188 BEAUMONT STREET, WYNYARD QUARTER, AUCKLAND CENTRAL

TRANSPORT ASSESSMENT

21 August 2025

Prepared for Westhaven Residential Limited Partnership

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1. SUMMARY

This Transport Assessment assesses potential transport effects at a high level related to a proposal to develop a residential led mixed use building at 188 Beaumont Street. The development would include 215 apartments and 551 sqm of retail activities on the ground floor. Specifically this report addresses potential adverse transport effects of the project on the environment and 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 referred to use the Fast-track consenting process.

The proposal is located in the Business City Centre zone so it does not require resource consent for trip generation. Despite this, a consideration of actual and potential transport effects shows that the proposal will only add a small amount of additional traffic and is unlikely to result in any noticeable change to traffic conditions. Accordingly we can conclude there will be no noticeable adverse traffic or transportation effects, i.e. transport effects will be less than minor.

Travel patterns of residents in the Wynyard area have been recorded as part of the Census of Population and Dwellings. An assessment of that data shows that people who live in the area are less likely to drive to work than most Aucklanders, more likely to walk to work and more likely to work from home. In terms of propensity for walking and driving, the residents are similar to other inner city Auckland residents. This means residential development provided on this site can be expected to result in lower traffic demand.

All of the transport infrastructure needed to support the proposed development is already in place. No external traffic or transport mitigation measures are required.

2. INTRODUCTION AND SCOPE

This report has been prepared in support of the proposed mixed use development that would allow for more intensive use of an undeveloped site located in the northern part of the Wynyard precinct.

This report addresses the likely trip generation of the proposal and includes consideration of the accessibility of the site by walking and cycling.

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

2.1 Subject Site

The site is located on the south western corner of Jellicoe Street and Beaumont Street as shown in in **Figure 1**.

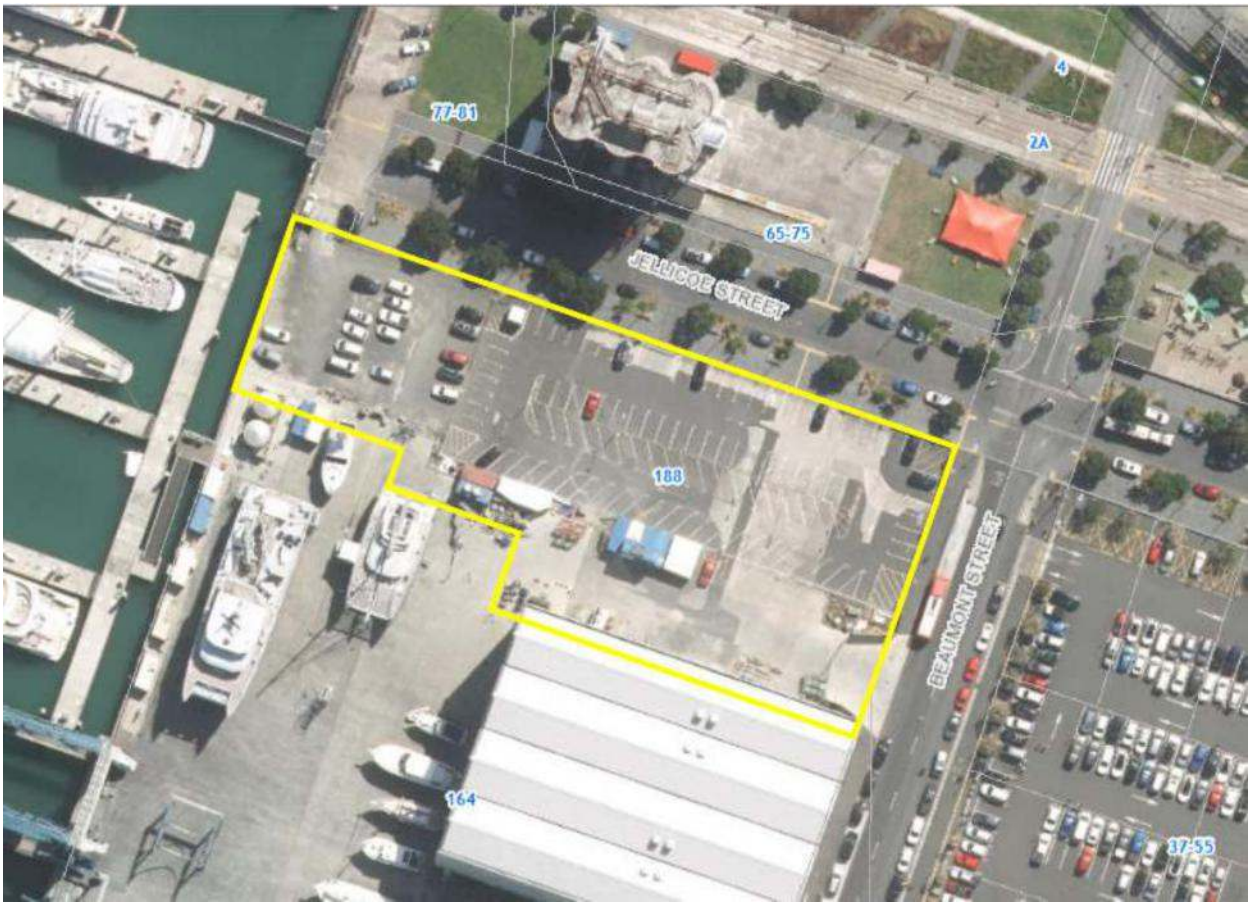

Figure 1: Aerial image of the Site Location

The northern part of the site is currently used for car parking. The southern part of the site is part of a service access for the Orams Marine boat yard. It includes a very wide vehicle crossing onto Beaumont Street.

The land to the north on the other side of Jellicoe Street is the Silo Park recreational area. The site on the opposite side of Beaumont Street is an undeveloped site currently used as a non-accessory carpark and the site immediately south is used for Marine activities by Orams Group Ltd.

3. EXISTING ACTIVITIES

3.1 Existing Land Use

Most of the site is currently used for car parking. There are 100 spaces marked out for private use on the eastern part of the site. There is space for approximately 35 additional cars on the smaller western end of the site. Access to the main carpark is via an electronic sliding gate on Jellicoe Street as shown in **Figure 2**.

Figure 2: Jellicoe Street Entrance

The 35 parking spaces located at the western end of the site are in an unmarked area accessed from the end of Jellicoe Street in front of the marina.

A very wide truck access and storage area makes up the balance of the site providing direct access for large loads from Beaumont Street via a 15 metre wide vehicle crossing.

3.2 Traffic Generated by the Existing Activities

Using the trip rate of 0.38 trips per car space contained in the AUP Wynyard Precinct rules we can estimate the trip generation of the existing 100 car spaces as being 38 vehicles per hour during the peak hours.

The 35 additional cars that can park on the western end of the site would generate an additional 14 trips per hour bringing the total to 52 trips per hour.

3.3 Zoning

The site is zoned Business City Centre Zone as shown in **Figure 3**. The area is subject to the Wynyard Precinct and is located within Sub-precinct E on the eastern end and sub-precinct C on the western end.

Figure 3: AUP Zoning

4. CURRENT TRANSPORT ENVIRONMENT

Beaumont Street is a two lane street marked with a simple centreline which carries around 5230 vehicles per day (south of Pakenham Street). It provides a north-south route from Fanshawe Street into the Wynyard Quarter Area. It is not an arterial road and does not have an Arterial Roads control over it in the Auckland Unitary Plan planning maps.

There is a wide footpath on the Beaumont Street frontage of the site and a bus stop directly outside the site as shown in **Figure 4**.

Figure 4: Beaumont Street Frontage

Jellicoe Street is a cul-de-sac running from Beaumont Street and terminating at a marina. It is not marked with a centreline and has been built to include wide footpaths on either side and high quality planting to provide excellent pedestrian amenity as shown in **Figure 5**.

