

Board Meeting

Date and time:	Wednesday 6th August 2025 at 1030am
Attendees:	- Meredith Bates (MB), Mott MacDonald – Chair - Bernard Trevor (BT), ASB - Peter Busfield (PB), NZ Marine - VC - Genevieve Sage (GS), Waitemata Local Board - Anita Potgieter (AP), Visa - Tim Marsh (TM) Kiwi Property - Bridget Law (BL) Eke Panuku - Ronald Tay (RT), WSP - Sharon Byrne (SB), Auckland Theatre Company - Brett Sweetman (BS), Park Hyatt Auckland - Steven Zinsli (SZ) Extraordinary - Brigid Rogers (BR), WQ TMA Coordinator
Apologies:	- Pete Bowden (PB0), VHHL/Tramco - Michael Hawes (MH), Warren and Mahoney - Fiona Knox (FK), Eke Panuku - Paul Alston (PA), Sanford - Michael Tracy (MT), Precinct Properties - Tom Locke (TL), Warren and Mahoney
Guests:	Graeme Gunthorp (GG) Auckland Transport
Notes taken by:	Brigid Rogers
Meeting held at:	Visa offices

Item	Discussion and Action	By who
1	Karakia and introductions MB shared a Karakia and welcomed everyone to the meeting. Attendees were then asked to introduce themselves.	
2	Apologies and notes from last meeting / matters arising Apologies were noted as above. The notes of last meeting were agreed by BS & PB. PB asked for a revision to be made to the May Board minutes – this has been actioned.	
3	Time of use charging (TOUC) – Presentation by Graeme Gunthorp (GG) Auckland Transport. GG outlined the current issues and the costs of congestion to Auckland, and mentioned that AT have a whole section on time of use charging on their website. Charging road users during congested times of the day encourages people to change when and how they travel or avoid unnecessary trips altogether. This puts less pressure on the road network and can improve overall traffic flow. For those that pay the charge, roads are less congested, making journeys faster and more reliable. TOUC is based on the idea that a small change in travel behaviour has the potential to make a big difference on overall road network performance. If demand is reduced, the volume of people and goods moving through the network can increase, improving the efficiency of the existing road infrastructure. Congestion is already costing us all. The problem Congestion is already costing Auckland  29 million hours stuck in congestion per annum  66 hours delay per commuter per annum  \$120 million additional vehicle operating costs per annum  \$1.9 billion value of time lost in congestion per annum  \$700 million macro-economic impact per annum Lost productivity, reduced spending and tax revenue  \$9 million additional greenhouse gas emission costs per annum on top of other transport emissions	

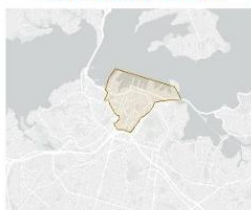
GG explained that AT have made significant improvements to PT, so the supply is not an issue. City Rail Link will be coming online in mid-2026 and that will increase the options for Aucklanders. Demand side interventions are now under consideration. There are three main options for this:

1. Cordon as seen in New York, Oslo and Milan
2. Area as seen in London, UK
3. Corridor as seen in Singapore and Dubai

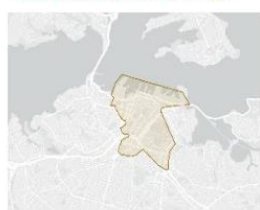
New York is one of the newest schemes having only been running about 8 months but has already shown significant benefits subway ridership up from 7% to 12% and express bus ridership up from 6% to 21%. GG noted that AC had progressed Time of use charging faster than the Government. AT have been collecting data and working with NZTA on a codesign for Auckland. AT acknowledge that it is important to align any time of use charging with major improvements, such as Northwest busway, CRL, electric ferries etc. All of which will make PT more convenient and accessible. GG explained that there are many considerations which have yet to be determined – such as where does the revenue go, how do make the scheme fair for everyone, what are the environmental impacts, what about rat runs? There are 6 options on the table – GG stressed that no decisions have yet been made.

