

**Wynyard Quarter Transport Management Association
Board Meeting**

Meeting No.59

Date and time:	Wednesday 7th June 2023 at 1pm
Attendees:	<ul style="list-style-type: none"> • Meredith Bates (MB), Mott MacDonald – Chair • Genevieve Sage (GS), Waitemata Local Board • Anita Potgieter (AP), ASB • Graeme Gunthorp (GG), Auckland Transport • Brett Sweetman (BS), Park Hyatt Auckland • George Higgins-Smith (GHS), Genesis • Tom Dooley (TD), Sanford • Shruti Suvarna (SS), Sanford • Rob Young (RY), WSP • Brigid Rogers (BR), WQ TMA Coordinator
Apologies:	<ul style="list-style-type: none"> • Olivia Heighton (OH), Precinct Properties • Sharon Byrne (SB), Auckland Theatre Company • Greg Moyle (GM), Waitemata Local Board • Bridget Law (BL), Eke Panuku • Fiona Knox (FK), Eke Panuku • Peter Busfield (PB), NZ Marine - VC • Pete Bowden (PB), VHHL/Tramco • Sian Marek (SM), WSP • Michael Hawes (MH), Warren and Mahoney • Tom Locke (TL), Warren and Mahoney
Guests:	<ul style="list-style-type: none"> • Abigail Mace (AM), Auckland Transport • Michelle Ramnath (MR), Auckland Transport • Claire Covacich (CC), Auckland Transport • Irene Tse (IT), Auckland Transport • Paul Riding, Auckland Transport • Denver Leung, Auckland Transport
Notes taken by:	Brigid Rogers
Meeting held at:	Auckland Transport Offices, Wynyard Quarter

Item	Discussion and Action	By who
1	<p>Apologies and notes from last meeting / matters arising</p> <p>Apologies were noted as above. Notes of last meeting agreed - proposed by MB seconded by RY. BR mentioned that the car share offer discussed at the last meeting was open to both Mevo and Zilch and that was being worked on with both parties at the moment, but was likely to be launched in the Spring</p>	
2	<p>Employer HOP Subsidy scheme</p> <p>Abigail Mace (AM) and Michelle Ramnath (MR) from AT were welcomed to the meeting. AM explained that the scheme was initiated by Genesis Energy when they moved into WQ in 2020. The Genesis staff originally had access to a 25% discount on public transport Monday to Friday. This has recently been increased to a 50% discount. Since the launch with Genesis, the scheme has been trialled with 3 other businesses. AT realised that the scheme needed to be automated and streamlined so that businesses and their employees would find it easy to join. The new scheme uses the customers' existing HOP card and had a verification process which involves the work email address. Businesses can choose either 25%, 50% or 75% discount and either Monday – Friday or 7 days. The employee taps on with their own HOP card and pays their share of the fare and the subsidized amount is billed monthly to the employer. There is a legal agreement that is signed between the business and AT. The employer cannot see individuals travel patterns, so there is an element of trust around that.</p> <p>AT is now reaching out to businesses to iron out any issues before the official launch later in the year. MR explained the outcomes which AT are looking for:</p> <ul style="list-style-type: none"> • Digital solution that will be easy to scale • Self-service online onboarding process • Secure & safe complying with data security and privacy best practises 	

The verification process is stored on the employee's digital wallet, like Applepay etc. MR talked through the onboarding and verification process. This process involves a PIN number being created and used to verify the employee. The employee can choose just one card on which the discount will be applied. AT estimate that the new scheme will be ready by the end of the year. SS asked if the employer gets notified when a staff member joins up to the scheme. SS also asked about what happens when employees leave a company. AT are working through those scenarios. BR asked if there were any set up costs which would be incurred by the business. MR commented that there might be monthly platform costs but that has not yet been confirmed. AB explained that the invoice which is sent to the employer will have the total amount spent per HOP card but that individual could not be identified due to privacy. AM noted that Fringe Benefit Tax is now not an issue. GHS mentioned that businesses now need to report on commuting and can this scheme give more information – KM travelled etc? AP commented that the off boarding is quite critical and a solution for that is needed. Does there need to be a regular verification process, for example. CC asked if AT would be offering the companies all the comms etc needed to launch to their staff. AM thought that was a good idea and the key to success was getting people to sign up to the scheme. MR mentioned that this scheme is a perk for staff and could help reduce costs for staff, especially as the 50% off PT fares finishes at the end of June 2023. AP asked if there was the option to sign up for a 3 or 6 month trial period. AM agreed that this was a good idea and acknowledged that businesses needed some certainty around cost implications. MB asked about the timeframe for the launch and sought assurances that when a nationwide ticketing scheme was launched this scheme would integrate with that. BR mentioned that some businesses operating across NZ have stated they may not be able to take part due to equity for all employees. BR commented that if the business undertook a trial, they would be able to calculate an average \$ spend per employee and this could then be reimbursed to other staff in different NZ locations. RY explained that WSP have a sustainable travel fund which staff can apply for in connection with their commuting. This is paid directly to the employee and can be used for bikes, raincoats, walking shoes etc. MB thanked AM and MR for attending. The team welcomed further feedback from businesses.

