

# Wynyard Quarter Plan Refresh

*Revised Transport Strategy*

*27<sup>th</sup> March 2020*

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# Purpose

In 2017, Panuku Development Auckland and Auckland Council adopted an updated Wynyard Point layout that proposed a realignment of the Waterfront Plan 2012 to create a legible sequence of open spaces for regional and local events, and to deliver optimal development sites for private investment. As part of the continued planning and development process of Wynyard Quarter – including the America’s Cup in 2021 – a further review and update for Wynyard Point and a Plan Change is required.

This strategy is an update of the 2014 Transport Strategy that Arup previously prepared for Panuku. While the strategic objectives have not changed, there have been multiple changes in the overall context which have necessitated an update of the 2014 strategy. This revised strategy is intended to support Panuku’s aspirations of providing better public amenity, urban development and sustainable transport outcomes across both the short and long term.

Panuku intend to lodge a Plan Change application to support revised development plans for Wynyard Quarter. Panuku have commissioned Arup to lead the transport assessment of the previous strategy and work with the wider consultant team in developing the renewed vision for the Wynyard Quarter.





# Methodology/Approach

## 1. Review the 2014 Transport Strategy

The first step was to review the previous strategy to understand the process undertaken and the assumptions that underpinned the work completed in 2014. This also included a review of the 2012 Waterfront Plan and other relevant documents.

## 2. Desktop analysis of changes since 2014

The next step was to understand the changes that have occurred at Wynyard Quarter since 2014, including Panuku's organisational drivers, aspirations for future development of Wynyard Quarter and implications from the confirmation of the Auckland Unitary Plan in late 2016.

There have been substantial changes to Auckland in recent years with a number of large investment programmes committed, including construction of the City Rail Link and completion of Auckland Transport's reorganization of Auckland's bus operations (the New Network rollout). Furthermore, investments yet to be made – such as a Wynyard Quarter bus interchange and the proposed light rail connection to Wynyard Quarter – remain just as important.

In addition to infrastructure changes, substantial changes to urban mobility which are shaking up the traditional approach to transport have been occurring. People have more options to move about today than ever before with micro-mobility and ride-share services opening up new opportunities for enhanced connectivity.

## 3. Analysis of impact on changes to strategy

Drawing upon the analysis of what's changed and applying a first-principles based approach, Arup have identified a number of areas within the 2014 Transport Strategy that are no longer relevant. This assessment highlights these areas and suggests some new areas of focus for consideration in an updated version of the transport strategy.

The assessment has been completed based on existing information which has been provided by Panuku, Auckland Council, and Auckland Transport. No additional data has been collected as part of the assessment.

The outcomes of this assessment are to inform discussions with Panuku and the wider consultant team in developing a series of recommendations for the planned Plan Change for Wynyard Point. This will involve a feasibility assessment to test the viability and strategic effectiveness of enhanced urban realm and development outcomes for Wynyard Quarter with a particular focus on Wynyard Point.

In addition to informing the upcoming plan change, the outcomes of this report aim to inform further discussions between Panuku and Auckland Transport in supporting enhanced levels of public transport service. As part of the rollout of the New Network for the city centre bus services, Auckland Transport have identified a need for additional bus infrastructure in the Wynyard Quarter to support increasing levels of service to and from the precinct, with a number of services proposed to terminate in the area.

Review  
previous  
study

Understand  
prior  
assumptions

Identify  
changes to  
context

Identify  
opportunities

Confirm  
refreshed  
strategy





# 1. Looking back



# Overview of the Previous Strategy

## *Previous Context*

The 2014 Wynyard Quarter Transport Peer Review helped develop a cohesive transport plan that would meet the needs of Wynyard Quarter over the next 15 years of planned development. In order to achieve the development aspirations for Wynyard Quarter, a series of transport goals were developed, some of which are outlined below:

### **Movement Corridors**

Key movement corridors around the precinct were defined by modes as shown on the right. Daldy Street would form the key PT and active mode spine from South to North while general traffic would utilise the Beaumont and Halsey Street connections. Jellicoe Street would function as the primary East-West connection for PT while the North Wharf Promenade would serve active modes along the same direction.

### **People Movements**

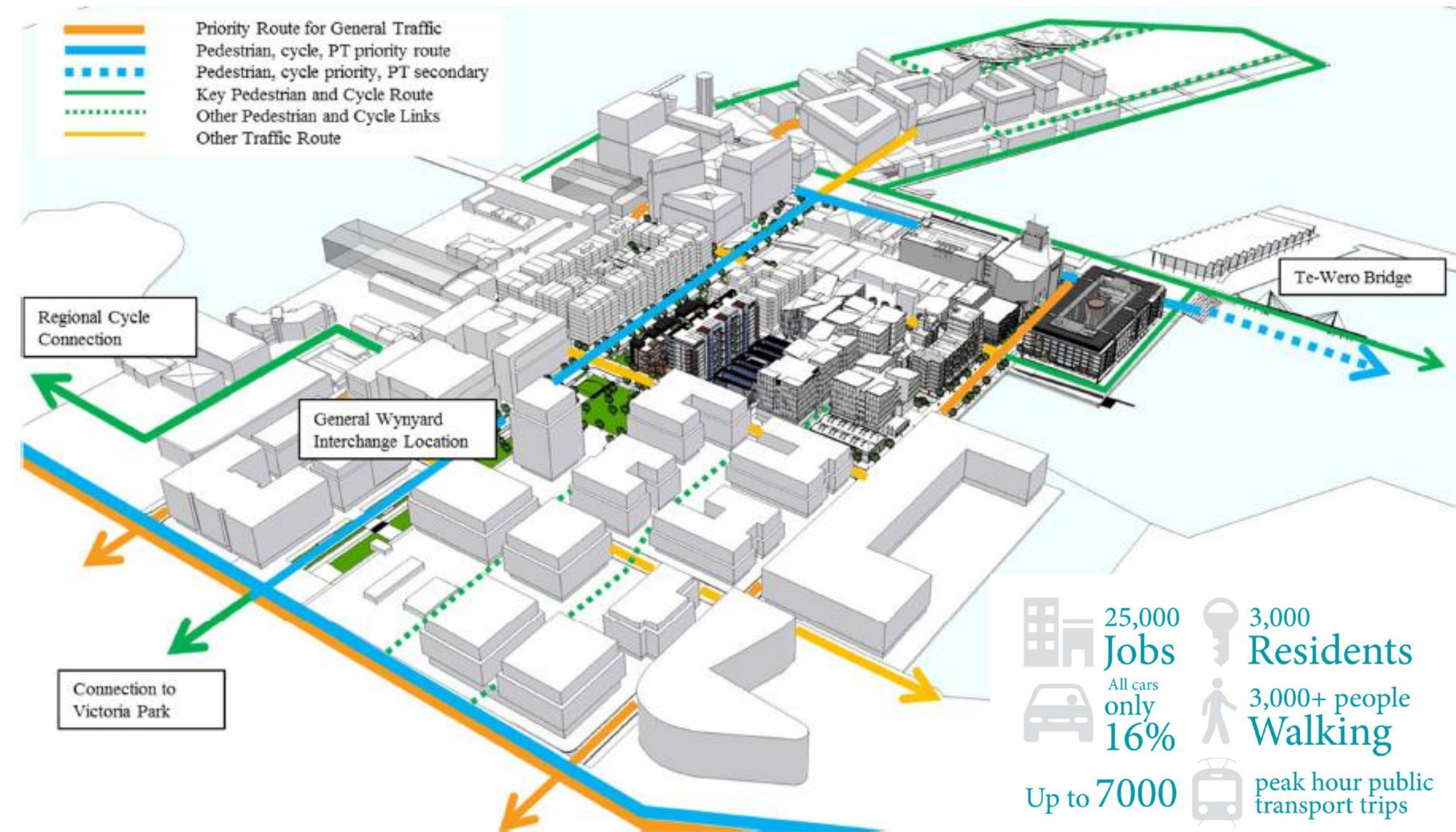
Transport initiatives would be delivered to cater for an expected 25,000 jobs and 3,000 residents in 2030.

### **Aspirational Mode Splits**

A 70:30 mode split ratio was proposed by the Wynyard Quarter Transport Plan. The aim was that 70% of all trips accessing Wynyard Quarter would do so on public transport, carpooling and active modes with the remainder in single occupancy vehicles (SOVs). The target was derived from maximum intersection capacities at the time, although capacities were further refined after the endorsement of the aspirational mode split.

### **Parking**

Parking rates used across Wynyard Quarter at the time were aligned with those applied in high density zones elsewhere. A key aim for Wynyard Quarter was to maintain a low modal emphasis on SOV's while also physically constraining vehicular access by design of the three access points along Fanshawe Street, there was no benefit identified in the provision of increased parking rates within the precinct.



Wynyard Quarter Transport Street Initiatives (Source: Arup WQ Transport Strategy Stage 2 Report 2014)



# Overview of the Previous Strategy

The top six key issues identified in the 2014 peer review were as follows:

## Early Public Transport

- Public transport must achieve higher ridership levels, the desired demand requires high frequency services and highly convenient route planning to be delivered ahead of demand to enable development to occur.

## Water Edge Corridor

- Te Wero Bridge corridor serves as a key route for active modes, providing access between the city centre and North Wharf. Demand is expected to increase significantly along the corridor, as a result, it is vital that active transport modes are prioritised along this corridor in connection with the development of a new Te-Wero Bridge.

## Good Design of Wynyard Interchange

- A new public transport interchange is proposed to be located close to Fanshawe Street and intended to provide multiple functions that are likely to change over time as regional transport services are changed. A balanced approach to design should be undertaken considering the interchange function, future flexibility, technological adaption, safety and placemaking among other factors.

## Consistency of Parking Provision

- To realise the precinct's full development potential, travel behaviours will change and a standard approach to development access will not be possible. With successful examples elsewhere of low parking provisions having benefits in the quality of urban realm, it is important that consistency with the parking rate provision is maintained moving forward to ensure the public transport provision is utilised.

## Balanced Mixed Land Uses

- Singular land uses tend to attract a singular group of people to a location at the same time and can create quiet or empty periods. A balanced land use mix enables a more balanced mix of inbound and outbound journeys to be achieved across wider parts of the day.

## Integration with Other Projects

- The transport initiatives required for Wynyard Quarter will impact the adjacent urban areas as well as the greater transport network of Auckland. It's critical that the Wynyard Quarter transport plan is developed with consideration to the greater transport network and other major projects in the city.

*“The proposed scale of development within and adjacent to the Wynyard Quarter will **deliver substantial transport demands that can only be met through the introduction and upgrade of transport infrastructure and services.** Transport demand is anticipated to **require substantial increases to walk, cycling and public transport routes** to ensure maximum development can be achieved. Sustainable transport initiatives should be developed to **enhance and protect the amenity and quality of the urban area.** To achieve the required sustainable transport outcomes, **innovative transport solutions must be implemented to and timed to match demand** which is directly linked to the development schedule.”*

– Challenge Statement, 2014 Transport Strategy Peer Review



# Changes since 2014

There have been significant changes to the strategic context surrounding Wynyard Quarter since the previous iteration of the Transport Strategy. The key documents below have been reviewed to determine these changes.

KEY DOCUMENT	OWNER	PURPOSE	RELEVANCE TO WYNYARD QUARTER
Government Policy Statement (GPS) on Land Transport 2018	Ministry of Transport	Sets out the government’s priorities for expenditure from the National Land Transport Fund over the next 10 years.	<ul style="list-style-type: none"><li>Recognises the importance of urban form for creating liveable cities that value public space and improve access.</li><li>Drives improvements in safety outcomes for all road users, including increased investment in footpaths and cycleways to support access to, and uptake of, active travel modes.</li></ul>
Auckland Transport Alignment Project 2018	Auckland Transport	Provides advice on recommended transport investment priorities and guides statutory planning processes.	<ul style="list-style-type: none"><li>The 2018 ATAP package includes, safety programmes, walking and cycling priorities and bus and ferry improvements all of which will contribute to increased PT and active transport use across the city, including in/around Wynyard Quarter.</li></ul>
Regional Public Transport Plan 2018-2028	Auckland Transport	Describes the public transport network that AT proposes for the region, identifies services that are integral to that network, and sets out the policies and procedures that apply to those services.	<ul style="list-style-type: none"><li>Future vision for PT in Auckland includes; a safe, secure and sustainable system, continuously improving customer experience, services integrated with surrounding and planned land uses, contributes to placemaking and affordable and equitable travel. All applicable to increasing PT mode share in Wynyard Quarter.</li><li>There is still considerable scope to improve the people moving capacity of Fanshawe St through mode shift to PT and alternative modes.</li></ul>
Auckland Plan 2050	Auckland Council	Long-term spatial plan considering how key challenges of high population growth, shared prosperity, and environmental degradation will be addressed	<ul style="list-style-type: none"><li>Auckland’s transport system is key to making the city accessible – and needs to reflect population growth, concentration of employment, congestion and offer alternative forms of mobility while focusing on changing travel behaviour.</li></ul>
City Centre Masterplan 2020 Refresh	Auckland Council	The CCMP presents a 20-year vision that sets the direction for Auckland's city centre as its cultural, civic, retail and economic heart.	<ul style="list-style-type: none"><li>Access for Everyone – reallocating street space in favour of people, operations and street functions. Holistic approach to city centre operations through the creation of nine low-traffic neighbourhoods including Wynyard Quarter.</li><li>Reinforcing of the East West Stitch between Wynyard Quarter and Victoria Park though improved pedestrian amenity and enhanced public realm.</li><li>Improve connectivity / support development through pedestrian, cycle and PT enhancements to Wynyard Quarter.</li></ul>
Roads and Streets Framework 2017 and Transport Design Manual 2019	Auckland Transport	Provides the high-level strategic frames of reference for all existing and future roads and streets planning in Auckland.	<ul style="list-style-type: none"><li>Emphasis on movement through places, safety and urban street design including encouraging mode shifts to public transport, reduced vehicle dependence and improved safety for all road users.</li><li>Describes, balances and integrates the intended strategic place and movement function of roads and streets, as well as the levels of service for all transport modes.</li></ul>

