

Board Meeting

Date and time:	Wednesday 20th April 2022 10am
Attendees:	<ul style="list-style-type: none"> • Anita Potgieter (AP), ASB – Chair • Peter Busfield (PB), NZ Marine - VC • Peter Longdill (PL), Sanford • Sian Marek (SM), WSP • Lauren Tilson (LT), Precinct Properties • Sharon Byrne (SB), Auckland Theatre Company • Meredith Bates (MB), Mott MacDonald • Ben Haraki (BH), Genesis Energy • Brett Sweetman (BS) Park Hyatt Auckland • Tracey Ryan (TR), Eke Panuku • Matt Thompson (MT), VHHL/Tramco • Brigid Rogers (BR), WQ TMA Coordinator <p>Guests</p> <ul style="list-style-type: none"> • Alexander Rozema (AR), Auckland Transport • Sam Stephenson (SS), Auckland Transport • Mike Crooks (MC), Auckland Transport • Finnbar Kerr-newell, Wynyard Central Body Corp.
Apologies:	<ul style="list-style-type: none"> • Tom Locke (TL), Warren and Mahoney • Fiona Knox (FK), Eke Panuku • Marty Leabourn (ML) Fonterra • Graeme Gunthorp (GG), Waitemata Local Board • Jason Heather (JS), Auckland Transport
Notes taken by:	Brigid Rogers
Meeting held at:	Via MS Teams

Item	Discussion and Action	By who
1	<p>Apologies and notes from last meeting / matters arising</p> <p>The notes of the last meeting held in March were agreed. Proposed by MB and seconded by BH.</p> <p>Matters arising – Mevo associate membership fee had been discussed and set at \$1200pa. AP asked the Board to vote on this. Proposed by PB seconded by BS motion carried. BR asked PB if any references had been shared with him from Mevo. PB noted nothing send as yet – BR to follow up.</p>	BR/Mev o
2	<p>Beaumont Street upgrade update</p> <p>Alexander Rozema (AR) introduced himself and his colleagues, Sam Stephenson (SS) and Mike Crooks (MC). AR ran through the project objectives which are outlined below:</p> <ol style="list-style-type: none"> 1. <i>High quality public realm</i> 2. <i>Completing the strategic cycle network</i> 3. <i>Express maritime character and harbour</i> 4. <i>Integrate the WQ PT network plans</i> 5. <i>Support the WQ mode share outcomes - Prioritise pedestrians and cyclists (70/30 modal split)</i> 6. <i>Support existing maritime function and future living</i> 7. <i>Integrate green infrastructure and improve water quality</i> <p>AR explained that the old industrial area is being repopulated with mix of commercial and residential developments. AR mentioned the ongoing dialogue with the marine industry and recent meetings that had taken place. This had led to a better understanding of the needs of the sector. The project is now at the Design Panel Review stage. This is where AT test the assumptions that had previously been made. Part of this process is looking at removing the shared path between 23 Westhaven & Beaumont Street. Creating the main cycle link between Westhaven Drive and round the existing Air NZ building to connect with Fanshawe Street. Parking space removals are also being reviewed, with possible reinstatements. AR commented</p>	

that AT do not wish to reduce the ability of the marine industry to function both now and into the future. The next steps are discussions with landowners and tenants, Amendments to the concept plan, public consultation (July 2022 onwards), detailed design 2022 to 2023 and construction scheduled for 2024/2025.

SM asked about the plans for safe pedestrian crossing on Beaumont Street. AR mentioned that they were looking at the Fanshawe Street intersection and how the crossing works there. There is also a proposed traffic light at the Beaumont / Gaunt crossing, and AR commented that they were looking at the possibility of zebra crossings Westhaven/Beaumont. SM commented that the area outside the WSP offices (100 Beaumont) was busy with people trying to cross over, especially with Air NZ having split sites.

BR asked if there were any traffic calming measures being considered as part of this plan. This has been raised by residents who are concerned about late night activity of some cars in the area. SS commented that the overall narrowing of the street and the new street scape might help with that. PB noted that the speeding vehicle concerns were only after hours and wondered if a solution could be put in place so that it didn't impact on the general marine traffic. AR acknowledged the concerns of some residents and stated that solutions were being looked at outside of this project group.

