



**538 Karangahape Road
Proposed Mixed Use Development**

Travel Demand Management Plan - Outline

22 July 2024





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1 BACKGROUND

Commute Transportation Consultants (Commute) has prepared this document in response to a Section 92 request from Auckland Council (Council) regarding the proposed mixed-use development on the site at 538 Karangahape Road in Auckland CBD.

BUN60427502 item number 8 in the Traffic sections states:

“Please provide outline details for a prospective Travel Demand Management Plan for the site, including alignment with any car park management systems or allocation regimes which may be in place.”

The following headings and bullet points indicate at a high level what subjects and key information the TDM Plan should cover. The information and content that is included in the final version of the TDM Plan is ultimately at the discretion of the author of the TDM Plan.

2 INTRODUCTION

- Overview of the site location and development;
- Purpose of the Travel Demand Management (TDM) Plan; and
- Key objectives (reduce reliance on single-occupancy vehicles, promote sustainable travel options, and efficiently manage the car parking supply).

3 EXISTING SITE ENVIRONMENT

- Description of the mixed-use building (retail, cafes, and office activities);
- Proximity to public transport network (bus stops and future Karangahape Station); and
- Overview of existing transport infrastructure and services.

4 TRAVEL DEMAND MANAGEMENT CHOICES AND OUTCOMES

4.1 MODE CHOICES

The mode choice initiatives that will be promoted through the TDM Action Plans include:

- Public Transport Promotion
 - Information distribution on nearby bus routes and schedules;
 - Integration with the future Karangahape CRL train station; and
 - Subsidised public transport passes for employees.
- Active Transport Initiatives
 - Promotion of walking to work (end-of-trip facilities such as showers and lockers are available for employees);
 - Secure bicycle parking within the building and end-of-trip facilities (showers, lockers) for employees to use; and

- Partnerships with local bike-sharing and micro-mobility programs.
- Carpooling and Ride-sharing Programs
 - Facilitation of carpooling among staff; and
 - Ride-sharing app promotions and incentives
- Flexible Working Arrangements
 - Encouraging remote work and flexible hours to reduce peak travel demand; and
 - Initiatives to reduce the need to travel.
- Parking Management and Allocation
 - Allocation of parking spaces based on employee need (e.g., priority for car poolers and EV owners); and
 - Implementation of a car park management system to monitor and manage usage;
- Promotion of Sustainable Transport Options
 - Campaigns and events to raise awareness about sustainable travel; and
 - Incentives for using non-car modes of transport (e.g., vouchers, rewards).

4.2 DESIRED OUTCOMES

Through the implementation of Mode Action Plans the following desired outcomes will be achieved:

- Improved connectivity to the adjacent residential and commercial suburbs and wider Auckland area via public transport routes and services;
- Mitigated congestion (associated with the development) on the local and arterial road network;
- Improved knowledge of routes and services, and access to public transport;
- Improved parking for employees, visitors and deliveries;
- Increased use of carpooling; and
- Increased walking and cycling as modes of transport to access the site, where it is safe to do so. Dedicated bicycle entry on the quieter Abbey Street.

5 IMPLEMENTATION PLAN

- Timeline and Phasing
 - Short-term, medium-term, and long-term implementation phases; and
 - Key milestones and deadlines.
- Roles and Responsibilities
 - Designation of a TDM coordinator or team; and
 - Roles of building management, tenants, and other stakeholders.
- Monitoring and Evaluation

- Regular surveys and data collection on travel behaviour;
- Performance indicators (e.g., reduction in single-occupancy vehicle trips, increased use of public transport); and
- Feedback mechanisms for continuous improvement.

6 ALIGNMENT WITH CAR PARK MANAGEMENT SYSTEMS

- Proposed Enhancements
 - Smart parking solutions (e.g., real-time availability, automated allocation); and
 - Use of technology for monitoring and enforcement.

7 CONCLUSION

- Summary of the key components and expected benefits of the TDM Plan
- Commitment to ongoing management and adaptation of the plan to meet evolving needs and conditions

8 APPENDICES

- Supporting Data
 - Maps and diagrams of the site and surrounding transport infrastructure
 - Sample promotional materials for TDM initiatives
 - Survey templates and example performance indicators