

Encourage commuters to switch to sustainable transport	<p>Work with employers who have high levels of commuters travelling by non-sustainable modes and seek to encourage mode shift</p> <p>Seek to reduce overall kilometres travelled</p> <p>Seek to increase levels of participation in active modes</p> <p>Seek to identify and remove barriers for active mode users</p> <p>Seek to increase public transport usage</p> <p>Work in partnership with Auckland Transport to deliver targeted travel demand programmes and initiatives to businesses in the Wynyard Quarter area</p>
Reduce single occupancy trips to Wynyard Quarter	<p>Encourage car and van pooling</p> <p>Facilitate meet ups for those exploring carpooling as an option</p> <p>Increase the number of dedicated car pool spaces (both public and private)</p>
Encourage public transport options and patronage	<p>Seek to ensure that employees know that public transport is one of the safest transport options in NZ</p> <p>Encourage uptake of the public transport staff subsidy scheme</p> <p>Provide support and advice for those wanting to switch to using public transport</p> <p>Advocate for enhanced public transport options for Wynyard Quarter (bus, ferry and light rail)</p> <p>Inform commuters of changes and improvements to services</p> <p>Continue to lobby for off street bus layover solutions in the area</p>
Initiate Workplace Travel Plans	<p>Seek to develop Workplace Travel Plans (WTPs) with motivated businesses</p> <p>Keep mode shift, wellbeing, health and safety front of mind when developing WTPs</p> <p>Look for opportunities to share best practice and collaborate between businesses</p>
Support flexible working	<p>Provide support for flexible working where needed</p> <p>Seek to ensure that any negative impacts of flexible working are minimized</p>



Wynyard Crossing Bridge



Photo courtesy of NZTA

2. Supporting sustainable transport options

Predicted outcomes

- reduced greenhouse gas emissions
- an increase in adoption, use and acceptance of electric vehicles
- an increase in the use of electric bikes, scooters and other micro mobility
- increased turnover of parking spaces for business use
- a quieter, cleaner street environment

Objective	Initiatives
Increase utilisation of electric vehicles (EVs)	<p>Support businesses to reduce combustion engine fleet vehicle numbers in favour of EVs</p> <p>Provide assistance to businesses who wish to transition to EVs</p> <p>Lobby to increase electric charging infrastructure in the area</p>
Encourage growth of shared transport	<p>Champion pure electric (BEV) car share schemes for the Wynyard Quarter area</p> <p>Support on-street car share schemes using BEVs</p> <p>Encourage on-street car share spaces in key visibility areas</p>
Increasing the use of electric bikes, scooters and micro mobility	<p>Seek to obtain additional secure bike parking facilities in the area</p> <p>Encourage the provision of additional charging facilities for on-street electric bikes and scooters</p> <p>Encourage businesses to provide electric pool bikes for their employees that can be used during work hours for trips</p> <p>Encourage businesses to offer loans to staff for purchase of micro mobility vehicles with loans paid back via wages</p> <p>Share end of trip best practice advice with businesses and developers</p>
Better utilisation of public car parking spaces	<p>Encourage the use of real time information</p> <p>Support robust parking enforcement to ensure turnover of both on and off-street parking spaces</p> <p>Ensure disabled access at all times</p> <p>Retain short stay parking spaces to support retail / marine industry businesses</p>
Better utilisation of staff car parking spaces	<p>Encourage businesses to reduce staff car parking spaces where possible</p> <p>Encourage businesses to actively manage staff parking areas</p> <p>Encourage employers to pass on the true cost of car parking to staff</p> <p>Seek to prioritise spaces based on need rather than hierarchy</p>
Encourage car and van pooling	<p>Provide support for businesses wanting to encourage car and van pooling</p> <p>Seek to identify a carpool verification solution</p> <p>Encourage more dedicated car pool spaces in both public and private realm</p>