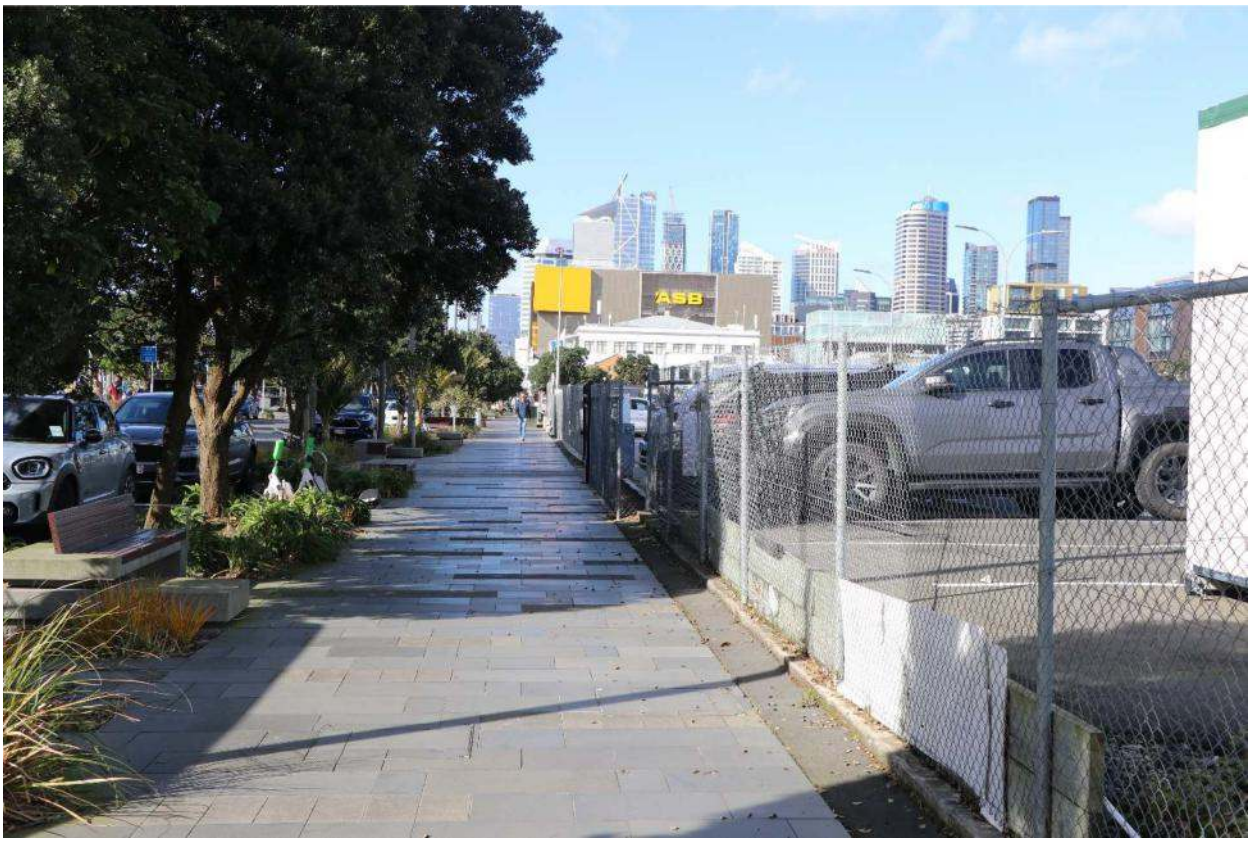

Figure 5: Jellicoe Street Pedestrian Amenity

Beaumont Street intersects with Jellicoe Street at a Stop sign controlled intersection. Despite Beaumont Street being a busier street, Jellicoe Street traffic has right of way. This appears to have been done to provide traffic calming on Beaumont Street.

4.1 Existing Walking Routes

High quality footpaths already exist on both Jellicoe Street and Beaumont Street and these connect to the existing walking network which will be further developed as other sites develop in the area. The walking existing catchment is shown in **Figure 6** with the 10-minute walk shown in red, the 20 minute walk shown in brown and the 30 minute walk shown in blue.

This shows that almost the entire Wynyard Quarter area is walkable from the site in 10 minutes, which includes the Northern Busway on Fanshawe Street which is part of the Rapid Transit Network (RTN). A 20 minute walk includes Victoria Park and most of the Downtown area of Auckland including the Waitematā Station (formerly Britomart) and the ferries. A thirty minute walk includes most of the Central Area and just reaches the University of Auckland and Auckland University of Technology.

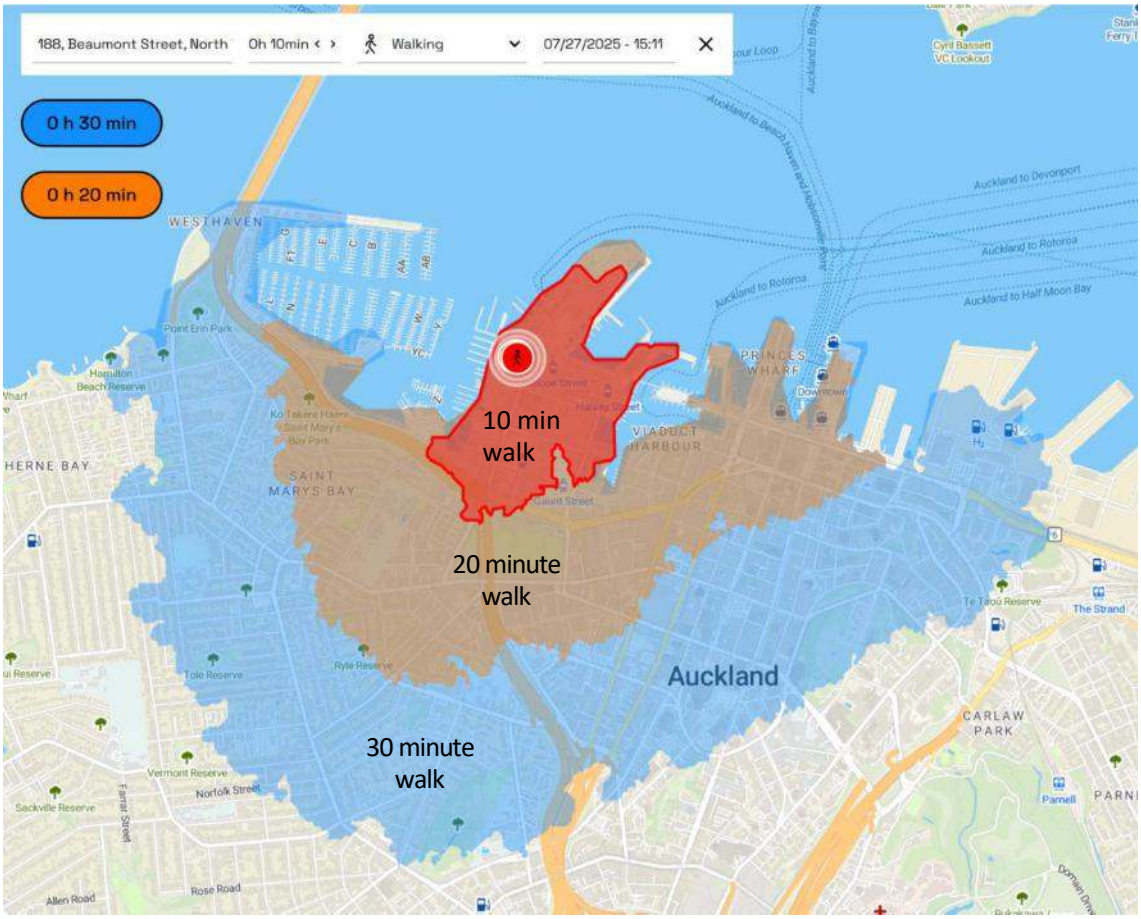

Figure 6: Walking Catchments for 188 Beaumont Street (10, 20 and 30 min)

4.2 Cycling Facilities

The Wynyard Precinct and neighbouring Viaduct Precinct are well served by an excellent network of dedicated cycle lanes around the area and shared paths within the area as shown in **Figure 7**.

