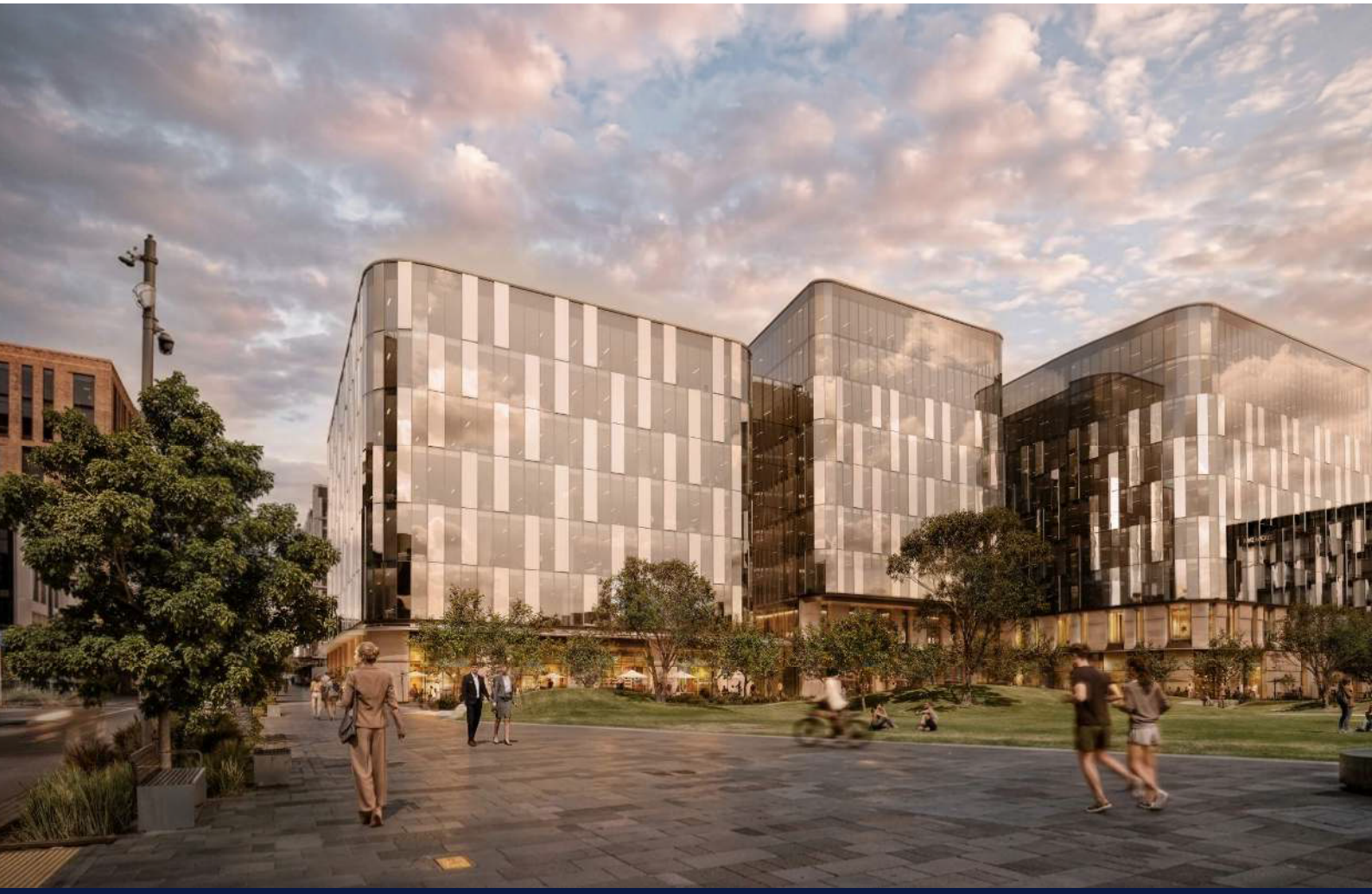


100 HALSEY STREET, WYNYARD QUARTER, AUCKLAND CENTRAL

TRANSPORT ASSESSMENT

27 March 2026

Prepared for RP Financial

Parlane & Associates Ltd

PO BOX 302-287, NORTH HARBOUR
NORTH SHORE 0751
0275 893-893

PARLANE & associates

100 HALSEY STREET, WYNYARD QUARTER, AUCKLAND CENTRAL

TRANSPORT ASSESSMENT

RP Financial

Document Information

Prepared for:	RP Financial (NZ CRE 100 Halsey Limited)
Job Number	26-632
Prepared by:	John Parlane, Traffic Engineer
Reviewed by:	Kristen Wenzlick, Transportation Planner

Date Issued	Status	Approved by
12/03/2026	First draft	J D Parlane
18/03/2026	Issued	John Parlane
27/03/2026	Render added	John Parlane

Parlane & Associates Limited

PO Box 302-287
Mobile s 9(2)(a)
North Harbour 0751
s 9(2)(a)
New Zealand

TABLE OF CONTENTS

1. SUMMARY

This Transport Assessment assesses potential transport effects at a high level related to a proposal to develop offices and a data centre at 100 Halsey Street. The development would include approximately 80,000 sqm of commercial activities, the majority of which would be offices. Specifically, this report addresses potential adverse transport effects of the project on the environment as well as wider transport issues and factors affecting travel demand in the area, as part of a referral application under the Fast-track Approvals Act 2024. A more detailed transport assessment will be prepared for the substantive application if the project is successfully referred to use the Fast-track consenting process.

The Wynyard Quarter is part of the Business City Centre zone and like most of that zone it is an area of Auckland where high accessibility by public transport results in a higher mode share for buses and trains than other areas outside of the centre, and indeed higher public transport mode share than most areas within the Central Area. The area also has a much higher number of people arriving at work on foot due to the large resident population in apartments. This makes it an ideal area to increase jobs while also achieving a more sustainable transport outcome.

The Wynyard Precinct rules were developed at a time when there was a concern about the effect of additional traffic on Halsey Street and Beaumont Street and in particular the impact that additional traffic might have on existing commuter traffic on Fanshawe Street. This means the Wynyard Precinct standards set limits for office areas by sub-precinct and require a detailed assessment of trip generation when office floor area limits are triggered. These limits and requirements for traffic assessment made sense at the time the Wynyard Precinct rules were developed and were consistent with the old Auckland Council District Plan - Central Area Section. However, the Auckland Unitary Plan took a very different view to transport planning and seeks to increase offices and employment in important centres. Unfortunately, the Wynyard Precinct standards were not updated at that time when the change in approach occurred which means they now seek a different outcome to the Business- City Centre Objectives and Policies and they are more limiting on growth than any other Central Area precinct.

In terms of effects this means that the existing Precinct standards do not reflect modern thinking on what is a desirable transport outcome. Nevertheless, a full traffic assessment using the current standards will be carried out as part of the substantive application should the project be selected for the Fast-track process. That assessment is likely to show that the development can be

approved under the current precinct assessment criteria due to the significant decline in traffic on Fanshawe Street that has occurred over the last 20 years.

In terms of a high-level assessment, the proposed development is consistent with the principles of integration of transport and land use. Furthermore, it would be consistent with the City Centre Master Plan and its transport vision contained in the Access for Everyone document.

All of the transport infrastructure needed to support the proposed plan change is already in place.

2. INTRODUCTION AND SCOPE

The site at 100 Halsey Street is used predominantly as a bus depot despite the fact the surrounding roads and footpaths were redeveloped years ago to accommodate more people friendly activities as envisioned by the Wynyard Precinct plan. It is noted that a Travelodge has been developed recently on the Halsey Street/Packenham Street West corner.

The purpose of this report is to consider the higher-level traffic and transportation issues raised by a significant staged office development in five buildings across the site. A more detailed Integrated Transport Assessment report would follow if the project is selected for the Fast-track approvals process. That report would include any detailed traffic modelling of effects on the surrounding road network. By comparison this report focuses on the larger issue of the desirability of establishing offices on the site and whether this development would meet the goal of integrating transportation and land use. The report is guided by AUP policies and objectives and current transportation planning documents relevant to the Central Area.

No particular traffic or transport constraints have been identified which would prevent the Resource Consent from being approved. Essentially all of the transport infrastructure needed is already in place.

