

<b>Wynyard Quarter Transport Management Association</b> <b>Board Meeting</b>		<b>Meeting No.46</b>
<b>Date and time:</b>	<b>Wednesday 23<sup>rd</sup> February 2022 10am</b>	
<b>Attendees:</b>	<ul style="list-style-type: none"> <li>Anita Potgieter (AP), ASB – Chair</li> <li>Peter Longdill (PL), Sanford</li> <li>Sian Marek (SM), WSP</li> <li>Lauren Tilson (LT), Precinct Properties</li> <li>Sharon Byrne (SB), Auckland Theatre Company</li> <li>Tom Locke (TL), Warren and Mahoney</li> <li>Meredith Bates (MB), Mott MacDonald</li> <li>Ben Haraki (BH), Genesis Energy</li> <li>Tracey Ryan (TR), Eke Panuku</li> <li>Brigid Rogers (BR), WQ TMA Coordinator</li> </ul> <p>Guests</p> <ul style="list-style-type: none"> <li>Matthew Blaikie (MBL) Auckland Council</li> <li>Robert Simpson (RS) Auckland Council</li> <li>Jen Scott (JS) Auckland Light Rail</li> <li>Cam Law (CL) Auckland Light Rail</li> </ul>	
<b>Apologies:</b>	<ul style="list-style-type: none"> <li>Matt Thompson (MT), VHHL/Tramco</li> <li>Fiona Knox (FK), Eke Panuku</li> <li>Peter Busfield (PB), NZ Marine</li> <li>Marty Leabourn (ML) Fonterra</li> <li>Cliff Wilton (KL), Auckland Transport</li> <li>Graeme Gunthorp, Waitemata Local Board</li> <li>Brett Sweetman (BS) Park Hyatt Auckland</li> </ul>	
<b>Notes taken by:</b>	Brigid Rogers	
<b>Meeting held at:</b>	Via MS Teams	

Item	Discussion and Action	By who
1	<b>Apologies and notes from last meeting / matters arising</b> The notes of the last meeting held in November were agreed. Proposed by LT and seconded by MB.	
2	<b>Climate Action Targeted Rate (CATR)</b> AP introduced Matthew Blaikie (MBL) Chief Sustainability Officer at AC, and Robert Simpson Manager Transport Strategy AC. The key focus has been directed by the Auckland Mayor. Four main focus areas 1 high impact, 2 wide regional benefits, 3 address inequity and 4 can be started fast. The rate is both a residential and business targeted rate and the money raised (if the scheme goes ahead) will be used in 3 different areas: <div data-bbox="256 1615 1260 2096"> <p><b>Package that meets four key criteria</b></p> <p><b>PUBLIC TRANSPORT</b> Providing much greater access to efficient and reliable low-carbon public transport</p> <p><b>ACTIVE NETWORK</b> Providing safe, convenient and well-connected walking and cycling options for many more Aucklanders</p> <p><b>URBAN NGAHERE (FOREST)</b> Planting trees now to prepare for a warmer future, reducing vulnerability to extreme heat</p> </div>	

The focus of the spending would be in the south and west of Auckland, over 50% of revenue raised would be spent in and for these areas. Bus routes would get frequency upgrades and there would be an estimated spend of \$627million on buses, new routes and supporting infrastructure. 10 new frequent routes serving South Auckland, West Auckland, Orakei, Tamaki and New Lynn to Onehunga via Mt Roskill and extension of frequent services on the Northern Express to Hibiscus Coast. 69 improved bus routes. 79 additional electric or hydrogen buses. Improved services available to more than a million Aucklanders. 170,000 more people brought within 500m of frequent bus route. MBL shared some of the proposed new routes for frequent PT services. Ferries would have an estimated spend of \$122 million. 6-7 additional low emissions ferries as well as wharf upgrades and new charging infrastructure.

RS emphasised the scale of work that needs to be done in terms of mode shift in order for Auckland to reach the emission reduction targets. The CATR would help fast track changes needed so that ore Aucklanders can use sustainable transport options.

Investment also in other areas - \$144 million cycling and \$84 million walking – improving connectivity.

\$13.3 million has been earmarked for the Urban Ngahere. 14,800 specimen trees to be planted in preparation for better canopy cover. The CATR will help provide funding to deliver the following:

#### Targeted rate provides funding to deliver on and/or support:



**Te Tāruke-ā-Tāwhiri:  
Auckland's Climate Plan**



**Transport Emissions  
Reduction Plan**



**Emissions  
Reduction Plan**



**Congestion pricing**

Support in principle subject to improvements in PT, walking and cycling



**Review of  
parking  
strategy**



**Land use planning decisions**

NPSUD, Future Development Strategy, Growth model review



**Review of  
cycling  
programme**



BR asked if projections made had been done so with Covid in mind – that is that people may not return to the office full time, as pre Covid. RS the modelling had taken into account Covid patterns but RS also noted that any changes wouldn't happen for 4-5 years so in that time new patterns may emerge and plans adjusted accordingly.

