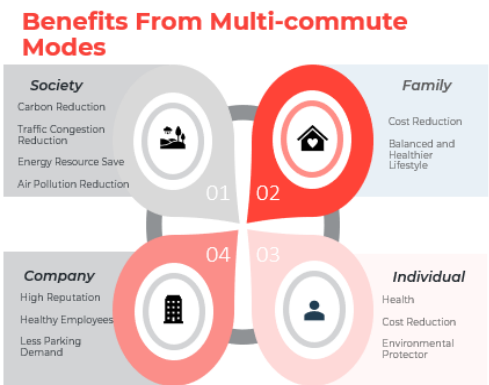


Board Meeting

Date and time:	Wednesday 19th October 2022 10am
Attendees:	<ul style="list-style-type: none"> Anita Potgieter (AP), ASB – Chair Lauren Tilson (LT), Precinct Properties Sharon Byrne (SB), Auckland Theatre Company Sian Marek (SM), WSP Meredith Bates (MB), Mott MacDonald Brett Sweetman (BS) Park Hyatt Auckland Tracey Ryan (TR), Eke Panuku Tom Locke (TL), Warren and Mahoney Kate Ferguson (KF), Genesis George Higgins-Smith (GHS), Genesis Brigid Rogers (BR), WQ TMA Coordinator
Apologies:	<ul style="list-style-type: none"> Pete Bowden (PB), VHHL/Tramco Peter Busfield (PB), NZ Marine - VC Fiona Knox (FK), Eke Panuku Jason Heather (JS), Auckland Transport Graeme Gunthorp (GG), Waitemata Local Board Peter Longdill (PL), Sanford
Guests:	<ul style="list-style-type: none"> Lucie Timmers (LT) NZTA Waitematā Harbour Connections team Duncan Humphrey (DH) NZTA Waitematā Harbour Connections team Daniel Newcome (DN) AT Waitematā Harbour Connections team Adrian Lord (AL) Auckland Transport Finnbarr Kerr-Newell (FKN) LTMcGuinness
Notes taken by:	Brigid Rogers
Meeting held at:	Offices of WSP and via MS Teams

Item	Discussion and Action	By who
1	Apologies and notes from last meeting / matters arising The notes of the last meeting held in September were agreed. Proposed by AP and seconded by SM. There were no matters arising.	
2	Waitematā Harbour Connections - project update Lucie Timmers, Daniel Newcombe and Duncan Humphrey from the Waitematā Harbour Connections team were welcomed to the meeting. DH, project lead explained that the project was looking at the wider Auckland area, not just the area around the harbour. A strong partnership approach is being used to ensure the best outcomes. The crossing is highly significant on a local and national level. It is a busy strategic corridor with local regional and national benefits. The corridor needs to have resilience, as well as helping to reduce emissions, as per local and national government policies. KF asked how the climate change targets fitted into the project? DH explained that the targets were an integral part of the project and reducing private vehicle kms travelled was one of the objectives. The key problems and challenges were shown as: <ul style="list-style-type: none"> • Reduced travel choice and land use integration –reduced transport, environmental and urban amenity outcomes. Reduces people’s access to employment, education and social opportunities • Limited land use outcomes –a continued dependency on private vehicles to access opportunities will limit the development of a quality, compact urban form • Increased carbon emissions –high levels of carbon as travellers are not given greater choice to use more sustainable transport options • Additionally, the dispersed urban form results in longer trips and those are more likely to need to be undertaken in private vehicles • Loss of accessibility and productivity –with growing demand, there will be an increasing loss of accessibility and productivity for people and goods using the road network 	

