

Wynyard Quarter Transport Management Association	<i>Meeting No.40</i>
Board Meeting	

Date and time:	Wednesday 19 May 2021 10am
Attendees:	<ul style="list-style-type: none"> • Louise Baker (LB), WSP • Peter Busfield (PB), NZ Marine • Tracey Ryan (TR), Panuku • Brett Sweetman (BS), Park Hyatt Auckland • Meredith Bates (MB), Mott MacDonald • Sharon Byrne (SB), Auckland Theatre Company • Tom Locke (TL), Warren and Mahoney • Adam Davis (AD), Sanford • Lauren Tilson (LT), Precinct Properties • Kevin Leith (KL), Auckland Transport • Matt Thompson (MT), VHHL/Tramco • Brigid Rogers (BR), WQ TMA Coordinator <p>Guests</p> <ul style="list-style-type: none"> • Viv Beck (VB), HOTC • Tania Loveridge (TL), HOTC • John Strawbridge (JS), AT • Duncan Ecob (DE), Panuku • John Smith (JS), AC
Apologies:	<ul style="list-style-type: none"> • Julie Sandilands (JS), Waitemata Local Board • Anita Potgieter (AP), ASB – Chair • Fiona Knox (FK), Panuku • Marty Leabourn (ML) Fonterra •
Notes taken by:	Brigid Rogers
Meeting held at:	Park Hyatt Hotel

Item	Discussion and Action	By who
1	<p>Apologies and notes from last meeting / matters arising</p> <p>LB acting as Chair as AP away on leave. Notes of March Board meeting were agreed proposed by LB and seconded by TL. No meeting had taken place in April.</p> <p>BR had put Spot parking in touch with Alok at AT. KL to see what follow up had taken place AT to share new comms and initiatives with WQ TMA along with the Parking app – KL to facilitate KL to confirm who the lead on Ferry Strategy was within AT – Colin Homman?</p>	KL to follow up
2	<p>Congestion Charging for Auckland</p> <p>LB introduced VB and TL from Heart of the City BID (HOTC). VB commented that accessibility was key for the success of the city centre. HOTC keen to support the City Centre Masterplan (yet to be finalised) and create a “people friendly” environment. VB explained that HOTC had taken on board the “recovery” needs of the city centre post Covid and post CRL. CRL due to open end 2021. Congestion was acknowledged as an issue. HOTC were supportive of mechanisms to solve issues that are applied equally to everyone – such as the regional fuel tax. VB suggested that the</p>	

	<p>congestion charging question needed to be reframed to look at other targets – such as reducing emissions. Some of the predictions show small % changes and that is concerning. VB emphasised that all businesses had been impacted by Covid, long term prospects are good but urged caution against adding another tax to a venerable business community.</p> <p>VB has asked AT what PT will look like in 2024 – which areas will and will not be well served. KL commented that many projects will be completed by that time and AT are trying to keep pace with the growth of the city.</p> <p>VB suggested that much of the modelling work undertaken by the Congestion Question team now needs to be reviewed, in this post Covid environment. VB also very keen to understand where any revenue will be spent. This is seen as critical. Cost benefit of the entire scheme need to be looked at as well as the risks for areas impacted by the levy. VB believes that if a congestion charge is brought in the regional fuel tax should then be removed.</p> <p>PB commented that congestion is still bad even though we have very few international tourists and majority of people are still working some of their time at home. What would it be like if we were back to “normal”?</p> <p>TL commented that PT numbers across the city are down post covid. PT needs to be reliable and affordable for people to make the switch from cars. It is very much a changing landscape with working patterns still not settled. CRL will help uptake of PT.</p> <p>BR asked if the proposed \$7 per day levy was enough? Would that really make people change their behaviour. BR felt that the support for those on low incomes (community card holders’ exemption) was a good suggestion but for those who could afford it \$7 was not a deterrent.</p> <p>LB commented that congestion charging was only one tool to help solve congestion. A robust business case looking at all options was required.</p> <p>KL supported the idea of removing fringe benefit tax for employers to help them subsidize PT for their staff.</p> <p>TL raised concerns over “hide and ride” whereby commuters drive to residential areas then park and use PT for the rest of the journey. Some areas in Ponsonby have high levels of emissions due to this activity. Whatever boundaries are put in place the fringes of the area would be affected.</p> <p>KL mentioned that AT were well aware of such activities and parking restrictions were being put in place.</p> <p>VB highlighted the need to improve night time PT for the city centre area.</p> <p>BS expressed concern that the long-term issues and population growth were not being adequately considered. PT in Auckland not great compared with other cities of sane size. Was Auckland looking at what other cities were doing and learning from them? There needs to be a clear vision before putting initiatives in place.</p> <p>LB thanked VB and TL for their attendance. The Board agreed that a submission should be made. Due to short deadline BR to draft and send to LB for sign off.</p>	
<p>3</p>	<p>Downtown car park redevelopment</p> <p>TR introduced the presenters, John Strawbridge (JS), AT, Duncan Ecob (DE), Panuku and John Smith (JS), AC</p> <p>DE explained that the site area was around 6442m2 and that unsolicited interest had been received by the Council last year. As a result of that the site is now part of the CCMP and Council have agreed for it to be sold. Panuku are looking at the best outcomes for the site and this includes the following: land use outcomes, urban form and quality design, movement and access, environmental and social responsibility, Maori outcomes and transport outcomes.</p> <p>These objectives will be worked through and shared with potential buyers of the site.</p>	