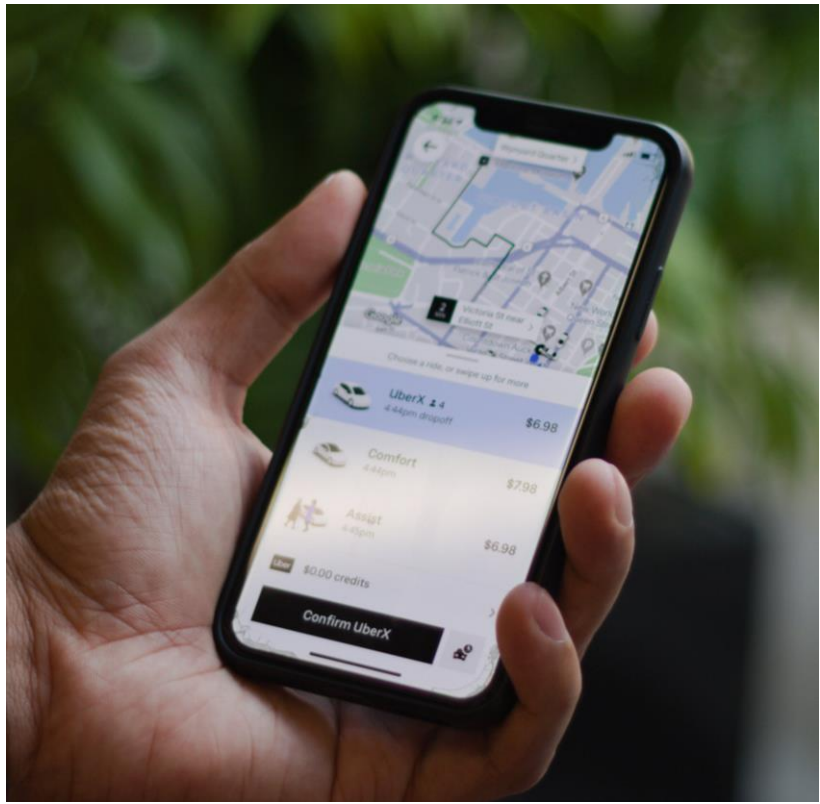


# Changes since 2014

## Travel Behaviour

IMPACT ON  
WYNYARD QUARTER

REGIONAL PT TRIPS	ON-DEMAND TRANSPORT	SHARED MOBILITY	E-BIKES	MICRO MOBILITY
<p>Average PT growth each year in Auckland since 2010 of 5.5%, compounded to 70% over that time. An integrated public transport network across the city encourages regional PT trips, built around a hub-and-spoke bus network.</p>	<p>On-demand ride-sharing services have become an integral part of Auckland’s transport network. The city centre – including Wynyard Quarter – sees significant demand for these services at peak times.</p>	<p>The introduction of car-share schemes have contributed to a step-change in the way people view personal transport, as the benefits of car ownership are available on demand without the need to own a car.</p>	<p>Increased uptake of e-bikes among the public expands the accessibility of certain locations to a greater range of people while decreasing the reliance on other forms of transport.</p>	<p>In 2014 e-bikes and e-scooters did not have a significant presence on Auckland’s streets. This has changed dramatically with over 2million rides made on Lime scooters in the city as of November 2019.</p>
<ul style="list-style-type: none"><li>• Increase demand for bus and rapid transport services across the city.</li><li>• Need to provide high frequency services across the network every day of the week.</li><li>• Potential for a bus interchange at Fanshawe St or Lower Albert St to help alleviate bus congestion in the city centre.</li></ul>	<ul style="list-style-type: none"><li>• Increased demand for pick up/drop off zones.</li><li>• Conflict between vehicles waiting for or dropping off passengers and other road users.</li><li>• Potential increase in vehicles entering Wynyard Quarter, contributing to congestion / rat-running.</li></ul>	<ul style="list-style-type: none"><li>• Decreased car ownership</li><li>• Lower provisions required for car parking</li><li>• Greater transport choices available to the public, decreasing reliance on key transport infrastructure</li></ul>	<ul style="list-style-type: none"><li>• People are likely to undertake longer trips on active modes than usual.</li><li>• Potential conflict between bikes/scooters and pedestrians and vehicular traffic.</li><li>• Increased need and importance for end of trip facilities, including potential electric charging points.</li></ul>	<ul style="list-style-type: none"><li>• Increase in number of people making the first and last mile leg of a journey by bike or scooter.</li><li>• Expanded catchment of public transport stops and interchanges</li><li>• Potential conflict between bikes/scooters and pedestrians and vehicular traffic.</li></ul>





# Changes since 2014

## Implications for the Transport Strategy

Existing Transport Strategy Aims	Changes to Context	Implications for Transport Strategy
<b>Early Public Transport</b> Public transport must achieve higher patronage than typically achieved, and high-frequency services should be delivered ahead of demand to induce development.	<ul style="list-style-type: none"><li>Greater mix of development with higher levels of residential development.</li><li>Americas Cup (AC36) development will increase the need for high quality public transport to support event management</li></ul>	The early commitment to discouraging single occupancy vehicles has been successful in driving greater use of public transport and active mode travel. In order to meet future demand, there will be an increasing need to <b>expand public transport offerings, including increased choice and level of service</b> . In addition, there must be greater acknowledgment of the <b>role that active modes can play</b> in achieving the 70:30 mode split without solely relying on public transport options.
<b>Water Edge Corridor</b> Active modes should be prioritised along this corridor to cater for demand, with the Te-Wero crossing serving as a key route for active modes	<ul style="list-style-type: none"><li>Current and committed development (i.e. Auckland Harbour Bridge shared path is now a committed project) increases the need for active mode priority along this corridor</li><li>Investment in regional cycling infrastructure has improved cycle access to city centre resulting in increasing cycle journeys</li></ul>	Revised strategy should review whether there are barriers to delivering increased active mode patronage, such as <b>missing links</b> between Auckland Harbour Bridge and the Wynyard Crossing and the <b>provision of safe and connected cycling facilities</b> . The adoption of Jellicoe Street as a key open space corridor along the water’s edge should also be reflected in the revised strategy.
<b>Good Design of Wynyard Interchange</b> The proposed public transport interchange should be located close to Fanshawe St and should adopt a balanced approach to design and feature provisions for multiple functions that are likely to change over time as regional transport services are changed.	<ul style="list-style-type: none"><li>No progress on or commitment to Wynyard Interchange</li><li>Design and construction of Daldy Street along with the development of the previous Caltex site creates new constraints for the future delivery of Wynyard Interchange</li><li>Introduction of the New [Bus] Network</li></ul>	The introduction of the new network increases the regional reach of public transport to users travelling to and from Wynyard Quarter. The transport strategy should consider opportunities to <b>provide a balance between service provision/routing and urban amenity and development considerations</b> . This may include the consideration of a local PT spine along a north-south axis connecting a <b>future high capacity interchange at/near Fanshawe St</b> .
<b>Consistency of Parking Provision</b> Parking rate provisions should be maintained in future to ensure the public transport provision is fully utilised and to help realise the precinct’s full development potential.	<ul style="list-style-type: none"><li>The Unitary Plan confirmed maximum parking provisions based on the specific land-use of a site</li></ul>	The revised strategy should <b>maintain current parking provisions while seeking to reduce them where appropriate</b> .
<b>Balanced Mixed Land Uses</b> A balanced land use mix enables a mix of journeys to be achieved across wider parts of the day, while singular land uses can create quiet periods.	<ul style="list-style-type: none"><li>Significant residential and commercial development has occurred since the previous strategy</li><li>A 60/40 inbound/outbound split in traffic is observed in the morning, indicating a balanced land-use</li></ul>	The aim of a <b>balanced mix of land-uses</b> remains valid.
<b>Integration with Other Projects</b> The precinct’s transport initiatives will have far-reaching impacts, hence it is critical that the Wynyard Quarter transport plan is developed with consideration to the greater transport network and other major projects in the city.	<ul style="list-style-type: none"><li>Increased uncertainty with ALR</li><li>NZTA’s commitment to delivering Seapath and the Auckland Harbour Bridge shared use path</li></ul>	Travel demand forecasts should be updated to incorporate the effects of new major land-use and transport projects, and future trip and mode split targets should be adjusted to suit. There is also a likelihood of <b>increased active mode patronage</b> into and out of Wynyard Quarter for a number of users including commuters and tourists as a result of the completion of the Auckland Harbour Bridge shared use path, which the revised strategy should consider.



## 2. Looking forward



# Planning for all modes

## Visioning

The Wynyard Quarter Transport Strategy’s vision recognises work done previously in and around the area. Balancing sustainability, resilience and productivity will only be achieved through strong leadership and integration with other plans in their area – ensuring cohesion in the wider strategic direction and vision for Wynyard Quarter. Setting a direction and focus that reinforces greater aspirations for the area will ensure that the Transport Strategy is well integrated with wider social, cultural, economic and environmental goals, enabling the development of coherent approaches to producing best practice outcomes.



## Integrating with Other Visions

The Key Visions outlined aim to provide inspiration and look to the future with ambition and a positive outlook. They encompass and unite the desired outcomes and objectives of a strategy by driving the key direction. Visions tend to encompass a wider topic than transport alone, and may also reflect social, economic, environmental and cultural aspirations for the area.

### KEY VISIONS

#### Auckland Plan 2050

The World’s Most Liveable City

#### RPTP 2018-2028

Our vision for Auckland’s public transport is a system with seamless end-to-end customer journeys that are safe, accessible and reliable.

#### The Waterfront Plan 2012

A world-class destination that excites the senses and celebrates our sea-loving Pacific culture and maritime heritage. It supports commercially successful and innovative businesses and is a place for all people, an area rich in character and activities that link people to the city and the sea.

## Waterfront Plan 2012

The vision of the revised Transport Strategy will reflect the vision of the Waterfront Plan 2012. This Revised Transport Strategy will also align with and reaffirm the goals set in the Waterfront Plan 2012 to achieve this vision.

The five goals set out in the Waterfront Plan 2012 are as follows:



#### A Blue-Green Waterfront

A resilient place where integrated systems and innovative approaches are taken to enhance the marine and natural ecosystems, conserve natural resources, minimise environmental impacts, reduce waste, build sustainably and respond to climate change.



#### A Public Waterfront

A place for all Aucklanders and visitors to Auckland, a destination that is recognised for its outstanding design and architecture, natural environmental quality, public spaces, recreational opportunities, facilities and events; a place where we protect and express our cultural heritage and history, and celebrate our great achievements as a city and nation.



#### A Smart Working Waterfront

Attracts high-value, innovative, creative and green businesses and investment to achieve a significant lift in productivity, a place for authentic and gritty waterfront activities: the marine and fishing.



#### A Connected Waterfront

A place that is highly accessible, easy to get to and to move around in, where people feel connected to the wider city and beyond by improved pedestrian and cycling linkages, fast, frequent and low-impact passenger transport, state-of-the-art telecommunications and through supportive community and business networks.



#### A Liveable Waterfront

The location of leading sustainable urban transformation and renewal in Auckland; the most liveable New Zealand central city urban community; a vibrant mix of residents, workers, visitors and activities. A welcoming and resilient neighbourhood that is safe, diverse and attractive, with plentiful open space and access to local services and facilities.



# Planning for all modes

## *Using a systems thinking approach*

With its central location, Wynyard Quarter is fundamentally placed within the wider Auckland regional transport network, and changes in street functionality coupled with shifts in land-use activities within the precinct are likely to have implications to both the immediate and wider system.

A place-based systems thinking approach has been adopted in response to the Waterfront Plan's vision to provide a place for all Aucklanders. The integration of land-use and transport is a core requirement to achieving a high functioning and resilient city. When place and movement are considered together in the planning and design of the road and street network in Wynyard Quarter, broader outcomes for the whole of the city centre are better able to be realised.

It is also acknowledged that the design and operation of the transport network has significant impacts on the four well-beings – environment, economic, social and cultural – for the temporary and permanent populations in Wynyard Quarter. With key elements of the Waterfront Plan aligning strongly with the four well-beings, a transport network that meets the aims of the Waterfront Plan will allow Wynyard Quarter to achieve its full development aims while being sensitive to the places across the wider Auckland region.