2.1 Subject Site

The site at 100 Halsey Street is shown below in **Figure 1** as identified in the Auckland Council GIS system.

Figure 1: Aerial image of the Site Location (100 Halsey St on Auckland Council GIS)

Not all of the site would be redeveloped. The northeastern corner of the site has a new hotel and car park building, and the lane beside Amey Daldy Park would also be excluded from development. The area identified for development by Barker and Associates and Peddlethorp is shown in **Figure 2**.

Figure 2: Development Area

The site currently has five accesses. There is a very wide entry from Gaunt Street used by buses. There are three accesses to Halsey Street. These include a two-way access to a carpark, a triple width exit for buses and a single width access to a loading area associated with the Travelodge hotel. There is also a two-way access onto Pakenham Street from the carparking building. These accesses are all shown in **Figure 3**.

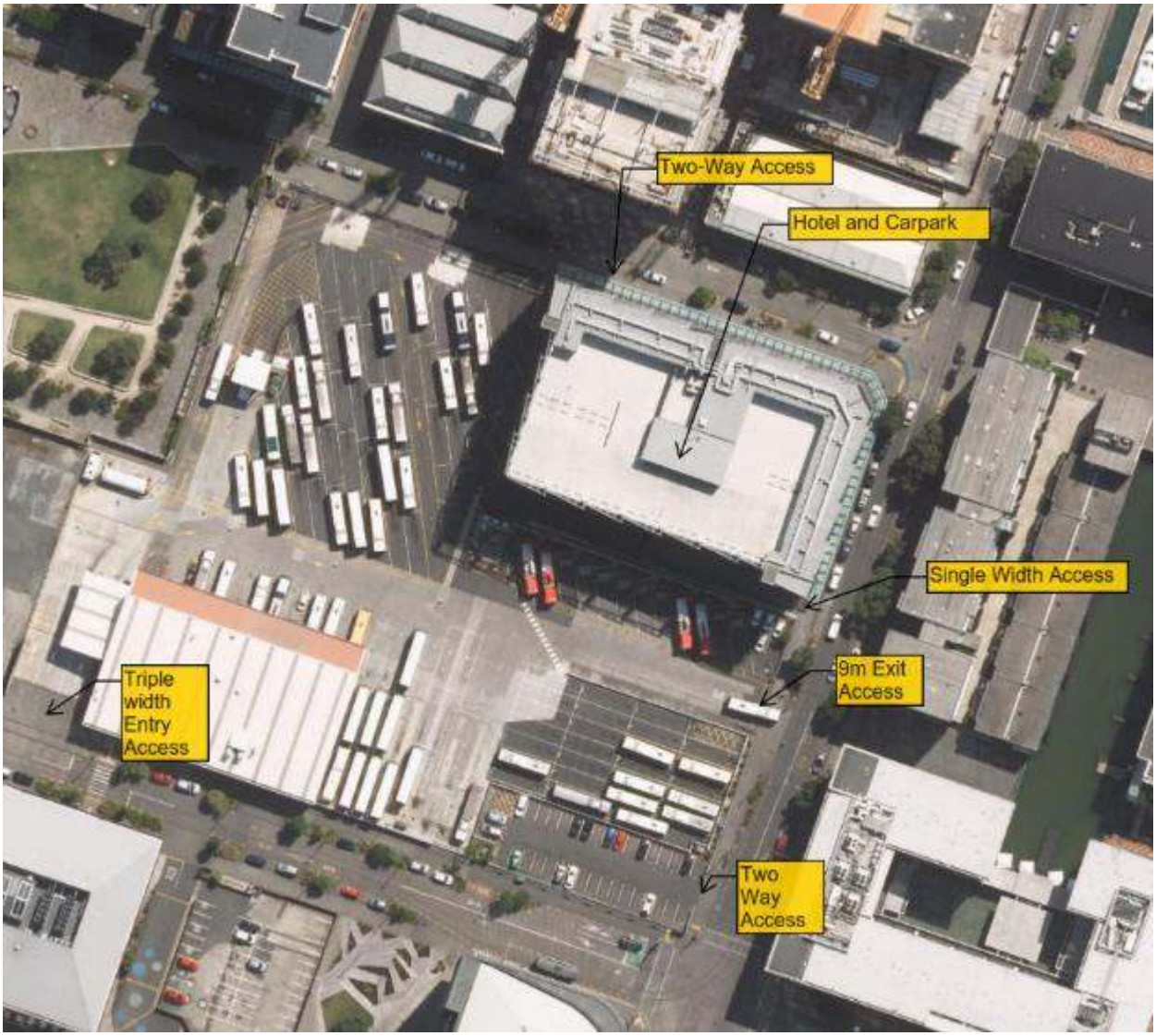


Figure 3: Aerial image of the sites (Source Urban Design Report, McIndoe Urban)

The aerial image also shows the traffic light controlled intersection where Gaunt Street meets Halsey Street.

3. EXISTING LAND USE

The part of the site to be developed is currently used as a bus depot and car parking area. There are approximately 116 bus parking spaces on the site with a one-way circulation system with an entry from Gaunt Street and an exit onto Halsey Street. These spaces are used for storing buses throughout the day in the interpeak period and overnight. The site generates a significant flow of buses entering and leaving. These bus movements have a noticeable impact on both the amenity of the area and on the operation of the traffic lights on Halsey Street at Gaunt Street and at Fanshawe Street.

There are 41 car parking spaces which all have access to Halsey Street.

The redevelopment would mean these bus spaces and their associated traffic movements would all be removed from the local area. Each bus has the equivalent impact to two car movements when considering traffic capacity which means that removing the bus depot would result in a noticeable improvement to baseline traffic flow.

4. CURRENT TRANSPORT ENVIRONMENT

4.1 Existing and Proposed Walking Routes

All of the streets fronting the site have generous footpaths and all of the streets have been rebuilt to a high standard and provide excellent pedestrian amenity with seating and planting.

Figure 4 below shows the current Precinct Plan lanes and viewshafts. This network of lanes will further improve the walkability of the area.