3 Room to Move: Tāmaki Makaurau Auckland's Parking Strategy (RTM)

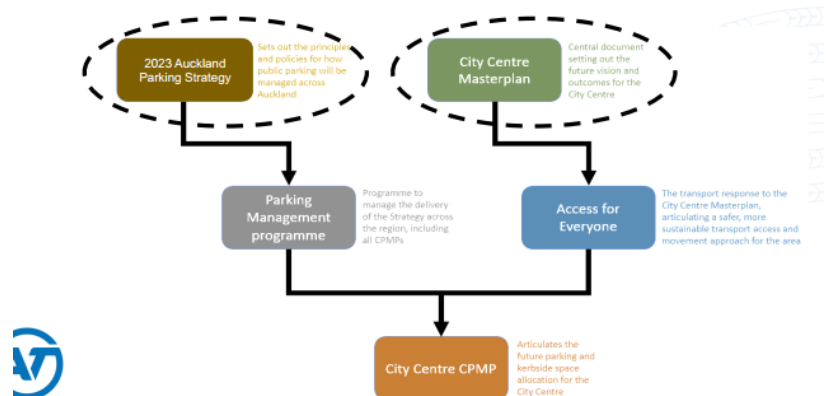
Claire Covacich was welcomed to the meeting. CC explained that there have been ongoing conversations around the best use of kerbside space and parking in Auckland. The Room to Move: Tāmaki Makaurau Auckland's Parking Strategy had recently been approved by the Board of AT. CC acknowledged that parking across the region was very different. The four key elements of the RTM Strategy were:

- grouping Auckland into tiers, to prioritise parking planning based on 'readiness for change' relative to land use and public transport provision, with different intensity of parking management in each tier
- preparation of local parking management plans in areas falling in Tier 2 and 3, in conjunction with local boards, businesses and communities
- a focus on maximising the operation of key roads, by using space in a more dynamic manner, prioritising movement when and where it is needed, and meeting different needs at different times of day
- policies around how onstreet and offstreet public parking will be managed

CC explained that the City Centre was categorised as Tier 3 for parking management. This includes Proactive on-street parking management, focused on optimising parking and managing general vehicle trips. Parking management to ensure turnover and short stay provision, to reduce the risk and effects of long-term vehicle storage. Increased charges for parking and more time restricted parking, it was also noted that some parking space repurposing may improve travel choices. The future vision is developed further in the City Centre Comprehensive Parking Management Plan (CPMP). This is a 10-year plan for managing kerbsides and public parking post CRL opening. BR asked CC is there was overlap in the plans and commented that 10 years was a long time in terms of developments in technology around parking etc. GG noted that there were advantages of having overlaps and a staggered approach rather than step change. CC commented that the City Centre area (Tier 3) is seen as the area with the highest readiness for change, but did acknowledge that there were servicing & loading issues and opportunities. The city centre area does not include Westhaven. How the CC CPMP fits in with other plans can be seen below:

City Centre CPMP strategic context

The CC CPMP takes strategic direction from the Parking Strategy and A4E / the City Centre Masterplan



CC noted there is lots of placemaking taking place around the CC and the CC CPMP will integrate with that. As part of the CC CPMP AT will look at

- kerbside demands (network planning)
- onstreet allocation
- offstreet ancillary parking provision
- understanding private offstreet availability
- the system around these

CC summarised the feedback from WQ TMA in respect of the Draft Parking Strategy and the Loading & Servicing Plan. CC outlined the project timeline and noted that public consultation would be taking place in early 2024.