# Planning for all modes

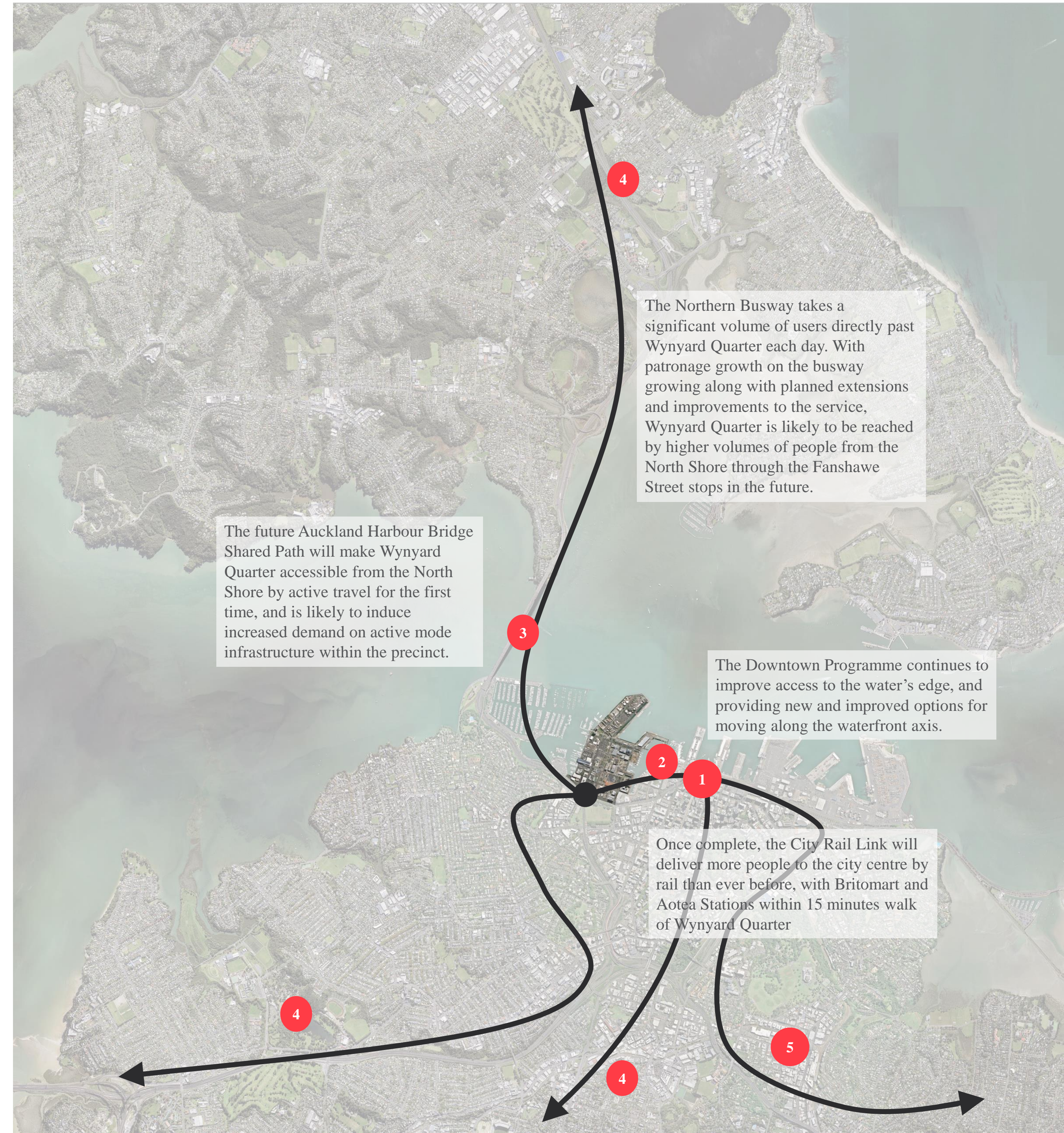
## *Regional Movements and Context*

The map on the right illustrates Wynyard Quarter's location within the wider Auckland region. The precinct's transport network is part of a much wider network and changes outside its borders may have impacts within and vice-versa. The map shows a number of current and committed infrastructure programmes that are likely to influence the manner in which people travel to and from Wynyard Quarter.

Presently, transport choices of people travelling to/from Wynyard Quarter are likely to be based on parameters outside of the precinct, hence strong connectivity to the wider transport network is important to ensure that Wynyard Quarter can effectively play its role in the Auckland context. Adopting a systems thinking approach by providing abundant transport choices to people irrespective of their trip purpose will be key to achieving Wynyard Quarter's development aims.

In future, Wynyard Quarter's transport network should transition from its current function as a terminus for wider regional services to an interchange function between multiple transport modes. With a range of modes already converging within the precinct, opportunities exist for a high quality interchange incorporating existing services and provisions with potential mass rapid transit options to stimulate further growth in Wynyard Quarter.

1. City Rail Link (CRL) – AT/CRL Ltd
2. Downtown Programme – AC/AT
3. Auckland Harbour Bridge Shared Path – NZTA
4. Auckland New Network – AT





# Planning for all modes

## *Safety In Design*

### Principles

With its land-use ranging from marine industry hubs to sites with a heavy emphasis on play, Wynyard Quarter attracts trips on a range of different transport modes and is expected to continue to do so in future. This means that the potential for modal conflict leading to safety issues for people is high – particularly with the physical constraints to space and the on-going commitment to high-quality placemaking throughout the precinct. Therefore, Safety In Design principles must be applied throughout the design process to ensure that the outcomes are suitable for the intended use and maximise safety for users.

The table on the right presents Safety In Design principles adopted by Auckland Transport and NZTA. It’s clear that these principles – or similar principles developed by Panuku – should be referenced and employed at every stage of the project. The greatest opportunity to address safety issues is at the earliest stages of the project life cycle and as such, system in design must be embedded in the design thinking from the outset.

NZTA	AT	Description
<b>Coordinate, communicate and cooperate</b>	<b>Consult, co-operate, and co-ordinate</b>	Use effective team collaboration to identify project health and safety risks so that all those involved with the asset are safeguarded; understanding the implications of decisions on others.
<b>People with control</b>	<b>Persons with Control</b>	People who make decisions affecting the design of project can promote health and safety at the source
<b>Project lifecycle</b>		Safe design applies to every stage in the project life cycle - from concept through to disposal. It involves eliminating hazards and/ or minimizing risks as early in the life cycle as possible.
<b>Systematic Approach</b>		The application of hazard identification, risk assessment and risk control processes to achieve safe design.
<b>Safe Design knowledge and capability</b>		People with control over design should either demonstrate or acquire the necessary safe design knowledge and capability.
<b>Information Transfer</b>		Essential for the safe design approach is the effective communication and documentation of design and risk control information, between those involved in the phases of the asset life cycle.
<b>Lessons repository</b>		Collect learnings and examples from Health and Safety in Design workshops to make good ideas available and therefore collectively help the construction industry be safer.











AT: Auckland Transport (2016) HS08-01 *Safety in Design*  
NZTA: Zero Harm (2016) *Health and Safety in Design Minimum Standard*



# Planning for All Modes

## User Analysis

With designing for people being at the forefront of the revised direction for Wynyard Quarter, a deeper understanding of each type of potential user and their unique needs and requirements is critical to designing a place that is functional and welcoming for all users. An analysis of the different personas expected to frequent Wynyard Quarter is outlined below.

 <b>Commuter</b>	 <b>Corporate Visitor</b>	 <b>Residents</b>	 <b>Goods Deliveries</b>	 <b>Family groups</b>
A large proportion of the trips to and from Wynyard Quarter are generated by commuters accessing places of employment within the precinct. Most of those who commute to Wynyard Quarter do so via active modes for the first & last mile of their journey, and will typically do so during the weekday peak periods. Commuters are likely to take direct routes with few stops, and will likely take the same routes very often.	Corporate visitors typically access the precinct for short periods throughout the day and are likely to prioritise speed and ease of travel over cost. Hence, private vehicles, taxis or ride-share services will tend to be used more often over public transport and active modes. With commercial land-use spread widely across Wynyard Quarter, Corporate Visitors are likely to contribute to vehicle traffic across the precinct.	Wynyard Quarter’s growing residential population live in the precinct’s townhouses and apartments, and are unlikely to place heavy demands on the transport network. This is because their frequent trips are likely to be within or immediately outside the precinct, which is walkable for most residents as it is built to a human scale and supported by relatively high connectivity to the rest of the isthmus.	The efficient delivery of goods is integral to maintaining the character of Wynyard Quarter, and numerous commercial, retail and hospitality zones exist around the precinct. Deliveries typically require direct access to premises with sufficient time provided to undertake loading and unloading. Delivery personnel may access the precinct throughout the day and night, using specific routes to make predetermined deliveries.	Wynyard Quarter’s hospitality sites, public open spaces and proximity to the Waitematā attract people of all ages. Families with young children may have had reduced or specific mobility requirements, including using prams, scooters or bikes. Low vehicle speeds, clear sight lines and pedestrian priority can all improve accessibility and safety for family groups.
 <b>Event Visitors</b>	 <b>Recreational Visitors</b>	 <b>Tourists</b>	 <b>Mobility Impaired</b>	 <b>Through Visitors</b>
Wynyard Quarter regularly hosts a range of events, and visitors to these are likely to travel from both within and from outside the precinct. The former will generally use active modes to travel to and from the event, while the latter are likely to utilise public transport and ride-share services. With events generally occurring outside peak travel hours, the load on the transport network may be distributed across a range of hours.	Wynyard Quarter’s bars, cafes, restaurants and high levels of public amenity attract visitors from across Auckland, with the transport mode of choice changing based on trip purpose, total distance of journey, time of day and weather. Recreational visitors are likely to spend more time than most within the precinct, with active modes and micro-mobility services likely to feature in their travel patterns while in Wynyard Quarter.	Tourists will tend to use active modes, ride-share services or public transport modes – hop-on-hop-off bus services in particular – to access Wynyard Quarter with movements occurring away from peak hours. Good wayfinding and legibility around transport choices will be key in ensuring that Wynyard Quarter is as attractive for tourists as it will be for users who visit more often.	Users with impaired mobility will have specific transport requirements, and their needs must be considered to ensure Wynyard Quarter is a place for all people. Ensuring sufficient mobility parking or pick-up and drop-off zones at points of interests and maintaining a high quality pedestrian environment across the quarter will be critical in allowing access to those who are mobility impaired.	A proportion of the demand on Wynyard Quarter’s will be from users whose trips don’t originate or terminate within the precinct. Such users are likely to use private vehicles, ride-share services or active modes for their trips, and likely choose routes through Wynyard Quarter because their primary routes may be congested. With increasing development occurring and transport capacity kept consistent, these users are likely to increasingly remain on routes outside of Wynyard Quarter in future.



# Planning for all modes

## Transport Demands

Since 2014, Wynyard Quarter has continued to evolve from a predominantly industrial zone to a vibrant mixed-use residential, commercial and recreational destination for Aucklanders and visitors alike. This shift has resulted in sustained growth of trips to and from the area, placing increased demand on the existing transport infrastructure.

### Population

Wynyard Quarter has experienced steady growth in resident and worker populations, with total employment having increased by 70% over the last six years. Since 2014, further development opportunities have been realised, increasing the projected areas of residential and commercial development. By 2030, the resident population is expected to increase from under 300 residents in 2014 to around 3,000 residents. Likewise, the number of employees is anticipated to increase from under 10,000 employees in 2014 up to 25,000 in 2030.

### Trip Demand

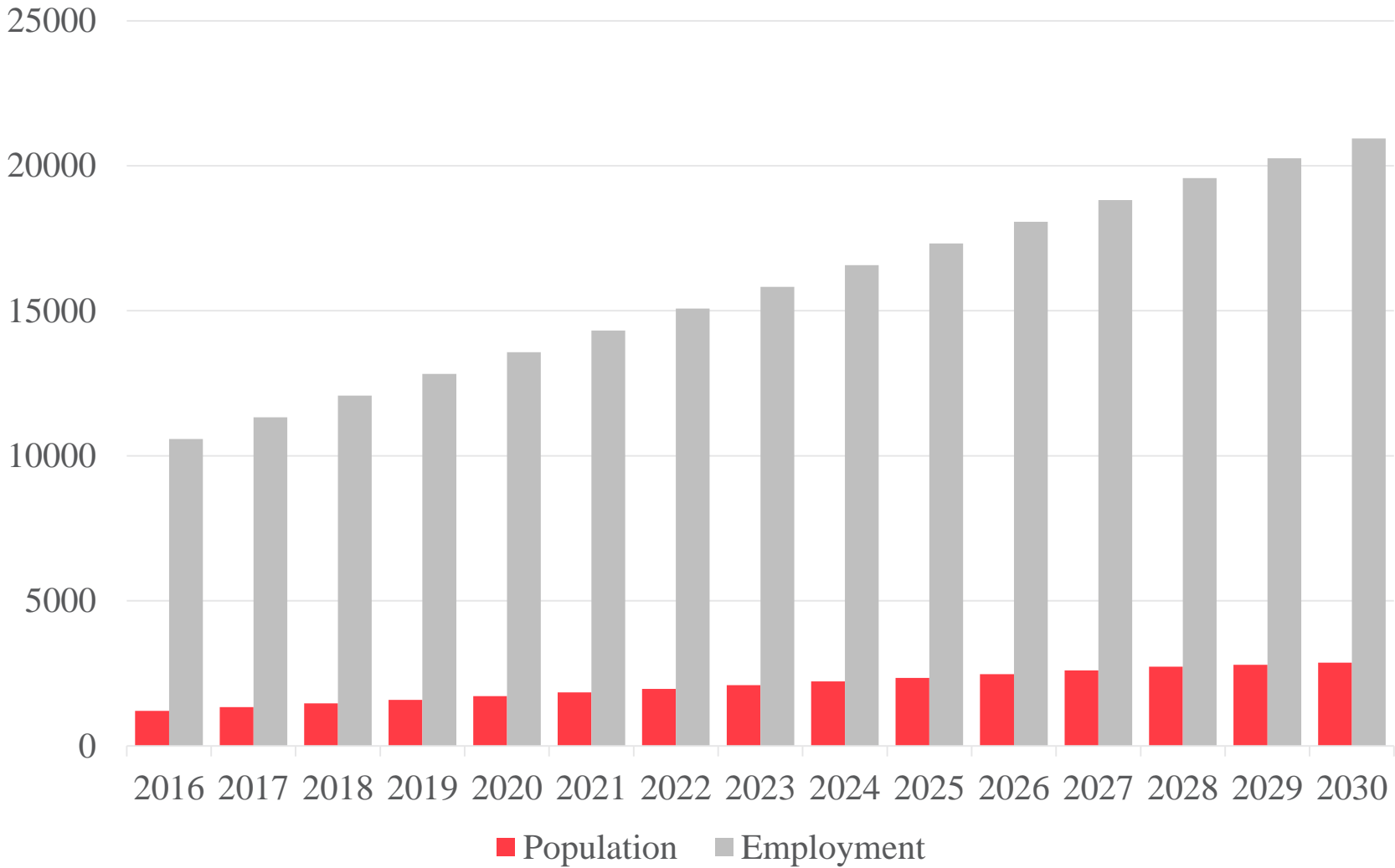
Trip demand is expected to increase as a result of the increase in residential and employment population. This in turn is expected to place increasing pressure on Wynyard Quarter’s transport network. Given it’s geographic location, Wynyard Quarter has limited access, restricted to 5 road corridors, three of which are accessed by Fanshawe St. Vehicle access is limited by the capacity of the three main intersections along Fanshawe St (Halsey St, Daldy St and Beaumont St) into Wynyard Quarter, thereby creating an operational constraint on the overall function and accessibility of the precinct’s transport network. In order to manage demand, a theoretical ceiling has been placed on the volume of traffic entering and exiting Wynyard Quarter. As shown in the diagram to the right, traffic volumes have consistently remained well below the ceiling despite the increased population of residents and employees accessing the precinct. In addition to trips generated by activities/uses within Wynyard Quarter, it should be noted that on average around 26% of inbound vehicle movements during the morning peak period between 2015 and 2018 were through movements<sup>[1]</sup> with travel times of less than 5 minutes (i.e. assumed to neither start or end their trips in the precinct).

