

Wynyard Quarter Transport Management Association		<i>Meeting No.10</i>
Board Meeting		
Date and time:	Wednesday 23 May 2018 10am	
Attendees:	<ul style="list-style-type: none"> • Anita Potgieter (AP), Fonterra – Chair • Tim Fitzsimmons (TF), Goodman • Pippa Coom (PC), Waitemata Local Board Chair • Adam Davis (AD), Sanford • Sian Waldron (SW), Viaduct Harbour Holdings • Louise Baker (LB), WSP Opus • Miguel Menezes (MM), Auckland Transport • Bernard Trevor (BT), ASB • Philip Liu (PL) Viaduct Harbour Holdings • Brigid Rogers (BR), WQ TMA Coordinator 	
Apologies:	<ul style="list-style-type: none"> • Dave Luxton (DL), Precinct Properties - Chair • Murray Helm (MH), Bulk Storage Terminals • Fred Botica (FB), Stolthaven Terminals • Fiona Knox (FK), Panuku • Lester McGrath (LM), Auckland Theatre Company 	
Notes taken by:	Brigid Rogers	
Meeting Held at:	WSP Opus	

Item	Discussion and Action	By who
	AP thanked the Board for all the work that had been done while both she at TF had been on leave. AP thanked Dean for his work as treasurer and welcomed Phillip Liu to the meeting as he will be taking over the treasurer role. AP introduced Miguel Menezes who is the new representative for Auckland Transport. Miguel was Sue Philbin's line manager so has background knowledge of the WQ TMA.	
1	<p>Apologies and notes from last meeting / matters arising</p> <p>Apologies were noted as above.</p> <p>BR had been in contact (via LB) with NZTA who are in the process of producing a Technology Road map. They are keen to test out different scenarios with WQ TMA before rolling them out to a wider audience. Board were keen to understand who the target audience were before taking next steps. BR to seek clarification from NZTA.</p> <p>BR thanked SW for finding and organising the new treasurer for WQ TMA. Minutes were proposed by AD seconded by SW.</p>	BR
2	<p>Presentation from Panuku – Miranda James - C40 and Fossil Fuel Free Streets in Auckland / Wynyard Quarter</p> <p>A copy of the presentation is attached. MJ explained that although WQ has a clear set of sustainability standards these were now somewhat outdated and were to be reviewed. MJ felt it was important to ascertain what was and wasn't working and the WQ standards needed to be brought in line with current thinking, and made more relevant such as E bikes, travel share</p>	

	<p>etc. The current WQ Smart Tool collected some data but there are opportunities to collect and share more and promote the work that is being done – for example transport successes. Panuku are keen to engage with more partners in WQ.</p> <p>C40 fossil fuel free streets is an initiative that has come from an international network of cities looking at climate change. Auckland has signed up to this and CBD and WQ have been identified as areas that will be set targets to be met by 2030. MJ emphasised the importance of baseline data and monitoring and the part that all businesses have to play in that process. EECA has some funding for EV initiatives, and has also indicated it will look at funding bids on a project-by-project basis following the end of its three-year agreement for the Waterfront. Panuku will examine both potential funding opportunities. Potential initiatives could be focused on behaviours or technologies. MJ was keen to understand the current standards and policies for businesses in WQ.</p> <p>AP thanked MJ and asked if there were any specific actions to be taken away. MJ indicated that there would be draft documents in the new financial year that would be circulated and shared and input from WQ TMA Board and businesses would be welcomed. LB pointed out that WQ TMA was its own entity but it represented independent businesses and the level of engagement and cooperation was high. BR commented that in her opinion there was a disconnect between transport and sustainability. LB suggested that recent government policy announcements would help bring that into focus.</p>	
<p>3</p>	<p>Presentation from Auckland Transport: Infrastructure changes associated with the delivery of the new PT network for Wynyard Quarter</p> <p>A copy of the presentation from AT is attached. The new network will see new and more frequent connections into WQ. These are the 75 service from Remuera and 20 service from St Lukes, both running every 15 minutes.</p> <p>There will be two new bus stops on Halsey Street (close to junction with Fanshawe Street) as well as a temporary bus stop close to the intersection with Madden Street.</p> <p>BT asked how this new information would be shared with commuters. AT offered to host info events at large employers and BR will liaise with AT to facilitate that. ASB keen to be included – any other businesses please let BR know.</p> <p>LB suggested animated maps were a good way of communicating the messages and she offered to share examples from other areas.</p>	<p>ALL</p> <p>LB / BR</p>
<p>4</p>	<p>WQ TMA Strategic plan and discussion of goals</p> <p>SW commented that during the drafting of the Strategic Plan comments around the goals were raised. LB stated that TMA goals need to be aligned with local, regional and national plans in order to secure funding.</p> <p>AP commented that the goals were broad and that enabled them to cover off any minor shifts in focus. The goals could be revisited but as long as they remain broad in focus they worked within the framework of the Strategic Plan.</p>	
<p>5</p>	<p>Business Plan proposal from WSP Opus</p> <p>LB left the meeting while this item was being discussed.</p>	