Improve collection of benchmark data	<p>Encourage new technology and infrastructure to collect data on active modes in Wynyard Quarter</p> <p>Seek more data collection sites in and around Wynyard Quarter</p> <p>Encourage air quality data measuring in Wynyard Quarter</p>
Review of fleet vehicles	<p>Seek to encourage businesses to reduce vehicle fleets, where practical</p> <p>Seek to encourage businesses to reduce kilometres travelled in fleet vehicles</p> <p>Seek to replace combustion engine fleet vehicles with pure electric where practical</p> <p>Provide information on car share schemes as an alternative to fleet vehicles</p>



Zilch car share



Westhaven Promenade

3. Accessible and safe for all

Predicted outcomes

- reduced accidents and injuries (Vision Zero)
- improved communication around impact of major events and development sites
- safer freight movements
- encourage off peak travel
- increased social equity

Future aspirations	Comments and observations
Safe freight and commercial vehicle movements	<p>Encourage safer and reliable access for freight and commercial vehicles</p> <p>Encourage two-way dialogue around road closures, restrictions to access, TMPs etc.</p> <p>Seek to ensure all operators understand and respect the areas' unique environment</p> <p>Seek to ensure access for marine related vehicles at all times</p>
Safe recreational marine movements	<p>Advocate for safer and reliable access for recreational marine vehicles</p> <p>Share information on any works which may impact recreational marine vehicles</p>
Safe journeys by bike or on foot	<p>Facilitate consultation on improvements that could be made to improve safety for all active mode users</p> <p>Promote safer, connected routes for active modes</p> <p>Promote new safer, connected laneways in Wynyard Quarter</p>
Minimise any negative impacts of events	<p>Lobby to ensure business as usual is not compromised due to events</p> <p>Advocate for sustainable transport options to be provide for large scale events</p> <p>Liaise with event organisers to ensure they have an understanding of the Wynyard Quarter environment and review TMPs and share information with TMA members</p> <p>Make submissions on events and activations that impact on the Wynyard Quarter area</p>
Zero deaths or injuries on the transport system	<p>Support "Vision Zero" vision and objectives</p> <p>Advocate for road safety improvements in the area</p>
Social equity in transport	<p>Support measures that strive for social equity in transport</p> <p>Support reductions in fares for off peak travel</p>
Safety for on demand transport	<p>Seek to reduce conflicts between on demand transport (for example uber) and other users of the area</p> <p>Support designated drop off and pick up zones particularly for events and activations</p>



Westhaven Promenade



Scooters on Jellicoe Street



Daldy Street

4. Advocate, share and communicate

Predicted outcomes

- being the voice of businesses on all things transport related
- making engaging with businesses (and commuters) easier and more efficient for Council Controlled Organisations
- providing a single point for all information relating to WQ TMA
- proactive rather than reactive communications

Objective	Initiatives
Advocate on behalf of TMA members	<p>Make submissions on strategies, reports, events and issues that may have relevance to traffic and transport in Wynyard Quarter</p> <p>Consult with and on behalf of the business community on relevant issues</p> <p>Work to mitigate the traffic and transport impacts of major developments, events and construction in WQ</p>
Forge links with external groups	<p>Maintain the strong relationships with the Council Controlled Organisations (Auckland Council, Eke Panuku and Auckland Transport)</p> <p>Encourage open dialogue between Waitematā Local Board and WQ TMA</p> <p>Encourage open dialogue between Heart of the City BID and WQ TMA</p> <p>Foster positive dialogue with organisation with a transport / sustainability focus</p>
Provide an easy to navigate website	<p>Ensure the TMA website is up to date and easy to use</p> <p>Refresh news items on a frequent basis</p> <p>Work with Council Controlled Organisations to share their messages</p> <p>Encourage sign ups to the TMA e-newsletter</p>
Communicate relevant information	<p>Share relevant information via regular e-newsletters</p> <p>Disseminate key transport related messaging to TMA members in a timely manner</p> <p>Enable and foster two-way dialogue</p>
Encourage and share best practice	<p>Celebrate and share successes</p> <p>Showcase exemplar work in the travel demand management field relevant to TMA members</p>
Foster better understanding of issues	<p>Through clear communications seek to ensure Wynyard Quarter businesses are aware of key issues, such as impacts of climate change targets</p> <p>Share examples of innovations and best practice in sustainable transport with TMA members</p>