A recent study<sup>[2]</sup> for the future replacement of the Wynyard Crossing estimated that there is expected to be an average of 18,350 walking trips and 1,720 cycling trips on weekdays by 2030. This included up to 2,300 pedestrians and 480 cyclist movements during the AM peak hour. With the continued rollout of regional cycling infrastructure making cycling a safer and more attractive mode of travel for journeys to and from the city centre, cycle demand is expected to increase beyond these projections. Combined with developments in micro-mobility which have the ability to increase the catchment of rapid transit stations such as Britomart, earlier projections of active mode travel growing to 17% of total trips may now be conservative.

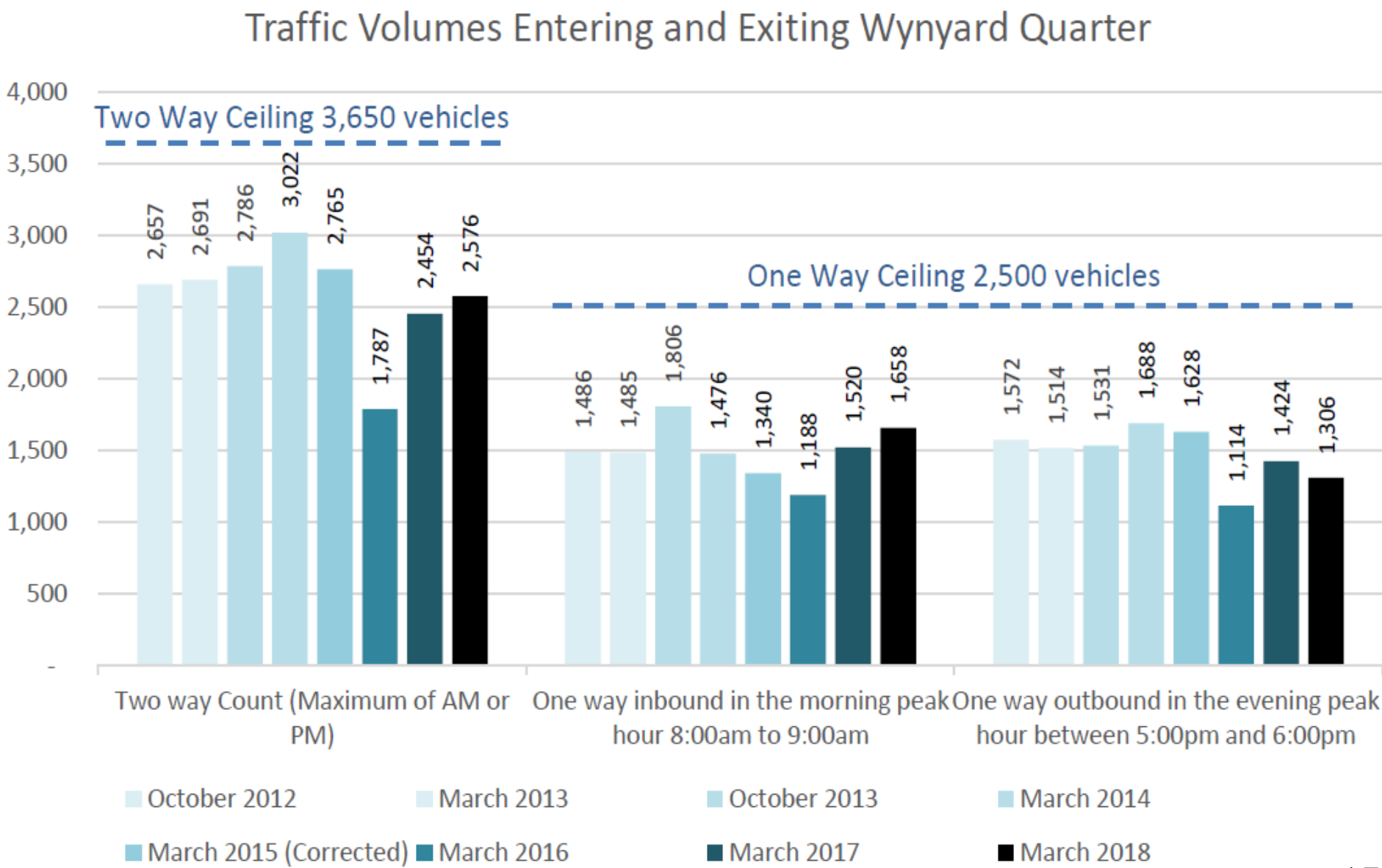
As a key regional destination, Wynyard Quarter is increasingly seen as an attractive and popular location for hosting events. This creates additional demands that traditionally fall outside of normal peak travel periods and can be accompanied by higher than usual volumes of trips. Events such as the America’s Cup (AC36) and future events in the headland park will require careful planning and management.

[1] Key Findings from Wynyard Quarter Monitoring Surveys, Wynyard Quarter TMA Technical Note – Flow Transportation Specialists June 2018

[2] Proposed Bridge Replacement Wynyard Crossing Transport Assessment – Traffic Planning Consultants June 2019



Employment and Population projections for Wynyard Quarter and surrounding areas (Source: Auckland Forecasting Centre)





# Planning for all modes

## Mode Splits

The Wynyard Quarter Transport Plan – developed as part of the Operative District Plan for the Wynyard Quarter – specified a 70:30 target modal split, with no more than 30% of all trips during peak periods occurring in single occupancy vehicles and the remainder on alternative modes such as public transport and active modes.

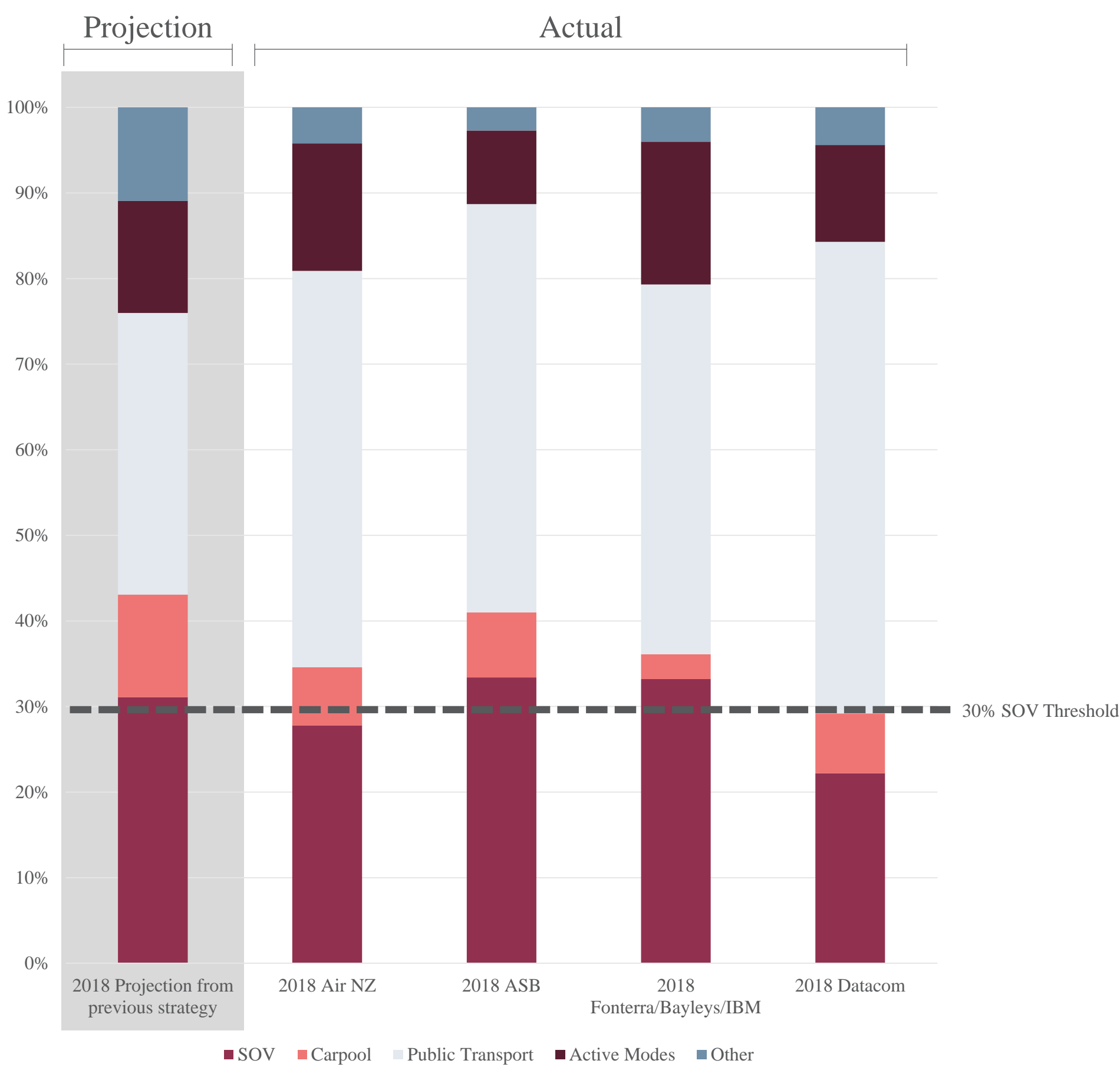
### Annexure 18 and the 70:30 Mode Split

In the original plan for developing Wynyard Quarter, an aspirational modal split of 70:30 – i.e. 30% of all trips to/from Wynyard Quarter during the peak hour occurring on single occupancy vehicles, with the remainder on alternative modes – was set in the overall travel management framework for the precinct. The purpose of the approach at the time was to try and make better use of the existing network through constraining private vehicle demand and encouraging more journeys by walking, cycling, and passenger transport.

A methodology for monitoring the effectiveness of the transport rules in achieving the desired modal split was developed and monitored by Auckland Transport between 2015 and 2018 (for more information, refer to Annexure 18 of the Auckland Unitary Plan I214.11.1 Wynyard Appendix 1). The summary findings of the monitoring indicated that despite new developments consistently being completed and more people living and working in Wynyard Quarter, there has been a steady decrease in single occupancy vehicles accessing the Quarter. As indicated in the diagram to the right, the 2014 projections for modal splits in 2018 have been surpassed when assessed by major employers in the precinct.

In addition, the 2014 review identified that intersection capacities had been further refined since the original methodology of Annexure 18 was developed. Changes to land-use estimates which showed increased development yields for Wynyard Quarter have resulted in the projected single occupancy vehicle mode split likely dropping to an estimated 20% instead of 30%.

With the 70:30 split predicated on the maximum theoretical traffic capacities of the intersections at Beaumont, Daldy and Halsey Streets, maintaining the present operations of these intersections is expected to result in the single occupancy vehicle mode share is unlikely to ever exceed the 30% threshold. Keeping parking provisions consistent or making them more stringent will likely further disincentivise single occupancy vehicle trips, while increases in development yields within Wynyard Quarter are likely to further increase the demand for alternative modes.



