

WQ TMA

Wynyard Quarter Transport Management Association

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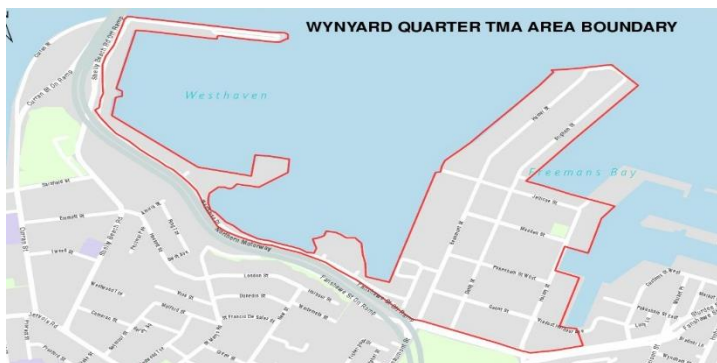
Submission in respect of: CITY CENTRE BUS PLAN

Date: 15 September 2021

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 1,000 plus residents. These numbers are 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 70:30 mode split by 2020. With 70% of all journeys being by sustainable modes. However, this figure has been anecdotally revised to a 80:20 or even 90:10.

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 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 Wynyard Quarter has been revitalised to become a high quality, desirable destination. As such land prices are at a premium. Occupying valuable land with a bus depot may not be desirable, or the best use of the land and site.
- 2.2 Wynyard Quarter already has a functioning bus depot. From the layman's point of view, it would be logical to utilise this space rather than taking up more land, on a different site for the same purpose. Ideally, these two sites need to be combined in some way.
- 2.3 Currently the City Link and bus route 75 end in Wynyard Quarter. These services lay up on street and until AC36 were often parked outside business premises. These buses occupy parking spaces required by retail customers of the marine businesses on Beaumont Street.
- 2.4 Change is needed to the existing network much sooner than the 5 – 10 years suggested in the City Centre Bus Plan. In the interim where will the buses layover off street?
- 2.5 Covid has changed the way we all work. It is difficult to predict what the new normal will be in terms of working patterns but one can assume that people will continue to work flexibly, therefore per capita demand for PT is likely to be reduced. Has there been any modelling done around this?
- 2.6 As the number of residents in the city centre increases so will the demand for PT. Especially to radiate out from the CBD (rather than just to it).
- 2.7 Having two dedicated bus corridors that don't terminate downtown will be a great improvement, and with the removal of long walks and confusing transfers more people will consider using public transport.

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).

- 2.8 As AT try to create “a more walking and cycling friendly environment” ensuring priority for active modes over the Te Wero crossing is critical. This will provide reliable journey times and improve connections to and use of public transport.
- 2.9 Page 13 shows a map with the following text “Transport infrastructure serving the developing Wynyard Quarter.” It is unclear what this means. Other text on the page is more self-explanatory “rail and bus transport hub” for example. Clarification is sought.
- 2.10 Page 18 shows current and predicted number of people coming to CBD by bus. Statistic NZ estimates a 24% population growth in Auckland by 2038 (2.1million). Yet the growth for the North Shore passengers sits at just 12% increase. Are we assuming a second harbour crossing by then or why is this figure so low when the North Shore has been the exemplar for PT/bus travel over the past decade?
- 2.11 Page 19 one of the tables shows the forecast increase in PT use into Auckland City Centre. The table shows the number of people in private cars remaining static until 2048. WQ TMA would have assumed that this number should be predicted to be decreasing - in line with Climate Action Plan reduction targets.
- 2.12 The plan suggests increasing provision of bus stops as well as real time information boards. Bus stops take up a lot of space on the footpath, so are they really needed in every location? Everyone has a phone so real time information boards may not be such a priority. All that is needed would be free Wi-Fi at bus stops and signage directing people to the AT app. This could be a significant cost saving.
- 2.13 With regard to the proposal to send Tamaki services to Wynyard Quarter, could this be done on a trial or pilot basis to measure uptake before going live.

3. Conclusion

- 3.1 WQ TMA agree that the process of moving people around the city by bus needs improvement. Making PT journeys easy is certainly something WQ TMA would support.
- 3.2 Mode shift needed on the scale required to meet targets climate change targets will rely on increased uptake of PT. This means we need a better network sooner than a decade away.
- 3.3 WQ TMA appreciate that projects of this scale take time but would like to see the initiatives fast tracked to ensure an improved system, sooner than the 5 - 10 years proposed in the City Centre Bus Plan.
- 3.4 City centre fringe bus depots will greatly support travellers, bus drivers and help remove ‘unplanned’ bus congestion at layover points such as Wynyard Quarter. However, location choices will be important to enhance rather than detract from an area.
- 3.5 If Light Rail connects to Wynyard Quarter will there still be a need for a bus terminal, as the number of buses servicing the area should decrease? Or will the presence of (or plans for) a bus terminal preclude the area from being connected to Light Rail?
- 3.6 Rapid transport without a depot/bus terminal would be the preferred option for Wynyard Quarter.

- 3.7 Any terminal building should be sympathetically designed, off street and include high quality public end of trip facilities. These would include CCTV, lockers, secure bike parking, charging facilities for electric scooters and bikes etc.
- 3.8 The Auckland Council Climate Action Plan calls for public transport mode share to be 24.5% by 2030 and 35% by 2050. There is no mention of these targets in this plan or anything to indicate what the current mode share is.
- 3.9 Reducing traffic congestion, improving phasing of traffic lights and adding in bus lanes will help make journey times on buses more reliable and faster. This in turn could help encourage new passengers to PT. The changes are all within the control of Auckland Transport and could be actioned much faster than building infrastructure, such as bus terminals/ depots.
- 3.10 No mention has been made in the document of PT connections to the proposed Northern Pathway. This would need to be included in the overall plan and new facilities close to the harbour bridge would be necessary. So, would that area be a better location for a bus depot/terminal rather than in the heart of Wynyard Quarter?
- 3.11 WQ TMA requests to be kept up to date with proposals and initiatives relating to all aspects of PT developments and travel in and around Wynyard Quarter.