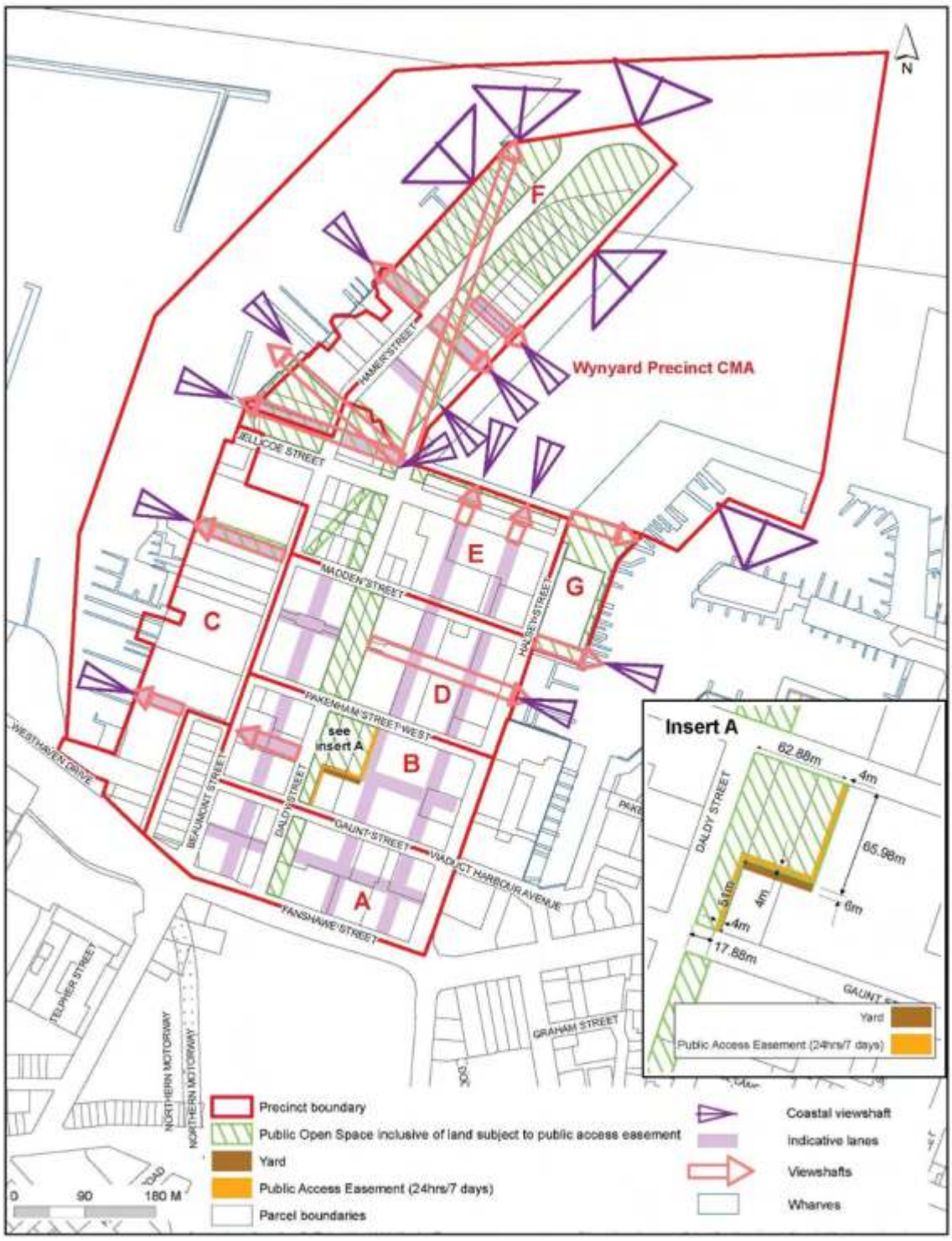


Figure 4: Lanes and Open Space Required by Precinct

To demonstrate the walking catchment from the Wynyard area I have plotted a 10 minute, 20 minute and 30 minute walk from Daldy Street.

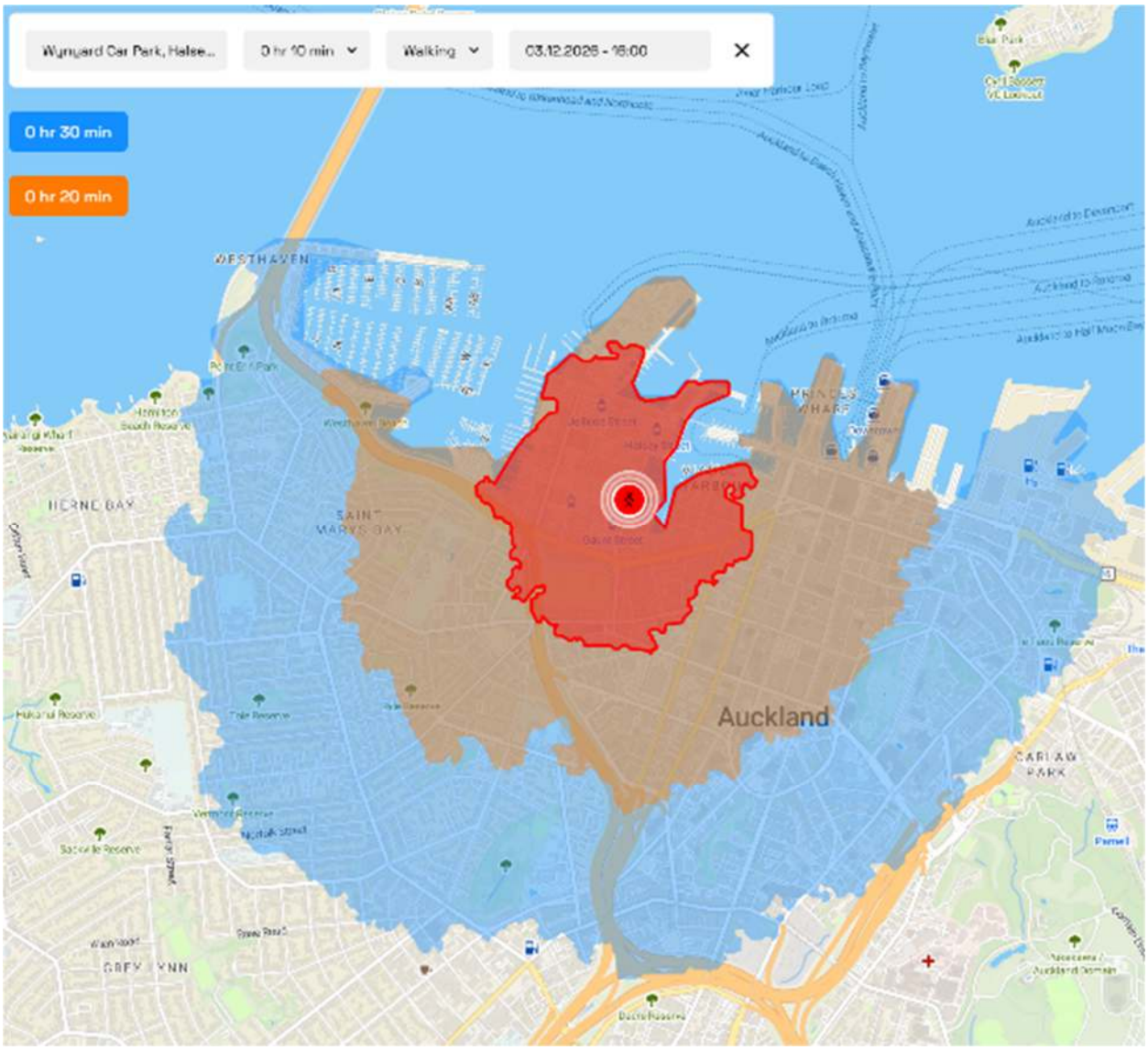


Figure 5: Walking Catchments for Wynyard

The local area (which includes some small local supermarkets, and healthcare facilities), buses, Victoria Park and the Victoria Park supermarket are all within a 10 minute walk. The trains and ferries are within 20 minutes, and the entire CBD and fringe are within the 30-minute catchment.

4.2 Cycling Facilities

The Wynyard Precinct and Viaduct Precinct are well served by cycle lanes around the area and shared paths within the area as shown in **Figure 6**.

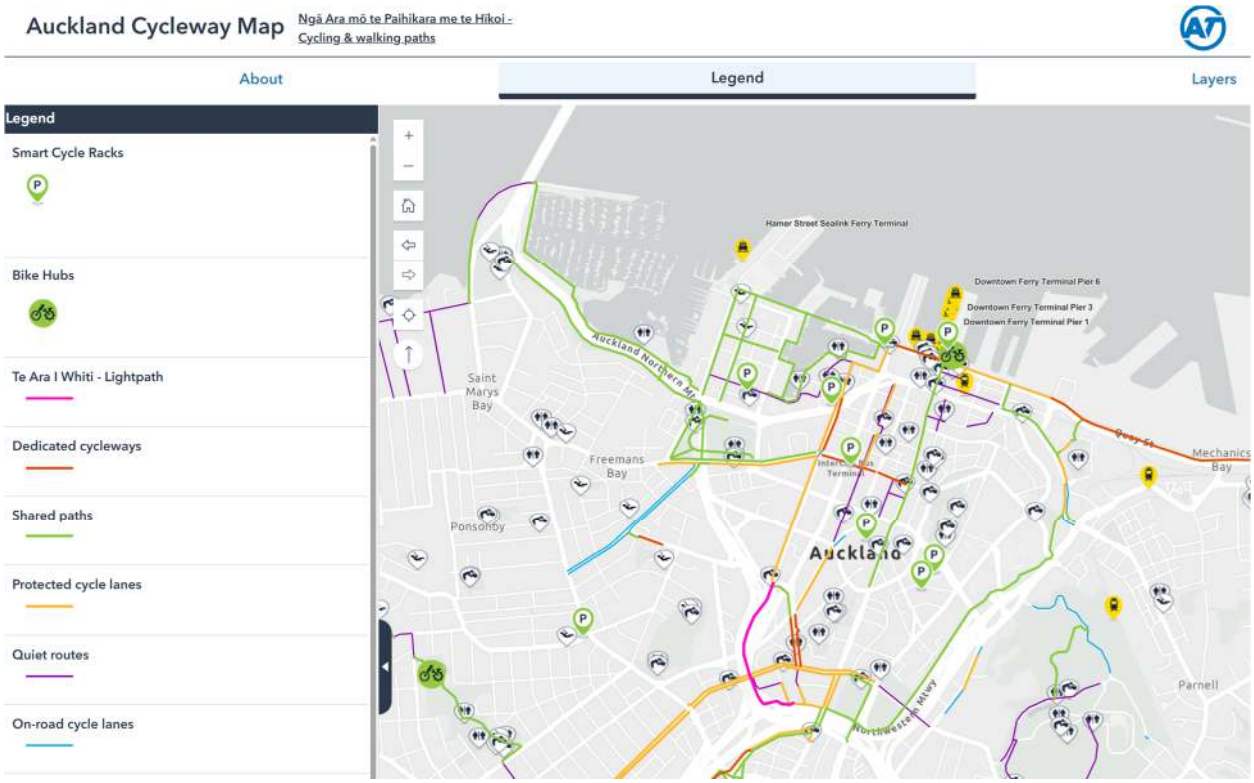


Figure 6: Auckland Cycleway Map[1]