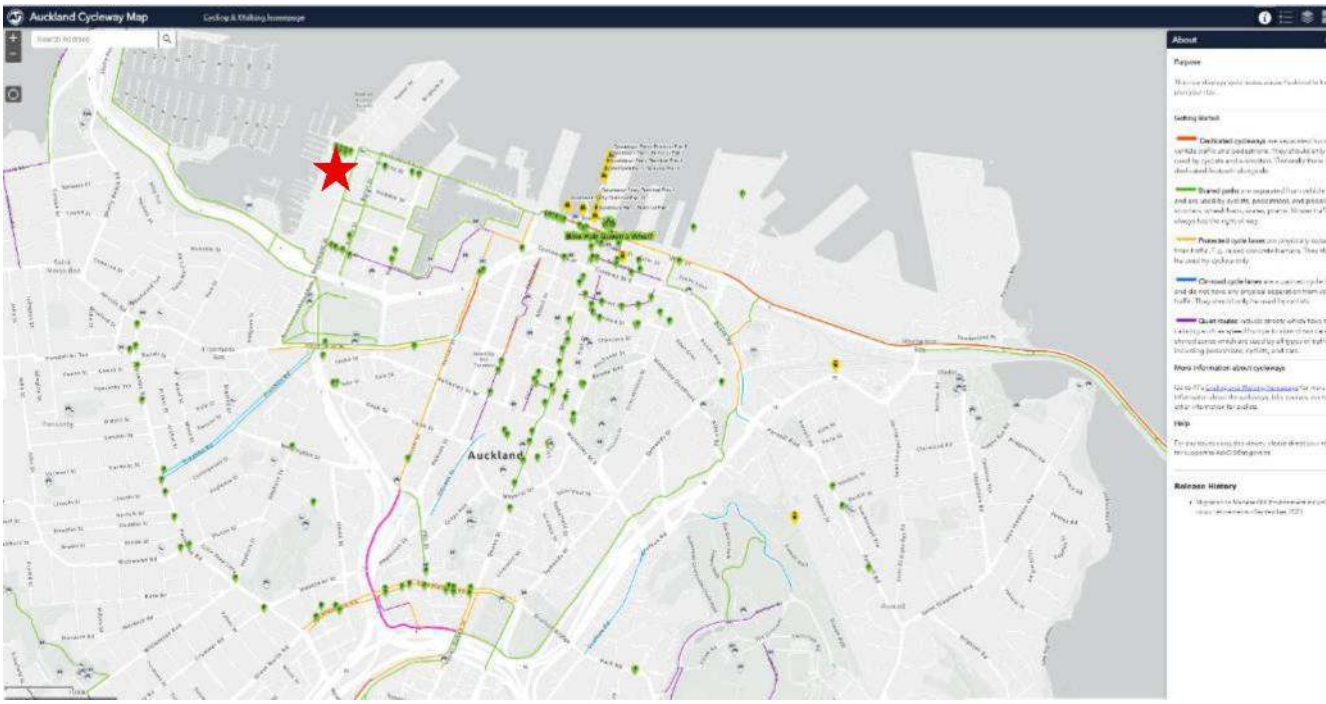

Figure 7: Auckland Cycleway Map[1]

Cycling isochrones are shown in **Figure 8** for bike journeys starting at the site. Again a 10-minute trip is shown in red, a 20-minute trip in brown and a 30-minute trip in blue.

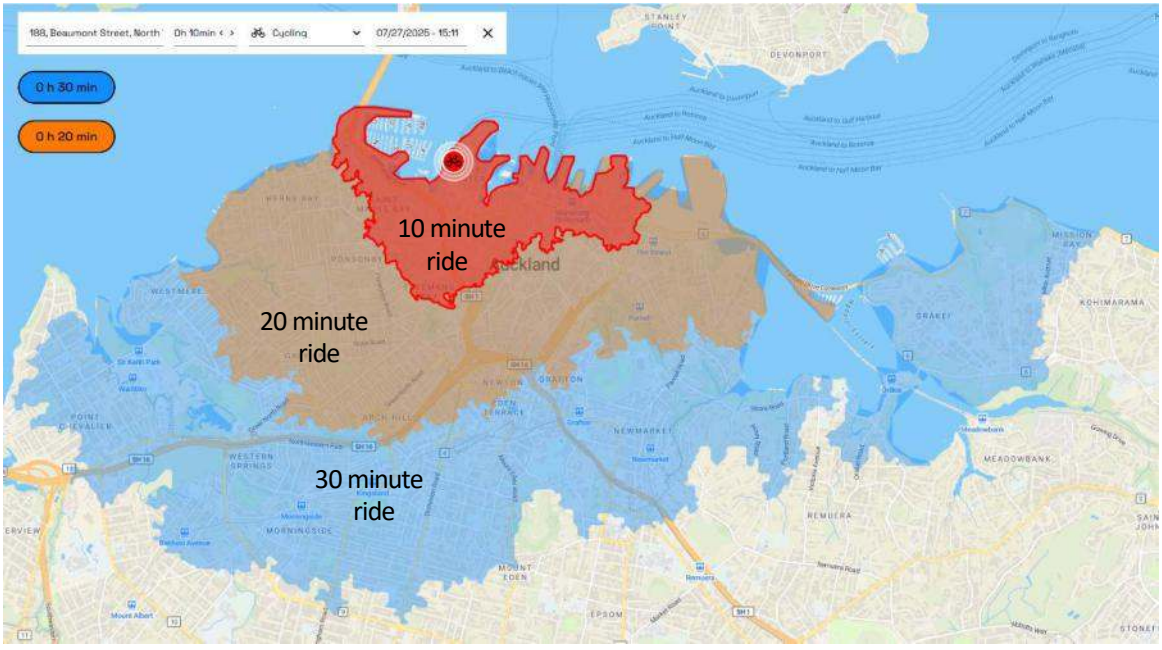

Figure 8: Cycling Isochrones

[1] Auckland Transport Website. Retrieved from:

https://mahere.at.govt.nz/portal/apps/webappviewer/index.html

4.3 Public Transport

The area is served by a high quality and rapid transit bus service. 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).

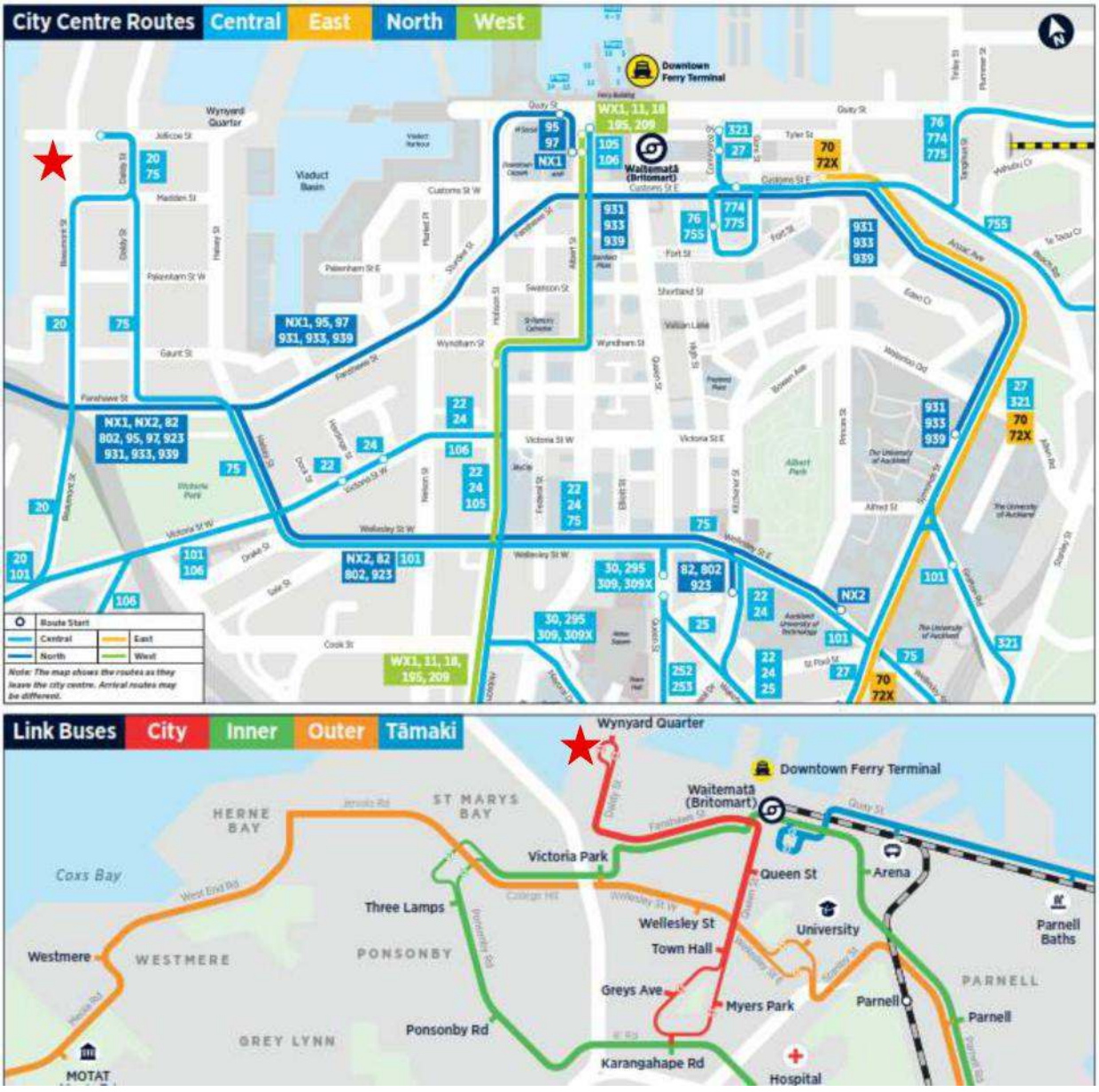

Figure 9: Bus Services map with location site indicated by red star[2]

