Wynyard Quarter Transport Management Association Board Meeting	*Meeting 87*

Date and time:	**Wednesday 4th November 2026 at 1030am**
Attendees:	• Hamish Speakman (HS), Mott MacDonald - Chair • Anita Potgieter (AP), Visa • Pete Bowden (PBO), VHHL/Tramco • Mischa Gildenhuys (MG), PAG • Bernard Trevor (BT), ASB • Kara Kennedy (KK), Waitematā Local Board • Peter Busfield (PB), NZ Marine • Anna Sizova (AS), Precinct Properties • Sharon Byrne (SB), Auckland Theatre Company • Louise Vallant (LV), One NZ • Fiona Knox (FK), Auckland Urban Development Office (AUDO) • Kara Hartshorne (KH), Beca • Brigid Rogers (BR), WQ TMA Coordinator
Apologies:	• Brett Sweetman (BS), Park Hyatt Auckland • Michael Hawes (MH), Warren and Mahoney
Guests:	• Graeme Gunthorp (GG), Auckland Council • Fredrick Arul (FA), Park Hyatt Auckland • Divya Purushotham (DP), Warren & Mahoney
Notes taken by:	Brigid Rogers
Meeting held at:	Mott MacDonald offices

Item	Discussion and Action	By who
1	**Karakia and introductions** HS welcomed everyone to the meeting and performed the Karakia. All attendees then introduced themselves. The notes below are a summary of the transcript of the recorded meeting.	
2	**Time of use charging – Graeme Gunthorp Auckland Council** GG presented Auckland Council's three potential time-of-use charging options for the central Auckland isthmus, explaining expected congestion benefits, indicative pricing, mitigations, implementation timing, and the upcoming public consultation; members raised questions about costs, charging periods, public transport alternatives, and feedback processes. **Purpose And Scope:** The proposal addresses congestion concentrated in Auckland's isthmus and surrounding central corridors, where constrained geography, limited high-density transit, and motorway pinch points create delays. Graham said congestion costs Auckland approximately $2.6 billion annually and commuters spend about 66 hours a year in traffic. The proposed approach is intended to reduce peak demand rather than remove all vehicles from the road. **Charging Mechanism:** The proposed system would use NZTA camera and licence-plate technology, with charges preset for defined busy periods rather than changing dynamically. Graham explained that a small reduction in peak-period traffic—around 10%—could materially improve throughput and travel reliability by encouraging earlier or later travel, public transport use, shared rides, or cancellation of lower-value trips. **Options And Policy Principles:** The team evaluated a central cordon, an expanded city-fringe cordon, motorway-based areas, and individual pinch points. Pinch-point charging was rejected for study because it could create diversion and fairness problems. The three options retained for further analysis are city centre, city fringe plus city centre, and core motorways plus city centre. Graham said the preferred option must balance simplicity, fairness, effectiveness, and feasibility. **Indicative Costs And Mitigations:** Indicative modelling used charges of approximately $3, $4, and $5 for the three options, although final prices have not been set. Graham said charging could operate in the peak direction, potentially with shoulder charges, and could include a daily cap to limit repeated charges for logistics operators and tradespeople. At the time of questioning, only emergency vehicles and buses were expected to have exemptions; other mitigation arrangements remained under development.	