Comparison of Mode Splits – AM Peak Inbound trips (Source: Flow Technical Note – Wynyard Quarter TMA 2018; Arup WQ Transport Strategy Stage 2 Report 2014)

Mode	2015	2018	2021	2024	2027	2030
SOV	2662	2639	2615	2592	2569	2546
Car Pool	602	1017	1432	1846	2261	2676
PT	1734	2794	3854	4914	5974	7033
Walk	448	920	1275	1630	1985	2339
Cycle	95	192	265	337	410	483
Other	822	927	1006	1085	1164	1243

Development Related Trip Growth and Mode Split Data (Other includes Taxi, Working at Home, Outside Parking and ‘Other’)Arup WQ Transport Strategy Stage 2 Report 2014)



# Planning for All Modes

## *Strategic Access Corridors*

### Applying the Roads and Streets Framework

The Auckland Transport Roads and Streets Framework identifies 9 street typologies for Auckland. This recognises that, as a successful and liveable city, Auckland needs roads and streets that serve different roles and functions in different places and at different times. These typologies assist in identifying and balancing competing demands and should be consistently applied across the city.

The typologies have been developed based on current and future movement and place functions. This enables future planning to ensure more efficient, liveable, sustainable and inclusive transport options. The typologies have been applied across the Wynyard Quarter precinct, indicating where the proposed transport network may better reflect desired modal priorities and deliver improvement to many different users at the same time.

### Proposed Network

There is general agreement that all roads within the precinct should be walkable, but some roads should aim to serve certain modes over others to maintain a high-quality public realm. Application of typologies identified in the Roads and Streets Framework illustrated on this page indicates that local streets and plazas will respond to the needs of all active transport users through the core of the precinct. Ongoing high levels of active transport and micro mobility use throughout the precinct will continue to contribute to the quality of life and enhanced urban amenity of Wynyard Quarter.

Considering the mobility needs of different modes accessing the precinct is also important when identifying how to best support Wynyard Quarter through a multi-modal transport network. Connectivity to and accessibility of the precinct is key to the ongoing success of the area. Key arterials and collectors will have a higher movement function than streets within the core of the precinct, enabling vehicle traffic, including buses, private vehicles and goods and services to access the precinct at appropriate volumes.

### Travel Demand Management

Travel Demand Management (TDM) will play a key role in the successful delivery of the proposed Wynyard Quarter development. The physical access constraints of the site will continue to be a significant factor in influencing the way people access Wynyard Quarter but additional traffic demand management techniques can also influence this as well as provide help or guidance to users.

TDM can mean a range of different initiatives all aimed at influencing travel behaviours. Appropriate TDM initiatives to be considered for Wynyard Quarter may include:

- Short term and flexible parking provision and enforcement
- Precinct wide initiatives such as car-pooling, car-sharing, and precinct parking tools
- New employee/resident packs, advice and information on active and public transport services





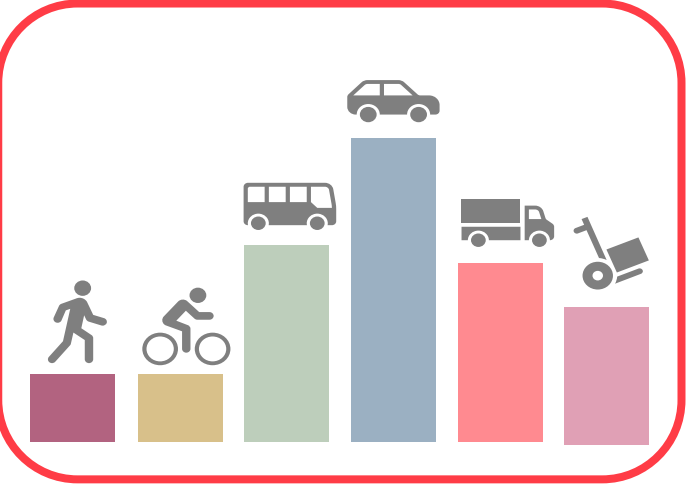
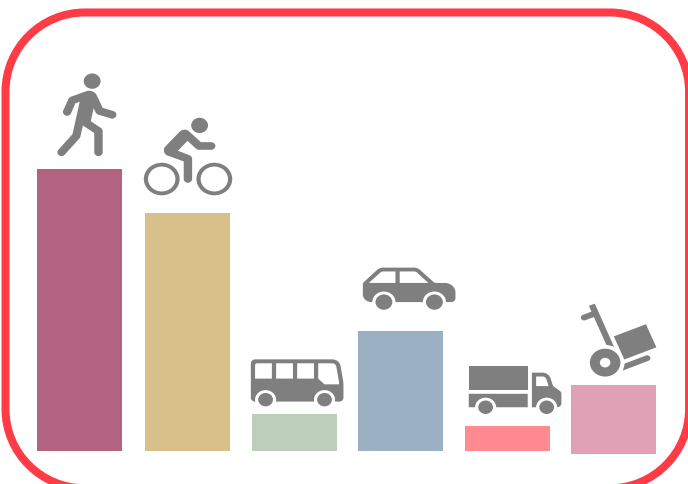
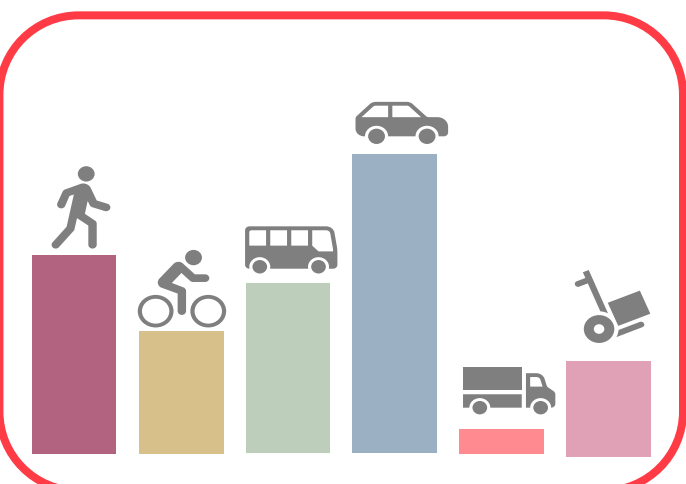
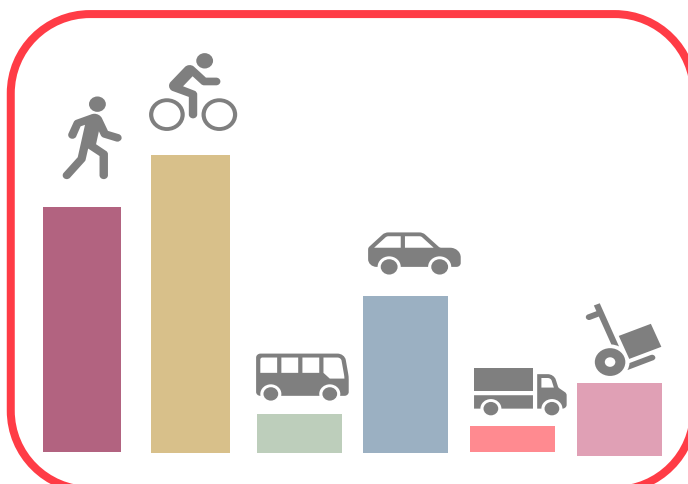

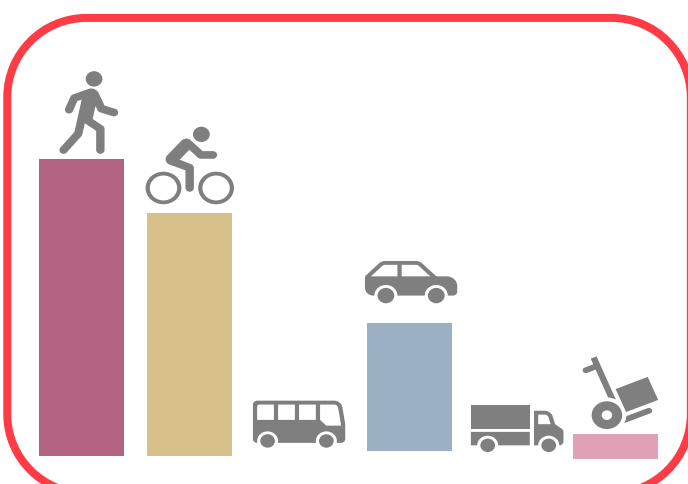

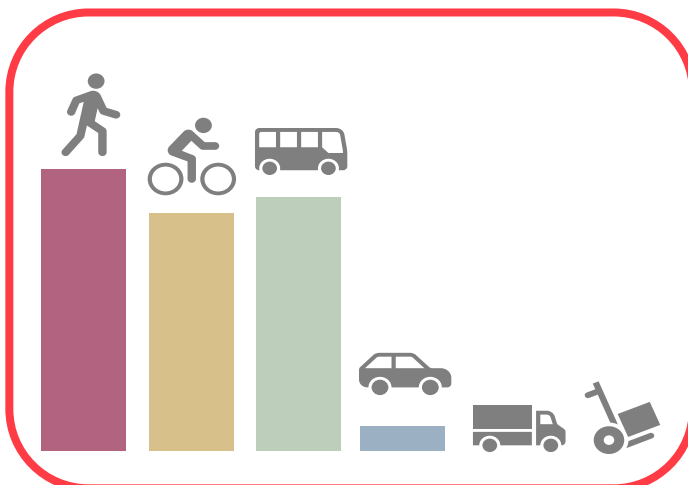
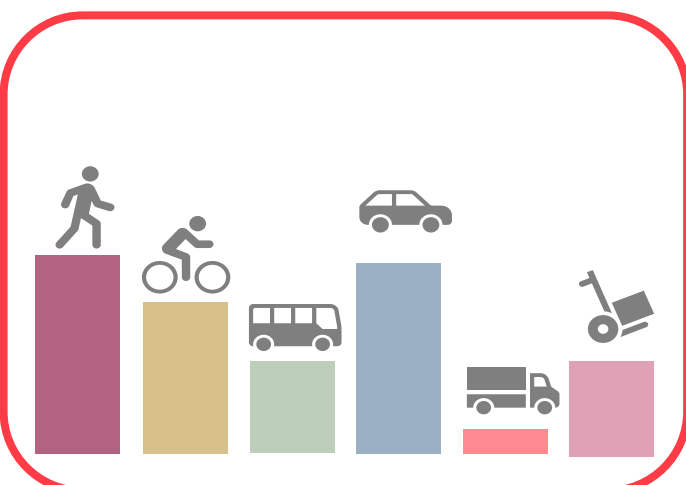
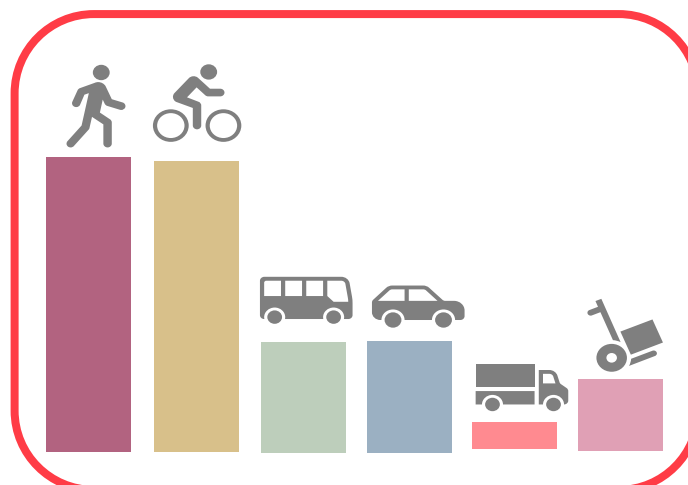

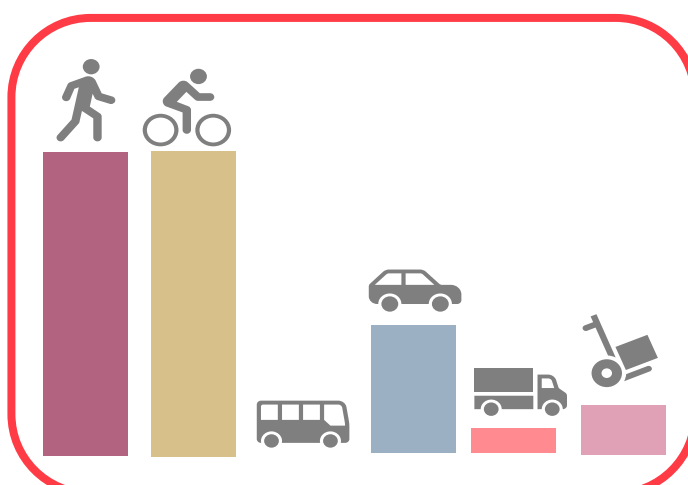
# Planning for All Modes

## Strategic Access Corridors

The table below adopts classifications from Auckland Transport’s Roads and Streets Framework to present the role each corridor plays as part of the wider network. Modal priority indicates the current and future significance of each mode.



