

# WQTMA

Wynyard Quarter Transport Management Association

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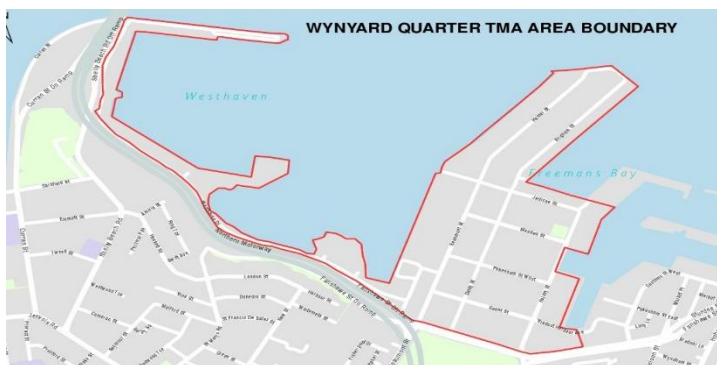
Submission in respect of: AT Regional Public Transport Plan 2023 to 2031

Date: 15 August 2023

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

## 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, Kiwibank, Sanford, Southern Cross and has a reputation as the innovation hub for Auckland. The area currently is home to approx. 15,000 employees, and this number is set to rise. 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 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 Plan<sup>1</sup> to ensure that vehicle traffic volumes entering and exiting the Wynyard Quarter are 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, and frequent sustainable transport options of high quality that ensures the safety and well-being of all users of the area.

## 2. Comments and observations

- 2.1 WQ TMA acknowledge that Auckland Council have had to make drastic budget cuts. Targets set in the Transport Emissions Reduction Pathway (TERP) have not been altered and at current predictions will not be met by the path being followed in the RPTP.
- 2.2 As the Government and Auckland Council have yet to produce a joint Transport Plan, it could be said that the production of the RPTP is slightly premature. If the joint plan takes a different direction or approach, parts of the RPTP could become obsolete.
- 2.3 The current TERP target is for 550 million PT passenger journeys in Auckland pa by 2030. Within the RPTP this target has been reduced to 150 million by 2031 (page 25).
- 2.4 It is estimated at over 70% of Auckland's PT patronage is from buses yet decarbonizing the bus fleet won't be completed until 2040. The TERP targets can't wait another 17 years. More immediate action is needed to cut emissions from buses.
- 2.5 Congestion charging is one way to encourage mode shift and increase sustainable travel but all funds raised need to be ringfenced to ensure they are spent on public transport.
- 2.6 Customer experience monitoring needs to be expanded to include those for whom PT isn't working. Why isn't it working and what can be done to change that.
- 2.7 Clearer transparency around what the Climate Action Transport Targeted Rate (CATTR) will be funding is needed.
- 2.8 The Vision and goals for PT (page 24) makes no reference to reducing VKT. This should be included.
- 2.9 Private transport providers should be able to have access to charging infrastructure

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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).

- 2.10 On-demand services could be seen as a “nice to have”. At a time of drastic budget cuts are they the best use of scarce funding?
- 2.11 What is meant by “loyalty credits” – page 46. It is unclear what this means and how it might manifest, therefore difficult to form an opinion.
- 2.12 AT needs to explain more clearly to the public that it is up to the event organisers to provide extra PT to venues. This isn’t something that is widely understood and AT cops a lot of unwarranted negative publicity when things go wrong.
- 2.13 New bus services connecting into Wynyard Quarter are welcomed but many are not due to be activated until 2028. Any fast tracking of new services would be welcomed.

### 3. Considerations

- 3.1 Prioritise and fast track the electrification of the bus fleet as an urgent priority.
- 3.2 Ring fence funds from congestion charging to ensure that money is only spent on sustainable public transport solutions.
- 3.3 WQ TMA supports the increase in parking fines and any legislative changes needed to fast track this.
- 3.4 Improve real time communications for PT users. Recent adverse weather events and the shootings in the CBD showed a system that wasn’t quick enough to provide passengers with up to the minute information and travel advice.
- 3.5 Set clear targets which are consistent across differing reports. TERP and RPTP need to have a single target for PT boardings – is it 550 million or 150 million?
- 3.6 WQ TMA support the concept of contactless payments for public transport in Auckland.
- 3.7 WQ TMA is supportive of a weekly fare cap but would need more clarity around the amount before fully endorsing this new initiative.
- 3.8 WQ TMA are supportive of off-peak incentives for PT customers.
- 3.9 Park and Ride parking should only be available to those using PT. Charging those who aren’t using PT is a good idea, but needs to be at such a level as to deter parking by non-PT users.
- 3.10 The new employee PT subsidy scheme being launched by AT will rely on the user having an AT HOP card so caution is needed around any thoughts of discontinuing HOP cards.
- 3.11 WQ TMA are concerned that new services which terminate in Wynard Quarter will seek use local streets to layover buses. Solutions to the issues around bus layover are urgently needed.
- 3.12 There is no mention of connecting Wynyard Quarter by ferry to new areas. WQ TMA feel this is a missed opportunity for commuters and visitors and would advocate for such changes.

ENDS