The City Centre Bus Plan in **Figure 10** published by Auckland Transport shows likely changes in the area over the next few years. This includes extending the frequent services from Tamaki Drive through Daldy Street to the Wynyard Quarter. The council is also investigating a new bus terminal

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

in the area. These proposed changes are expected to result in further improvements and efficiencies to public transport in and around the Wynyard Quarter area making it a more desirable place for intensification and will further support the uptake of active transport modes.

Figure 10: City Centre Bus Plan (Auckland Transport)

4.4 Fanshawe Street

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.

I have downloaded the last sixteen years of data available from Waka Kotahi for the motorway onramp and off ramp at Fanshawe Street. I then plotted this as shown in **Figure 11**. 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.

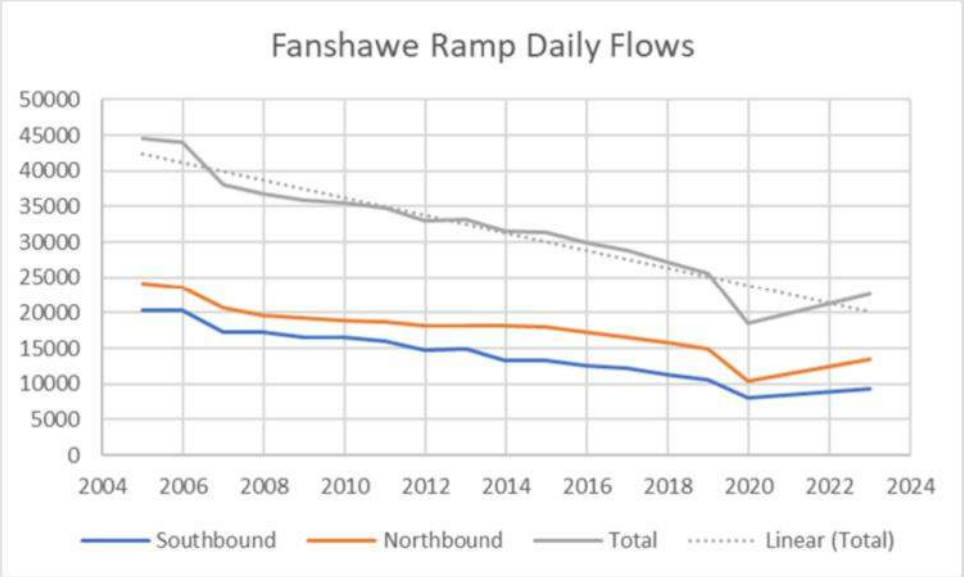

Figure 11: Long Term Traffic Decline on Fanshawe Street Motorway Ramps

Since the time that the Wynyard Precinct rules became operative , traffic entering and leaving the central area on Fanshawe Street has declined from 44,477 vehicles per day to 22,770 vehicles per day in 2023 or an annual arithmetic growth rate of -2.9% per year.

This decline in traffic of around 21,700 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 12**.

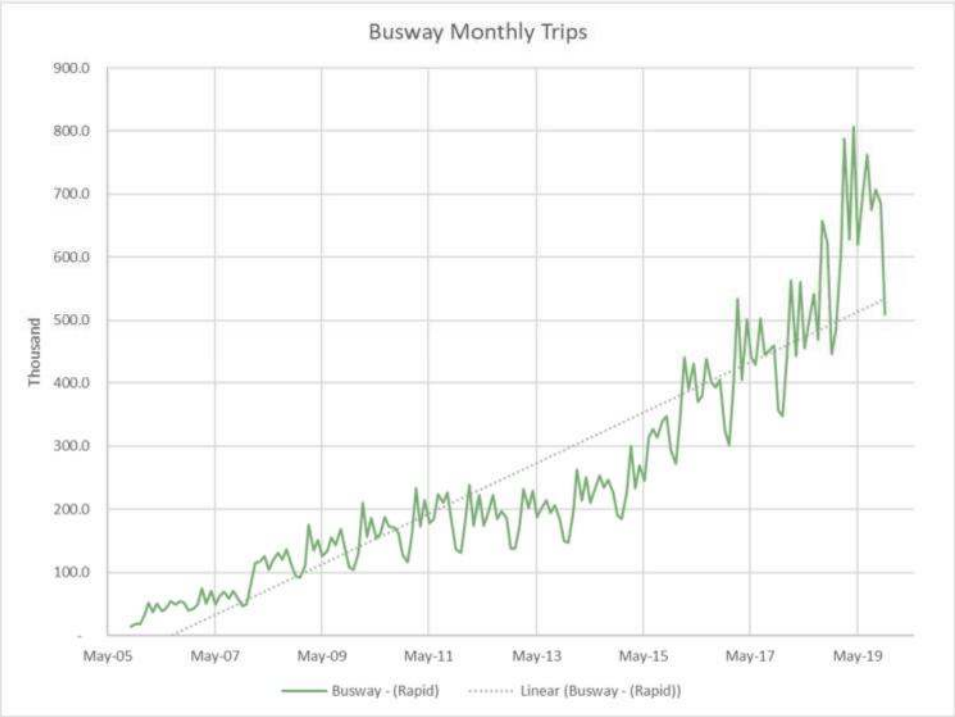

Figure 12: Northern Busway Monthly Ridership[3]

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[4].

5. THE PROPOSAL

The proposal involves the development of a new residential led mixed use building on the site with 215 apartments across the 'Marina', 'Tower' and 'Beaumont' components of the building as well as 551 sqm of retail floor space on the ground floor to provide activated edges. The 72 apartments within the 'Beaumont' component of the building have inbuilt flexibility to be used as residential apartments or serviced apartments (visitor accommodation). Warren and Mahoney have prepared a scheme plan as shown in **Figure 13** that shows how the development will look.

