

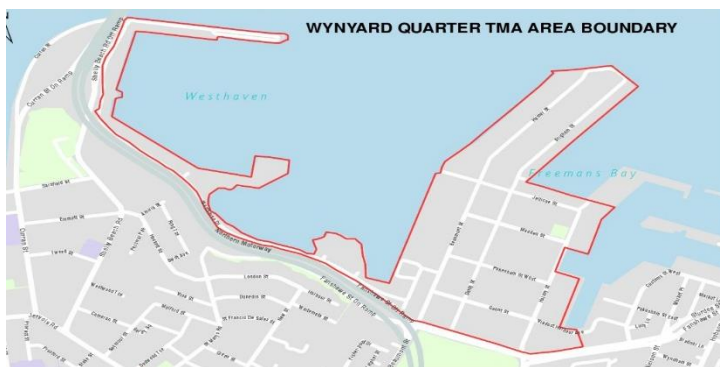
## Submission in respect of: Auckland's Climate Action Framework

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

- This is a submission on Auckland's Climate Action Framework – consultation documents.
- 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, 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.

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

<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

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

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*"As no single group can deliver the change needed alone, we have collaborated with stakeholders across Auckland to develop this framework to reduce emissions that cause climate change, like those from transportation and energy generation, and reduce climate impacts like flooding and sea level rise"*

Comment: WQ TMA agree with this statement and would welcome being involved in projects that could be activated and tested in Wynyard Quarter, then rolled out other areas of Tāmaki Makaurau.

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*"Our most significant sources of emissions are related to transport, energy use in industry and buildings, and industrial processes. Collectively, they contribute to more than 60 per cent of total emissions in Auckland."*

Comment: Whilst WQ TMA acknowledge that emissions need to be reduced across Auckland and in Wynyard Quarter, we are not aware of ANY data collection being undertaken in respect of emissions in our area, and therefore without benchmarking how can any reductions be effectively measured?

*"To get there, our emissions must decrease rapidly in the next decade. The sooner they decline, the better we can manage the challenges, impacts and costs, and the sooner we'll see the benefits like cleaner air and better transport choice."*

Comment: Sustainable transport choices will result in cleaner air but without benchmarking successes won't be able to be quantified or celebrated.

### **Page 24**

*KEY MOVE 5: Deliver clean, safe and equitable transport options  
Aucklanders have more options for getting around.*

Comment: WQ TMA have a remit for transport and would like to work collaboratively to see this area, and its 10,000 plus employees used as a test bed.

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*“Embed climate change assessments into decision-making processes and reporting.”*

Comment: From a business perspective this needs to be made as easy as possible. These aspirations are not core businesses for most, and in order to be readily adopted they need to be simple to activate. Support needs to be made available and offered to businesses.

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*“Conversely, quality compact urban development has many benefits. These include better and lower-carbon transport choices, reduced travel times and costs, and fewer impacts on air and water quality.”*

Comment: As part of this conversation there needs to be more enforcement of Resource Consents. For example, businesses who are required to undertake annual staff travel surveys should be held accountable. This data will show mode shift as well as other key information, such as where there are gaps in public transport options. This would enable transport planners to see where services are needed. At the current time there is little requirement for travel surveys to be carried out, so businesses simply do not undertake them. With enforcement of resource consent conditions more data would become available.

Another aspect to this is where buildings in developed urban areas opt to have less than the permitted level of parking. This enables them to acquire accreditation (such as green star ratings). The occupiers of the building then simply lease additional car parking elsewhere, completely undoing the assumed benefit of reduced car parking. This is a loop hole that Auckland Council consenting team could look to close.

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*What we want for the future “The planning, location and delivery of development and infrastructure THAT helps minimise and reduce emissions and the impacts of climate change.”*

Comment: If Auckland Council want to deliver on this then they will need to provide enhanced enforcement of Resource Consents and ongoing support to stakeholders. The word “that” has been added to this sentence for clarity.

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*“Aucklanders feel more connected to their communities. They have more time to spend with families and friends due to shorter and easier travel.”*

Comment: Sustainable travel, which is the aspiration, may in reality not be shorter or easier, so it is perhaps unrealistic to make the above statement. The sentence could be changed to read “They have more time to spend with families and friends due to easily accessible and better-connected transport options”.