	Public Transport and Distributional Impacts: The motorway option is expected to produce more revenue for additional public transport capacity, potentially including new bus routes and park-and-rides, while the first two options may mainly support increased bus frequency and capacity. Members noted that public transport alternatives should be available before charges begin, particularly for people who cannot change work schedules or afford the charge. Graham said additional services would be agreed during final approvals and implemented before operation. **Timeline and Consultation:** Council is expected to consider scheme initiation in March 2027, after enabling legislation takes effect in November 2026. A joint Auckland Council–NZTA scheme board would then validate the preferred location and develop the final design, including prices, times, mitigations, complementary measures, and public transport improvements. Approvals are targeted for early 2028, with procurement, installation, and testing taking roughly two years; operation would not begin before 2030 or possibly 2031. Public consultation was announced from 11 November to 11 December, with both structured responses and free-text submissions available. **TMA Consultation Position:** The TMA discussed whether to make a collective submission on the charging proposal, with members seeking more technical and public consultation information before forming a position; an action was taken to prepare a plain-English summary of the technical material. **Collective Submission:** Members discussed submitting feedback both as individual businesses and as the TMA. The group had not yet formed a positive or negative position because key information about prices, charging periods, transport alternatives, and the consultation structure was not yet available. **Public Transport Preconditions:** Members specifically questioned whether additional bus services should be operating before time of use charging begins. The discussion identified the motorway option as potentially more difficult for people without practical alternatives, while the city-centre option may have stronger existing public transport coverage. **Plain-English Review:** A proposal was made to review the technical material and produce a plain-English summary to help the TMA understand the options and determine its feedback. HS offered to action this.	**HS**
3	**Waterfront updates – Fiona Knox AUDO** FK from AUDO provided updates on the November Neighbours Forum, waterfront projects, the delayed Stride consent process, long-term planning, the Wynyard transport interchange, and the downtown development change. **November Neighbours Forum**: FK said the next Neighbours Forum will be held on 25 November, coordinated by Brigid and Lucy, and will combine stakeholder updates in one meeting. The agenda is expected to focus on summer events, Tātaki Auckland Unlimited updates, Wynyard matters, and Auckland Urban Development Office projects such as Te Ara Tukutuku and the Central Wharves. **Stride Development:** The team is waiting for the resource consent update for Stride's North Wharf development. Stride has indicated it is willing to present to the TMA after the consent position is clearer, but it may not be ready for the November forum. **Planning And Funding:** FK said technical work is progressing on the Plan Change approved through a ministerial plan-stop process, with notification expected in January 2027. Auckland Urban Development Office is also contributing to the Council's long-term plan, including future funding and programming for major waterfront redevelopment, with relevant consultation material to be shared with the TMA. **Transport Implications:** The decision to delay the Downtown Car park redevelopment has prompted Auckland Transport to reconsider aspects of its CC bus plan. Work continues on additional public transport services into Wynyard and a future interchange, although the interchange was removed from the current business case due to costs. FK said the transport planning needs to account for the limited number of remaining development sites in Wynyard.	
4	**Apologies and notes from last meeting / matters arising** Apologies were noted as above.	

5	**Updates** **Treasurer's update** PB reported that the FY24 and FY25 performance reports had been restated after he identified inconsistent cash- and accrual-basis treatment. PB confirmed that cash balances were now accurate, and that the Board had obtained independent review and process advice from RSM. **Accounting Errors:** Kudos Murray acknowledged that FY25 income and expenses had been prepared on a cash basis while the balance sheet used an accruals basis, causing the statements not to reconcile. Membership and project revenue were therefore recognised in the wrong period, increasing FY25 revenue by $39,760 and changing the reported FY25 result from a $13,724 deficit to a $26,036 surplus. The balance sheet was also corrected for GST and a debtor that had already paid, so that net assets and the accumulated funds note now agree at $115,188. **Cash And Restatements:** The accounting correction did not change cash held. The 30 June 2025 closing bank balance of $51,436 was confirmed against the ASB statement. FY24's cash-flow statement was also corrected to show closing cash of $71,067 rather than $167,702, while the FY24 surplus and balance sheet remained unchanged. **Independent Review:** RSM reviewed the cause of the discrepancies and the accounting process. RSM confirmed the restated FY25 figures were correct and recommended that all future management and year-end reports use the accruals basis. RSM considered the TMA's controls robust: all invoices are sent to the Chair, Deputy Chair, one signatory and the Treasurer. They are then reviewed and approved by the Chair, loaded for payment by the Treasurer, and require two separate Board authorisations through ASB. Membership fees are approved by the Board and reported to members at the AGM. Historical accounting periods have now been locked to prevent unauthorised changes. **Transparency And Filing:** The corrected FY24 and FY25 reports will replace the versions currently filed with the Incorporated Societies Register – BR to action. The corrections and their causes will be explained to members at the AGM. The Board members both voting and non-voting have received the relevant information; PB and HS will brief Auckland Transport directly for relationship-management purposes. **Board Approval:** The Board approved PB and HS to sign the restated FY24 and FY25 performance reports and the FY26 performance report. The prepared FY26 financial statements will be circulated to members ahead of the AGM and the Board will seek approval. **FY26 Accounts:** MDT Chartered Accountants reviewed the FY26 accounts (review report dated 4 November 2026), with no adverse findings noted apart from two $1 rounding differences. HS declared an interest, as his father is a partner at MDT Chartered Accountants. The interest is to be recorded in the interests register. **FY26 Result:** The FY26 report shows a $10,702 deficit, $110,486 cash at 30 June 2026, and $104,485 net assets. The deficit is primarily a timing issue involving external funding: the previous funding contract was recognised in FY25, while the $53,750 Auckland Transport invoice issued in June 2026 relates to FY27 and is shown as revenue invoiced in advance (a liability). **AGM Resolutions:** The corrected FY24 and FY25 reports will be presented as separate AGM items with an explanation of the corrections. The board will recommend that the AGM appoint MDT Chartered Accountants to review the FY27 accounts. **Ongoing Reporting:** Board members requested a regular Treasurer's report, potentially every three months. PB to action.	
6	**Items of interest / AOB** **Constitution Amendment** BR confirmed a Special Meeting would take place immediately after the AGM at 1015am on 25 November to vote on revising the TMA's Constitution to accept accounting qualifications from CPA Australia members. **Proposed Amendment:** The proposed amendment changes the accounting-review requirement so that annual TMA accounts may be reviewed by a suitably qualified member of either Chartered	

