

## Submission in respect of: Auckland Regional Public 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 travel.

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

WQ TMA supports 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, and could be used as an exemplar throughout the region.

### 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 are outlined in the TMA Rules and 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 Plan<sup>1</sup> 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 and 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 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 this innovation hub. This means well connected, frequent, sustainable transport options of the highest quality.

### 3. Comments

#### 3.1 City Link bus service

Of great concern is the mention on page 85 that the City Link bus service will cease once the City Rail Link is completed. There is no mention of what will replace the City Link bus service which provides a vital public transport connection between the CBD transport hubs (including Britomart and the Ferry terminal), through to Wynyard Quarter. As acknowledged on page 22 “the public transport first and last leg options” need to be in place.

As one of the fastest growing employment hubs in Auckland, Wynyard Quarter needs frequent, and connected services for residents, commuters and visitors. The America’s Cup in 2021 will be a real test for the public transport system in the central area. The TMA seeks assurances that plans for a replacement service are being put in place and that funds are available to support the new link. The TMA would like to be consulted on the available options at the earliest opportunity.

We ask that:

- WQ TMA be fully consulted and informed on the proposed replacement for the City Link service. The service needs to be frequent and well connected to ensure use by commuters’ residents and visitors
- Wynyard Quarter does not become a bus layover area. WQ TMA fully support the need for bus service improvements in Wynyard Quarter but is not supportive of buses taking up parking spaces, that could otherwise be used to support the retail businesses in the area
- Charging stations for electric buses be located at agreed points (such as bus depots)

#### 3.2 Electric buses

WQ TMA welcome the proposed electrification of the bus fleet and the C40 aspirations for the City. However WQ TMA strongly oppose Wynyard Quarter becoming a bus layover zone. Currently on street car parking spaces on

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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).

Beaumont Street (which predominantly support the retail sector) are being taken out and replaced by bus layover bays. Solutions need to be found to ensure that the area doesn't become a "dumping ground" for buses.

The TMA also have concerns about any plans to put electric charging stations in and around the area, and the subsequent loss of parking spaces and public amenity.

We ask that:

- No additional bus layover areas are dedicated within the Wynyard Quarter area
- WQ TMA be fully informed of any plans to introduce electric charging stations
- Auckland Transport look closely at the plans for the new bus depot site (100 Halsey Street) and seek options for layovers and electric charging facilities within that development

### **3.3 Mobility as a service (MaaS)**

Wynyard Quarter is an ideal place to set up a trial of any new initiatives under a MaaS programme for Auckland.

WQ TMA welcomes the addition of audio and digital screens on public transport. Such initiatives need to be in place ahead of the America's Cup in 2021.

We ask that:

- Auckland Transport consider using Wynyard Quarter and WQ TMA as part of any roll out of MaaS
- Provision of screens and audio to assist in public transport journeys be implemented in time for the America's Cup in 2021

### **3.4 Mode shift**

Throughout the plan reference is made to journey planning and travel demand. This is something that Auckland Transport needs to do in conjunction with other organisations, such as WQ TMA and Business Improvements Districts (BIDs) in Auckland. Support would need to be provided, but such organisations already have established business connections and can help with influencing mode shift, journey planning and travel demand.

We ask that:

- Auckland Transport work in conjunction with existing organisations (including WQ TMA) to seek to obtain mode shift to public transport, through journey planning and travel demand

### **3.5 Monitoring and evaluation**

Whilst the list of KPI's on page 78 is comprehensive the missing component is why people are not using public transport. There may be barriers to people changing modes and only by researching and identifying what those barriers are can mode shift be achieved. There is little value in surveying the same people, using the same services year in year out. Auckland Transport needs to find out what factors are preventing the mode change and address those in order to achieve higher levels of sustainable transport use.

We ask that:

- Auckland Transport work in conjunction with WQ TMA and BIDs Auckland Transport to undertake surveys to improve the understanding of the barriers for people who are not using public transport.