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

[4] 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

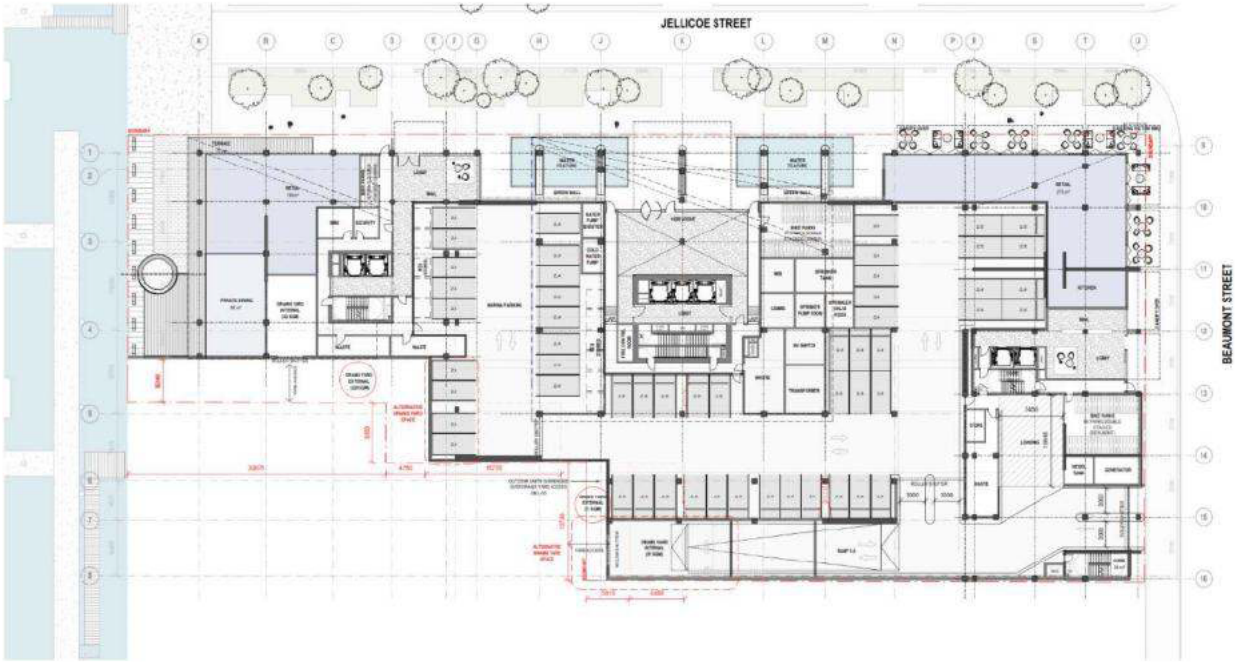

Figure 13: Proposed Development (Source Warren and Mahoney)

The ground floor would include carparking and loading areas that would be screened from the street frontage by retail shops located on the corner of the site and at the waterfront end of Jellicoe Street. These small shops would serve the local area.

Water features and a pedestrian lobby would complete the Jellicoe Street frontage. The Beaumont Street frontage would include the vehicle access to the site in the same location as the existing access albeit reduced in scale. A second pedestrian lobby would front Beaumont Street.

The buildings would include three further levels of carparking on a podium screened by residential apartments. In total there would be 273 spaces including 61 tandem bays where access to a space is through another parking space allocated to the same unit. The proposed parking numbers are likely to comply with the maximum parking ratios of 1 space per 80sqm of apartment (excluding servicing and common areas).

GFA	Building	Residential	Minus Service / Common	Residential (excluding GFA	Retail GFA	Total GFA
	Marina	4663	854	3809	281	4944
	Tower	21485	3951	17534		21485
	Beaumont	8403	1926	6477	270	8673
	Total	34551	6731	27820	551	35102

Parking Max	1 space per 80sqm	1 space per 150sqm	
Permitted Spaces	348	4	351

Table 1 Permitted Parking Calculations

5.1 Transport Consents Required

A consent is required to have an access to Beaumont Street under standard I214.6.11 of the Wynyard Precinct rules.

No consent is needed for trip generation because the site is in the Business – City Centre zone.

Parking is likely to comply with maximum parking ratios for specific activities in the Wynyard Precinct.

6. TRIP GENERATION

6.1 Traffic Generation Rates

Traffic generation can be assessed from standard trip rates and from observed inner city residential rates obtained from surveys at Westminster Court on Eden Crescent in Central Auckland. Residential trips have been assessed using the following rates in **Table 2**.

Trips per Apartment	In	Out	Total
Morning Peak Hour	0.04	0.12	0.16
Evening Peak Hour	0.14	0.10	0.24

Table 2 Residential Trip Generation from Westminster Court Eden Crescent

Commercial activities have been assessed using the rates prescribed in the Wynyard Precinct provisions. 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 (for retail) we can assume for assessment 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.

Based on these assumptions, trips are estimated as shown in **Table 3**.

	Morning Peak						
	Dwellings (Units)	GFA (sqm)	In		Out		Trips
			Rate	Entering Flow	Rate	Exiting Flow	Two way
Apartments	215		0.04/unit	9	0.12/unit	26	34
Retail		551	0.4133/100sqm	2	0.4133/100sqm	2	5
Total Trips				11		28	39

Table 3 Morning Peak Traffic Generation

Evening Peak traffic is estimated in Table 4.

	Evening Peak						
	Dwellings (Units)	GFA (sqm)	In		Out		Trips
			Rate	Entering Flow	Rate	Exiting Flow	Two way
Apartments	215		0.14/unit	30	0.1/unit	22	52
Retail		551	0.4133/100sqm	2	0.4133/100sqm	2	5
Total Trips				33		24	56

Table 4 Evening Peak Traffic Generation

The current traffic generation of the site is estimated at 52 vehicles per hour.

It is possible that up to 72 apartments might be used as serviced apartments. That would result in slightly lower trip generation during the commuter peak periods.

7. MODE SHARE

7.1 How Do People Travel?

To understand the traffic and transportation effects of housing 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 Census Journey to Work and Journey to Education questions provide a count of workers and students by Statistical area and their means of making their journey on Census Day. It also enables us to look at where their trips started from and where their destination was.

The Wynyard-Viaduct Statistical Area covers broadly the areas of both the Wynyard Precinct and the Viaduct Precinct. A plot of mode share for people living in this area travelling to work is shown in **Figure 14**.

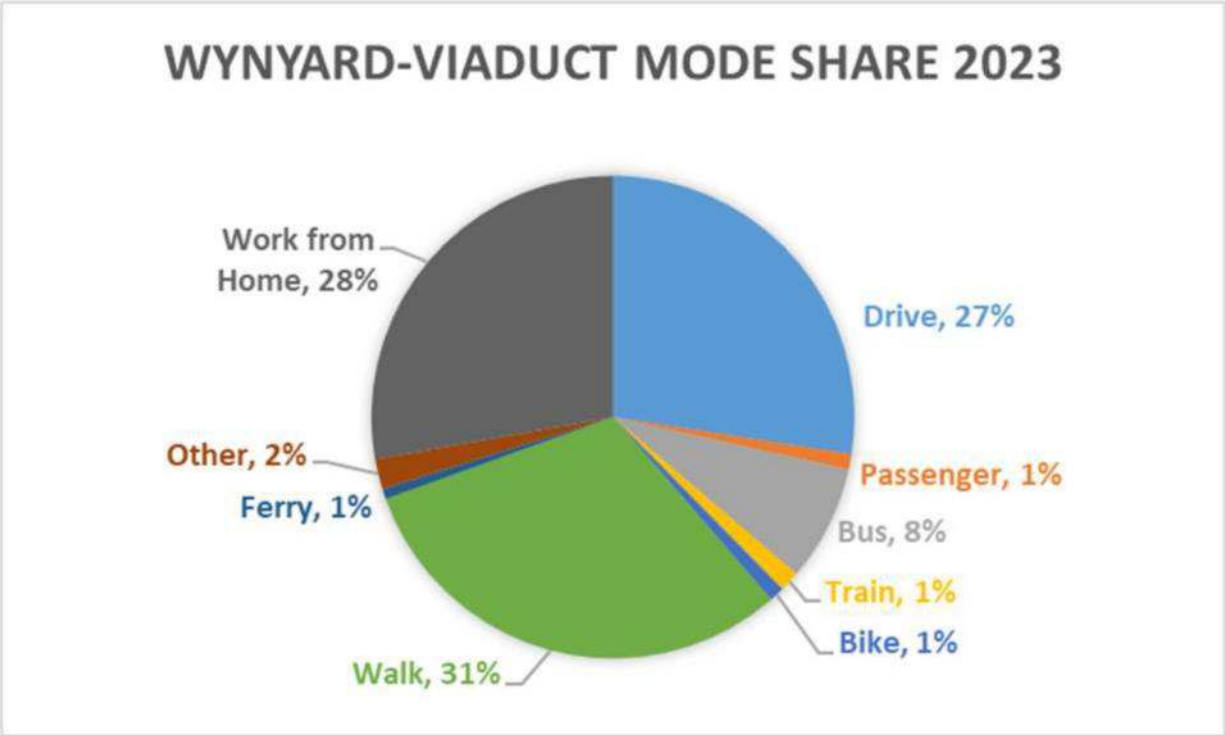

Figure 14: Mode Share for Wynyard-Viaduct Statistical Area[5]

The pie chart for the work trip tells us that 27.8% of people worked from home, 27.5% drove a car, truck or van[6] and 30.8% walked to work. Buses were used by 8%. All of the other recorded modes are minor in comparison and have little impact on transport outcomes.