Six options for further analysis

1a: City centre cordon



1c: City centre and fringe



2c: Isthmus double cordon



3b: Core Motorways



3c: Core Motorways + City Centre



3e: Targeted motorway hotspots



No decisions on options have been made by Auckland Council.

Options are not final and may evolve following further analysis and engagement.

RT asked if the charging would take place 7 days a week. GG noted that no decisions had been made but weekdays seemed to be the times of heaviest congestion. Lots of modelling has been done on traffic movements, reductions in vehicle trips and PT patronage.

GS asked if city centre residents would be penalised for where they live, say they want to do some shopping they may have to pay for that whereas those living outside the city centre would not. GG noted the concern but mentioned that by timing shopping trips city centre residents could avoid time of use charges. GG noted that school trips would be affected and that improving speed on motorways would help improve throughput.

GG noted that there were issues still being worked through – for example where would the revenue go. Manchester in the UK wanted to spend it all on new light rail, but this met with resistance as light rail wouldn't benefit everyone. AT have been working on such issues.

SZ asked about the potential revenue at \$5 per trip. GG noted that this figure had been mooted in the press but nothing had yet been finalised, he also noted that the income collected would not be enough to pay for any major new infrastructure.

SB asked about the fees. GG commented that nothing had been finalised, but UK have a flat fee and NY have a per trip scheme. RT asked if there would be any impact on PT zones. GG mentioned that there would be continual improvements to services, but no decisions had been made on PT zones.

TM asked about the negative impacts on tradies and low income households and how that would be addressed in the programme. GG mentioned that there were lessons to be drawn from other areas who had implemented time of use schemes, and that 10% reductions in traffic would mean tradies getting to jobs faster rather than being stuck in traffic. GG noted that the fees charged ranged between different schemes, London \$30NZ per day NY is around \$15NZ per day.

AP asked if there were allocated times for the am and pm peaks – GG noted that this had not yet been determined. GG noted that in Singapore drivers pull over to the side of the road and wait for the charging period to end.

GG asked about port traffic and how the costs might impact them. GG reported that the Ports of Auckland already had a scheme running to discourage freight at certain time so the day. SZ commented

	that the fees may not be high enough to move some drivers onto PT. A high earning lawyer will pay to drive and park whereas if we can change commuters behaviours from the start then they will be embedded. There are a generation of people who don't own a car. GG commented that changes to PT were needed as demand increases. BT asked about locations for bus layovers. GG noted that in WQ a purpose built facility was being investigated as part of a new development. GG outlined the timeframes and legislative process: Late 2024: Parliament released draft legislation for the Land Transport Management (Time of Use Charging) Amendment Bill, which would enable Auckland Council to propose Time of Use Charging schemes in Auckland. April 2025: Auckland Council provided a submission on the Bill, emphasising the importance of local decision making, the need for scheme revenue to fund complementary measures including additional public transport services, and the importance of more flexible mitigation measures. Read the Auckland Council's submission here. Late 2025: Legislation enabling potential TOUC is expected to be adopted by Parliament. Auckland Council will then be advised on a recommended way forward, including public and stakeholder engagement. The specific approach will depend on the process and governance arrangements set out in the final legislation. 2026: Public engagement - tbc 2028: TOUC introduced – tbc MB thanked GG for attending and he left the meeting.	
4	New guide to commuting to Wynyard Quarter BR shared with the Board some visuals of a new part of the TMA website focussing on how commuters can get to WQ. This would replace the existing pages on the website. As part of the feedback from the Staff Travel Surveys businesses had asked for a place where all this information could be found that was easily accessible and digestible. This could be a resource given to new staff and shared with existing staff to remind them of the many options.  There is information about PT, active modes (bike, walk scooter) and driving as well as details on free stuff. BR will share the link with all Board members for any comments. MB thanked BR for all her work getting these new pages to this stage. BL noted that currently the Waterfront website linked to the AT website for how to get to WQ and that once this was live, they could look at link to the TMA website. BR mentioned that there was consideration to having a “Getting to WQ for events” page. This could include bespoke information for events be shared by organisers to those who had bought tickets. PB thought this would be a good idea and useful for people coming to events.	BR BL
5	Updates Chair – MB – no report Waitematā Local Board – GS commended BR on the website improvements and suggested that she might wish to present this at the WLB. GS reported that the WLB had lost \$910,000 from their 2026/27 budget and were now working though where the savings might be made. Options include reducing services or adding to targeted rates. GS mentioned that figures show the number of homelessness is increasing. The WLB had received some feedback on Room2Move. On a positive noted GS informed the Board that the WLB had scored highly in a Citizens Insights Monitor report showing the second highest levels of satisfaction and trust of all Auckland's local Boards. AT – report of TOUC	