4.3 Public Transport

The area is served by a high quality bus service as shown in **Figure 7**. Local services include the City Link, Number 20 and Number 75. A short walk to Fanshawe Street gives access to the Northern Busway services which are part of the Rapid Transit Network (RTN).

[1] Auckland Transport Website. Retrieved from: https://mahere.at.govt.nz/portal/apps/webappviewer/index.html?id=5657c881e13b4ef68cbe8690f6889d28/&_gl=1*6jq0yu*_ga*MTY1MTA1ODY1MC4xNjI3NTk2NTQz*_ga_WNC2W47P8Y*MTcwMDc3Mzk1Ni4xMjYuMC4xNzAwNzczOTU5LjU3LjAuMA

Figure 7: Bus Services[2]

Two new railway stations will open in the vicinity when the City Rail Link (CRL) is completed.

McIndoe Urban and Peddlethorp have demonstrated access to public transport from the site in **Figure 8**.

[2] Auckland Transport Central Guide. Retrieved from AT.govt.nz

Figure 8: Access to Public Transport[3]

4.4 Fanshawe Street

The function of Fanshawe Street has changed markedly since PC4 was first approved. Fanshawe Street was previously one of the busiest arterial roads serving the Central Area and its role was moving private vehicles (many of which had one occupant) as efficiently as possible onto and off the Northern Motorway.

It was assumed in PC4 that the majority of traffic entering and leaving Fanshawe Street at the Northern motorway was an axiom and so the ability of Fanshawe Street to also cater for traffic accessing the Wynyard Quarter was limited. This resulted in the fixed capacity assumption that was baked into the Precinct rules when they were written in the past. At the time it was thought that traffic capacity could be calculated and set as an unchanging limit to future development. The problem is that the 3650 vehicles per hour two-way and 2500 vehicles per hour one way are based on a whole series of assumptions that are simply no longer valid.

[3] Travelodge added to McIndoe Urban Graphic

The last sixteen years of traffic counts available from NZTA[4] for the motorway onramp and off ramp at Fanshawe Street have been plotted in **Figure 9**. The data clearly shows an ongoing decline in traffic on both the onramp and the off ramp. The time period is significant because it covers the lifespan of the Wynyard Precinct rules and it shows how the external traffic that was assumed to be a fixed amount has actually halved.

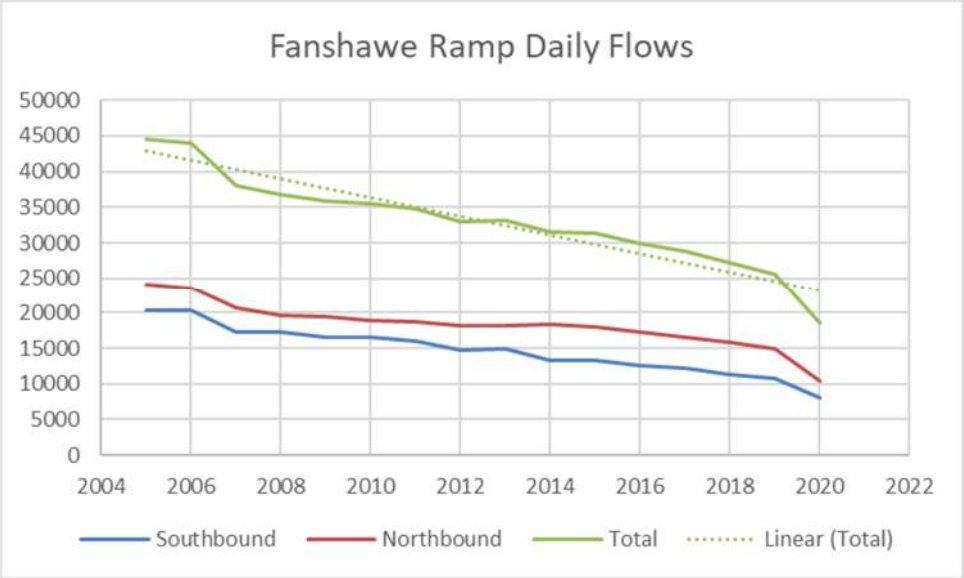


Figure 9: Long Term Traffic Decline on Fanshawe Street Motorway Ramps

Since the time that the Wynyard Precinct rules were written, traffic entering and leaving the central area on Fanshawe Street has declined from 44,477 vehicles per day to 18,501 vehicles per day in 2020. Even if we take the 2020 data out of the analysis (given it was a year marked by Covid-19 restrictions) we still see a pattern of decline to 2019 of 18,900 vehicles per day or an annual arithmetic growth rate of -2.8% per year[5].

This decline in traffic of around 25,500 vehicles per day is largely the result of the Northern Busway which officially opened in February 2008. Both the Constellation Station and Albany Stations had already been operating since December 2005 with buses using the shoulder lanes on the motorway and their patronage has steadily increased since the opening of the Busway. While I don't have access to bus passenger numbers along Fanshawe Street I have plotted total monthly patronage on the whole Northern Busway in **Figure 10**.

[4] https://www.nzta.govt.nz/resources/state-highway-traffic-volumes

[5] -3.1% per year if the 2020 data point is included.

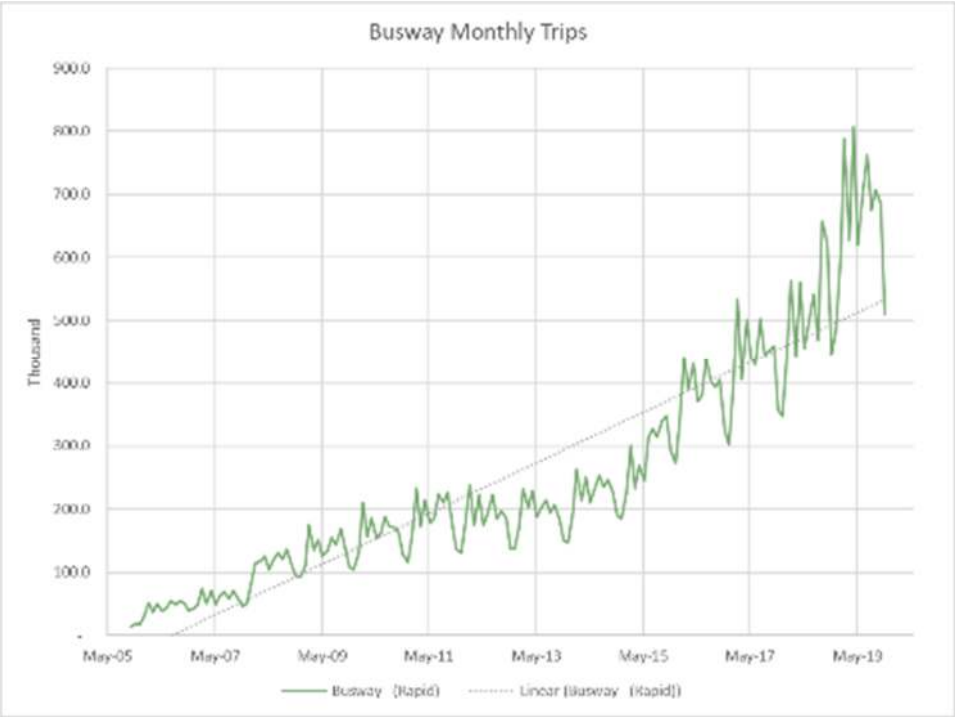


Figure 10: Northern Busway Monthly Ridership[6]

This figure shows the rapid growth in the order of 25% per year that has occurred from 2008 until the end of 2019 just prior to the Covid-19 pandemic. AT's own forecasts are that this growth will continue into the future with an expected increase in patronage of 170% to 21,700,000 annual trips expected by 2038[7].