BR asked if PB could give more detail around the meetings with AT. PB outlined that there were 6 senior people from AT at the meeting. PB explained at the meeting the ongoing importance of the marine industry in terms of economic value and ongoing growth of the industry. The marine industry needed to be located by the water and much of the work is hands on – not much opportunity for WFH. Likewise dropping off repairs and servicing as well as buying parts can't be done via PT. Access to the area very important – for example one superyacht would need three standard fuel tankers to refuel. Auckland benefits from the industry and therefore needs to support the "city of sails" and the marine industry. PB felt it is important that AT understood the wider picture.

BH asked what the purpose of the Beaumont Street upgrade was – what was the end goal and what were AT trying to achieve? BH also asked about the driving forces behind the project – is it the 70:30 mode split?

AR commented that part of his brief is to better understand the area and what is and isn't desirable. Ensuring the views of stakeholders are heard and then trying to strike the right balance as the project concepts develop. AR commented that the active modes team were keen to use Beaumont Street corridor, but are there other options which could be considered? Understanding the impacts of a cycle path alongside a busy marine/freight route.

BR noted that challenging if Beaumont Street was the right place for the cycle path seemed to be at odds with the current strategic plans and the whole project was in danger of going round in circles.

AR noted that it was the role of the new Design Review Panel to test all assumptions and conversations were ongoing.

TR mentioned that the plans were for the Beaumont Street cycleway to link with Westhaven and through to Jellicoe Street to connect with the Wynyard Crossing. Now the Skypath concept had fallen over, there are proposals to increase the number of ferries into Wynyard Quarter particularly carrying bikes and foot passengers. These will all link to Beaumont Street.

AR noted that AT were exploring options for not having a cycle path on Beaumont Street. AP asked that the safety of all road users be taken into account. Possibly not ideal having bikes and walkers moving around large marine vehicles, but solutions need to be found that are workable for everyone. AP congratulated AT on their own going consultations. AP suggested that Eke Panuku might like to provide an overview of current plans for the new Board members. TR confirmed this would be possible.

BH asked what was the role of the TMA in such consultations? Do we now write to AT or what happens next? AP mentioned that by getting in early on the projects the TMA are able to have some influence over the direction of the project and connect with the key stakeholders. SM asked if they should follow up with AT as they were keen to see better pedestrian crossing facilities in the area.

AP explained that individual businesses would have their own views and might wish to contact AT direct. AP suggested as this consultation was ongoing it might be worthwhile getting a small