In **Figure 15** we have plotted changes in the main modes over the last ten years. This diagram shows that driving to work from the Wynyard-Viaduct Statistical Area is declining in the long term and we expect that trend to continue. Walking to work has remained reasonably constant but has declined in the last few censuses in response to an increase in working from home. Bus use has grown marginally and the other minor modes have shown no change so have been omitted from the graph for clarity.

[5] Statistics NZ, Census of Population and Dwellings 2023

[6] The Census splits these into private and company owned vehicles, but I have combined them for my analysis.

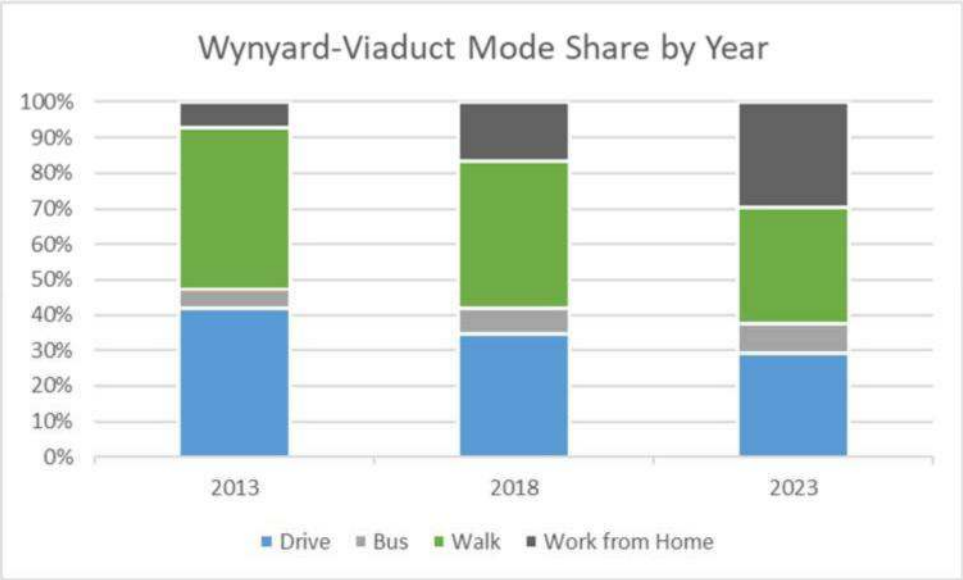

Figure 15: Mode Changes

Understanding if these figures are high, low or typical requires a comparison with both Auckland as a whole and other Statistical Areas**. Figure 16** shows a comparison of mode share in the Wynyard-Viaduct area vs Auckland.

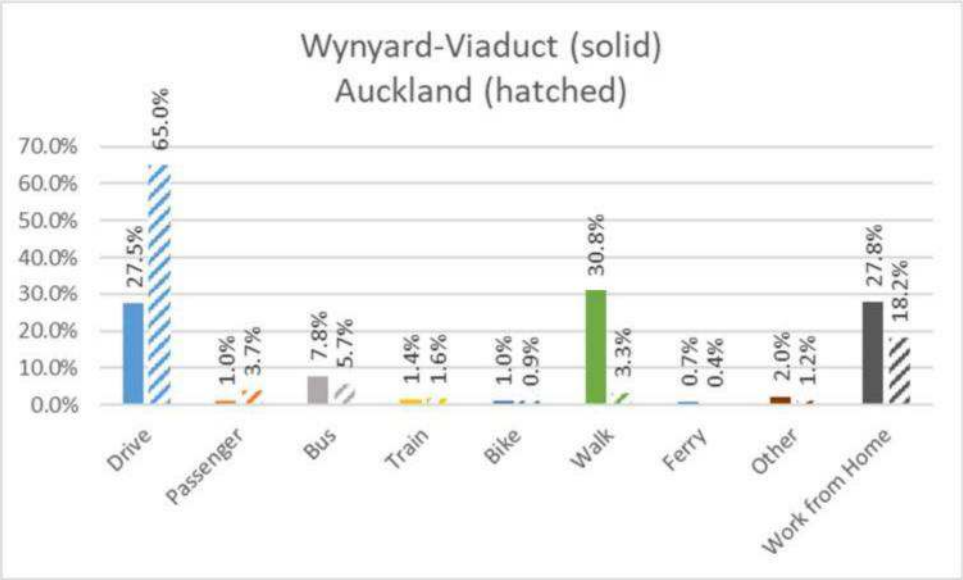

Figure 16: Mode Share Wynyard vs Auckland Region

The figure shows that people in the Wynyard area drive to work at less than 43%[7] of the rate of average Aucklanders but are more than nine times as likely to walk to work.

[7] 27.5 trips per 100 people divided by 65 trips per 100 people = 42.3%

To understand how people in the area compare with other residents in other growth nodes I have created a spreadsheet of all of the Statistical Areas (SA2 level) for Auckland and calculated mode share for all of them. Sorting the results by the proportion who drove to work in each area from low to high shows a range of results from a low of 13.6% in the Queen Street area to a high of 100% in the Takanini Industrial area. Residents in the Wynyard-Viaduct Statistical Area were the 16th lowest in terms of the proportion who commute to work by private vehicle. That is out of a total of 620 Statistical Areas analysed. In **Table 5** below I have listed the Statistical Areas with the lowest proportion of residents driving to work, to show where the Wynyard – Viaduct area sits in its ranking. There are another 604 Statistical Areas below those shown where people are more likely to drive to work.

Main means of travel to work		Drive	%Drive	%Passenger	%Bus	%Train	%Bike	%Walk	%Ferry	Rank Drove
Queen Street		150	13.6%	1.1%	14.6%	3.5%	2.2%	42.3%	0.8%	1
Symonds Street North West		207	14.0%	1.2%	24.1%	2.0%	0.6%	40.0%	0.2%	2
Hobson Ridge North		231	15.0%	1.0%	11.5%	4.3%	0.8%	46.7%	0.4%	3
Anzac Avenue		345	16.4%	1.1%	15.8%	3.4%	1.7%	40.5%	0.7%	4
Shortland Street		237	17.5%	1.1%	12.0%	4.4%	2.0%	39.2%	0.4%	5
Symonds Street West		333	18.2%	2.0%	22.3%	1.6%	1.0%	38.4%	0.3%	6
Hobson Ridge South		192	18.6%	1.7%	12.5%	2.0%	2.0%	46.2%	0.6%	7
Symonds Street East		195	19.3%	3.0%	22.3%	1.8%	2.1%	35.3%	0.3%	8
Hobson Ridge Central		327	19.9%	1.6%	16.8%	2.6%	0.7%	40.8%	0.4%	9
Auckland-University		18	21.4%	0.0%	14.3%	3.6%	0.0%	32.1%	0.0%	10
Queen Street South West		273	21.5%	1.7%	16.7%	1.4%	1.4%	36.3%	0.7%	11
Karangahape East		216	24.2%	3.0%	15.8%	2.0%	1.7%	33.7%	0.3%	12
Quay Street-Customs Street		312	24.5%	1.7%	14.9%	3.1%	2.1%	32.8%	0.5%	13
Victoria Park		546	25.6%	1.4%	10.4%	1.0%	1.8%	34.8%	0.3%	14
Gulf Islands		18	26.1%	0.0%	4.3%	0.0%	0.0%	13.0%	13.0%	15
Wynyard-Viaduct		243	27.5%	1.0%	7.8%	1.4%	1.0%	30.8%	0.7%	16
The Strand		240	28.0%	2.1%	15.7%	1.0%	2.4%	28.0%	0.3%	17
College Hill		117	28.5%	1.5%	6.6%	0.0%	1.5%	34.3%	0.0%	18
Grafton		339	32.1%	1.7%	15.6%	1.4%	2.3%	28.4%	0.0%	19
Newmarket		519	32.5%	1.7%	16.9%	7.3%	1.1%	20.9%	0.0%	20
Karangahape West		255	34.8%	1.2%	12.7%	0.8%	2.9%	21.7%	0.0%	21
Grafton West		348	35.2%	1.8%	13.9%	1.2%	2.4%	26.4%	0.0%	22
Parnell West		987	36.0%	1.5%	13.3%	2.3%	2.4%	21.0%	0.2%	23
Freemans Bay		813	36.9%	1.5%	7.8%	0.3%	3.7%	24.8%	0.3%	24
Grey Lynn East		498	37.6%	2.3%	12.4%	1.1%	2.9%	20.8%	0.0%	25
Stanley Point		456	37.6%	2.0%	1.0%	0.2%	1.7%	9.4%	15.1%	26
Devonport		666	37.6%	1.4%	2.7%	0.5%	3.1%	7.6%	17.5%	27
Oneroa East-Palm Beach		276	39.5%	2.1%	3.9%	0.9%	2.6%	2.1%	16.3%	28
Eden Terrace		978	39.8%	1.7%	13.9%	0.6%	2.3%	19.0%	0.1%	29
Cheltenham		402	40.2%	1.2%	2.4%	0.6%	2.7%	5.4%	18.6%	30
Oneroa West		303	41.7%	2.1%	1.7%	0.4%	2.9%	6.2%	11.2%	31
Newmarket Park		285	43.0%	1.4%	6.8%	8.1%	2.3%	11.8%	0.5%	32
Ponsonby East		906	43.2%	1.7%	7.7%	0.1%	3.1%	17.6%	0.1%	33
Mount Eden North East		420	43.2%	1.5%	16.7%	1.2%	2.5%	12.7%	0.0%	34
Saint Marys Bay		540	43.5%	1.9%	6.3%	0.5%	3.1%	14.0%	0.7%	35
Parnell East		846	43.9%	2.3%	9.8%	0.5%	3.4%	11.4%	0.2%	36
Ellerslie West		33	44.0%	0.0%	16.0%	8.0%	0.0%	8.0%	0.0%	37
Grey Lynn Central		1,101	45.5%	2.2%	10.3%	0.2%	4.5%	14.9%	0.1%	38
Kingsland		1,020	45.6%	1.7%	12.6%	4.8%	5.4%	8.6%	0.3%	39
Narrow Neck		1,068	46.8%	2.5%	4.5%	0.1%	2.5%	4.6%	10.0%	40