	<p>JS explained that in terms of transport, AT were keen to see options for a multi-use transport hub in the new building. This could include an off street bus facility, car/ride share options, end of trip as well as space for micro mobility.</p> <p>BR asked about the bus facility being for customers rather than just a layover option where drivers took breaks etc. JS confirmed it was customers.</p> <p>BR asked how end of trip facilities including charging for electric cars and bikes could be a requirement in projects going forward, rather than a nice to have. BR cited the new car park in WQ which had no charging facilities.</p> <p>TR mentioned the Urban Review document and that ideas of what should be included have been fed through to Panuku and these would be incorporated into an updated document.</p> <p>TL asked why only 5* Green rating was being sought – surely better to aim higher. DE was keen to see how the market would respond knowing that this was a priority for the Council. TR confirmed that Panuku were keen to see the adoption of the latest green star tool on this project which included ongoing monitoring post completion.</p> <p>PB asked if this was to become the main bus interchange – like other cites had. JS confirmed that this site alone would not be big enough and AT felt it was better to have medium size interchanges at different locations. PB was concerned about the potential loss of car parking for events in the city centre, like the Auckland on water Boat Show. JS mentioned that during the build the 1800 car parking spaces in the Downtown car park would be lost. A solution might be to convert back some of the spaces in Fanshawe Street, which are currently being leased, to short stay parking.</p> <p>DE indicated that project completion would be 6-10 years away.</p> <p>LB thanked the visitors for their time.</p>	
<p>4</p>	<p>Decarbonising transport conference</p> <p>LB attended this conference and gave the Board a quick update. This was a three-day event held in Auckland, with virtual speakers from all over the globe. Previously it has an engineering focus but the organisers seemed to have moved away from that. A lot of focus on climate change and emissions. LB reported that there are some new tools coming out of NZTA on how to measure carbon. There was a presentation from AT and Genesis on their subsidized PT for staff initiative. LB commented it was very positive so many people wanting to know more about how to change. TL commented that electrification was helping people shift to more sustainable transport. BS reported that the chargers at the Park Hyatt were very well used and that more public facilities were needed.</p>	
<p>5</p>	<p>Updates</p> <p>Auckland Transport</p> <p>KL reported that PT is now sitting at 75% of pre covid levels and ferries at 90%. Trains are lower at 60% but that has been attributed to track works. Wellesley Street will reopen soon but the works will then move to Victoria Street and the work will start there in June.</p> <p>Puhinui Station work is on track and will open late July. Weekend access to the airport will be affected by the ongoing works by Kiwi rail.</p> <p>Project Wave is now functioning and is a good connecting route from Viaduct to CBD</p> <p>Secure bike racks have gone into Jellicoe Street car park on a trial basis and there is a new double decker rack into Aotea Square.</p> <p>BR commented that there is a spare locky docky bike rack if anyone knows of a location for it.</p> <p>KL mentioned that a couple of other businesses are now looking at subsidizing public transport for their staff – an initiative that was started by Genesis.</p> <p>KL keen to bring new ideas to the TMA Board and share ideas and comms pre-launch. BR suggested that a separate group be set up to begin the process.</p> <p>Waitematā Local Board update – no update</p>	

	<p>Panuku TR reported that the tram was running on Sundays only 10am to 4pm. Stolthaven had now vacated their site on Wynyard Point and all tanks have been removed. There is still a lot of decontamination work to be done before the area can be redeveloped, as per the Wynyard Point plans. The former AC36 sites were being activated with events from early August. The Kiosk at the Karanga Plaza will be closing indefinitely until a decision is taken on its future.</p>	
<p>6</p>	<p>Items of Interest / AOB</p> <p>155 Fanshawe Street – The site travel plan had been sent to the TMA for their views. The report had been considered by MM & LB and BR thanked them for their input.</p> <p>Regional Land Transport Plan – submission had been made on behalf of WQ TMA</p> <p>Refresh of WQ TMA Strategic Plan – BR looking how this document could be updated as it expires in 2021.</p> <p>AC36 joint project – ASB & Sanford workplace travel plans progressing well. Due to be completed July 2021.</p> <p>Venues for future Board meetings – if anyone can host Board meeting on 22 September, please let BR know.</p> <p>Bike Auckland event – due to take place on Sunday 30 May. They are keen to see a lane dedicated to active modes on the Harbour Bridge. AT keen to minimise any disruption. BR keeping PB in the loop so members in Westhaven area can be kept informed.</p> <p>Coach parking – BR asked if anyone had heard about proposals for additional coach parking around Halsey Street. BR to contact SB and BS.</p> <p>Transport Emissions net zero by 2050 – MOT green paper now out for consultation. View report here. Deadline for submissions 25 June 2021.</p>	
	<p style="text-align: center;">Date of next meeting Wednesday 23 June 2021</p>	