The long-term impact of the Northern Busway on the Fanshawe Street corridor was not well understood at the time the Wynyard Precinct provisions were written.

The move from being a major car route to being a part of the Rapid Transit system can be seen in the current form of Fanshawe Street in **Figure 11**.

[6] Data retrieved from https://at.govt.nz/about-us/reports-publications/at-metro-patronage-report

[7] Auckland Transport Board Meeting agenda 29 April 2021 Item 11, Northern Busway Enhancements Detailed Business Case, Retrieved from https://at.govt.nz/media/1986368/11_northern-busway-enhancements-dbc_board-pap.pdf

Figure 11: Fanshawe St showing Bus Lanes

Fanshawe Street now has a bus lane on either side, numerous bus stops along either side of the road to ensure capacity for passenger boardings and alightings, and Fanshawe Street also has bus lanes leading into the Halsey Street right turn and the Daldy Street signalised right turn.

4.5 Traffic Flows

Auckland Transport has not counted any of the frontage roads as part of their on-going traffic monitoring program. They do have data for Halsey Street and Gaunt Street further away from the site.

Street	Location	Date	Weekday	7-Day	Saturday	Sunday	Am Peak	Midday	PM Peak
Halsey St	Fanshawe to Gaunt St	May 2022	8026	7834	8730	5977	751	626	681
Gaunt St	Daldy to Beaumont St	May 2022	3058	2782	2558	1623	338	253	287

Table 1 Traffic Flows

The section of Halsey Street that was counted is the busier part of the street where traffic from Viaduct Harbour Avenue connects to Fanshawe Street. That means the traffic flow on Halsey Street outside the site will be lower than 8000 vehicles per day.

4.6 Road Safety

A search of the NZTA Crash Analysis System for the five year period 2021 to 2026 shows there have been 7 crashes reported on the roads the sites gain access from. Of these 7 crashes, 6 resulted in minor injuries and none resulted in serious injuries or death. None of the crashes occurred at the traffic signals at the intersection of Halsey Street with Gaunt Street. The crash diagram is shown in **Figure 12**.

Three of the crashes occurred at the intersection of Pakenham Street with Gaunt Street where the proposed development is unlikely to add any traffic or have any effect. Two crashes involved vehicles failing to give way on Daldy Street at Pakenham Street and one crash involved a pedestrian crossing Gaunt Street.

There is nothing about the pattern of crashes or the types of crashes that indicate a particular issue that should be addressed prior to intensification.

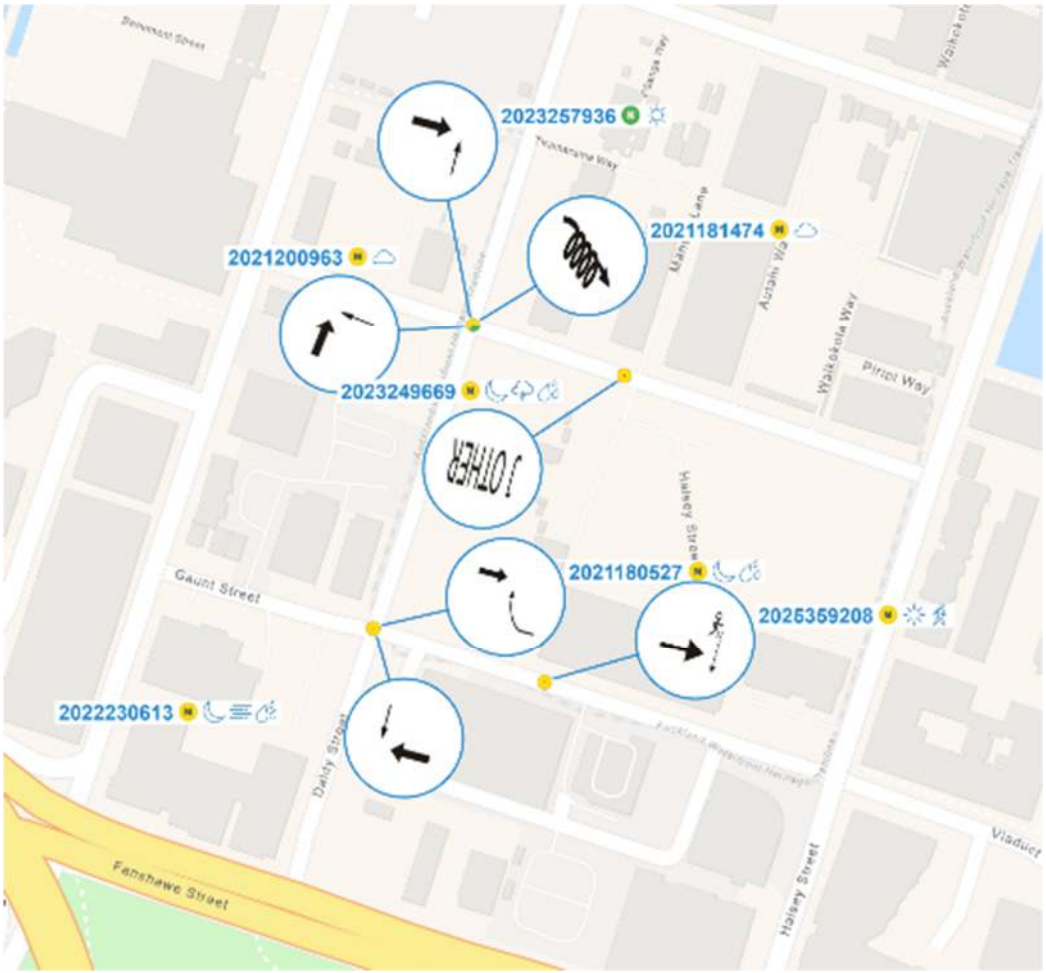


Figure 12: Reported Crashes 2021 to 2026

5. THE PROPOSAL

The proposed development would see the construction of 5 buildings as shown in **Figure 13** below**.** Building 3 would be split by a covered link to create B3A and B3B. The figure also shows a possible building by VHHL that does not form part of this application.

Figure 13: Proposed Development

In total there would be approximately 80,000 sqm of gross floor area in addition to the existing hotel (which is approximately 20,000 sqm). Building 2 has a proposed floor area of approximately 7000 sqm. Building B2 has option to be used as premium office space or, alternatively, a ground floor substation with a data centre above. Both options will fit within the same building envelope as shown in the massing. For the purposes of this assessment, Building B2 has been assessed as office use, which represents the conservative worst case for trip generation, a data centre and substation generate negligible staff vehicle trips by comparison, given their highly automated, low-occupancy nature. Transport effects arising from the substation/data centre option versus the office option will be assessed and addressed in the full Integrated Transport Assessment to be prepared at the substantive application stage.

5.1 Parking

Parking is limited by maximum rates for activities in the area. The application seeks to establish parking in accordance with the Wynyard Precinct rules which means there would be 1 parking space per 150sqm of office, or a total of no more than 533 spaces.

Accessible parking is proposed in accordance with NZS4121. That means approximately 11 accessible spaces will be provided, on the basis of 2 spaces for the first 50 regular spaces and 1 per each 50 additional car parks. It is expected that the development will not comply with the newer requirements of the AUP added as part of Plan Change 79. These require calculating a theoretical parking demand based on 1 space per 45 sqm rather than actual supply of 1 space per 150sqm. In this case that would be a demand for 1777 regular parking spaces instead of the 533 proposed. In this case it would result in a requirement for 36 accessible parking spaces or around 7% of the total number to be provided. That far exceeds any reasonable estimate of actual demand for accessible spaces.