	<ul style="list-style-type: none"> • Increased disruption –The current bridge is limited in capacity and loadings, which coupled with increasing environmental factors, will result in increasing levels of regional disruption <p>DH explained that the Waitematā Harbour Connections team were acutely aware of the need to integrate with all the current projects including future rapid transit network for Auckland. Since 1988 there have been 8 studies investigating the possibilities and options for an additional harbour crossing.</p> <p>It is estimated that the busway will reach capacity in 2025 and a second corridor will be needed. The improvements being planned will take effect over the next 15 – 20 years.</p> <p>DH informed the that Board that the Indicative Business Case (IBC) was now underway, and that the current Government had announced and acceleration of the works. At this stage Light Rail is slightly ahead, in terms of process than the Waitematā Harbour Connections project. Consideration needs to be given to connections for all modes including rapid transit in the form of light rail, long-term walking and cycling, vehicles and freight, and the use of the Northern Busway.</p> <p>Related projects include, Light Rail, Auckland Motorway Improvements, rapid transit plans, City Rail Link, Access for Everyone/City Centre Masterplan, northern Busway and Te Tupu Ngātahi –Supporting Growth (North).</p> <p>SM asked if Light Rail will influence the connections in the Wynyard Quarter area?</p> <p>DH commented that he thought it would be the other way round – but that projects would run alongside one another sharing resources etc. The Light Rail mode may be taken over the harbour. Mid 2023 will be when a preferred option is decided, with approval by early 2024. After that the detailed business case will be worked up. DH confirmed that for a project of this this this is a tight timeframe.</p> <p>LT explained that there was a lot of work to be done in terms of comms relating to the whole project. The project will have a high impact on a large number of Aucklanders and there will be there rounds of public engagement. The first round will start before Christmas 2022. Feedback is needed and the new proposed connections it is hoped will deliver opportunities for mode shift, as well as easing congestion.</p> <p>LT explained that in some recent research had indicated that the public needed more information about the proposed plans as well as the projected outcomes.</p> <p>GHS asked about plans to increase the capacity of the Northern Busway. DH mentioned that several initiatives were being looked at including off board ticketing.</p> <p>BR mentioned that WQ businesses had undertaken Staff Travel Surveys over the last two years and that the data from that could be of use to the project team.</p> <p>BS commented that for many of his staff working until late and different shifts PT wasn't an option. Many of his staff drive. BS was keen to know what solutions might be in place and how WQ could be effectively connected with the CBD and further afield. BS was concerned that tourists arriving into Auckland might find it challenging to get around. DH recognised the challenges facing the area but with the proposals, Light Rail and another crossing over the Harbour things were set to improve – albeit in the future.</p> <p>TL cited the Eastern Busways project as a great success. TL asked why ferries were not mentioned in the presentation. DH commented that bikes on ferries was not a long-term solution but that ferries were very much part of the overall picture.</p> <p>TL asked if there would be a station in WQ and where that might be.</p> <p>DH commented that WQ was likely to have a station but the location was yet to be determined.</p> <p>GHS asked about being able to predict and plan for future mode options. DH said that future modes with a sustainable focus would get elevated status over less sustainable modes.</p> <p>AP thanked LT, DH and DN for attending and asked that the TMA Board get regular updates from the project team.</p>	
3	<p>Head of Cycling AT – Adrian Lord</p> <p>AL was welcomed to the Board. AL joined at in June after relocating from the UK where he had spent over 25 years in various consultancy roles relating to cycling and active modes. AL has previously worked with WSP and Mott MacDonald in the UK to produce guidance on active modes. His vision is where <i>“Everyone can enjoy a healthy, vibrant Tāmaki Makaurau through a safe and seamless active travel experience”</i> AL outlined some of the benefits of active modes healthy, affordable, no emissions, no noise, mental wellbeing, can improve connectiveness in neighbourhoods.</p> <p>AL commented that there are always reasons why people won't do things but Auckland isn't getting any bigger but the population is growing so solutions need to be found.</p> <p>KF asked if safety on the roads was a concern for cyclists? AL commented that before people started cycling they mentioned wind, rain, hills etc but once they started cycling then road danger was the number 1 factor.</p> <p>BR mentioned the Staff Travel survey and that it could include detailed questions around active modes if that was needed. BR to talk with AL regarding this.</p>	

	<p>AL commented that working with groups usually got good results in terms of understanding issues and engagement.</p> <p>AL acknowledged that there was much work to be done in order to meet the Transport Emissions reduction Plan targets (TERP). These are shown below:</p> <p>TERP: A 64% reduction transport emissions;</p> <table> <thead> <tr> <th>Today</th><th></th><th>2030</th></tr> </thead> <tbody> <tr> <td>16 billion</td><td>Vehicle km's travelled</td><td>8 billion</td></tr> <tr> <td>64 million</td><td>Public Transport trips</td><td>550 million</td></tr> <tr> <td>1%</td><td>Walking mode share</td><td>3%</td></tr> <tr> <td><1%</td><td>Cycling mode share</td><td>5%</td></tr> <tr> <td><1%</td><td>Micromobility mode share</td><td>8%</td></tr> <tr> <td>1.4%</td><td>EV fleet share</td><td>32%</td></tr> </tbody> </table> <p>BR asked about the current counters in the WQ area and in particular the Te Wero Crossing. BR commented that without robust data AL would not be able to measure success. There were currently no pedestrian counters that BR knew of in WQ. Developers involved with the TMA may be willing to locate counters at strategic points in WQ. BR to follow up with AL.</p> <p>GHS asked when AT routes might be fully integrated with Google maps. AL acknowledged that there wasn't currently full integration with Google but he was due to meet with the AT Insights Team and hopes to have a better understanding of the direction after that meeting.</p> <p>AP commented that having a strategic overview of the current and future networks would be essential to erase gaps and promote active modes. AP gave the example of WQ needing more public secure bike parking. AL confirmed that good end of trip facilities were critical to helping mode shift. AL commented that he was trying to get a handle on data sources and some were patchy. There are just 85 counters across the whole of Auckland.</p> <p>AP commented that new cycleways needed to link to the wider network and be part of an overall plan, not just a solution to a particular street/area. AP thanked AL for attending and wished him luck in his new role.</p>	Today		2030	16 billion	Vehicle km's travelled	8 billion	64 million	Public Transport trips	550 million	1%	Walking mode share	3%	<1%	Cycling mode share	5%	<1%	Micromobility mode share	8%	1.4%	EV fleet share	32%	BR/AL
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4	<p>WSP Public Transport & Active Mode commute subsidy scheme</p> <p>SM outlined this new initiative which had been recently launched by WSP in NZ. SM explained it was a trial for an initial 6 months period (July to December). The purpose was to encourage employees to choose sustainable modes of travel rather than cars. Anyone travelling by car or EV were excluded from the scheme. Data from the recent Staff Travel Survey was used as a base line. The trial is based on trust, with employees being asked to commit to coming into the office 3 days per week. WSP have over 2000 staff and just over 600 have taken up the subsidy (30%).</p> <p>A one-off payment of \$375 was made to eligible employees. Evaluation will be undertaken at the end of the trial. The benefits are outlined below:</p>  <p>An audit was undertaken and changes are already underway. Several car spaces in Auckland are planned to be removed and space for E bikes/scooters created. WSP are also investigating a drying room. Data from the WQ STS helped with this. The focus is to seek carbon reductions over time. More info will be available at the end of the trial period – early 2023.</p> <p>AP thanked SM and noted that as from next year reporting on staff commuting patterns was required.</p>																						
5	<p>Updates</p> <p>Chair – AP reported that funding discussions with AT are ongoing.</p> <p>Eke Panuku – TR suggested that in order to get a list of upcoming events at the Board meetings BR contact Frith Walker. TR to connect BR & FW.</p> <p>Waitematā Local Board – due to the local elections the rep from the Local Board has yet to be appointed. This will take place in mid-November.</p>																						