Walking  
Cycling & Micromobility  
Buses  
General Traffic  
Freight  
Deliveries

	Beaumont & Hamer Streets	Daldy Street	Halsey Street	Gaunt Street	Jellicoe Street	Madden & Pakenham Streets
	Both Beaumont and Hamer Streets will be characterised by a mix of residential, commercial and industrial land uses, and will therefore a relatively low place function according to its role as a priority route for general traffic and public transport.	Daldy St will provide a high level of pedestrian amenity including street furniture, wide footpaths and planting as part of its role as a dedicated public transport and active mode link.	Halsey St is characterised by a mix of residential and commercial land uses, and will have a similar function to Beaumont Street as a priority route for general traffic and buses.	Gaunt Street will act as a key connector for active transport users. Traffic calming devices should continue to ensure general vehicle traffic do not use the street as a rat run.	Jellicoe St predominantly services general traffic and public transport. There are no cycle lanes, however pedestrian amenity is high. Street planting creates a buffer from the road, on street parking is limited and there is public seating available.	Madden and Pakenham Streets, connected by the Daldy Street Park will provide a high level of amenity for active transport users. Frequent pedestrian crossings, street furniture and planting will all encourage ongoing use.
CURRENT PRIORITY						
FUTURE PRIORITY						



# Active Modes

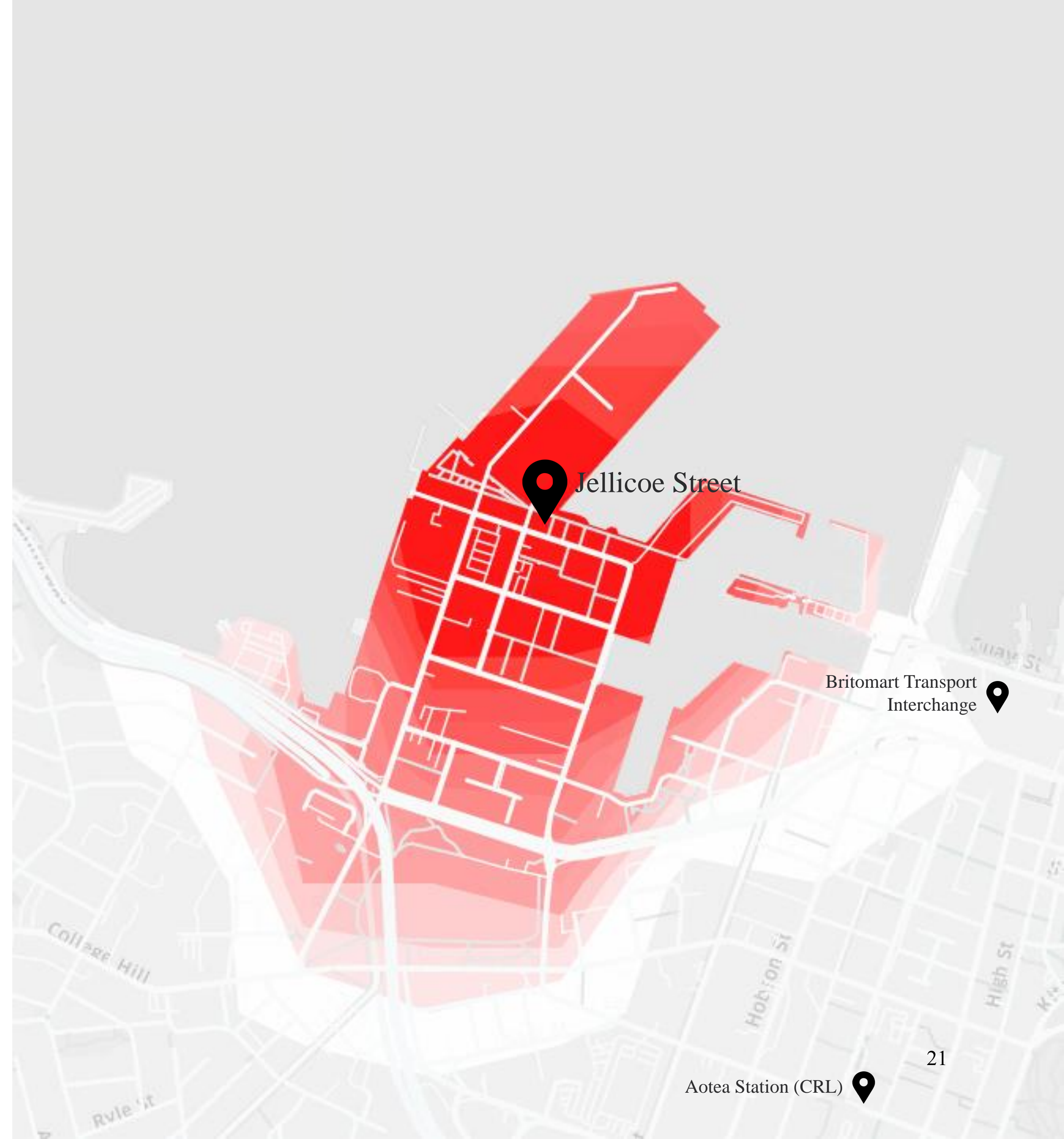
## *Pedestrian Network*

In order to create a thriving hub of activity that becomes a regional destination, Wynyard Quarter must first and foremost provide a safe and attractive environment for pedestrians of all sizes and abilities. Every visitor to Wynyard Quarter will use some part of the open space and pedestrian network at some point during their journey and therefore pedestrian priority over all other modes is a requirement instead of an aspiration.

### Connectivity

Wynyard Quarter is a popular destination for pedestrians with a high number of amenities through the precinct. The map shows walking time from the central point of Jellicoe Street across Wynyard Quarter and beyond in 1-minute increments. The vibrant hospitality area around North Wharf is a 10-minute walk from the Fanshawe Street bus stops, with major office and commercial destinations between the two. The Britomart Transport Interchange is approximately 15-minutes by foot, but gentle gradients and high-quality public realm along the route means that Queen Street and the city centre are also well within reasonable walking distance for most users. Proximities between key destinations within Wynyard Quarter to major transport hubs means that there is good connectivity between the precinct and the wider Auckland region.

Future pedestrian infrastructure should have intuitive wayfinding, with visibility to landmark destinations such as the headland park. Connectivity can be enhanced through the early identification and establishment of key viewshafts which intuitively guide pedestrians along the corridors, giving them a sense of reassurance and security. A safe and pleasant walking environment created by plantings, street furniture and traffic calming will encourage users to walk to their destinations. This in turn attracts and generates more pedestrians throughout the area.





# Active Modes

## *Pedestrian Network*

The provision of a connected safe and legible pedestrian network will play a central role in creating an environment that encourages active modes and supports increased passenger transport patronage.

### Current Function

The walkability of Wynyard Quarter has steadily increased over time, with streetscape improvements and road upgrades along Jellicoe, Madden, Pakenham, Halsey and Daldy Streets. Through these improvements, increased space for green infrastructure, planting and more public open space has boosted the quality of Wynyard Quarter's public realm and provided a more attractive pedestrian environment. The east-west axis across the Wynyard Crossing and linking through to North Wharf and Silo Park is the primary axis for pedestrian access between the city centre (Quay Street) and Wynyard Quarter. Shared paths along the newly improved Daldy Street encourage North-South pedestrian movements and provide strong links with high-frequency public transport on Fanshawe Street. The pedestrian environment along Beaumont and Hamer Streets remains below standard, with limited safe crossing opportunities, uneven footpaths, and inadequate wayfinding. The lack of adequate space for pedestrians along Hamer St creates a potentially dangerous environment for pedestrians, noting that the current limited use of the corridor.

### Future Function

To maintain and build on the public realm improvements so far and to achieve the development goals set for the precinct, pedestrians must be given priority over all other transport modes across Wynyard Quarter. This should be done through the provision of suitable facilities such as shared spaces and minimising modal conflict by separating pedestrians from public transport and general traffic. High volume pedestrian areas around the headland park and North Wharf should have restricted vehicle access for emergency vehicles only.

An improved streetscape along Daldy Street will function as an active mode and public transport priority corridor, connecting high capacity public transport stops on Fanshawe Street to Wynyard Quarter and the headland park as outlined in the Urban Design Framework. The green infrastructure along Daldy Street will play a key factor in encouraging higher pedestrian volumes along a safe and attractive walking corridor, and provide connections to public transport services leading to and coming from wider regional destinations.

Laneways through a development blocks will further enhance pedestrian access, and will have no vehicle access and minimal cyclist use with a high place function, providing more direct and safe routes to destinations. Increased safety and a sense of security – particularly at night time – should be a focus in designing future improvements to maximise walking volumes. Access to the new headland park will be primarily via Wynyard Wharf and the series of new connections along the wharf edge. Upgrades to Beaumont St and Hamer St will provide pedestrian access along both edges providing an alternate north-south corridor to the headland park in the future.

Enhancing the pedestrian environment can be done through minor improvements to the wayfinding and legibility across Wynyard Quarter. This should be considered in the context of the wider wayfinding strategy for the city centre and other local and regional networks (such as the regional cycle network).





# Active Modes

## *Cycling Network*

### Current Function

Wynyard Quarter is uniquely placed in the cycling network as both a destination and key through route connecting the inner west, city centre and future connections to the North Shore. Current provisions for cycling include shared paths along North Wharf, Halsey Street and Daldy Street, with sharrow road markings along Westhaven Drive, Gaunt Street and Viaduct Harbour Drive. Advanced stop boxes are provided at major intersections.

Some inconsistencies have been identified in the cycle network, particularly along Gaunt St. The presence of sharrows is useful for confident cyclists but does not provide for those who are less-willing to ride on the road. In addition there is some modal conflict along Gaunt St with the presence of tram tracks which may pose a safety risk to cyclists due to their location and design.

### Future Function

Wynyard Quarter is a focal point for the regional cycle network and as such, is a missing link in the overall connectivity of the network. With the future completion of a walking and cycling connection across the Auckland Harbour Bridge, there is likely to be a significant jump in the volume of cyclists traveling through Wynyard Quarter. In order to meet this the following are proposed:

- A new bidirectional protected cycle lane along Beaumont St (and Hamer St) – this will cater to the more recreational minded cyclists as well as cycle tourists transiting between the Auckland Harbour Bridge and Quay Street. This is also likely to be heavily used by people on e-scooters
- A new bidirectional protected cycle corridor along Fanshawe St – this will cater more towards the higher speed cycle commuters and cyclists wishing to avoid the crowds and potential delay of the Wynyard Crossing

Gaunt St has been identified as a secondary east-west axis for cyclists travelling through Wynyard Quarter from Westhaven Drive to the Viaduct and city centre. Gaunt St will support Fanshawe St in taking higher speed and more confident cyclists away from the high volume pedestrian environment along North Wharf.

Madden St and Packerham St are identified as quiet streets due to the relatively low volume of traffic and low speed limits along these streets providing a safer environment for cyclists to access their destinations. These would cater more to cyclists trying to reach their destination on these streets and are not considered a key corridor for movement through and beyond Wynyard Quarter.





# Active Modes

## *Micromobility Network*

### Existing

Auckland's Micromobility has grown significantly in the past few years, and Wynyard Quarter's location outside of the Queen Street valley has made it an attractive location for people to travel to by e-scooters. Micromobility, such as electric scooters, has a wider catchment than walking which increases the connectivity of Wynyard Quarter, and the flat terrain of the precinct, connections to the city centre and Victoria Park are well suited to it's use. Users currently use shared paths, footpaths and the road corridors, and parking for e-scooters is currently uncontrolled with limited designated parking corrals.

There is an increasing awareness of the potential conflict between e-scooters and pedestrians due to their different operating speeds. The majority of e-scooter use takes place on footpaths and shared use paths where space is shared with pedestrians and other more vulnerable users. This is resulting in an increased risk of danger to pedestrians.

### Proposed

In principle, dedicated cycling infrastructure provides a safe space for the use of micromobility. As such, the proposed cycle network improvements should be designed to cater to the needs of micromobility user as well.

Wayfinding can be improved by providing signage directing micromobility users into bike lanes or onto shared paths to reduce modal conflicts.

Parking locations for e-scooters can be identified, particularly along North Wharf and Silo Park to prevent obstruction of the corridors and create a known location for users to find them.





# Public Transport Network

## Bus Services

### Current Function

At present, three bus services – the 20, 75, and City Link – currently service Wynyard Quarter, with each of the services terminating at the Jellicoe Street bus stop outside Site 19. In total, there are currently 21 buses per hour accessing Wynyard Quarter in the morning peak, with 18 buses operating per hour during the interpeak as shown in the table below. As part of Auckland Transport’s new bus network rollout and to meet continued growth in demand, Auckland Transport has plans to increase services and frequencies accessing Wynyard Quarter, including the increased provision of layovers and end of trip facilities associated with terminating services.

Year →	2018	2021	2028
AM Peak (buses / hr)	21	43	45
Inter Peak (buses / hr)	18	28	32

With the strong likelihood that the future bus volumes will be increasingly difficult to accommodate within the current bus network, significant benefits can be achieved by splitting services across multiple operating routes to reduce potential impacts of concentrating all Wynyard Quarter services on one route. Presently, the three on-street layover bays at the northern end of Beaumont Street has anecdotally been observed as resulting in difficulty for pedestrians crossing Beaumont and Jellicoe Streets due to a high degree of modal conflict, and Auckland Transport’s current plans are to maintain further layover bays in the same location. Accommodating the increased volumes of buses outlined above within the current configuration is likely to exacerbate these issues, which is particularly important in light of the high volume of pedestrians and cyclists traveling east-west along this waterfront axis, including vulnerable users such as children and people with prams.





# Public Transport Network

## *Bus Services*

### Future Function

#### Principles

The provision of a high quality bus service will play a key role in allowing Wynyard Quarter to reach its full development potential by assisting in the mode shift away from single occupancy vehicles. However, the nature of the bus network within the precinct should be sensitive to the role that other modes can also play while not compromising urban amenity. In developing the revised bus network shown, the following principles were adopted:

- Support the continued development of a high quality pedestrian zone along Jellicoe Street
- Prioritise transport interchange opportunities by shifting commuter-focused services towards the higher density commercial zone around Gaunt Street
- Avoid layover sites adjacent to residential developments in order to reduce noise/air pollution impacts in accordance with the Auckland Transport Code of Practice (ATCOP)
- Utilise corridors with enhanced design of the pedestrian environment to extend the reach of bus stops without the need for longer bus service routes within the precinct.