5.2 Cycle Parking and End of Trip Facilities

The AUP sets out standards for visitor bike parking, secure bike parking and end of trip facilities. To comply, the development would need 50 visitor bike spaces and 267 secure bike spaces for staff. In addition, 21 showers would be required to achieve 2 per 7500sqm of GFA. The bike parking and end of trip facilities are likely to be provided at a rate to meet likely demand rather than relying solely on the AUP requirements.

5.3 Loading and Servicing

Loading and rubbish removal would be facilitated by a system of one-way shared lanes through the site. A one-way system avoids the need for trucks to turn around or reverse on the site.

5.4 Access

It is expected an entry on Gaunt Street will provide access to both the parking and loading areas and vehicles will exit onto Halsey Street. Crossing the footpath on Halsey Street means a visibility triangle will be needed as shown in **Figure 14**. This would allow drivers and pedestrians to see each other so vehicles can give way to pedestrians.

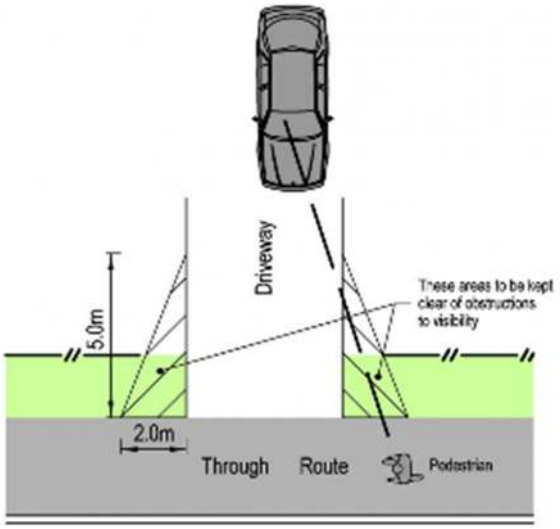


Figure 14: Proposed Visibility Splay on Halsey Street

It is proposed there would still be a single-entry access on Gaunt Street. The three existing accesses on Halsey Street would be reduced to a single exit only access and no new accesses would be formed on Pakenham Street.

5.5 Pedestrian Facilities

Laneways and Connections are proposed as shown in **Figure 15**.

Figure 15: Laneways and Pedestrian Connections

The proposed laneways would connect with the existing and planned pedestrian routes through the greater Wynyard Precinct as is required by the AUP. A benefit of these laneways is that they provide alternative pedestrian linkages that result in reduced pedestrian flows on Halsey Street. This is important because access will be required to Halsey Street for servicing.

6. TRIP GENERATION

6.1 Traffic Generation Rates

Commercial activities have been assessed using the rates prescribed in the Wynyard Precinct Plan. This requires that each parking space is assessed at 0.38 trips each plus 0.16 trips per 100sqm for commercial floor area. Because the maximum parking rate is 1 space per 150sqm we can assume for assessment purposes that the maximum parking is provided and restate the trip rate in terms of total trips per 100sqm.

Trip rate = gfa/150 x 0.38 + gfa/100 x 0.16

= gfa/100 x 0.2533 + gfa/100 x 0.16

= gfa/100 x 0.4133

Or 0.4133 trips per 100sqm.

Applying that to the proposed 80,000 sqm gives a total trip generation of 330 vehicles per hour.

For the morning peak hour, we have assumed 3/4 entering and 1/4 leaving and for the evening peak hour 1/3 entering and 2/3 leaving for commercial activities.

Based on these assumptions, trips are estimated as shown in **Table 2**.

	Morning Peak					Evening Peak				
Commercial	**In**		**Out**		**Trips**	**In**		**Out**		**Trips**
(sqm)	**Rate**	**Ins**	**Rate**	**Outs**	**In+Out**	**Rate**	**Ins**	**Rate**	**Outs**	**In+Out**
80,000	0.31	248	0.1033	83	331	0.138	110	0.276	221	331

Table 2: Peak Trip Generation

This assumes that all of the parking permitted by the Wynyard Precinct Plan is built.

6.2 Effect of the Additional Traffic

In terms of effects this additional level of traffic is unlikely to result in any significant congestion above that which was expected when the Wynyard Precinct was established because traffic passing on Fanshawe Street has reduced by far more during that period.

7. MODE SHARE

7.1 How Do People Travel?

To understand the traffic and transportation effects of offices in different parts of Auckland we have reviewed the Census Journey to Work data collected by Statistics New Zealand as part of the Census of Population and Dwellings. The most recent set of data is from the 2023 census.

The Wynyard-Viaduct Statistical Area covers broadly the areas of both the Wynyard Precinct and the Viaduct Precinct. A plot of mode share for all of Auckland and for people who work in the Wynyard and Viaduct area travelling to work is shown in **Figure 16**. These have been prepared

from a search of the Census Journey to Work tables provide by Statistics New Zealand showing trips by workplace destination rather than by residential address. This means we can know for someone working in the Wynyard area how they got to work on the census day.

There are some very important differences between the aggregate data for Auckland and the Wynyard Viaduct Statistical area. Firstly, fewer people drive to work in Wynyard. 65% of people in Auckland drive to work in either their own or a company provided vehicle, but in Wynyard it is only 45%.

Secondly far more people travelling to Wynyard for work do so on a public bus. Buses are used by 24% of people in the Wynyard area but only 6% on average across Auckland. That means a worker in Wynyard is four times as likely to travel by bus to work. Similarly, 7% of people will choose the train compared to an Auckland average of 2% so Wynyard employees are 3.5 times more likely to use the train. Wynyard employees are also three times as likely to walk to work and twice as likely to cycle.

