

<b>Wynyard Quarter Transport Management Association</b> <b>Board Meeting</b>		<b>Meeting No.35</b>
<b>Date and time:</b>	<b>Wednesday 28 October 2020 10am</b>	
<b>Attendees:</b>	<ul style="list-style-type: none"> <li>Anita Potgieter (AP), ASB – Chair</li> <li>Peter Busfield (PB), NZ Marine</li> <li>Daniel Scott (DS), VHHL/Tramco</li> <li>Louise Baker (LB), WSP</li> <li>Lauren Tilson (LT), Precinct Properties</li> <li>Brett Sweetman (BS), Park Hyatt Auckland</li> <li>Kevin Leith (KL), Auckland Transport</li> <li>Tracey Ryan (TR), Panuku</li> <li>Sharon Byrne (SB), Auckland Theatre Company</li> <li>Adam Davis (AD), Sanford</li> <li>Lucy Millier (LM), Mott MacDonald</li> <li>Julie Sandilands (JS), Waitemata Local Board</li> <li>Brigid Rogers (BR), WQ TMA Coordinator</li> </ul> <p>Guests</p> <ul style="list-style-type: none"> <li>Michael Goudie (MG), ATEED</li> <li>Emily Howie (EH), Foamhand</li> <li>Sharleen Pihema (PH), Auckland Transport</li> <li>Kim Hooper (KH), Auckland Transport</li> <li>Matthew Ah Mu (MAM), Auckland Transport</li> </ul>	
<b>Apologies:</b>	<ul style="list-style-type: none"> <li>Simone Van Delft (SVD), Fonterra</li> <li>Ryan Carter (RC), 151 Property</li> <li>Tim Fitzsimmons (TF), Goodman Property</li> <li>Jeremy Dawson, Auckland Transport</li> <li>Claire Covacich, Auckland Transport</li> </ul>	
<b>Notes taken by:</b>	Brigid Rogers	
<b>Meeting held at:</b>	Park Hyatt Hotel Auckland	

Item	Discussion and Action	By who
<b>1</b>	<b>Apologies and notes from last meeting / matters arising</b> Apologies as noted above. Notes of September meeting were reviewed and agreed by DS and LM. There were no matter arising.	
<b>2</b>	<b>Planning for AC36.</b> MG introduced the following guest <ul style="list-style-type: none"> <li>Sharleen Pihema (SP) Auckland Transport</li> <li>Kim Hooper (KH), Auckland Transport</li> <li>Emily Howie (EH) Foamhand</li> </ul> MG explained that the onsite and on water ops centre are now all fully connected. The CCTV in situ will give live information about how many people are in and around the Cup Village and waterfront area. 25,950 is the capacity for the cup village and expected visitor numbers are in the region of 200,000.	

ACE have created “zones” throughout the CBD and these will be monitored and visitor numbers tracked across the area. The monitoring will detect pedestrians, scooters and bikes.

Scenario 1 race days are those with maximum disruption. AT are thinking of not allowing bikes in race village area. Therefore, encouraging bike parking outside the village. AT are working on what that parking will look like. The buses will be doing a limited (not full loop) in WQ.

Scenario 2 – normal bus routes but access maybe restricted. Businesses need to be aware and prepared for that.



Going past certain access points people will require accreditation passes. These are shown in the above map.

It may be that commuters are encouraged to use Viaduct Harbour Avenue as an access point rather than the Te Wero bridge.

AP asked about the possibility of commuters getting delayed. EH suggest that it would be more likely that commuters would experience delays getting home. They may want to make plans to stay in the area until after 7pm.

SP from AT ran through some of the comms planning. Some roads will be closed during scenario 1 days. This would be between 1pm and 8pm – so deliveries would need to be done outside of these times.

KH explained that the comms team will be looking to launch its programme after 9<sup>th</sup> November. Details of public transport will be on the AT website, on an events page dedicated to AC36. Messaging around planning ahead. On race days the AT mobile app will be the most up to date information.

BR asked if visitors would have to look up multiple sites to get the information they need. AC36 website for race info and then AT website how to get there. A database had been collected of commuters who are keen to get information but BR was unsure of where to direct them. KH explained that both websites will have links to help people find what they need. The media messaging group were working hard to get the comms right.