BR mentioned the Staff Travel Survey data that had been collected in WQ and how that gives an accurate picture of where people are commuting from and the mode they use. This could be rolled out to other areas to ensure accurate data set. RS agreed that it was important to understand the needs of different communities.

The costs per household were shown as follows:

Median urban residence Capital value \$1.2 Million – Annual rate \$58.30

Median rural residence Capital value \$1.05 Million – Annual rate \$45.90

Median farm /lifestyle property Capital value \$1.73 Million – Annual rate \$67.10

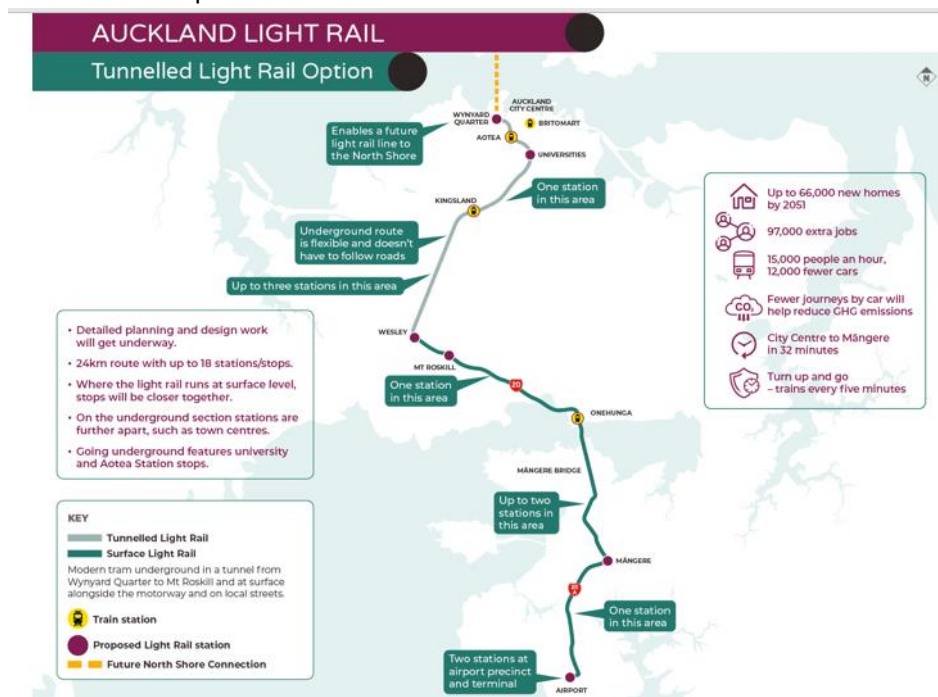
Median business property Capital value \$1.15 Million – Annual rate \$96.80

SM remarked that the 762 does not currently come to WQ. RS commented that the proposal was that it would come into WQ and be rebranded as frequent service 76. SM asked if the new routes were focussed on employment hubs or connections to PT hubs? RS commented that it was a mixture of both but AC & AT keen to look at gaps in the current service. For example, a new frequent service from Albany to Walkworth. SM asked if the consultation process would include the maps showing proposed routes? MBL confirmed that the public consultation document is more of a high-level summary. RS also mentioned that new buses would not be ICE but light emission vehicles. AP thanked MBL & RS. Public consultation starts on 28<sup>th</sup> February and runs for four weeks until 28<sup>th</sup> March. All members are encouraged to have input.

**ALL**

### 3 Auckland Light Rail update

Cam Law (CL) and Jen Scott (JS) thanked the board for giving them the opportunity to update the group. The Government has chosen tunnelled Light Rail as the preferred option. The ALR group have been tasked with progressing an indicative business case for City Centre to Māngere, advising on delivery entity options, setting up a mana whenua partnership and engaging with stakeholders and communities. The map below shows the outline of the route:



It is estimated that 17% of Auckland's population growth and 33% of job growth will take place along the route in the next 30 years.