GS asked if there was any other supporting documentation – CC shared these links after the meeting

[Room to Move: Tāmaki Makaurau Auckland’s Parking Strategy](#)

[R2M Summary](#)

[Comprehensive Parking Management Plan Framework](#)

GS commented that this was something that the Local Boards would be keen to have input into and engagement should reach a wide audience.

GHS asked about incorporating EV charging into this framework. CC commented that this was a tricky area in that AT are not the providers of EV charging infrastructure (that’s Chargenet), and also when someone is charging a car does that mean it is parked and if so should they be charged for that parking service?

GS asked about the amount of electricity being used to charge EVs – is that green energy? SS commented that around 82% of all electricity generated in NZ is renewal. SS mentioned the hybrid fleet vehicles which Sanford have recently introduced.

CC mentioned that the fines associated with parking haven’t changed for many years but that is a Government (not Council) responsibility. AC have been lobbying central Government to review and increase penalties and fines. MB thanked CC for the presentation.

MB declared a **Conflict of Interest** as Mott MacDonald are working with AT on the CC CPMP. MB noted that she would not be able to be part of any consultation process.

4 Fanshawe Street Safety scheme update

Irene Tse (IT) was welcomed to the meeting and explained there was work being undertaken around Hobson, Nelson and Fanshawe Streets as part of improving safety in the area. The background of the project is around the adoption of Vision Zero and the speed limit reduction in the area to 30km/hour. AT were tasked to explore engineering solutions and be very safety focussed. There have been consultation meetings and workshops with key stakeholders. A working group was set up with reps from Waitemata Local Board, AA, CCRG, Heart of the City, FENZ (fire, police emergency services) and Waka Kotahi. The project will be implemented in stages. IT noted that soft measures would be applied first these include threshold markings, speed signage repeaters, electronic driver feedback signage, high friction surfacing. Evaluation would then take place to see if these soft measures resulted in lower speeds, before further improvements such as additional ped crossings and raised safety platforms. AT are currently at Stage 1 – implementing the soft measures. IT reported that the pedestrian crossing by the BP station may be moved to align with the steps closer to the Fidelity Life Building. This section reports the fastest speeds and that is of concern. GS asked if the crossing was moved would that make the traffic signals too close together? IT said that it was a proposal at this stage. IT mentioned that between 2015 and 2019 there had been 479 reported accidents/incidents on the three streets under investigation. GHS agreed that speeds were a factor in that area. IT explained they will be trialling speed camera technology which may have the ability to issue warning letters (cannot fine).

GS commented that visibility was being impaired by buses being parked along Hobson Street. GG confirmed this was only happening while Albert Street was off line, then the buses will be relocated. GG also mentioned

	<p>the new Western Express service that will start in November 2023 – city centre to Westgate. IT confirmed that the measures being put in place would be comfortable for those driving at or under the speed limit but those going faster would feel discomfort.</p> <p>MB asked if there would be any disruption to bus services while the works were being done (June/July 2023). IT confirmed that the works would be done at night. MB thanked IT for the update.</p>	
5	<p>Updates</p> <p>Chair - Conflict of Interest as Mott MacDonald are working with AT on the CC CPMP. Mott MacDonald are also involved with the Te Ara Tukutuku Plan and MB declared a Conflict of Interest for that project.</p> <p>MB asked if the afternoon meetings were working and AP and BS expressed difficulty with the 1pm start time. BR to canvass views of Board members and report back.</p> <p>MB noted that she had met with Cliff Wilton from AT by way of introducing herself as new Chair and exploring future funding. Cliff was keen to understand what the TMA deliver to businesses.</p> <p>AP commented that it was very valuable for AT and AC to have the TMA as it provided a single point of contact for consultations. AP suggested that businesses were less likely to submit directly on the range of plans etc and without WQ TMA AT would have to present to each different business, multiple presentations with staff time and costs associated with that.</p> <p>Waitematā Local Board – GS reported that they had done a walk about with Eke Panuku in respect of the Te Ara Tukutuku project. The Local Board remain concerned about budget cuts but this should become clearer over the coming days after AC have met.</p> <p>Auckland Transport – covered by presentations at the meeting</p> <p>Eke Panuku – No update this month</p>	BR
5	<p>Items of interest / AOB</p> <p>Te Ara Tukutuku Plan – BR attended a presentation on this on behalf of WQ TMA.</p> <p>Staff Travel Survey update - The results will be presented at the next Board meeting in July.</p> <p>TMA funding - ongoing discussion with AT.</p>	
	Date of next meeting Wednesday 5th July at 1pm at WSP offices	