Daldy Street will act as the primary North-South spine for public transport which is consistent with existing plans. Buses will access Daldy Street from its intersection with Fanshawe Street, which maintains general traffic and public transport priority in reflection of its function as part of the city-wide network. Beaumont and lower Halsey Streets will also be used by certain services, with layovers provided on lower Hamer Street and Gaunt Street.

#### Accommodating Future Demand

However, a further risk lies in ensuring the delivery of sufficient public transport services to meet the expected demand on a constrained transport network already subject to congestion. There is a likelihood that travel demands may increase in future to the extent that there may be adverse impacts on the surrounding area and road network. Hence, a change of approach to a higher capacity public transport service should be investigated in conjunction with an interchange location between a range of modes.

In order to accommodate the future growth associated with full build out of Wynyard Quarter, the 2014 Transport Strategy peer review estimated that upwards of 7,000 peak period public transport trips to and from Wynyard Quarter would occur by 2030. Providing sufficient capacity to meet this demand using standard buses would need in excess of 140 buses in the peak period, which is likely to have adverse impacts on the surrounding area and road network. Ultimately a longer term strategy for providing sufficient public transport service provision to Wynyard Quarter needs to consider options to increase to a higher capacity public transport service in conjunction with a new public transport interchange, as has previously been proposed.





# Public Transport Network

## *Tram*

### Current Function

Wynyard Quarter presently features a 1.5km tram route circulating around Halsey, Gaunt, Daldy and Jellicoe Streets. The tram serves primarily as a place-making feature with a recreational purpose, as the route doesn't serve any key commuter routes or connect to other public transport services.

The presence of tram tracks conflicts with other modes in some locations, particularly cyclists and general traffic. There are reported incidences of cyclists becoming stuck in the tram tracks and crashing, particularly along the curved tracks where trams pull out of the main traffic lane into their stops, meaning cyclists do not cross the tracks at a 90 degree angle.

Since 2015, the tram has operated on Sundays, public holidays and during special events with Panuku suspending the service in 2018 due to the tram tracks conflicting with construction activities. Tram operations are anticipated to be reinstated in 2020 ahead of the America's Cup.

### Future Function

As currently configured, the tram utilizes space along 4 corridors within Wynyard Quarter. Given the current constraints with the existing network and the anticipated continued growth in demand, the space currently occupied by the tram tracks is likely to become increasingly valuable. While the tourism function of the tram remains a valid option, as evidenced by the success of similar operations in Christchurch and Wellington, further consideration should be given to the following options:

- Retain the Dockline Tram as currently configured and operate as a recreational function
- Discontinue and remove the Dockline Tram from operating in Wynyard Quarter. Further consideration would need to be given to the benefits of removing the tracks altogether or fill in the tracks to improve safety for cyclists and other more vulnerable road users.
- Reconfigure the tram to provide a transport function, integrating the service with the bus network. This would require further consideration of options to integrate the service with the AT HOP ticketing system, improve universal access of the tram vehicles, and realigning the tracks to provide improved access to key destinations such as connecting the headland park in the north to Victoria Park Market in the south.

Furthermore, opportunities to upgrade the service through automation or alternative energy sources such as battery or hydrogen power could reduce operational costs and establish a unique point of differentiation to the line.





# Public Transport Network

## *Ferries*

Opportunities exist for new ferry connections to serve Wynyard Quarter and provide links to destinations around the Waitemata Harbour and beyond.

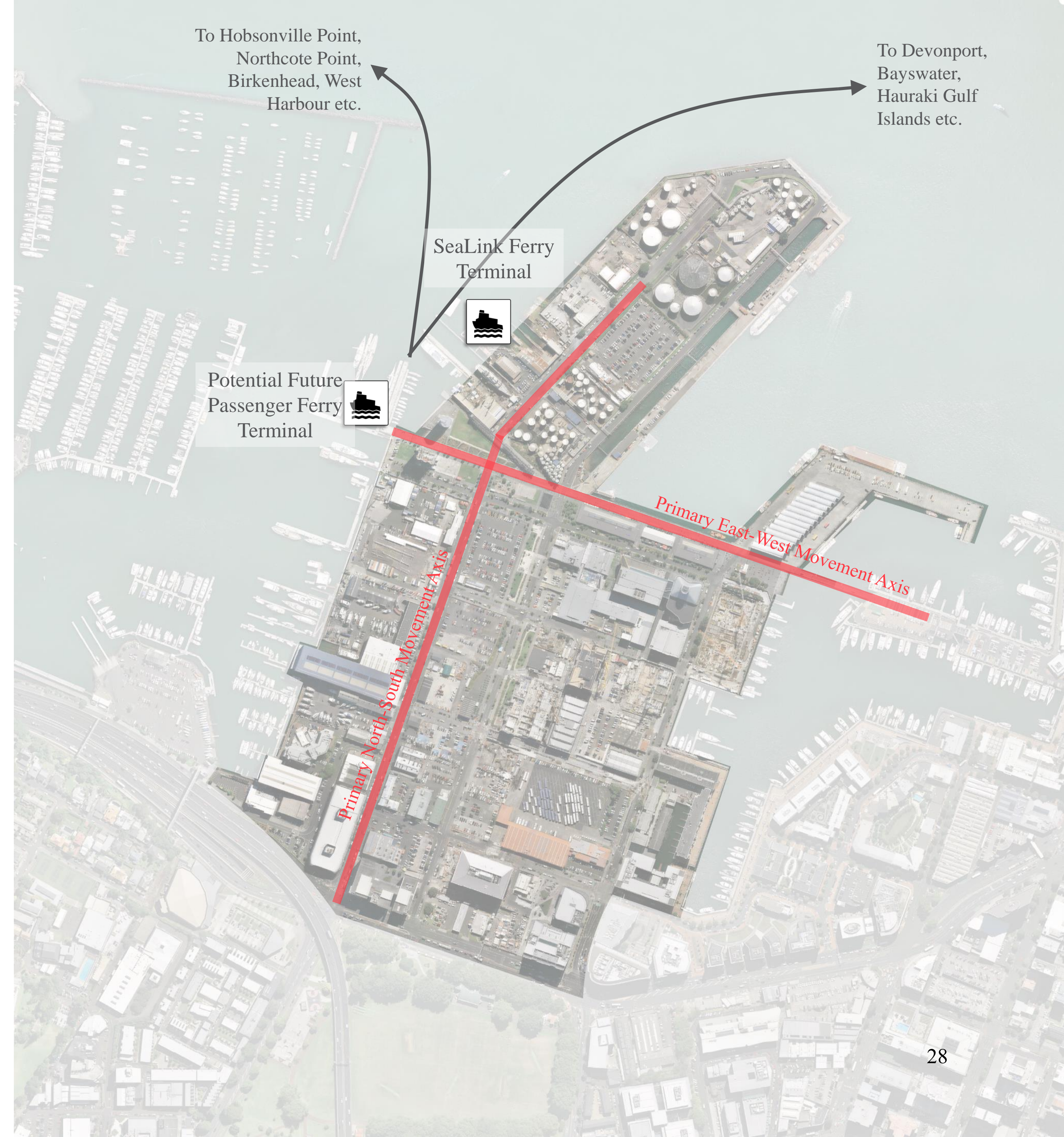
### Current Function

Wynyard Quarter is presently serviced by SeaLink's car and passenger routes to Waiheke Island and Great Barrier Island from the new Hamer Street terminal, which previously operated along Wynyard Wharf. However, the nature of SeaLink's services with relatively infrequent routes and long trip durations mean that users are unlikely to view it as a feasible commuting service, and rather an occasional service catering to recreational and freight functions. Any users currently undertaking trips on ferries to access Wynyard Quarter are likely to do so via the Downtown Ferry Terminal which is about a 15-minute walk from Silo Park – a key landmark within Wynyard Quarter.

### Future Function

Provision of a future ferry terminal serving commuters, tourists and recreational users as part of the wider public transport network is likely to induce more people movements in and out of the precinct. Future ferry services should run in a manner that will incentivise a mode-shift away from single-occupancy vehicles, particularly for those who would otherwise travel long distances on land-based modes from locations such as Hobsonville Point. This will mean that services should occur at relatively high frequencies and journey times should be comparable with other modes from the same destination.

The location of a future ferry terminal in Wynyard Quarter should be carefully integrated with other activities on land and should feature good connectivity to other forms of public transport or points of interest within the precinct by active modes. This will be key in allowing Wynyard Quarter to reach its development aims by encouraging more trips on alternative modes which complement the urban realm. Furthermore, the site should also be sensitive to current and future water-based activities such as the preservation of ecologically sensitive areas, minimising conflicts with commercial marine uses and optimising the use of calm water zones (i.e. North Wharf). The western end of Jellicoe Street appears to suit the requirements with its strong connections to both North-South and East-West movement axes and therefore should be investigated as a potential site for a future ferry terminal.





# General Traffic

## *General Traffic*

While many of the trips to/from and within Wynyard Quarter are expected to be undertaken on alternative modes, consideration must be given to how general traffic is allowed to circulate through the precinct without impeding on the operation of other modes.

### General Traffic

Although featuring a relatively low mode share, general traffic is likely to precipitate network congestion and safety issues earlier than other modes and therefore should be treated with lower priority. However, general traffic should be allowed on all streets to assist with maintaining a working character across the quarter and encourage business.

The entire precinct should progress to extending the 30km/h speed limit zone currently found north of Madden Street across all of Wynyard Quarter, to preserve urban realm and provide a safe environment for pedestrians and cyclists, who will have priority at all times and locations in keeping with the relatively low modal priority assigned to general traffic. Opportunities exist to introduce one-way routes around Wynyard Quarter to further manage traffic flows and dedicate more space to active modes.

### Freight Traffic

The presence of marine industry on the west side of Beaumont St means that light industrial access will need to be provided along Beaumont St to limit impacts in other areas and maintain productivity as outlined in the Waterfront Plan. Restricted access should also be provided to Wynyard Wharf in order to service the working wharf function on an as needed basis, with the link otherwise closed to traffic. Based on the land-use distributions across the precinct, there is unlikely to be need for light industrial access at any other locations across Wynyard Quarter.

Turnaround provisions will need to be made at the northern end of Hamer Street to allow buses and vehicles servicing the industrial functions along Beaumont and Hamer Streets to turn around. Further work should be undertaken to investigate how the turnaround will function while maintaining pedestrian priority in what is likely to be a highly pedestrianised area, with minimal impacts on the urban realm.

Small and medium goods delivery vehicles will need access to all areas of Wynyard Quarter to provide pick up and deliveries to commercial and hospitality industries, as well as the fish market and hotels. This will not be precluded by the street design and appropriate loading zones will need to be provided.





# General Traffic

## Parking

### Development Progress

The map on the right illustrates the current parking provision across Wynyard Quarter. It’s likely that new developments within the precinct will request additional car parking beyond the presently reduced car parking rate provisions to increase their property’s appeal to future tenants. However, achieving the development and public realm outcomes for the area will require restrictive parking controls, hence alternative modes must be in place to for reduced parking rates to not be a hindrance to development.

The ongoing development of Wynyard Quarter has removed large areas that previously have been used for parking, significantly reducing areas occupied for on-street parking and in parking lots as indicated in the graph below tracking on-site parking provisions over time.