TR

BR

	<p>group together to put forward some ideas and options for AT to consider. Anyone who wanted to be part of that should let BR know.</p> <p>PB mentioned that part of the role of the TMA is to keep AC, Panuku and AT honest and accountable. PB acknowledged that finding a balance usually meant compromises on all sides.</p> <p>PL mentioned that although things look great on paper sometimes, they don't work in reality. Sanford security cabinet is regularly damaged as large vehicles fail to navigate the tight turn.</p>	
<p>3</p>	<p>Updates</p> <p>Chair – ASB staff are being encouraged to return to work at North Wharf in June/July</p> <p>Eke Panuku – TR confirmed Panuku will provide an update at the next Board. PB asked about the development on the Eastern side of Beaumont Street and if the ground floor of these buildings was designated for marine/fishing. PB said the Marine Industry Association would be happy to help advertise these vacant units. TR commented that she understood that the condition for ground floor occupation was for the Western side of Beaumont Street only (not the eastern side) TR to check and confirm back to the Board.</p> <p>TR mentioned the Plan Change going to AC later in the year. This is related to Wynyard Point to the north of Jellicoe Street. The Plan Change will be publicly notified and TR will run through the changes with the TMA Board. TR also mentioned that as per the AC36 Resource Consent nothing can be done in the area until 2028.</p> <p>BS asked about the tram, when it was going to cease running, and the timeframe of any reinstatement works. TR reported after the meeting that no decision has yet been made on when the tram will cease or the reinstatement works. TR will update the Board as details become available.</p> <p>Auckland Transport – No rep at the meeting</p> <p>Waitematā Local Board – No rep at meeting</p>	<p>TR</p> <p>TR</p>
<p>5</p>	<p>Items of Interest / AOB</p> <p>Membership</p> <ul style="list-style-type: none"> ▪ Associate membership fee – <i>Mevo fee agreed and invoiced</i> ▪ New members – <i>Sealink and Wynyard Central Body Corporate</i> <p>Hamer Street paid parking – following proposals from AT to introduce paid parking along Hamer Street BR worked with businesses and AT. There was an onsite meeting AT Sealink and Titan Marine at which issues were resolved and all sides were happy with the outcome. BR understands that AT have paused the plans for the time being. TR thanked BR for notifying Panuku of these plans. TR commented that in the long term it was not anticipated that general parking would be available along Wynyard Point.</p> <p>Consultations</p> <p>AT Parking Strategy now out for consultation. Feedback closes 15th May. <i>For more information please visit AT.govt.nz/parkingstrategy.</i></p> <p><i>Some proposals in the draft Parking Strategy include:</i></p> <ul style="list-style-type: none"> • <i>A tiered approach to parking management. This means that how AT manage parking will depend on the land use and transport characteristics of each location. Over the next 10 years, AT will work with communities and town centres in key locations to develop and implement parking management plans.</i> • <i>Repurposing kerbside space to improve safety and the movement of people, goods, and services on our most congested roads. These roads make up around 3% of Auckland's road space.</i> • <i>Responding to increased demand for on-street parking as the city grows. In some areas, residents won't be able to rely on on-street parking to store their vehicles.</i> • <i>Providing more diverse types of parking, such as spaces for taxis, motorcycle and bicycle parking, and loading zones.</i> • <i>Changes to how AT manage Park and Rides.</i> <p>Submission made on AC Annual Budget – completed</p> <p>WQ Staff Travel Survey & Ferry Survey 2022 – results are being collated – thanks to Mott MacDonald for all their hard work on this. Results will go back to the key stakeholders, Eke Panuku, HOTC & AT and be presented to the TMA Board at a later date.</p>	

PT discount until 30 June 2022 – PT fares and HOP cards 50% off perhaps time to stock up on AT HOP cards for future promotions (\$5 each)

Northern Pathway project update - contact made with NZTA Comms & Engagement an extract from the email is below:

In September 2021 the Government confirmed that it would not proceed with the standalone bridge portion of the Northern Pathway and asked Waka Kotahi to explore further options for walking and cycling across the Waitematā Harbour. We have since been working with our partners and key stakeholders to identify an alternative option which is most likely to be dedicated bike ferries or buses using the existing Auckland Harbour Bridge. These options have been developed and assessed, presenting us with a shortlist and ultimately a preferred option. The preferred option has just been presented to the Minister for Transport. After the preferred option is tested with the Minister, it will feed into a Single Stage Business Case to be completed in June 2022. At this stage we would be really happy to come and present to WQTMA. As we work to confirm the form, function, and timing of longer-term additional Waitematā Harbour connections, we are aware that these short to medium-term options need to link seamlessly with our existing and planned infrastructure on the northern and southern end of the Harbour.

Harbour Grounds update

151 Property reported that they have commenced demolition and you may note hoarding is up. They are about three weeks into the project, plaza demolition is about 75% complete, internal L1 and basement demolition is about 50% complete and Level 2 and 3 is complete. 151 are still on track to complete end of November 22.

AOB

Greater Tauranga Travel Pledge have contacted BR and asked that she present to their group on pro's and con's of setting up a TMA. BR to advise AP of the date.

Auckland Theatre Company

Theatre is closed at the moment. SB mentioned that shows will be available for booking from May onwards.

Park Hyatt

BS reported weekends are busy for the PH but they are looking forward to workers coming back to their offices in WQ. Booking from July through until the end of the year are looking good.

Date of next meeting Wednesday 25th May 2022