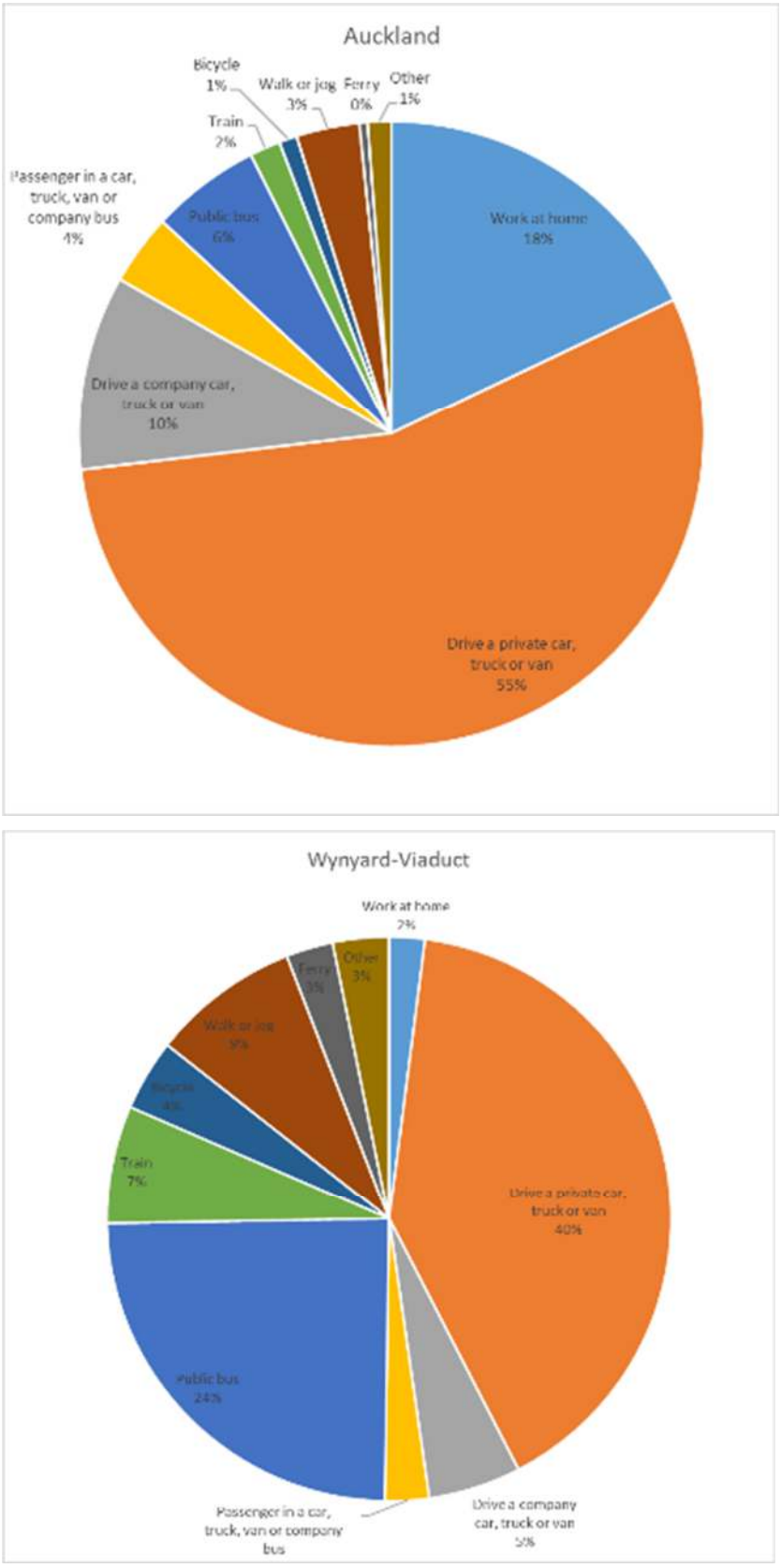


Figure 16: Mode Share for Wynyard-Viaduct Statistical Area[8]

[8] Statistics NZ, Census of Population and Dwellings 2018

Clearly people employed in the Wynyard area are much more likely to choose to travel by means other than private vehicle. But to understand where the area sits in comparison to other busy Statistical areas, I sorted the travel data by mode share as shown in **Table 3**. This diagram shows only a part of the full table. There are 633 Statistical Areas in the Auckland Region, and I have included only the top of that table with the 50 areas that have the highest rate of use of public transport.

All of Auckland	18%	65%	4%	6%	2%	0%	1%	3%	1%	8%	
	%Work from Home	%Drove	%passenger	%Bus	%Train	%ferry	%bike	%walk	%other	%PT	Rank PT
Auckland-University	0%	35%	3%	33%	5%	3%	5%	13%	2%	41%	1
Queen Street	2%	38%	3%	28%	9%	3%	2%	12%	2%	41%	2
Quay Street-Customs Street	2%	41%	2%	24%	12%	4%	2%	10%	2%	40%	3
Symonds Street North West	12%	33%	3%	29%	4%	2%	3%	12%	2%	36%	4
Hobson Ridge North	3%	43%	3%	25%	7%	3%	3%	10%	2%	36%	5
Shortland Street	4%	43%	2%	23%	8%	4%	3%	10%	3%	35%	6
Wynyard-Viaduct	2%	46%	3%	24%	7%	3%	4%	8%	3%	34%	7
Victoria Park	5%	49%	2%	23%	5%	2%	3%	9%	2%	30%	8
Hobson Ridge South	7%	45%	2%	25%	3%	2%	5%	9%	2%	30%	9
Queen Street South West	8%	48%	3%	21%	3%	1%	2%	11%	3%	25%	10
Symonds Street East	15%	39%	4%	22%	2%	1%	5%	12%	2%	24%	11
Symonds Street West	12%	46%	3%	21%	2%	1%	1%	12%	2%	24%	12
Anzac Avenue	18%	44%	2%	15%	7%	2%	2%	8%	2%	24%	13
Newmarket	2%	62%	4%	16%	6%	0%	2%	5%	2%	23%	14
Grafton	2%	62%	4%	15%	5%	1%	3%	7%	2%	21%	15
Hobson Ridge Central	17%	48%	2%	17%	2%	1%	3%	9%	2%	20%	16
Gulf Islands	47%	29%	0%	6%	0%	12%	6%	18%	6%	18%	17
Karangahape East	11%	49%	3%	15%	1%	1%	4%	13%	3%	17%	18
The Strand	32%	40%	3%	11%	4%	1%	1%	6%	1%	16%	19
College Hill	6%	66%	2%	12%	2%	1%	2%	5%	4%	15%	20
Sylvia Park	0%	72%	8%	10%	5%	0%	0%	2%	1%	15%	21
Newmarket Park	12%	65%	2%	9%	4%	1%	2%	4%	2%	14%	22
Parnell West	6%	68%	2%	8%	4%	1%	3%	5%	2%	13%	23
Middlemore	0%	78%	5%	2%	11%	0%	1%	2%	1%	13%	24
St Lukes	10%	61%	8%	12%	1%	0%	0%	6%	1%	13%	25
Grey Lynn East	4%	65%	3%	11%	1%	1%	3%	10%	3%	12%	26
Takapuna Central	7%	72%	3%	11%	0%	0%	1%	4%	1%	12%	27
Grafton West	5%	73%	2%	9%	3%	0%	2%	4%	2%	11%	28
Freemans Bay	18%	58%	2%	10%	1%	1%	2%	7%	2%	11%	29
Oneroa West	26%	47%	6%	6%	0%	5%	3%	5%	3%	11%	30
Botany Central	0%	71%	12%	10%	1%	0%	0%	5%	1%	11%	31
New Lynn Central	1%	78%	5%	8%	2%	0%	1%	4%	1%	11%	32
Onetangi	34%	40%	5%	6%	0%	4%	2%	6%	2%	11%	33
Eden Valley	12%	67%	4%	9%	1%	0%	2%	5%	1%	10%	34
Royal Oak East (Auckland)	17%	60%	6%	9%	1%	0%	1%	6%	1%	10%	35
Eden Terrace	10%	68%	3%	7%	2%	1%	2%	5%	2%	10%	36
Ponsonby East	19%	58%	3%	9%	1%	0%	1%	8%	2%	9%	37
Point Chevalier East	30%	49%	5%	9%	0%	0%	1%	5%	1%	9%	38
Takapuna West	3%	79%	3%	8%	0%	0%	2%	3%	1%	9%	39
Onehunga Central	13%	67%	6%	8%	1%	0%	0%	4%	1%	9%	40
Glenfield Central	22%	57%	6%	9%	0%	0%	0%	5%	1%	9%	41
Karangahape West	13%	64%	1%	7%	1%	0%	2%	7%	3%	9%	42
Akoranga	3%	80%	4%	8%	1%	0%	1%	2%	1%	9%	43
Remuera West	27%	58%	2%	6%	2%	0%	1%	3%	1%	8%	44
Albany Central	2%	80%	6%	8%	0%	0%	0%	2%	1%	8%	45
Balmoral	32%	46%	4%	8%	0%	0%	1%	7%	1%	8%	46
Mount St John	8%	75%	3%	6%	2%	0%	1%	4%	1%	8%	47
Mount Eden North East	5%	78%	2%	6%	2%	0%	2%	4%	1%	8%	48
Epsom Central-North	31%	53%	2%	7%	1%	0%	1%	3%	1%	8%	49
Ostend	26%	54%	3%	3%	0%	5%	2%	5%	1%	8%	50

Table 3: Statistical Areas with lowest proportion Driving to Work

The table shows Wynyard Viaduct sits in seventh place overall in propensity to use public transport. This is because they are 6th most likely to use a bus, 6th most likely to use the train and 12th most likely to use the ferry out of all 633 areas considered.

In the table I have coloured other Central Area Statistical areas red and Metropolitan Areas blue so we can understand how the Wynyard Viaduct area performs. Clearly it sits in the top half of Central Areas and above all Metropolitan Areas for use of public transport.

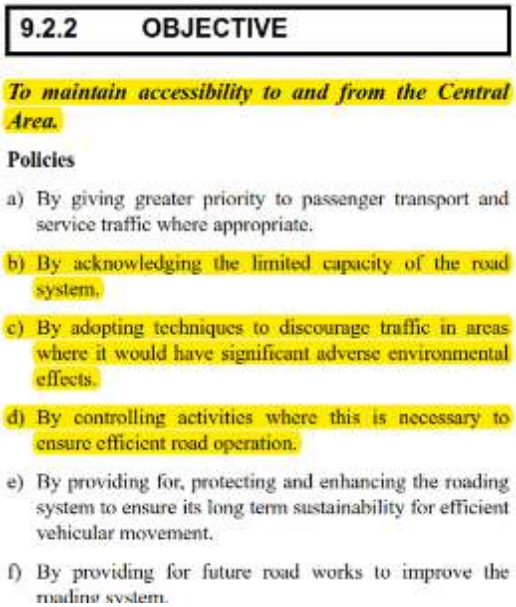
Repeating this analysis I have also found that the Wynyard Viaduct workers are 5th out of 633 areas for cycling to work and 17th for walking to their work. Clearly the area is performing strongly in terms of sustainable travel by workplace destination.

