

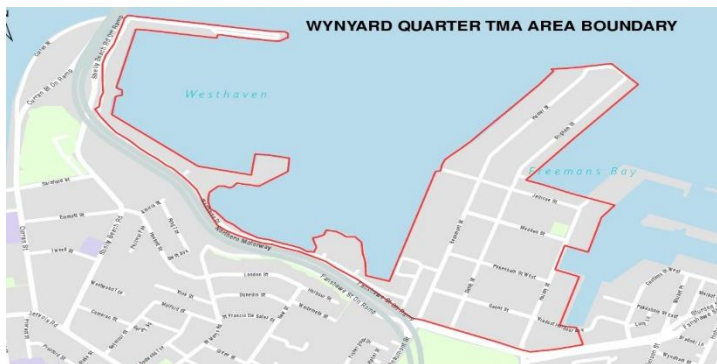
Submission in respect of:

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

- **This is a submission on NZTA Northern Pathway proposal April 2020**
- 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, Auckland Transport, 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, 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 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 WQ TMA generally supports the concept of the Northern Pathway and recognise that once completed, it will enable some commuters to switch to active modes, as well as providing a new access way for visitors to the area.
- 2.2 The focus for the WQ TMA is the Westhaven end of the Northern Pathway project.
- 2.3 There are currently no public transport services connecting Westhaven Drive and the Wynyard Quarter / CBD area.
- 2.4 Any public transport accessing the area from Wynyard Quarter would be via Beaumont Street and Westhaven Drive. There is a "pinch point" at the Westhaven Drive / Beaumont Street intersection which would need to be carefully investigated to ensure safe manoeuvring of any new public transport provision in order to mitigate risk to all other road users, including pedestrians and cyclists.
- 2.5 Public transport will need to have room to turn at the Westhaven end of the route. Layover areas for the vehicles along with associated facilities for drivers may also be required. These need to be accommodated and provided for in the overall design.
- 2.6 Visitors will want to park nearby to access the Northern Pathway at the Westhaven end and at this time there is very limited public parking. The parking is currently allocated for marine use and it is important to avoid any possible conflict with this long standing community.

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).

2.7 There are currently no end of trip facilities in the Westhaven area close to the start of the proposed Pathway. There are no secure bike parking, no drinking fountains, and no public toilets. It would be good to understand what the provision for these will look like, and where they will be located. They will need to be provided to accommodate the large visitor numbers that the Northern Pathway will attract.

2.8 The preferred cycling and walking routes from Westhaven into the CBD need to be identified and clearly signposted. This is to ensure public safety for both cyclists and walkers and other road users.

3. Recommendations

3.1 With public safety in mind the TMA seeks assurances that it will be consulted with before any decisions are made regarding new public transport routes to the Westhaven area.

3.2 WQ TMA want to see improved, clear signage for the preferred access routes to the Wynyard Quarter area and CBD. These need to be in place for public safety.

3.3 WQ TMA wish to be included in discussions around the provision of car parking for the Northern Pathway, in the Westhaven area.

3.4 WQ TMA want to be assured that comprehensive end of trip facilities are being planned for as part of this project, and will be delivered at the same time as the Northern Pathway.

ENDS