Table 5 Statistical Areas with lowest proportion Driving to Work

All of the Statistical Areas with lower commuter driving rates than Wynyard-Viaduct are located in the Central Area of Auckland with the single exception of the Gulf Islands (where 34.8% work at home). Also of note is that the Wynyard-Viaduct area has a lower driving rate than all of the Metropolitan Centres, Town Centres, and THAB zones in Auckland. In all of these areas apartments can be built without requiring any assessment of traffic effects because an assessment of traffic generation is not required by the Auckland Unitary Plan. These rules were written specifically to encourage residential development in these areas.

I have then re-sorted the data by the proportion of commuters who walk to work. This table shows that commuters in the Wynyard-Viaduct area are the 16th most likely to walk to work.

Main means of travel to work	%Drove	%Passenger	%Bus	%Train	%Bike	%Walk	%Ferry	%Other	% Work from	Rank Walked
Hobson Ridge North	15.0%	1.0%	11.5%	4.3%	0.8%	46.7%	0.4%	2.3%	18.0%	1
Hobson Ridge South	18.6%	1.7%	12.5%	2.0%	2.0%	46.2%	0.6%	3.5%	12.8%	2
Queen Street	13.6%	1.1%	14.6%	3.5%	2.2%	42.3%	0.8%	2.2%	19.8%	3
Hobson Ridge Central	19.9%	1.6%	16.8%	2.6%	0.7%	40.8%	0.4%	3.1%	14.1%	4
Anzac Avenue	16.4%	1.1%	15.8%	3.4%	1.7%	40.5%	0.7%	2.7%	17.6%	5
Symonds Street North West	14.0%	1.2%	24.1%	2.0%	0.6%	40.0%	0.2%	3.2%	14.6%	6
Shortland Street	17.5%	1.1%	12.0%	4.4%	2.0%	39.2%	0.4%	2.7%	20.6%	7
Symonds Street West	18.2%	2.0%	22.3%	1.6%	1.0%	38.4%	0.3%	3.0%	13.1%	8
Queen Street South West	21.5%	1.7%	16.7%	1.4%	1.4%	36.3%	0.7%	2.8%	17.5%	9
Symonds Street East	19.3%	3.0%	22.3%	1.8%	2.1%	35.3%	0.3%	1.5%	14.5%	10
Victoria Park	25.6%	1.4%	10.4%	1.0%	1.8%	34.8%	0.3%	3.8%	20.9%	11
College Hill	28.5%	1.5%	6.6%	0.0%	1.5%	34.3%	0.0%	0.7%	27.0%	12
Karangahape East	24.2%	3.0%	15.8%	2.0%	1.7%	33.7%	0.3%	3.0%	16.2%	13
Quay Street-Customs Street	24.5%	1.7%	14.9%	3.1%	2.1%	32.8%	0.5%	1.4%	19.1%	14
Auckland-University	21.4%	0.0%	14.3%	3.6%	0.0%	32.1%	0.0%	3.6%	25.0%	15
Wynyard-Viaduct	27.5%	1.0%	7.8%	1.4%	1.0%	30.8%	0.7%	2.0%	27.8%	16
Grafton	32.1%	1.7%	15.6%	1.4%	2.3%	28.4%	0.0%	1.4%	17.0%	17
The Strand	28.0%	2.1%	15.7%	1.0%	2.4%	28.0%	0.3%	5.2%	17.1%	18
Grafton West	35.2%	1.8%	13.9%	1.2%	2.4%	26.4%	0.0%	2.1%	17.0%	19
Freemans Bay	36.9%	1.5%	7.8%	0.3%	3.7%	24.8%	0.3%	2.7%	22.1%	20
Karangahape West	34.8%	1.2%	12.7%	0.8%	2.9%	21.7%	0.0%	3.7%	22.1%	21
Parnell West	36.0%	1.5%	13.3%	2.3%	2.4%	21.0%	0.2%	2.1%	21.1%	22
Newmarket	32.5%	1.7%	16.9%	7.3%	1.1%	20.9%	0.0%	1.5%	18.0%	23
Grey Lynn East	37.6%	2.3%	12.4%	1.1%	2.9%	20.8%	0.0%	2.5%	20.4%	24
Henderson Lincoln East	53%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	26.7%	25
Eden Terrace	39.8%	1.7%	13.9%	0.6%	2.3%	19.0%	0.1%	3.2%	19.3%	26
Ponsonby East	43.2%	1.7%	7.7%	0.1%	3.1%	17.6%	0.1%	2.4%	23.9%	27
Wiri West	49.1%	5.3%	1.8%	2.6%	0.0%	16.7%	0.9%	0.9%	22.8%	28
Grey Lynn Central	45.5%	2.2%	10.3%	0.2%	4.5%	14.9%	0.1%	2.5%	19.7%	29
Saint Marys Bay	43.5%	1.9%	6.3%	0.5%	3.1%	14.0%	0.7%	4.1%	25.8%	30
Gulf Islands	26.1%	0.0%	4.3%	0.0%	0.0%	13.0%	13.0%	8.7%	34.8%	31
Mount Eden North East	43.2%	1.5%	16.7%	1.2%	2.5%	12.7%	0.0%	2.5%	19.8%	32
Newmarket Park	43.0%	1.4%	6.8%	8.1%	2.3%	11.8%	0.5%	2.7%	23.5%	33
New Lynn Central	52%	1.9%	8.7%	10.6%	0.0%	11.5%	0.0%	1.9%	13.5%	34
Parnell East	43.9%	2.3%	9.8%	0.5%	3.4%	11.4%	0.2%	2.8%	25.8%	35
Grey Lynn North	46.9%	2.6%	9.7%	0.2%	4.9%	11.1%	0.0%	3.2%	21.3%	36
Westlake	57%	3.0%	10.4%	0.0%	0.8%	10.0%	0.0%	1.0%	17.3%	37
Stanley Point	37.6%	2.0%	1.0%	0.2%	1.7%	9.4%	15.1%	2.2%	30.7%	38
Mount Eden North	47.4%	2.5%	16.5%	0.5%	3.1%	9.1%	0.2%	2.0%	18.7%	39
Ponsonby West	52%	2.5%	6.9%	0.5%	3.7%	8.7%	0.0%	3.2%	22.2%	40

Table 6 Statistical Areas with highest proportion Walking to Work

Again people living in the Wynyard Viaduct area are more likely to walk to work than people living in any other area outside of Central Auckland. This indicates that additional housing in the precinct will have a better transport outcome than if a similar number of apartments were built in any of the Metropolitan Centres or Town Centres throughout Auckland.