View from Percy Vos Building



Wynyard Quarter buses



Orams Marine

Appendix A

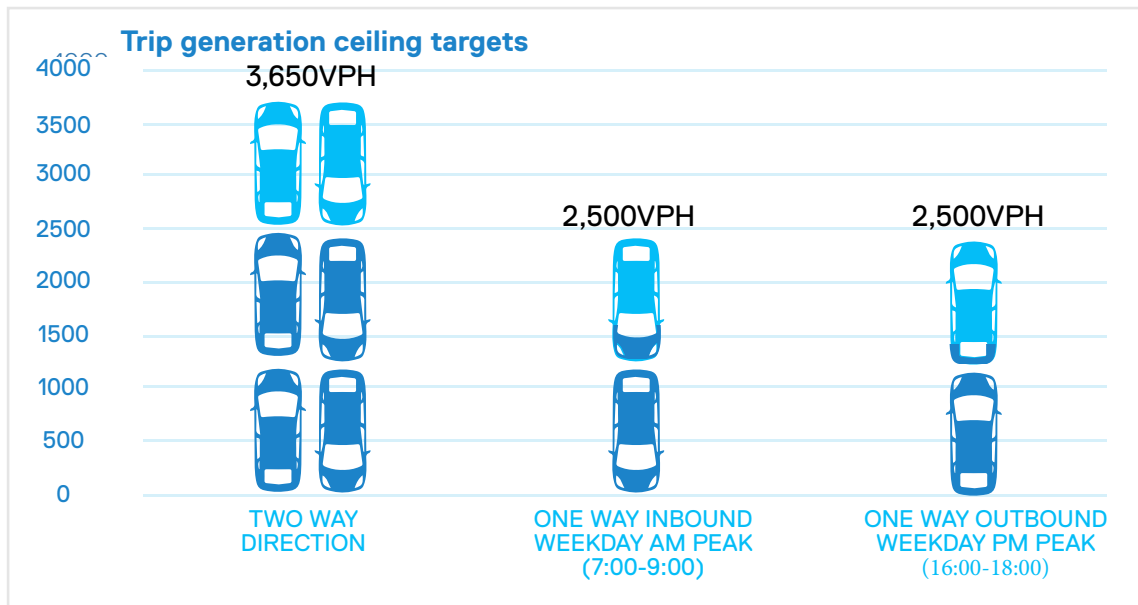
The requirement for a TMA in WQ

The formation of a voluntary Transport Management Association (TMA) was a condition of the original planning consent issued for Wynyard Quarter (WQ). It was proposed in the original District Plan (2004) as a suggested way in which transport and travel to Wynyard Quarter could be managed to meet the needs of all stakeholders.

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 achievement of these targets is the responsibility of Auckland Transport but are an influencing factor in the work of WQ TMA.

Section 14.9 of the District Plan states: “the intention of the travel management provisions is to constrain and manage single occupancy private vehicle trips to and from Wynyard Quarter, particularly during peak traffic periods, and to increase the proportion of trips using other modes. The aspiration is to achieve a 70/30 modal split, where single occupancy private vehicle trips represent no more than 30% of all trips.” The District Plan has been replaced by the Auckland Unitary Plan.

This mode split has anecdotally been revised to a 90/10 split.



In March 2017 WQ TMA was registered as an Incorporated Society. The first Board of Directors was formally elected in June 2017. The Board meets on a monthly basis and businesses, landowners and developers are all represented. Auckland Transport, Eke Panuku and Waitematā Local Board are non-voting members of WQ TMA Board. The boundary for the TMA is shown opposite. This includes the statutory area required by the District Plan but has been extended by the TMA to encompass new developments and the Westhaven Marina area.