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*“•Create a zero-emissions zone in the city centre, favouring public transport, walking, cycling and zero-emissions vehicles.”*

Comment: change to “favouring sustainable public transport”

*“•Use clean energy and low emission initiatives in the ports of auckland and wynyard quarter areas including hydrogen production, “*

Comment: Correction needed - add capital letters as follows: Ports of Auckland and Wynyard Quarter

*“•Improve health outcomes for residents and visitors by providing the cleanest air of any city in the world of a million-plus people”*

Comment: Please consider adding ‘workers’ or ‘commuters’ into this sentence.

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*“Transport-related emissions account for around 40 per cent of Auckland’s total emissions – and 90 per cent of these are related to travel by road.”*

Comment: Real data collection points are needed across Auckland to establish a bench mark against which to measure results.

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*“What we need to do*

*Our actions to deliver this key move include:*

- 1. Encourage large-scale uptake of zero and low emissions vehicles*
- 2. Rapidly increase the frequency, affordability and availability of public transport*
- 3. Rapidly increase safe, high-quality cycling and walking infrastructure*
- 4. Assess road pricing schemes to reduce car travel and vehicle emissions*
- 5. Make freight systems more efficient to reduce emissions.”*

Comment: WQ TMA would like to suggest that travel demand management, along with mode shift and behaviour change are added to this list. It is great to provide electric buses throughout Auckland but if no efforts are made to change behaviour then providing sustainable buses, that no one is using, is pointless. Add in point 6 as follows:

6. Increase efforts to influence mode shift and behaviour change to sustainable transport options.

If as identified 40% of emissions come from transport perhaps more focus needs to be placed on this section. WQ TMA would be happy to be a test bed for pilot projects, such as shared electric vehicles.

We need the infrastructure in place to support electric cars, electric bikes, electric scooters and whatever the next micro mobility mode might be. Where are the public charging stations, the secure parking racks and the end of trip facilities for people swapping to active modes?

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*“2. Accelerate business transition to zero carbon and build resilience*

*3. Establish sector-based programmes to grow low carbon and climate resilience skills”*

Comment: WQ TMA would like to encourage the provision on additional support for businesses to enable a smooth and faster transition process. As an innovation hub, Wynyard Quarter would be an excellent test bed for such initiatives.

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*“3. Unlock barriers and support community-based initiatives that reduce emissions and build resilience in a fair way”*

Comment: As a growing community (of both residents and employees) Wynyard Quarter (WQ) have been in discussion to roll out the Auckland Council FutureFit programme to the WQ community. One of the major barriers to this is funding. Reaching out and connecting through existing networks will enable climate change messaging to connect with Aucklanders and initiate discussion and change. Using such groups as WQ TMA, will speed up the process and be potentially more successful than creating new pathways. Projects such as FutureFit need to be sufficiently funded to enable them to influence and change behaviour.

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*“Grow a low-carbon, resilient food system”*

Comment: Lots of opportunity to support communities such as Wynyard Quarter to grow food in the area, as well as recycling food waste from our business and entertainment sector.

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*“Auckland has pledged to transition to fossil fuel free streets by:  
procuring only zero-emission buses from 2025 and ensuring a major area of our city is zero carbon by 2030”.*

Comment: WQ TMA would like to know which “major area” has been designated to be zero carbon by 2030.

### 3. Recommendations

- 3.1 Wynyard Quarter be considered as a possible tested bed for climate change activations before they are rolled out across Tāmaki Makaurau.
- 3.2 A comprehensive network of up to date data collecting mechanisms needs be put in place across Auckland including, Wynyard Quarter.
- 3.3 Auckland Council needs to actively enforce Resource Consent obligations and look to close loop holes, particularly in regard to reductions in emissions and travel plans / surveys.
- 3.4 More emphasis is needed on influencing behaviour change in relation to transport. The behaviour change could be swapping modes or opting for more sustainable options. Consumers need to be able to easily access the information regarding what options are available to them.
- 3.5 Infrastructure needs to be put in place to support electric bikes, cars and scooters. This would include charging stations, secure racks for bikes and scooters and more public end of trip facilities.
- 3.6 Existing projects that seek to reduce emissions and improve climate change outcomes, such as FutureFit, need to be sufficiently funded to enable them to influence and change behaviour, and thereby reach their potential.
- 3.6 Areas that are to be designated fossil fuel free, need to be consulted with, before decisions are made.