

Submission in respect of: Auckland Regional Land Transport Plan 2018- 2028

1. WQ TMA observations

As New Zealand’s largest city, Auckland needs an affordable and accessible public transport system which connects the City, to support population, employment, and visitor growth. Freight and delivery optimization also need to be addressed in order to further the economic growth of the region.

WQ TMA want to see proactive travel demand management initiatives alongside transparent funding options. The key to mode shift, in order to prevent Auckland coming to a standstill, is accessible and connected public transport, and safe, sustainable transport options.

It is beyond the scope of the TMA to comment on the methods engaged to obtain funding for transport improvements and projects. However any funds raised via transport “taxes” need to be ring fenced and only spent on transport initiatives, projects and services that will deliver real benefit to high numbers of Aucklanders. WQ TMA understand that the proposed regional fuel tax will only go part way to towards funding gap. Auckland Council and the Government need to urgently commit to delivering fair and equitable solutions to fund this gap in order to ensure that the transport system in Auckland does not grind to a halt.

WQ TMA support programmes that take advantage of emerging technologies to manage congestion, improve safety and influence travel demand. WQ TMA believe that they have a critical role to play in changing travel behaviour and reducing congestion in and around Wynyard Quarter.

2. Wynyard Quarter Transport Management Association - background

2.1 Wynyard Quarter Transport Management Association (WQ TMA) is an independent group representing developers, landowners, employers, the marine and fishing industries, and the hospitality and entertainment sector which collectively have and continue to develop an environment to work, live and play. TMA membership represents the majority of the affected parties located within the Wynyard Quarter in relation to transportation. The map below shows the TMA area boundary.



- 2.2 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 WQ.
- 2.3 The objects of the TMA as outlined in its 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 objects.
- 2.4 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 traffic entering and exiting the Wynyard Quarter is maintained or reduced. The mission of WQ TMA is to be the voice of the Wynyard Quarter businesses to ensure that the traffic generation does not adversely affect access within the area.
- 2.5 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 understand 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 this innovation hub. This means well connected, frequent sustainable transport options of the highest quality.

3. Comments

3.1 Regional fuel tax

It is critical for the ongoing success of Auckland that an affordable, connected and reliable public transport system is put in place. We also need to ensure that freight and delivery movements across Auckland are supported.

It is beyond the scope of the TMA to comment on the methods engaged to obtain funding for transport improvements and projects. However any funds raised via transport "taxes" need to be ring fenced and only spent on transport initiatives, projects and services that will deliver real benefit to high numbers of Aucklanders.

WQ TMA understand that legislation is expected to be in place for the regional fuel tax to start as early as July 2018. If the Government does not have the legislation in place the Interim Transport Levy should remain in place, at the current levels until such time as the regional fuel tax is in place.

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).

3.2 Light Rail

WQ TMA support the introduction of light rail into Wynyard Quarter, as long as it is part of a connected public transport infrastructure. The proposed connection from Wynyard Quarter to the airport could be of great value to the Wynyard Quarter area.

It is our understanding that the Government is proceeding with a tender process for the light rail project. Whilst it is included in the Auckland Transport Alignment Programme and RLTP (as a NZTA-led project) we note that no council funding contribution to light rail is being consulted on as part of the RLTP. Without security of funding this project could be at risk

We ask for:

- Confirmation that light rail will be fully integrated into the wider transport plan for the city.
- An indication of the cost of light rail. The government's initial contribution to light rail is said to be \$1.8billion. Total costs of light rail have been mooted at around \$6 billion. However there are no estimate in the RLTP for the cost of building or running the proposed light rail network. This is a significant omission from the RLTP and needs to be addressed.
- RLTP needs to be clear on the funding options for proposed light rail. WQ TMA are keen to know if potential funding options will include contributions from property owners through general (or targeted rates) or application of a value-capture mechanism. If a cost-sharing approach is to be explored as part of the light rail business case, it should be clearly detailed in the RLTP.
- A coordinated approach is needed, giving consideration to other projects and activations taking place in affected area at the same time. A coordinated development response framework (and budget) is vital for a project of this magnitude.
- WQ TMA wish to be fully consulted and informed on the development of the light rail project to ensure the views of those impacted in Wynyard Quarter are represented and any negative impacts are mitigated.

3.3 Buses

Wynyard Quarter TMA welcomes the new electric buses into the area. We look forward to working towards Fossil Fuel Free Streets as part of the C40 project. We agree with the RLTP statement that extending public transport coverage, improving connectivity and frequency will play a key role in improving accessibility and increasing the public transport mode share.

We would ask that:

- Priority be given to the currently unfunded Quay Street streetscape project. Quay Street is typically the start of the journey into Wynyard Quarter and a high quality, safe, active modes friendly environment is critical.
- WQ TMA support the need for bus service improvements in Wynyard Quarter but is not supportive of Wynyard Quarter becoming a bus layover area.

3.4 Ferries

As a waterfront area WQ TMA support the completion of the Future Ferry Strategy for Auckland as proposed in the plan.

- WQ TMA wish to be involved with the Ferry Strategy at the earliest possible stage.

- Improvements need to be made between the Downtown Ferry basin and Wynyard Quarter to enable safe and easy movement between the two areas.

3.5 Park & Ride

With many of the commuters in Wynyard Quarter originating from the North Shore expanding the park and ride facilities is broadly supported by WQ TMA. However we notice that the enhanced Park and Ride programme of \$119 million is currently unfunded.

- WQ TMA would like to suggest that currently unfunded Park and Ride projects be made a higher priority so as to encourage more patrons to use the bus services on offer.

3.6 Walking & Cycling

WQ TMA support the focus on improving city centre walkways and cycleways, which help connect key parts of Auckland's city centre. The city needs great cycling facilities (along with great end of trip facilities) as they are valued by workers and recreational cyclists, assist businesses with talent attraction and retention, and contribute to positive perceptions of the city centre.

- WQ TMA would like to see more connected and separated walking and cycling pathways to reduce accidents and promote safer journeys.
- WQ TMA ask that it be remembered that WQ is an active marine and industrial area and that it be fully consulted on all new proposed walking and cycling initiatives.
- WQ TMA would like to suggest that priority on Te Wero Bridge be given to active modes and that set times for opening the bridge are negotiated. For example the bridge opens on the hour or half hour daily. People can then plan journeys around those times and avoid lengthy queues often in inclement weather.

3.7 Freight

WQ TMA acknowledge that freight and servicing can be a challenge in the WQ built environment. The ongoing design of WQ needs to take into consideration marine freight as well as freight associated with construction and regeneration.

- We support Heart of the City in seeking to develop a loading and servicing strategy for the city centre (including Wynyard Quarter) to enable the ongoing servicing of businesses.

ENDS