	AUDO – BL reported they are settling into their new roles at AUDO. AUDO is the result of a restructuring that merged Eke Panuku with Auckland Council, with the AUDO now serving as the council's development front door. The new GM for AUDO is Patrick Dougherty. He will begin his role on 11th August 2025. Patrick has extensive experience in urban development, including in his previous role as Deputy Chief Executive Construction and Innovation for Kāinga Ora – Homes and Communities. BL noted there were several upcoming events planned for Wynyard Quarter including: Whai - a captivating light-based artwork, suspended and intertwined across the Gantry at Silo Park until 5 October. Your big back yard – WQ birthday celebration on 16th August BL reported that AUDO were stepping back from events and TAU will be taking the lead on events going forward. BL to provide a contact at TAU for BR to connect with. PB gave dates for upcoming water-based events as follows: The Auckland on Water Boat Show - 5 to 8 March 2026. The New Zealand Millennium Cup – 31 January to 3 February 2026. Sail GP – 14 & 15 February 2026. Moana Festival – dates tbc	BL/BR
6	Items of interest / AOB AT funding – BR reported that there was ongoing discussion for possible funding for the TMA for activities in 2026. Spring active modes activations – there are number of events being planned and BR will report back once plans are finalised. Recycling Week – TM reported that Kiwi Property undertake annual recycling audits and report back to tenants (20 – 26 October). This enables tenants to understand the waste streams and options. Trash is a big issue and Kiwi Property are committed to making reductions. TM wondered if others might be interested in doing something during this time. BR suggested that TM reach out to Precinct Properties. Animated PT maps – the existing bus map is being revised and there are suggestions that animated train and ferry maps might follow. The train maps would need to coincide with the opening of CRL in mid-2026. Taxi and uber issues – BS & SB outlined some of the issues being faced by them, their patrons and staff on a regular basis. This includes – very aggressive behaviours from driver seeking rides, crowding people leaving venues shouting etc. All very intimidating and unnecessary. SB reported that as there are no pavement edges in the loading bay in front of the Theatre and the drivers pull up right to the windows, which blocks the footpaths, impedes people from leaving the Theatre and is dangerous. SB commented that the Theatre are considering trespass orders to try and alleviate some of the problems. BS noted that the ongoing issue of customers being overcharged has not been resolved despite raising this with AC & AT. Fares from the airport can be as much as \$150 - \$200. BR has reached out to AT again following a meeting 6 months ago. The installation of enforcement cameras would help along with extra staff on the ground at key times. BS & SB would like to see designated taxi and uber locations to prevent the circulating activity which is currently happening. They are both concerned for public safety. BL mentioned that the new CCTV cameras in WQ would capture some of this activity – BR to follow up on that. BT suggested contacting the community constable – BR to follow up on that suggestion.	BR
	Date of next meeting Wednesday 3rd October 2025 1030am at offices of Warren & Mahoney	