	<p>There was a general consensus that the Strategic Plan was a good reflection of the TMA brand and acted as a concise “sales” document and that if potential funders wanted in-depth information this would be provided to them on a bespoke basis, targeted to their requirements. Concern was raised over a possible conflict of interest and it was noted that there were other businesses in WQ who may be willing to tender for the work.</p> <p>AP thanked LB for the offer but explained that as the TMA has no current funds to invest in a Business Plan, unless the review could be done at no cost to the TMA, no further action would be taken at this time. LB offered to host some workshops with the Board at no cost. SW offered to help review goals and concept of new Business Plan if required.</p>	
<p>6</p>	<p>Funding updates</p> <p>BR reported that conversations around the proposed Expo were ongoing. There had been a meeting with AUT who are due to host a NZ Summit on UN sustainable development goals in Auckland 2019. The proposed TMA Expo could possibly be used as a warm up event to that major conference. Conversations with AUT were ongoing.</p> <p>AP explained that several meetings had taken place with Auckland Transport with regard to core funding for the coming year. AP acknowledged that Board members had put in considerable time away from their own roles to support the TMA and in the long term this wasn't sustainable. When seeking funding from other organisations the message had come back clearly that AT should be supporting the TMA.</p> <p>MM outlined that AT thought that after the first year supporting the TMA the view was that the TMA would be less reliant on AT funding for year 2. MM acknowledged that the message he was hearing was that the TMA required more not less support. MM said he saw the TMA as being an exemplar that AT could use as a role model to replicate across the region, but that there had to be clear justification for funding. MM acknowledged that he needs to come back to the TMA Board with a funding recommendation from AT. MM made mention of the Annex 18 survey that is carried out by AT annually in WQ and that sharing of data and travel plans was important to AT.</p> <p>BR mentioned that AT currently provide funding to Business Improvement Districts who have a secure funding stream through targeted rates. Business North Harbour had an annual income of \$680,000 in 2016. BR wondered if some of those funds could be reallocated to support WQ TMA who have no other funding streams.</p> <p>MM explained that the goal of AT is to achieve Auckland wide sustainable travel outcomes. WQ are currently “smashing the targets” and it is relatively easy to access the city centre/WQ. The challenge is to get more people on board. That might mean annual travel surveys and customised programmes developed around the outcomes of the surveys. Increasing affiliation to the Travelwise choices programme could be part of that.</p> <p>LB offered some data on overseas TMA's and the value they offer. AP stressed that the TMA had been hugely successful in getting businesses on board and encouraging mode shift. LB stated that research out of the UK showed that businesses listened to and responded better to organisations rather than government bodies.</p>	
<p>7</p>	<p>Updates</p> <p>Pippa Coom congratulated the TMA on making submissions on AP, Draft Budget, RLTP and Amercia's Cup. The local Board had received submissions in support of the regional fuel tax. PC suggested that approach be made to HOTC regarding funding as businesses already pay levies to them. BR explained that HOTC had no transport remit but discussions were ongoing. PC</p>	

	suggested that the TMA might consider asking businesses in WQ if they would be prepared to pay a levy towards funding the TMA. LB explained that this had been looked at but it was unsupported by businesses who were reluctant to pay an additional levy.	
8	<p>Items of interest / AOB</p> <p>Accounts – financial year has been moved from end of March annually to end of June.</p> <p>AP asked that an update on contractor parking be carried over to the next Board meeting, along with any update from Inugo.</p> <p>America’s Cup Submission - AP suggested that Fonterra legal team look over the latest submission. TF stated that Kensington Swan could give their opinion at a cost of between \$1200 and \$1500 (+GST). AP to share outcome with the Board members. Closing date for submissions 28th May 2018.</p>	<p>DL</p> <p>AP</p>