8. POLICY ASSESSMENT

8.1 Why there are currently limits in the Wynyard Precinct

Development in the Wynyard Quarter is currently controlled by the provisions of the Wynyard Precinct which have largely stayed the same since they were introduced into the previous Auckland City District Plan through Plan Change 4 (PC4). The transport assumption embedded in the Wynyard Precinct provisions is that there is a fixed capacity available for traffic entering and leaving the Precinct that will not change. This is based on an earlier assumption that primacy needed to be given to the operation of Fanshawe Street which, because of the motorway on ramp and off ramp, was one of the major routes into the Central Area.

This earlier assumption resulted in indirect limits on offices, through height controls, and direct limits on office space in I214.6.2 which are there for the sole purpose of limiting traffic. Should someone apply to exceed those limits in office space then they are required to assess the effects in terms of I214.8.2 which sets prescribed traffic generation rates and a traffic capacity limit stated in terms of a number of vehicles per hour in each direction and both ways. These rules all exist because the former Auckland City District Plan – Central Area Section included objective 9.2.2 which required this type of control as shown below (colour added).



9.2.2 OBJECTIVE

To maintain accessibility to and from the Central Area.

Policies

a) By giving greater priority to passenger transport and service traffic where appropriate.

b) By acknowledging the limited capacity of the road system.

c) By adopting techniques to discourage traffic in areas where it would have significant adverse environmental effects.

d) By controlling activities where this is necessary to ensure efficient road operation.

e) By providing for, protecting and enhancing the roading system to ensure its long term sustainability for efficient vehicular movement.

f) By providing for future road works to improve the roading system.

Figure 17: Former Auckland City District Plan Central Area Section (colour added)

There have been three major changes since the Wynyard Precinct provisions were adopted in the former District Plan, each of which, in my view, render the approach used in the Precinct no longer necessary or appropriate. Firstly, the AUP has been developed and adopted. Secondly, Transport policy has changed. Thirdly, there has been a marked decline in vehicle numbers using the Fanshawe Street motorway ramps and a notable increase in bus patronage to and from the North Shore due to the Northern Busway.

8.2 The Auckland Unitary Plan

The Auckland Unitary Plan made a significant change to how land use and transport are integrated in Auckland and in how traffic effects are assessed and evaluated. Whereas the previous District Plan required incoming development (including that located in centres) to establish that it would not add to congestion, the AUP does not place limits on the traffic effects of housing or offices located in major centres, including in the Central Area.[9]

[9] Policy E27.3(1) only requires development that has more than minor adverse transport effects to manage those effects if the development is outside major centres, the THAB zone or City Fringe Office Control area.

The AUP does not actually require any assessment of traffic effects of office development on roads and intersections if the development is located in the City Centre zone, a Metropolitan Centre, a Town Centre, within a Terraced Housing and Apartment Building zone or the City Fringe zone[10].

Within the City Centre, the Wynyard Precinct is therefore unique in requiring an assessment of traffic effects and in setting limits on trips. There are fifteen precincts in the City Centre. None of these apart from the Wynyard Precinct have controls on development or limits on trips due to traffic effects.

In our view the Wynyard Precinct traffic rules should have been deleted at the time the AUP was being developed because it is now an anomaly in the Plan and inconsistent with the integrated approach taken in every other major centre or part of a major centre. That is exemplified by the absence in Wynyard Precinct of a provision that replicates Objective 9.2.2 of the previous District Plan (i.e.: the AUP does not assume that protecting the use of Fanshawe Street by private cars is a pre-requisite).

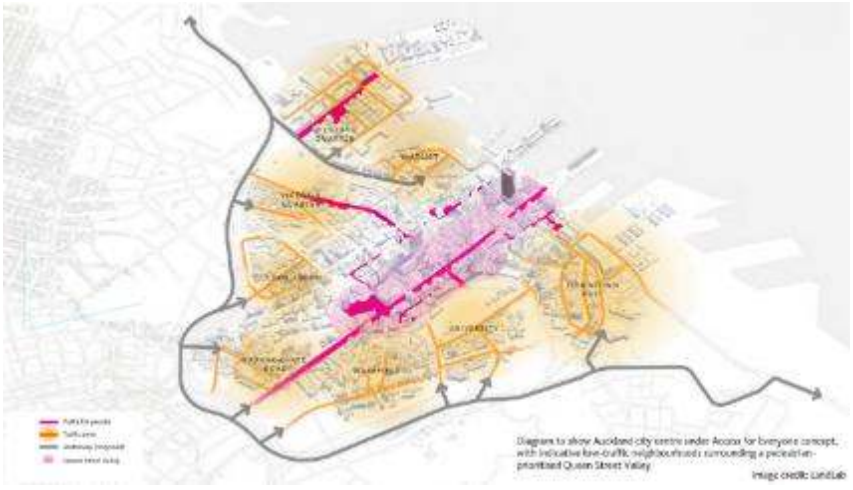
8.3 Transport Policy Has Changed

Since the adoption of the Wynyard Precinct rules there has been a fundamental shift in transport planning for the City Centre. Most significant is the City Centre Master Plan (CCMP) and its Access for Everyone (A4E) concept which replaced the transport goals of the earlier plans. In terms of the Wynyard Quarter, we can see from the CCMP and A4E that the intended traffic circulation concept makes use of the motorway system for through trips between the North Shore and Port and Eastern suburbs.

[10] Rule E27.6.1 Trip Generation does not apply to major centres, THAB or the City Fringe Office Control area.

Figure 18: Traffic Circulation Concept (Component 1) Access For Everyone[11]

Fanshawe Street should no longer be thought of as a major through route and instead is just one of the ways for people to enter the City Centre and associated precincts. **Figure 18** below shows this concept of how what are major through routes would change to become main access roads to each area.



[11] Auckland Council, Access for Everyone, retrieved from https://www.aucklandccmp.co.nz/access-for-everyone-a4e/

Figure 19: Access for Everyone[12]

The A4E and CCMP concept represents major changes in transport policy from what existed when the Wynyard Precinct provisions were first written. First is the obvious one - that Fanshawe Street is not a through route. Less obvious is the fact that the Wynyard Precinct is considered to be fully part of the Central Area, whereas earlier it was an adjunct area with some future potential at best.

Taken as a whole we see that growth limits within the Wynyard Precinct to achieve a transport outcome exist because a former policy required that outcome. Those policies no longer exist. Current transport policies in the AUP and the City Centre Master Plan encourage growth in the Central City rather than discourage it, and Fanshawe Street in particular is recognised as a road that will function as an access to local areas rather than as a through route to east Auckland and the Port.

Increasing the office space in the Wynyard area is therefore consistent with current transport policies.

9. CONCLUSION

The site at 100 Halsey Street has excellent walking catchments and a mostly flat walk to get to work or to walk from public transport stations. Cycling facilities in and around these areas are some of the best in Auckland. Furthermore, the site is located near to the best bus services in the region and is a short walk to the rail station. This excellent public transport provision results in higher public transport use by employees than almost anywhere else in Auckland. Those six areas with higher public transport use are all also located in the Central Area.

In my view the transport infrastructure necessary to cope with additional offices within the Wynyard Precinct already exists.

In terms of traffic impacts, the proposed development is quite large but due to its good location is only expected to add 330 vehicles per hour to the road network, or only five per minute. If a large office such as this were located in an outer area, we might expect closer to 1600 vehicles per hour.

[12] Ibid

Locating the development within the Wynyard Precinct allows more people to travel sustainably with fewer impacts on the road network.

Finally in my view it is important to consider where additional offices would locate if they are prevented from locating in the Wynyard-Viaduct Statistical Area. They could simply be built further to the east on Fanshawe Street or in the downtown area without needing any traffic assessment. If that occurred, then in my view the traffic effects would essentially be the same.

John Parlane BE(Civil), BApplEcon, CMEngNZ
Consulting Traffic Engineer
24 March 2026