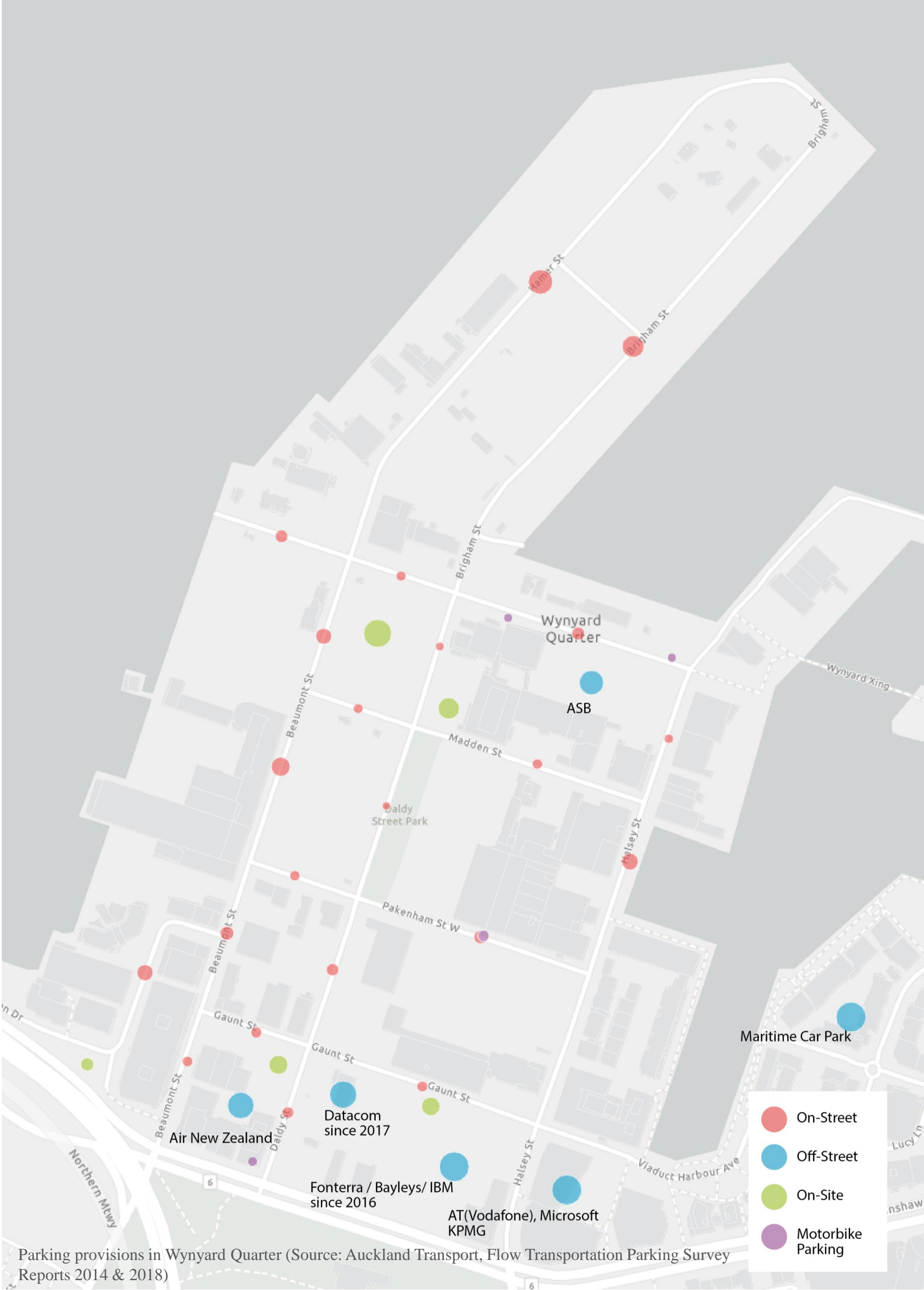
### Future Provision

Parking ratios have been capped in the Unitary Plan respective to the land use activities. This is intended to disincentivize single occupancy vehicle travel to and from Wynyard Quarter while also enhancing the safety and capacity of the internal road network.

Visitor parking is most restricted (1 space per 200m2 GFA), followed by retail and office use (1 space per 150m2 GFA) as it is anticipated that private vehicle trips will be replaced by public transport and other active modes with future improvements to connectivity, accessibility and frequency. There are more parking spaces allowed for residential dwellings (1 space per 80m2) to accommodate for the expected future population growth residing in the Wynyard Quarter. Parking for Wynyard Wharf in proximity to marine and port activities are also limited albeit allows for more than retail and office uses. As the marine and port activities greatly contribute to Auckland’s economy, it is deemed reasonable for these to remain in the short term.

To achieve a high quality multi-modal transport environment, parking provisions stated in the Unitary Plan should be considered as a maximum level of provision. This, combined with improved reconfigurations to the public transport system and active mode network should gradually exclude the need for commuting to and from Wynyard Quarter via private vehicles and henceforth parking.

Provisions for goods deliveries – particularly to the significant hospitality and service industry – should be maintained, with any changes to parking provisions implemented with this in mind. Options to utilize the existing space more efficiently, such as the use of commuter parking provisions for deliveries during off-peak hours and restricting deliveries to certain times of the day should be investigated and implemented with buy-in from key stakeholders.





# General Traffic

## Beaumont St

While many of the trips to/from and within Wynyard Quarter are expected to be undertaken on alternative modes, Beaumont and Hamer Streets will provide the primary north-south access corridor for freight and general traffic. Buses will also continue to use Beaumont St, providing a public transport connection to the headland park. An indicative cross section of what the Beaumont St corridor could look like is provided here as an indication of how the existing roadway may accommodate different modes in the future.

### Existing

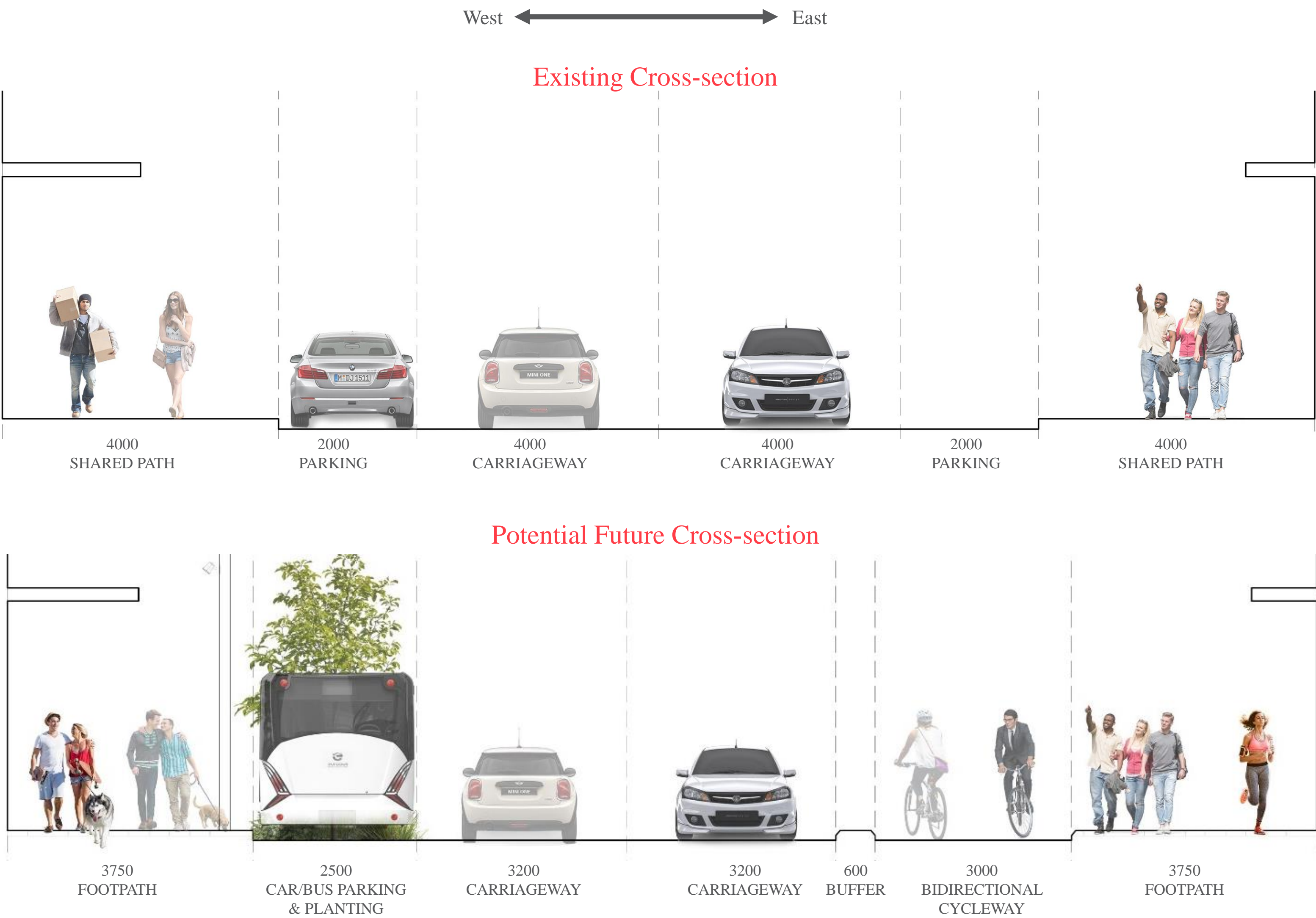
The existing Beaumont St corridor is approximately 20 m in width and has provisions for on-street parking on both sides of the street as well as pedestrians and cyclist facilities in the form of a footpath on the western edge and a shared use path along the eastern side of the street.

There are insufficient crossing opportunities, combined with the wide carriageway and parking on both sides of the street, creating a difficult environment for pedestrians to navigate.

### Potential

Through removing parking along the eastern side of the street and narrowing the footpaths, a protected bi-directional cycleway could be added, providing a high quality corridor for cycle and micro-mobility use.

Street amenities could be provided for pedestrians through planting and street furniture, while still providing parking for vehicles serving the marine industry and buses.





# General Traffic

## Hamer St

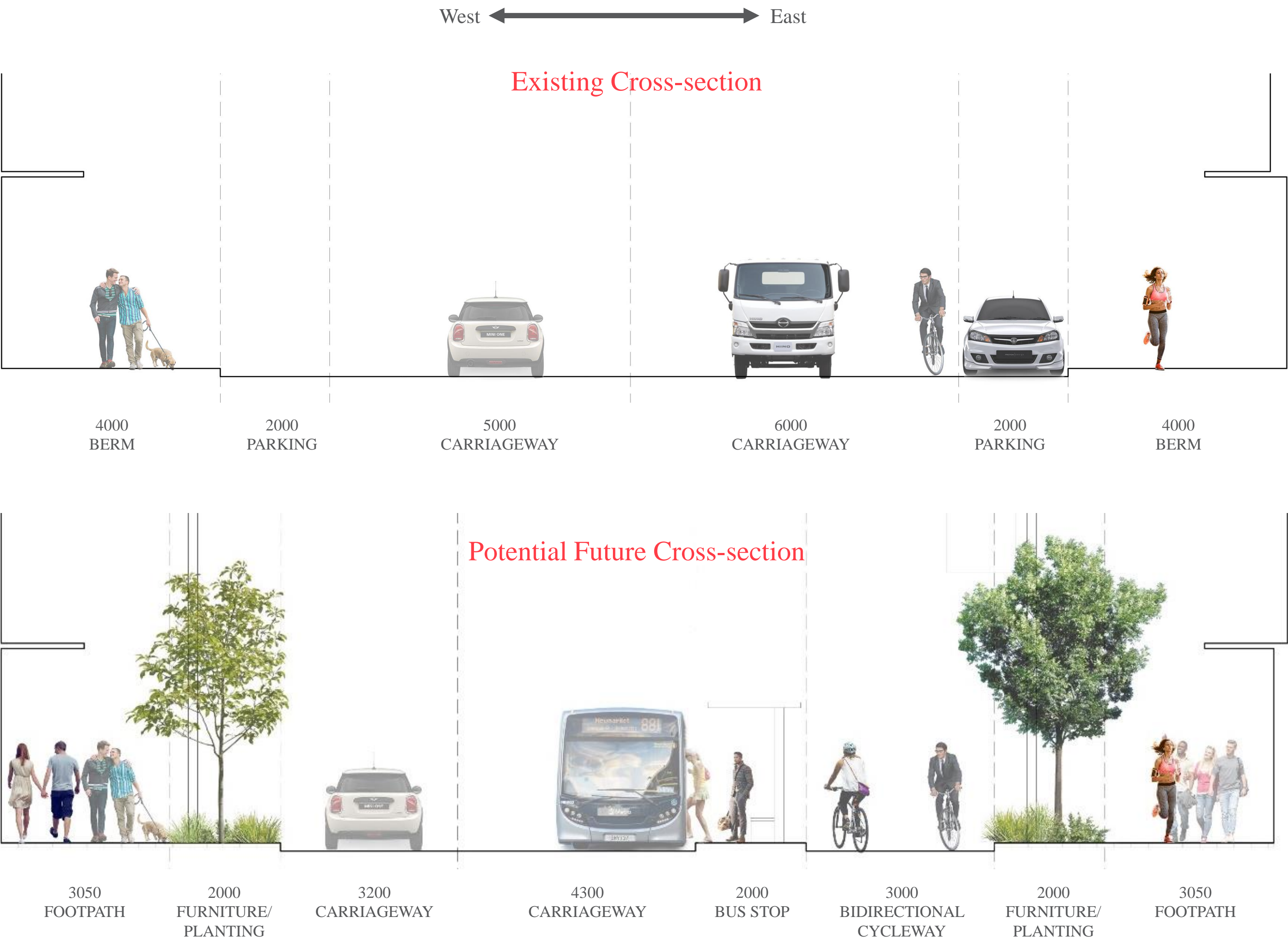
### Existing

Hamer St is a 23m wide carriageway with no formed footpaths and on-street parking on both sides of the street. The design is such that vehicle speeds are likely to be higher than posted, and pedestrians are discouraged. There are no dedicated facilities for cyclists who are expected to ride on the road carriageway.

### Potential

At 23m in width, there is considerable potential to improve the function and character of Hamer St. Wide footpaths for pedestrians can be provided along with plantings to create a pleasant space and complement the active frontages of proposed developments. A segregated cycleway could also be provided to remove modal conflict and provide safer and more direct access to the future headland park.

Carparks and bus layovers can be provided on the western side of the street, interspersed with plantings. The carriageway width would still be sufficient to allow for all heavy goods vehicles and buses to pass through although on street parking would need to be removed from the eastern side.





# Next Steps

This assessment has been completed in parallel to similar assessments by other consultant teams reviewing other aspects of Wynyard Quarter. The next step will be to undertake stakeholder engagement to review and refresh the initiatives proposed in advance of the plan change.

## Stage 5: Finalise Transport Strategy

- In response to the feasibility outcomes and stakeholder feedback received, we will revise and update the Transport Strategy for the future. As per previous phase, this will again be done in coordination with and through liaison with key parties, including any potential legal advisors involved in preparing the plan change documents.

It is expected that this work will be the subject of ongoing engagement with Mana Whenua and other partner organisations, including Auckland Council and Auckland Transport.