People living in the area are not only less likely to drive but they achieve that while also being less reliant on subsidised means of travel to get to work.

Finally the Census data was sorted by Working from Home. The data shows Wynyard-Viaduct to have the 35th highest level of Working from Home at 30.8% out of the 620 Auckland Statistical Areas. Most of the higher areas are remote or country areas where farming is common. Wynyard-Viaduct has a higher level of working from Home than any other Central City location.

Main means of travel to work	%Drove	%Passenger	%Bus	%Train	%Bike	%Walk	%Ferry	%Other	% Work from	Rank Work from Home
Tawharanui Peninsula	55%	3.1%	0.8%	0.0%	0.3%	1.7%	0.0%	0.6%	38.6%	1
Ara Hill	58%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	38.5%	2
Gulf Islands	26.1%	0.0%	4.3%	0.0%	0.0%	13.0%	13.0%	8.7%	34.8%	3
Sandspit	61%	3.1%	0.0%	0.0%	0.0%	0.6%	0.0%	0.6%	34.4%	4
Cape Rodney	59%	2.9%	0.6%	0.0%	0.1%	1.9%	0.0%	1.3%	33.9%	5
Oneroa West	41.7%	2.1%	1.7%	0.4%	2.9%	6.2%	11.2%	0.4%	33.5%	6
Piha	64%	1.6%	0.0%	0.5%	0.5%	0.5%	0.0%	0.0%	33.0%	7
Dome Valley-Matakana	59%	4.1%	1.4%	0.0%	0.0%	3.0%	0.0%	0.3%	32.1%	8
Tindalls-Matakatia	60%	2.0%	2.0%	0.0%	0.0%	0.9%	2.0%	0.9%	31.8%	9
Long Bay	56%	2.4%	8.7%	0.0%	0.0%	1.1%	0.0%	0.7%	31.3%	10
Gulf Harbour South	57%	1.4%	4.0%	0.0%	0.4%	1.0%	4.2%	0.6%	31.3%	11
Coatesville	62%	2.0%	3.8%	0.0%	0.3%	0.0%	0.0%	0.8%	31.1%	12
Pāremoremo West	64%	1.7%	2.3%	0.0%	0.0%	0.6%	0.0%	0.0%	31.1%	13
Milldale	59%	1.6%	8.1%	0.0%	0.0%	0.2%	0.0%	0.7%	30.9%	14
Stanley Point	37.6%	2.0%	1.0%	0.2%	1.7%	9.4%	15.1%	2.2%	30.7%	15
Waiheke East	46.9%	4.3%	3.3%	0.0%	1.4%	1.4%	11.0%	1.4%	30.1%	16
Okahukura Peninsula	63%	2.5%	0.4%	0.0%	0.4%	0.7%	0.0%	2.8%	30.1%	17
Oneroa East-Palm Beach	39.5%	2.1%	3.9%	0.9%	2.6%	2.1%	16.3%	3.0%	29.6%	18
Millwater Central	59%	2.5%	7.4%	0.0%	0.3%	0.9%	0.0%	0.8%	29.1%	19
Waitākere Ranges North	64%	4.1%	0.4%	1.2%	0.0%	0.4%	0.0%	1.2%	29.1%	20
Puhoi Valley	65%	3.3%	2.0%	0.0%	0.1%	0.4%	0.0%	0.4%	29.0%	21
Muriwai Valley-Bethells Beach	68%	1.5%	0.5%	0.0%	0.5%	0.5%	0.0%	0.5%	28.9%	22
Saint Heliers North	54%	1.6%	7.7%	0.6%	3.0%	2.7%	0.0%	1.5%	28.8%	23
South Head	67%	2.7%	0.2%	0.2%	0.0%	0.6%	0.0%	1.0%	28.8%	24
Mahurangi Peninsula	62%	4.0%	1.1%	0.0%	0.6%	1.1%	0.0%	2.3%	28.7%	25
Ardmore	64%	0.8%	0.0%	1.6%	0.4%	4.0%	0.0%	0.4%	28.6%	26
Dairy Flat South	64%	1.6%	4.1%	0.3%	0.0%	0.6%	0.0%	0.6%	28.6%	27
Barrier Islands	58%	1.9%	0.5%	0.0%	1.0%	8.7%	0.0%	1.4%	28.5%	28
Takapuna Central	51%	0.9%	9.5%	0.2%	1.1%	8.1%	0.2%	0.9%	28.4%	29
Devonport	37.6%	1.4%	2.7%	0.5%	3.1%	7.6%	17.5%	1.4%	28.3%	30
Karaka Creek	67%	2.0%	0.0%	1.0%	0.0%	1.0%	0.0%	1.0%	28.0%	31
Wairau Valley	52%	4.0%	8.0%	0.0%	0.0%	8.0%	0.0%	0.0%	28.0%	32
Kingseat-Karaka	66%	2.7%	0.0%	1.3%	0.0%	1.1%	0.0%	0.7%	28.0%	33
Milford Central	52%	1.9%	10.2%	0.3%	1.2%	4.3%	0.3%	1.5%	27.9%	34
Wynyard-Viaduct	27.5%	1.0%	7.8%	1.4%	1.0%	30.8%	0.7%	2.0%	27.8%	35
Āwhitu	68%	2.3%	0.2%	0.2%	0.0%	1.3%	0.0%	0.8%	27.7%	36
Cheltenham	40.2%	1.2%	2.4%	0.6%	2.7%	5.4%	18.6%	1.2%	27.6%	37
Murrays Bay East	61%	2.3%	7.7%	0.0%	0.0%	1.0%	0.0%	0.8%	27.6%	38
Muriwai	67%	1.9%	1.0%	0.0%	0.5%	1.4%	0.0%	0.5%	27.6%	39
Campbells Bay	59%	1.9%	8.7%	0.0%	0.6%	1.4%	0.0%	0.6%	27.5%	40

Table 7 All Auckland Statistical Areas Ranked by Working from Home (first 40 of 622 on list)

Taken as a whole the Journey to Work data shows that people living in the Wynyard-Viaduct Area are less likely to drive, more likely to walk and have travel patterns consistent with the rest of the Central Area rather than with the surrounding inner city suburbs. Travel patterns in the Wynyard-Viaduct area are considerably less car based than the Metropolitan Centres, Town Centres and THAB zones. For these reasons I have concluded that transport and trip making patterns of people who live in the Wynyard-Viaduct Statistical Area are more like the Central Area than they are like the areas located elsewhere in the City.

8. ASSESSMENT OF EFFECTS

While no consent is required for trip generation we still need to consider whether the development would have adverse transport effects.

We can have confidence that the development will result in less than minor transport effects because it is a residential development with a very small retail component used to activate pedestrian edges. Residential dwellings located in this area have been proven to result in very low levels of private vehicle traffic with correspondingly higher levels of walking. Carparking associated with residential developments in the area is more likely to be used as a place to store cars during the day so they are available at off peak times for non-work trip purposes.

Finally we can compare the likely trip generation with the existing traffic levels generated by the site and conclude the development is unlikely to result in any noticeable change in traffic levels or congestion on the road network.

A consent is required to access Beaumont Street. The potential adverse effects of this are considered to be less than minor and acceptable because the alternative street frontage on Jellicoe Street has higher pedestrian amenity and should be protected as a high quality walking route to the waterfront and Silo Park. The proposed access to Beaumont Street would be narrower than the current access at that location and it is unlikely to create any pedestrian or traffic safety effects.

9. CONCLUSION

The Wynyard Precinct has excellent walking catchments and a mostly flat walk to get to local amenities and high quality public transport. Cycling facilities in and around these areas are some of the best in Auckland. Furthermore, the land is located adjacent to the best bus services in the region and is located a short walk to the Waitematā Train Station which is a regionally significant transport infrastructure providing broader public transport connections to the wider Auckland region.

In my view the transport infrastructure necessary to service this residential project already exists. I have not identified any adverse transport effects that require mitigation. The area already has everything in place to cater for the transport needs of additional residents.

This development is not expected to create any adverse transportation effects. The total level of traffic it would generate is not significantly higher than the current parking area operating on the site. The ongoing reduction in traffic on Fanshawe Street and improvements to public transport have resulted in the receiving transport environment being able to accommodate with more development.

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