

Attachment 25

Feedback received from Auckland
Transport



Memorandum

To: [REDACTED]
From: [REDACTED]
Date: 29 November 2024
Subject: PRR00042051 – Ports of Auckland Wharf Extension

Introduction

Thank you for the opportunity to provide preliminary feedback (as relevant to Auckland Transport's (AT) scope) on the pre-application relating to proposed expansions of the wharves at Ports of Auckland and creation of a new processing centre for cruise ships. The applicant has requested initial specialist comments from Auckland Transport.

As part of our preliminary feedback for Auckland Council (AC), the following pre-application documents were reviewed:

- Ports of Auckland Presentation dated 26th July 2024
- Assessment of Transport Effects by Beca dated 6 November 2024

In providing preliminary feedback of this draft proposal, the following specialist teams commented on the proposal as summarised below.

- Integrated Network Planning
- Public Transport
- Spatial Planning & Policy Advice
- Traffic Operations

Site and Proposal

The Ports of Auckland (PoA) proposes to extend the Bledisloe Wharf to cater for larger cruise and cargo ships that are expected to visit the Port into the future. A smaller extension is also proposed to the Ferguson Container Terminal.

Given the location of the berth for cruise ships, a coach shuttle service will operate to ferry cruise passengers from the berth to a processing centre that will be established on the ground floor of the existing multi-storey parking building on Bledisloe Wharf.

Dependant on whether a Roll on/ Roll Off (RoRo) ship is berthed the route of the shuttle will differ to acknowledge port operations.

Based on the Transport Assessment submitted, it is expected that up to 3,800 passengers will enter the city during a transit call by cruise ships. For cruise ships that end and start at Auckland between 4,350 – 4750 passengers are expected to exit and enter the terminal.

Key details regarding the site and proposal are outlined in the following table (with relation to Transport):

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Figure 3-1: Shuttle coach routing and cruise terminal layout

Site Address:	Port of Auckland
AUP Zoning:	Business – City Centre Zone
Planning Controls:	Port Precinct

Preliminary Comments

Having reviewed the documents provided, Auckland Transport (AT) has the following initial feedback for the applicant:

Strategic Alignment

- The Transport assessment report provided at resource consent stage should include a section discussing relevant strategic and operational documents and confirming the consistency of the proposal with these. Those previously communicated include:
 - Future Connect
 - Eke Panuku Plans for Captain Cook and Marsden Wharves
 - City Centre Masterplan



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- City Centre Bus Plan
- Freight Network Plan

Traffic Modelling:

- A traffic modelling assessment should be undertaken including at a minimum a SIDRA analysis. We would request the following approach to modelling:
 - A baseline should be established to compare against. AT's Integrated Network Plan has manual count data from June 2024 for both Port access intersections and should be referenced in the ITA.
 - Then a future scenario, based on their stated assumptions of 60 pax / bus and 3 pax / taxi should be run and compared against the baseline. This scenario should also include a traffic distribution diagram. At the moment the report offers no assessment of where traffic will be coming from or where it will go once it leaves the Port.
 - Following this, we recommend that a sensitivity test be run based on 50 pax / bus and 1.5-2 pax / taxi and compared to both scenarios above.
 - Consider of impact on the frequent PT Network that operates along Quay Street.
- We recommend getting a detailed account of current coach activity at Princess and Queens Wharves when a cruise ship arrives and that this information is used in the Transport assessment report and appended. A thorough explanation of where coach trips go to is needed. If some of these are city centre trips, this could add significant pressure on City Centre bus capacity at peak times. A specific assessment should be undertaken in the Transport assessment including mitigation measures as necessary.
- Please provide further assessment of the interaction with freight traffic entering/exiting Tinley St for normal port operations, including how any potential adverse effects on user safety and operations will be avoided or mitigated.
- The traffic assessment must include assessment of the potential impacts on the signal operation at Quay Street/ Tangihua Street, including impacts on the bi-directional cycleway on the northern side of Quay St and consideration of an assessment of pedestrian activity at the interface (including consideration of pedestrian demand management). If large numbers of pedestrians are leaving the terminal at the same time, there may be increased pressure to cross the road at the nearby signalised intersections and increased time for pedestrian movements may need to be provided in the signal operation and referenced in the modelling for the Tinley St/ Quay St intersection.
- Alternatively, if most pedestrians are expected to use the Quay Street/Britomart Place intersection modelling of this intersection with increased pedestrian demand should be undertaken. The assessment should take into account effects on public transport operation, user safety and level of service.

Coach / Taxi pick-up Area

- Clearer plans should be provided showing the layout of the drop off/pick up and pedestrian route connection proposed from the cruise processing centre to Quay Street including its width.

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- We consider the pedestrian path should be permanent noting the intention is to transfer Captain Cook Wharf to Council. If an interim solution is needed to enable Port operations, then both interim and final plans for the layout should be included in the transport assessment report.
- We query whether the coach waiting area will be sufficient and would request that more conservative assumptions are made with respect to coach and taxi occupancy to give greater comfort the effects will be managed and internalised to the site.
- Our understanding is that no specific pick up and drop off is proposed for general members of the public who are not using taxis or Ubers. This would likely affect the general operation of the area in front of the processing centre and should be re-considered to ensure effects are internalised within the site. This would avoid issues of private vehicles entering and then finding there is no waiting space for them with resulting operational impacts.
- Clearer plans are required showing where the coach shuttles between cruise ships and the processing centre will park.

Active modes:

- We recommend the applicant consider changes to the Quay St/ Tangihua St intersection to remove the left-hand turn and to move the cycling lane onto the road proper. This will ensure that the safety of pedestrian and cyclists is preserved with greater numbers of pedestrians using this area. Without these changes it appears that existing footpath width is inadequate and compromised by needing to serve both pedestrians and cyclists. The proposal is significantly changing the number of pedestrians that will be expected to use this section of footpath and therefore the increased demand is considered to have an effect that must be addressed.



- There are other existing deficiencies at nearby intersections such as the Gore and Commerce Street intersections with Quay Street missing a pedestrian crossing arm. Consideration should be given to these intersections, the numbers of pedestrians that will be generated by the new cruise terminal and whether upgrades of these intersection are necessary.



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- Intuitive wayfinding and info displays will be vital to ensure efficient circulation and safety of pedestrian and vehicular traffic both inside and outside the facility and direction to key destinations within the City Centre and should ideally direct pedestrians away from the Quay St/ Tangihua St intersection. These details should be specified in the transport assessment.
- The proposal should include a shared micromobility facility on the port site to be provided near the pedestrian access and a location for bike parking so that people are able to travel to and from the terminal via these modes.

Other

- The application documents should confirm if this proposal impacts on the Te Toka O Apihai Te Kawau & Rainbow Warrior Memorials.

Information Required at Application Stage

- Clear architectural plans showing the design of the pick up and drop off area in front of the passenger processing centre, including clear details of the pedestrian connection to Quay Street.
- Integrated Transport Assessment/Transport assessment report responding to the points made in this memo, but not be limited to these points.
- Assessment against the applicable reasons for consent relating to transport under all applicable chapters, including E27, of the AUP.

Important note to Auckland Council:

The views expressed by AT specialists within a preapplication are their preliminary views, made in good faith, on the applicant's proposal. Not all specialists may have reviewed this proposal nor has any specialist conducted a precise review for design and standards compliance. We reserve the right to change and/or add to our comments in the future. The views stated in this document are to be taken as high level and used for guidance only.