Accountants Australia and New Zealand or CPA Australia. The change is intended to avoid the current narrow qualification requirement.
Revised wording to read: *"The WQ TMA accounts shall be annually reviewed by a suitably qualified member of Chartered Accountants [of] Australia and New Zealand (CA ANZ) or CPA Australia."*
Special Meeting: Members have been given the required 21 days' notice. At the Special Meeting members will vote to approve or reject the amendment.

AGM
The AGM is scheduled for 25 November 2026 at 945am. This will be held in the Board room of Mott MacDonald, Ground Floor, 30 Daldy Street. An Auckland Urban Development Office presentation and breakfast will occur beforehand, with the AGM following after that has concluded.

Board Elections:
BR noted that all 11 seats on the TMA Board were up for election. There are both online and paper forms which need to be submitted by 11 November at 5pm
Eligibility And Deadline: Candidates must represent full TMA member organisations and obtain support in writing from two other TMA members. Nominations close on Wednesday 11 November and must be submitted online or on paper.

Climate Change Funding application:
BR proposed applying for Auckland Council climate-action funding by 16 November to install new secure bike parking in the Wynyard precinct, while the group discussed locations, approvals, power requirements, and the status of Locky Dock and alternative providers.
Funding Application: The TMA intends, subject to board approval, to apply for Auckland Council climate-action funding for additional secure bike parking. The application deadline is 16 November, and BR will circulate a detailed report, proposed locations, and a deadline for member feedback.
Proposed Locations: Potential sites include areas near Media Design School, shared offices, the laneway near the Turkish restaurant between ASB and North Wharf, and other public-access locations serving workers, visitors, and event attendees.
Approvals And Maintenance: The project would require a funding and maintenance arrangement with partners. The sites are on Council land and may not require resource consent, but a corridor access or similar council approval may be needed. The application process will clarify any conditions.
Secure Facilities: Members stressed that ordinary unsecured bike racks are not sufficiently useful because of bike theft. The proposed facilities are secure Locky Dock-style units; all units require power, including non-advertising units, and solar power may be possible.
Provider Status: Locky Dock's previous trial has ended, and the TMA is awaiting information from Auckland Transport about the trial and possible next steps.

Strategic Plan
BR reported that the 2027–2030 Strategic Plan would be ready to be launched at the AGM. The plan will be published online rather than printed and shared with members as a flip book. A more detailed action plan will follow from the Strategic Plan but that will be subject to securing funding.

Bike Challenge:
Auckland Transport is encouraging Wynyard businesses to form teams for the February 2027 Aotearoa Bike Challenge. The TMA plans to resurrect a local leaderboard and work with Northride on promotions, activations, and employee bike-purchase subsidies.
Auckland Transport will issue its communications first, after which the TMA can distribute its own information.

Date of next meeting Wednesday 2 December 2026 – subject to Board members availability