

# Integrated Transport Networks: Advice and Feedback on Room to Move City Centre

File No.:

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## Te take mō te pūrongo

### Purpose of the report

1. To provide the background and context for endorsing the Integrated Transport Working Groups advice and feedback from the workshop held on 29 October 2024

## Whakarāpopototanga matua

### Executive summary

2. On 29 October, Auckland Transport facilitated a workshop with the Transport Working Group, providing an update on the "Room to Move" initiative and proposed plans for public consultation.
3. The workshop provided an opportunity for panel members to give feedback on parking management and the proposed implementation plans. The attached document summarises the working group's feedback for the panel's endorsement.

## Horopaki

### Context

4. The panel has identified "maximising the value of Integrated Transport Networks" as a key priority. This aims to improve accessibility within and around the city centre by leveraging the benefits of integrated transport networks, including the City Rail Link (CRL), while also addressing operational needs.
5. A key focus of this priority is the management of kerbside space in the city centre. The goal is to enable place-based outcomes while accommodating the wide range of operational demands in the area. This includes essential functions such as loading and servicing, as well as pick-up and drop-off requirements.
6. On 29 October, Auckland Transport facilitated a workshop with the Panel's Integrated Transport Working Group, inviting all panel members to attend. The workshop provided an overview of work to date on the "Room to Move" initiative for the city centre. It also introduced proposed plans for public consultation, with a particular focus on addressing the challenges related to loading and servicing in the midtown area.
7. During the workshop, Auckland Transport staff sought feedback from the panel on various aspects of parking management and strategies for communicating the proposed changes. The feedback will be used to refine and shape the materials for public consultation to ensure they are clear, targeted, and effective.
8. The working group's feedback has been collated and is attached for endorsement by the panel.

## Ngā koringa ā-muri

### Next steps

9. The panel endorses the Integrated Transport Working Groups advice and feedback on Room to Move City Centre.

## Ngā tūtohunga

## Recommendation/s

That the City Centre Advisory Panel:

- a) endorse the Integrated Transport Working Groups advice and feedback on Room to Move City Centre.

## Ngā tāpirihanga Attachments

10. Attachment 1: Integrated Transport Working Group: Advice and feedback on Room to Move City Centre

## Ngā kaihaina Signatories

Author	Simon Oddie – Priority Location Director – City Centre
Authoriser	Simon Oddie – Lead Officer

# CCAP Transport Working Group Workshop

**Topic:** Room to Move – Auckland Transport - presentation and workshop

**Date:** 29 October 2024

**Members Present:** (In person) Patrick Reynolds (chair), Viv Beck, Jamey Holloway, Noelene Buckland, Anthony Philips, Dr Natalie Allen, (Online) Alec Tang, Scott Pritchard, George Crawford, Bernie Haldane

**Staff:** Claire Covacich (AT), Eric Van Essen (AT), Daniel Chapman (EP), Werner Pretorius (AT), Matthew Rednall (AT) Allyn Sims (AT) Jenny Larking (AC) Tracy Ogden-Cork (AC) Tam White (AC) Christine Mitchell (online)

**Materials:** Staff provided a powerpoint presentation to assist the members in its workshop.

## Objectives:

The Draft Room to Move in the City Centre Plan will move to public consultation in February 2025.

The stated objectives of the workshop were to:

- Provide an overview of the work to date developing Room to Move in the City Centre,
- Outline the proposed plans for public consultation, including plans to address loading and servicing challenges in the midtown area.
- Seek feedback from the panel on various aspects of parking management and communicating the proposals to refine and shape the materials for public consultation.

## Integrated Transport Working Group response:

- In general the working group expressed the view that Room 2 Move City Centre is a minor and scattered response to an important issue. It lacks strategic intent, focusing on minor changes to the existing street pattern without attempting to explore wider opportunities.
- Fails to align meaningfully with the CCMP, to explore how the place aims of the CCMP can most efficiently and effectively be supported by changes to servicing and delivery patterns and processes.
- Again, the committee pointed out that a traffic circulation plan is really key to all street space allocation decisions.
- While all present are aware of anecdotal issues with delivery, no data around on this was presented.
- Engagement with service and delivery industry to not only discover what isn't working well, but also to explore what could be done differently, is also missing.
- There was a request for the inclusion of a description of current state on maps proposing change.
- The working group requested urgent exploration of time-based controls as well as space-based ones, as is common in city centres around the world. As this is a way to increase both the service and delivery access and people and place quality in the same space,

just at different times. This could be trailed in High St for example, particularly as this is a narrow street without off street parking. Outreach to key delivery and service providers and businesses needs to part of this work.

- Increased use of physical barriers over fines is likely to attract less negative publicity, and just be more effective, so long as sufficient alternatives are provided. Including a wider use of moveable barriers such as rising bollards, to enable flexibility, and time based solutions.
- Ride hail management is another system that impacts both positively and negatively on the city centre, competes spatially with all street users, including with service and delivery. Exploration of controls around pick-up and drop-off, in order to give it its own dedicated spaces while restricting it from others, is urgently needed. This is clear to any good understanding of the masterplan, and A4E.
- Also not covered was any consideration of the Low Emission Zone ambition in the CCMP. What changes to service and delivery practices does this entail.
- The working group believes that the Room to Move (R2M) initiative requires a more sophisticated and holistic approach, recognising the broader range of issues it intersects with. While Auckland Transport (AT) may view certain elements as outside the scope of R2M, the working group sees this narrow scope as a critical flaw. Without a broader, more ambitious, and strategically aligned approach, there is a risk that time and resources will be misdirected, resulting in limited impact.
- This challenge may be attributed to the fragmented nature of city centre management, with the development of the Access for Everyone (A4E) response sitting within Auckland Transport rather than being led by the city centre's lead agency. Given that the City Centre Masterplan (CCMP) is a place-led vision, the working group believes the transport response would be significantly strengthened if it were guided by a place-focused lead. This shift would enable a more integrated and outcomes-driven approach, ensuring that transport initiatives align more effectively with the broader regeneration goals of the city centre.