

Submission in respect of: **City Centre Masterplan 2020 outcomes**

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

- This is a submission on City Centre Master Plan Refresh
- The TMA is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

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, and 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 Plan¹ to

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).

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 Page 3 *Project delivery will also depend on funding; in most cases this is not yet confirmed. Delivery of Masterplan projects will require applications in the next funding round and to be weighed against priorities elsewhere in Auckland.*

Comment Funding solutions may be found in partnerships with other organisations, it need not always be Auckland Council funding projects alone. WQ TMA is an example of an independent organisation who could be utilised to access and leverage external funding for the benefit of Wynyard Quarter community.

- 2.2 Page 4 *Strategic objective Accessible City Centre*

Comment WQ TMA supports this objective but would like to see sustainable transport mentioned in this section, as currently electric vehicles are not mentioned at all. Growth in this sector is being encouraged at a national level. Although it is mentioned in Strategic outcome 9 it could still be included here. In particular WQ TMA are keen to promote EV car share schemes in the area.

- 2.3 Page 8 *Accessible City Centre
a target of reducing the number of cars entering the city centre during the morning peak period by at least 20%*

Comment WQ TMA notes that WQ already has such targets and monitoring of them seems to be an issue. This year for the first time since 2012 the annual Annexure 18 survey has not been undertaken by Auckland Transport in Wynyard Quarter. By not undertaking this survey it will be impossible to evaluate ongoing changes. Setting targets is admirable but assurances on data collection need also to be made by CCO's.

- 2.4 Page 8 *Greater access by public transport
This mode shift has followed Auckland's investments in high quality public transport to the city centre.*

Comment Mode shift does not come about simply by providing public transport. There are many facets to people making changes to the way they travel. These changes come about through a range of initiatives. Good communication, the adoption of multi modal journeys, access to clear information, a good service and more recently a sustainability focus. Simply providing public transport will not guarantee success.

- 2.5 Page 9 *Recent planning efforts have identified bus capacity constraints along corridors and at terminals in the Downtown area, Wynyard Quarter and in the University Quarter*

Comment WQ TMA are adamant that they do not wish to see any increase in the current number of bus layovers in the area. Wynyard Quarter is premier waterfront, hosting international events and attracting high numbers of workers and visitors. Continuing to park buses on the side of the road is not a desirable or viable solution.

2.6 Link bus cessation

Comment There is no mention in this document of the fact that once the CRL is completed the City Link bus service will cease. This is a huge concern to the Wynyard Quarter community and assurances of continued, frequent, public transport connectivity are being sought. See page 85 of the Auckland Regional Public Transport Plan 2018- 2028.

2.7 Page 9 Walking, cycling and micro-mobility

Comment WQ TMA are concerned at the lack of quality data collection associated with walking and cycling. It is our understanding that there is just one collection point in Wynyard Quarter (Te Wero crossing) and that this can only count walkers and cyclists. It cannot count any other forms of micro-mobility. Robust, modern data collection points are needed throughout the city centre to build up a comprehensive and reliable picture of changes to active modes sector.

2.8 Page 9 *Planned investment in cycling, including a new cross harbour connection to the North Shore could be expected to contribute an additional 15,000 cycle commuters per day, plus leisure trips.*

Comment WQ TMA welcomes the additional active mode journeys that will eventuate when the new Harbour crossing is completed. WQ TMA are keen to see the necessary infrastructure put in place to support these journeys. This could include bike storage facilities and charging stations for electric micro-mobility options. Urgent consideration also needs to be given to how visitors to the new Harbour crossing will get to the new attraction. At present there are no public transport connections nor any suitable carparking close to the site.

2.9 Page 10 *More efficient use of street space*
Car parking in the city centre is not encouraged under the Unitary Plan,

Comment It would be great to see more on street spaces being designated for EV car share schemes, instead of bus layover areas. Infrastructure promoting active modes such as bike racks and charging stations also need to be put in place. WQ TMA are also concerned that new car parks are planned, and are currently under construction in Wynyard Quarter, which appear to be at odds with the UP.

2.10 Page 10 *Safe Streets*

Comment Crash statistics aren't the only way to identify unsafe streets. WQ TMA are aware of unsafe streets in the area and would encourage dialogue with users of the streets to identify and find solutions to issues. For example bus layovers that limit visibility for active modes are causing a safety hazard in the Beaumont Street area.

2.11 Page 13 *The proposed headland park on Wynyard Point*

Comment WQ TMA support the creation of a park environment on Wynyard Point. Water access to this location should be included as part of the re development initiative.

2.12 Page 23 *Zero-emissions areas focused on Waihorotiu Queen Street Valley and the Wynyard Quarter supporting the move towards the city centre having the cleanest air of any million-plus city anywhere in the world.*

Access for Everyone - will remove fossil-fuelled through traffic from the city centre creating a Zero Emission Area in the Waihorotiu Queen Street Valley and potentially the Wynyard Quarter.

Comment WQ TMA have repeatedly asked to see the designated areas for zero emissions, as they relate to the Wynyard Quarter area, but as yet have seen nothing definitive. Areas affected need to be part of the planning and consultation process to ensure practicality.

2.13 Page 24 *Green building standards*

The CCMP proposes that all future development in the city centre should demonstrate strong sustainability credentials. There are multiple opportunities for photovoltaic energy generation and green roofs. Following the precedent set in Wynyard Quarter, new buildings will be encouraged to conform to the New Zealand Green Building Council's Green Star ratings in which energy, water and thermal efficiency and sustainable sources of materials are all considered.

Comment WQ TMA support the drive towards sustainable buildings. However, in Wynyard Quarter there are examples of buildings who have obtained Green Star rating, in part due to having fewer car parking spaces than permitted. The building operators then simply leases additional car parking off site in the area. Loop holes such as this need to be closed.

3. Recommendations

- 3.1 WQ TMA would like to see enhanced data collection and monitoring in the Wynyard Quarter area. Having a solid foundation of base line data will ensure that successes can be validated and not simply anecdotal.
- 3.2 As robust data is needed, WQ TMA would like to see the Annexure 18 survey reinstated immediately as per the District Plan requirements.
- 3.3 The area needs to be well connected to public transport networks. Any changes to the current Link bus service need to be replaced with enhanced alternatives.
- 3.4 WQ TMA are keen to ensure this prestigious area does not become a bus layover zone.
- 3.5 Mode shift initiatives are ongoing in Wynyard Quarter, albeit with limited resources. This area would be an ideal pilot for new travel demand projects.
- 3.6 Plans need to be made now to ensure infrastructure is put in place to support active mode journeys. This may include public end of trip facilities, secure and sheltered parking areas, and charging facilities. The new Harbour crossing is an example of where new infrastructure will be needed.
- 3.7 WQ TMA would like to see on street parking spaces allocated for shared sustainable transport such as shared electric vehicles in Wynyard Quarter. With the huge increase in alternatives to the traditional taxi such spaces should be available.
- 3.8 Understanding barriers to travel choices will help with mode shift changes. Engagement at a local level will help provide real information and honest perceptions. With approximately 20% of the work force located here, Wynyard Quarter is a great area to trial new initiatives.
- 3.9 No mention is made here of providing new ferry services for the area. This could help reduce commuter traffic in and around the CBD, and provide connections for visitors and boaties.
- 3.10 WQ TMA would like to understand the designation of the fossil fuel free streets in relation to the Wynyard Quarter area.

4. Conclusions

- 4.1 WQ TMA broadly support the concepts and themes of the refreshed City Centre Masterplan but ask that consideration be given to the recommendations listed above.

ENDS