WQ TMA area boundary

Appendix B

Auckland's Climate Plan pages 82 – 85 in full

Te panoni i ā tātou kōwhiringa ikiiki

Change our travel options

Action area T1: Changing the way we all travel

- encourage the use of public transport, walking and micro-mobility devices, rather than driving
- shorten private vehicle trips, and fulfill several travel needs at once including for business purposes
- choose lower emissions vehicles when purchasing, sharing, or leasing
- reduce private vehicle travel and encourage lower emissions travel options by introducing pricing and parking measures.

Te whakatika i te ikiiki tūmatanui

Improve public transport

Action area T2: Make travelling by public transport more appealing than using personal vehicles

- make travel by public transport faster, more frequent and reliable over a wider network
- adjust public transport prices to support low-income Aucklanders and increase inter-peak ridership
- prioritise investment along congested corridors and expand Auckland's Rapid Transit Network.

Te eke pahikara me ngā taputapu ikiiki moroiti

Use of bicycles and micro-mobility devices

Action area T3: Increase access to bicycles, micro-mobility devices and the safe, connected and dedicated infrastructure that supports their use

- accelerate investment in dedicated cycleways that can be used by other micro-mobility devices and improve access to public transport hubs, education facilities and other key destinations
- improve bicycle and micro-mobility parking and other end-of-trip facilities
- improve access to communal and personal transport devices for low-income Aucklanders.

Te whakatika i te anga hikoi

Improve walking infrastructure

Action area T4: Improve safety, connectivity and amenity of walking infrastructure

- accelerate investment in high-quality, safe and connected pathways
- improve road crossings, where pedestrians are disadvantaged because of high exposure to traffic, long waits at signals or significant distances between controlled crossing points
- prioritise improvements to walking infrastructure at major destinations including public transport hubs and educational facilities.

Te neke ki ngā waka tuku hauhā iti, kore tuku hauhā rānei

Shift to low or zero emissions vehicles

Action area T5: Accelerate the transition of our passenger and light vehicle and public transport fleets to low or zero emissions vehicles

- implement policies and regulations that facilitate more rapid uptake of low emissions vehicles
- invest in electric vehicle recharging capacity and incentivise uptake of electric vehicles through targeted parking and network priority
- reduce emissions from our public transport fleet, beginning with procurement of only electric buses from 2025.

Te whakatika ake i te kawae utanga taumaha

Make heavy freight more efficient

Action area T6: Make heavy freight systems more efficient and low carbon

- implement policies that facilitate more rapid uptake of lower emissions vehicles
- consolidate loads, mitigate empty runs, swap freight transit from heavy vehicles to rail and coastal shipping, and facilitate small vehicle
- last mile deliveries from freight hubs.

Te whakahaere i ngā tūraru ki te whatunga ikiiki

Manage risks to transport network

Action area T7: Enhance the resilience of our transport network

- assess the current susceptibility of our transport network assets (and the services using it) to hazards, and update this assessment for potential future hazard conditions
- work with NZTA and KiwiRail to understand similar susceptibility conditions for our state highways and rail network
- use these analyses to reduce long-term cost and ensure resilience of future asset design and construction.

Alignment to Te Puāwaitanga ō te Tātai

The principles of kaitiakitanga and taurite are particularly relevant to the actions within this priority area. Transitioning to a low emissions and climate resilient transport future requires that we practice kaitiakitanga (guardianship), exercising our duty to care for the environment we live in and protect it for future generations. Supporting affordable fares and low-cost transport options such as walking and cycling enables ōritetanga (equity). Equitable access for whānau and communities to jobs, education and other opportunities leads to an enhanced quality of life for all. Specific Transport Priority actions that facilitate Te Puawaitanga ō te Tātai include:

- encourage a shift to public transport use, walking and micro-mobility devices, rather than driving
- adjust public transport prices to support low-income Aucklanders and increase inter-peak ridership
- improve access to communal and personal transport devices for low-income Aucklanders
- improve road crossings, where pedestrians are disadvantaged because of high exposure to
- traffic, long waits at signals or significant distances between controlled crossing points.