	<p>Auckland Transport – Jason sent through the following update:</p> <p><u>Incoming Mayor of Auckland</u></p> <p>Auckland Transport are taking every opportunity to work with the new Mayor regarding transport in our city. Formal briefings and briefing documents are being prepared for the mayor’s council induction on 2nd of November. During the briefing 45 minutes will be allocated to Auckland Transport where we will inform the Mayor of AT’s position and discuss regional and local board projects.</p> <p><u>Rail Network Rebuild (RNR)</u></p> <p>The RNR is an upgrade of the entire Auckland rail network being delivered by KiwiRail, with support from AT and Auckland One Rail. It is one of several KiwiRail projects that will deliver a better railway for Aucklanders - such as electrifying the rail line between Papakura-Pukekohe, new stations around Drury, and a Third Main Line in South Auckland.</p> <p>The RNR will maximise the benefits offered by City Rail Link and other rail projects. When the RNR and City Rail Link are finished Auckland’s rail network will be able to safely handle the growth that is to come. There will be more trains running more often, trains will be more reliable, and we will be able to remove the existing speed restrictions. Work will be completed in sections over the next three years. When a section is being worked on, AT’s trains will not run in that section and customers will need to use other travel modes to complete their journeys. Closing the rail network in sections enables KiwiRail to complete the work as safely and as quickly as possible. More details around the specific closure are available to the WQTMA on request.</p> <p><u>AT Parking Strategy</u></p> <p>Auckland Transport’s plan with the Parking Strategy is to take the draft, with proposed amendments due to intensive consultation, and present to the Planning Committee/AT Board over the coming months for endorsement/approval.</p>	
6	<p>Items of interest / AOB</p> <p>AGM & Board elections</p> <p>AGM date is 30th November at 12noon at the ASB Waterfront Theatre. There are 11 seats on the Board which any member of the TMA can apply for. Details and a nomination form will be circulated to all members in the next week.</p> <p>AP told the Board that if ASB did obtain a seat on the new TMA Board she would not be seeking re-election as Chair. AP encouraged all current Board members to consider stand for officer positions. Elections for new officers would take place at the first Board meeting after the AGM.</p> <p>Annual Review</p> <p>Circulated to all Board members. Please respond to BR with any comments/suggestions by 21st October.</p> <p>Retirement village proposed for WQ</p> <p>Wintons are seeking consent to build a retirement village in WQ.</p> <p>Events in WQ</p> <p>BR keen to get monthly events update via Eke Panuku</p> <ul style="list-style-type: none">○ FIFA Women’s World Cup Powhiri Karanga Plaza 21st October○ Auckland Marathon 30th October <p>Access for Everyone update (A4E)</p> <p>Graeme Gunthorp is the new project lead for this initiative.</p> <p>Incorporated Society changes</p> <p>There are changes relating to Incorporated Societies. This is currently out for consultation. BR to review and respond as necessary. It may be that the TMA Constitution/Rules need to be reviewed.</p> <p>National Policy Statement on Urban Development (NPS-UD)</p> <p>TL to ask if someone from AC can present to the Board on this and the implications for WQ. This is very much linked to the City Centre Masterplan/A4E</p> <p>Complex Conversations</p> <p>Interesting that Auckland Uni are undertaking a conversation around how to fund transport infrastructure. The results may be of interest /relevance to the TMA.</p> <p>AOB</p> <p>TL mentioned that students at the school of architecture are undertaking a research project on a new transport connection in WQ. TL to let the Board know when the final presentations are being made.</p> <p>FKN reported that the CCTV network was being expanded. There had also been a spike in Ebike thefts. FKN also reported that there was new traffic monitoring report which he was happy to share with the TMA.</p>	<p>BR</p> <p>ALL</p>
	<p>Date of next meeting Wednesday 23rd November 10am at Park Hyatt Auckland</p>	