Tunnelling also sets the stage for further discussions on a second harbour crossing. An indicative business case for that has been started. Engagement along the route is key. Māngere for example are keen to have a connection into the town centre, as opposed to out by the current motorway. CL noted that the project is much bigger than just a "train to the airport". BH asked about the trains and CL confirmed that all trains would be electric. SM asked about the lessons that had been learned from the CRL project. CL commented that it was critical to learn lessons from other projects. JS offered to put BR in touch with someone from the Harbour Crossing team. LT asked about the location of the station in WQ. CL said that detailed work needed to be done around that and there was no detail as yet. JS noted that any feedback on locations would be useful for the ALR team. JS also noted that engagement with the community and stakeholders was key to getting good outcomes.

CL noted that given the scale of capital and operating costs, a combination of different funding sources would be required. Including a mixture of Crown, Council, and other sources, development and fees-based value capture. A large Crown contribution is likely to be required, given size and scale, and affordability constraints for ratepayers and Auckland Council.

BH asked about any changes that might occur if there is a change in Government. JS said that given the overall need to significantly reduce emissions the ALR project could help reduce car dependency by providing a viable alternative. BH went to ask how many people could LR move. JS gave a figure of 15,00 people per hour.

TL commented that the project was important to help reduce emissions and "the cost of inaction" should be considered. Costs not only to the economy but also the environment. The project wouldn't go live for 12 years and TL asked if there was any way of moving things faster? CL noted the timeframes but mentioned the tough consenting process that will need to be undertaken and that would take a large amount of time. JS encouraged all Board members to spread the word through their social media.

AP thanked JS & CL for attending and asked that the TMA Board be kept up to date with progress.

BR/JS

3	<p><b>Updates</b></p> <p><b>Chair</b> – A replacement for Kevin Leith has been appointed and we look forward to welcoming Anna Lawrence along to the next TMA Board meeting as the new AT rep.</p> <p><b>Eke Panuku</b> – TR provided an update after the meeting.</p> <ul style="list-style-type: none"> <li>• Wynyard Point Te Ara Tukutuku Plan was endorsed by Eke Panuku Board 23 February and we are in the process of selecting designers for the public realm with an EOI to close early March. The planning committee are to advise timing for a plan change to update the current Wynyard Precinct provisions and to align with their process for NPS-UD.</li> <li>• Eke Panuku presented Te Ara Tukutuku Plan to the ALR team and are engaged in the process along with the Council and KO.</li> <li>• Eke Panuku are working on an emerging ferry option with AT and NZTA for the northern pathway.</li> </ul> <p><b>Auckland Transport</b> – No rep at the meeting</p> <p><b>Waitematā Local Board</b> - No rep at the meeting</p>	ALL
4	<p><b>Items of Interest / AOB</b></p> <p><b>Treasurer vacancy</b></p> <p>Following discussions after the last Board meeting Brett Sweetman has the necessary accounting experience and had offered to act as Treasurer. BS will shadow the current treasurer as part of a handover.</p> <p><b>WQ Staff Travel Survey 2022</b></p> <p>This will be sent out to participating businesses in early March. There are ferry questions in the survey but there will also be a separate ferry survey. Anyone interested in circulating the ferry survey to their staff should contact BR.</p> <p>AP suggested that any introduction to the STS needed to ensure that staff know they should still fill it in even if they aren't in the office. BR and MB to take that on board.</p> <p><b>Antisocial Behaviour in WQ</b></p> <p>Residents have reported antisocial behaviour late at night in and around WQ. This has included cars driving at high speeds, music being blared from speakers mounted on cars. Eke Panuku, AC and AT are looking at possible solutions. These issues are not solely confined to WQ and are City wide. WQ TMA have meet with LT McGuiness to get a better understanding of the concerns of residents.</p> <p><b>Beaumont Street Upgrade</b></p> <p>AT are working on this with a view to coming back to stakeholders (including WQ TMA) in July or August. The start date for the project is likely to be mid-2024.</p> <p><b>151 development update</b></p> <p>Under the new branding of Harbour Grounds, the development will be underway within the next few weeks. Hoarding will be going up and access to the plaza has been restricted. Completion is still planned for the end of the year.</p> <p><b>Precinct Properties</b></p> <p>LT mentioned issues around the lack of public bike parking in WQ. Some of their tenants are having real issues and it would be good to look for solutions before everyone heads back to work.</p> <p><b>ASB</b></p> <p>AP informed the Board that ASB will be launching FutureFit to its' staff shortly and are investigating other sustainable transport initiatives as identified by the recent Workplace Travel Plan.</p> <p>ASB are also undertaking a review of their EOT facilities as more electric charging facilities may be needed.</p> <p>ASB keen to look at collaborating on increased bike parking in the area.</p>	ALL  BR/MB       BR
	Date of next meeting Wednesday 23 <sup>rd</sup> March 2022	