Detailed targets and objectives can be viewed [here](#)



Auckland Skyline

Appendix C

Policy framework alignment

Policy, legislation and WQ TMA

The policy and legislative landscape in relation to mode shift and emission reduction for Auckland has changed rapidly since our last Strategic Plan was published in 2018. The main thrust of the changes have been:

- towards emission reduction (through mode shift and electrification)
- towards integrated land use and transport planning
- putting equity, access, and wellbeing at the heart of decision making

Below are some of the documents that WQ TMA have referenced.

Policy / legislation	What it does	WQ TMA alignment
Auckland Policy		
Auckland Unitary Plan	<ul style="list-style-type: none">• Minimise the growth of private vehicle trips by commuters travelling during peak periods• Growing public transport patronage to assist in relieving congested corridors by encouraging commuters to shift to public transport• Making public transport easier and more convenient to use, thereby attracting new users	✓
Auckland Unitary Plan (Wynyard Precinct)	<ul style="list-style-type: none">• A safe, convenient and interesting environment, which optimises pedestrian and cycling use and improves connectivity within the precinct and to adjacent areas of the city• Constrain and manage private vehicle travel in and out of Wynyard Precinct, particularly during peak travel periods• Encourage walking, cycling and the provision of passenger transport services and facilities compatible with the character and amenity of the area• Enable the improvement of public connectivity between Wynyard Precinct and the city centre for people walking, wheeling, cycling or using public transport.• Significantly reduce single occupancy vehicle commuter trips to and from the Wynyard precinct	✓
Auckland Plan 2050	<ul style="list-style-type: none">• 'Well-connected and accessible Auckland'.• Increasing the proportion of trips made by public transport into the city centre during the morning peak from 47% of all vehicular trips to 54% by 2046.• 'Targets by 2046 journeys into the city centre am peak 27% private motor traffic, 19% walking & cycling, public transport 54%'	✓

Policy / legislation	What it does	WQ TMA alignment
Better Travel Choices - Creating a more accessible, healthy, safe and sustainable Auckland by reducing our reliance on private vehicles (2019)	<ul style="list-style-type: none"> Created by the Auckland Transport Alignment Partners Supports mode shift over the next five years by: <ul style="list-style-type: none"> - shaping a supportive urban form - making shared and active modes more attractive - influencing travel demand and transport choices 	✓
Auckland Plan 2050 - Development Strategy: What Auckland's city centre will look like in the future.	<ul style="list-style-type: none"> Shared spaces, where neither cars nor pedestrians have priority Public space improvements Improved public transport services. 	✓
The City Centre Masterplan (2012); Access for Everyone	<ul style="list-style-type: none"> Changes in future city centre travel patterns and demands, and a shift to priority for people walking, cycling and using public transport are promoted Zero emissions zone in the Queen Street Valley Microfreight hub in the Downtown car park redevelopment <p>“Transformational move 8: Harbour edge stitch”:</p> <ul style="list-style-type: none"> Unite the city centre and waterfront through regeneration, public realm improvements and the development of new mixed-use destinations Replacement of the existing lifting bridge with a new permanent Wynyard Crossing that is fit for purpose and future proofs pedestrian and cycle access to the growing Wynyard Quarter Redevelopment of waterfront public spaces on the adjacent Te Wero Island and Eastern Viaduct areas, to integrate seamlessly with the new crossing and create enhanced spaces for people. Provide more opportunities to pause, linger and spend time along this sequence of connecting waterfront spaces linking Quay Street and the Viaduct Harbour with Wynyard Quarter. 	✓
The Auckland Regional Land Transport Plan 2021 - 2031	<ul style="list-style-type: none"> Recognises climate change and mode shift as increasingly significant policy considerations Key contribution to climate change in the RLTP is the extensive investment in network infrastructure and services, designed to encourage mode shift away from private vehicles and towards lower emission public and active transport options Focus on Vision Zero (zero deaths and serious injuries) A major investment in mode shift, to encourage a greater take-up of this safer mode of travel Downtown crossover bus facilities are on the map for Wynyard Quarter Wynyard Quarter Integrated Road Programme allocated funds to improve the roads within WQ- these improvements will focus on improving safety for people using active modes; improving the urban realm and enabling public transport, while balancing the needs of freight and marine businesses within WQ 	✓

Policy / legislation	What it does	WQ TMA alignment
Auckland Transport Statement of Intent 2021/22- 2023/24	<ul style="list-style-type: none"> Continued focus was on improving road safety, accelerating mode shift, and decreasing our carbon emissions Avoid congestion increasing by absorbing future growth in travel demand through improvements to the public transport and active mode networks Recognises that Covid-19 has challenged priorities and that new ways of working and living are influencing travel patterns/ demand Specific targets to: <ul style="list-style-type: none"> increase cycle movements on Te Wero bridge (WQ) identify preferred site for Wynyard bus facility 	✓
Waitemata Local Board Plan 2020	<ul style="list-style-type: none"> Safety for all our road users is the number one priority Want to sustain growth of people coming into the city centre, but decouple this from emissions, by enabling a mode shift away from private vehicles toward public transport, walking and cycling Our places must be safe. Improving lighting, pathways and sightlines in our parks, and activating our buildings will increase public amenity and safety Specific target to secure funding for the development of a new public open space at Wynyard Point. 	✓
Auckland Council - Implementing the Transport and Access outcome	<ul style="list-style-type: none"> Bringing together ATAP, RLTP, Auckland's Climate Plan, Transport safety strategies, and The Congestion Question. 	✓
Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan	<p>Founded on 3 key elements to drive climate action:</p> <ul style="list-style-type: none"> An overarching Tāmaki response A focus on clear greenhouse gas emissions reduction targets Preparing Auckland for the impacts of climate change 	✓
National policy		
Government Policy Statement on Land Transport 2021/22 to 2030/31	<ul style="list-style-type: none"> Strategic priorities: Safety Better travel options Climate Change Improving freight connections 	✓
Hīkina te Kohupara – Kia mauri ora ai te iwi Transport Emissions: Pathways to Net Zero by 2050 - response to the Climate Change Commission's final advice (May 2021)	Te Manatū Waka - Ministry of Transport published this in June 2021. Hīkina says that the country needs to halve its transport emissions by 2035 to be on track to achieve net zero by 2050; and 2035 is less than 15 years away.	Specific emission reduction targets would need to be set by WQ TMA to be fully aligned
The Climate Change Response (Zero Carbon) Amendment Act 2019	<ul style="list-style-type: none"> Transition period ended in 2020 and the Act is now in full effect. It requires New Zealand to reduce net emissions of all greenhouse gases (except biogenic methane) to zero by 2050 	✓

Policy / legislation	What it does	WQ TMA alignment
Urban Development Act	Sets up a framework for transformational urban development to contribute to sustainable, inclusive, and thriving communities, including establishing Kainga Ora as an Approved Organisation with access to the NLTF in Specified Development Projects	✓
National Policy Statement on Urban Development 2020 and reform of the Resource Management Act	Recognises the national significance of: having well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.	✓
Te Manatū Waka - Ministry of Transport is developing a Generational Investment Approach (2021)	Te Manatū Waka is working with other organisations in the transport system and related sectors to help decision-makers take a 30-50 year view of transport investment choices. This will enable “organisations investing in the transport system to work together to identify and prioritise future choices at the earliest stage in the investment cycle. This complements the existing 3-10 year planning cycle by allowing decision-makers to see how current investment choices align with possible future needs”	✓
Waka Kotahi- NZ Transport Agency released a draft of the “Minimum Standard - Environmental and Social Responsibility Standard” for review (2021)	Projects with a capital value of over \$15 million are required to assess the merits of gaining an ISCA Infrastructure Sustainability Rating, while projects over \$100 million are required to complete ISCA certification.	✓



Bike storage 12 Madden Street