	<p>PB asked AT about access to Silo Marina. MG confirmed that the road would be closed from time to time to the public but accredited access would be allowed. There would also be restrictions on deliveries – no deliveries 1pm – 8pm. PB suggested that local businesses need to be made aware early of the accreditation scheme.</p> <p>LM asked if information from AT would be uploaded onto google maps? LM noted that many people see google as a bible and having the correct information on road closures etc on google would be really helpful. KH commented that they don't have feeds into google maps but are looking at how they can get accurate information onto that platform.</p> <p>LB reiterated that the TMA was a good conduit for getting information to commuters on the ground in WQ. MG suggested that businesses should be looking at their own individual comms plans. LB suggested that the TMA could collate information/links and share that with those on the database.</p> <p>KL suggested that prior to AT comms going out some of it be tested by members of the TMA. AP agreed that this could be useful.</p> <p>SP mentioned the hospitality group that was being set up to look at their own issues and challenges. BS commented that the 280 staff at the Park Hyatt needed to have 24/7 access as they are working shift patterns.</p> <p>PB shared with the Board some observations based on his time at the America's Cup event in San Francisco. Brochures and pull out flyers in newspapers were well received. PB felt that some of the plans that he had seen needed to be clearer for the public to understand. PB also reiterated that the World Series is by far the biggest event of AC36 as all competitors race against each other. This only happens in the World Services after that the losing teams pack up and head home – leaving only two teams to battle it out in the final. PB thanked AT for keeping Westhaven Drive open but asked what the plans were being put in place for the possible huge numbers of vehicles and trailers using the area to view the AC36 from the water. KL felt that with the change in race courses and limited viewing from the shore more people would be going out in boats. MG commented that RNZYS had some plans in place and AC were looking at the management of all boat ramps across the city. SP to contact PB with details</p> <p>MG talked about the information kiosks that are going to be activated around the CBD and the media messaging. AC36 will be using <a href="https://www.blerter.com/">https://www.blerter.com/</a></p> <p>AP thanked the guest for attending and asked that if anyone had any further questions that they channel those through BR.</p> <p>AP mentioned that on a weekly basis there is an ops meeting with various parties to look at issues around the area relating to AC36. For anyone who wants to attend the meetings are held at 815am each Wednesday at the kiosk in the plaza.</p>	<p><b>KL /AT</b></p> <p><b>SP/PB</b></p> <p><b>ALL</b></p>
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<p><b>3</b></p>	<p><b>Beaumont Street upgrade plans</b></p> <p>Matthew Ah Mu (MAM) from Auckland Transport explained the background to the plans to upgrade Beaumont Street. AT are working with Panuku and AC to get the best outcomes for the area. MAM has been involved with Wynyard Quarter previously so knows the area well. Claire Covacich was due to give the Board some information on the new Roads and Streets Framework but was unable to attend the meeting. The project and design objectives were outlined and these are shown below.</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Objectives for Wynyard Quarter West provide clear criteria against which the project design options will be measured.</p> <p><b>Project Objectives:</b></p> <p><b>To transform Beaumont Street and the easternmost sections of Westhaven Drive to reflect the design vision for Wynyard Quarter described in the CCMP, the Waterfront Plan and the Wynyard Quarter Urban Design Framework.</b></p> <p><b>Provide continuity of design outcomes, water sensitive urban design, character, and key narratives expressed within Westhaven and Wynyard Quarter.</b></p> <p><b>Successfully integrate walking, cycling and public transport to achieve a safe and efficient multi-modal network outcome.</b></p> <p><b>Achieve a balanced integration of existing character and land use, and future development proposals for the build out of the area.</b></p> </div> <div style="width: 45%;"> <p><b>Design Objectives:</b></p> <ol style="list-style-type: none"> <li>1. To achieve a high quality public realm resulting in a optimal pedestrian and cycle outcomes.</li> <li>2. Complete the strategic cycle network through the following links: <ul style="list-style-type: none"> <li>• A Cycle connection to the Waterfront.</li> <li>• Cycling connections to Westhaven and Freemans Bay.</li> <li>• Cycling connection to the cycling network to the South (Fanshawe and Victoria Street).</li> </ul> </li> <li>3. Express the authentic maritime character and harbour –city waterfront, celebrating the maritime and cultural identity of this area consistent with the Wynyard Quarter design standards.</li> <li>4. Integrate the Wynyard Quarter public transport network plans</li> <li>5. Support the Wynyard Quarter mode share outcomes by providing improved priority for pedestrian and cyclists, particularly east-west connections.</li> <li>6. Enhance the street environment and range of activities to support existing maritime function and future living.</li> <li>7. Successfully integrate green infrastructure and water sensitive urban design to improve stormwater functions and environmental comfort in line with Wynyard Quarter sustainability framework.</li> </ol> </div> </div> <p>MAM explained that he understood some of the needs of the marine industry but was keen to get a full picture from stakeholders. The project time lines are as follows:</p> <ul style="list-style-type: none"> <li>• Concept design – Completed December 2020</li> <li>• Detailed design – Completed December 2021</li> <li>• Construction – Start early 2022, completed mid 2023</li> </ul> <p>LB asked if any of the proposals would be trialed before implementation – like the innovating streets project approach? MAM said there were no plans at the moment to do that, but that they would be looking to do live testing with real vehicles in and around the area.</p> <p>AP commented that WQ was such a unique area and that a trial could prevent costly mistakes. KL shared some of the trials that had been undertaken outside schools and how original plans had been tweaked to give better outcomes.</p> <p>MAM to attend a future Board meeting to present concept designs. AP thanked MM for attending.</p>	
<p><b>4</b></p>	<p><b>Wynyard Point draft Masterplan</b></p> <p>TR updated the Board on the work on the Wynyard Point draft masterplan. This is now being viewed as an integrated transport assessment. A full copy of TR’s presentation will be attached to the notes of the Board meeting. TR is working closely with other projects in WQ including the Beaumont Street project.</p> <p>An overview of the document will be open for public consultation in January/February 2021. This will be a “have your Say” approach with targeted questions. TR reported that feedback from key stakeholders had indicated that they were keen to see as much public space as possible on Wynyard Point. There were questions raised about how people would access the new space and options for integration were being looked at. The structure going forward is as follows:</p>	

#### Part 1.

- Executive summary – our bold vision for the future
- Introduction - why we need an updated masterplan
- Our Place - telling our story what we have achieved

#### Part 2.

- Transformation – opportunities and challenges through our waterfront vision and goals
- Themes - growing communities, our public space journey, our hosting legacy and waterfront experience

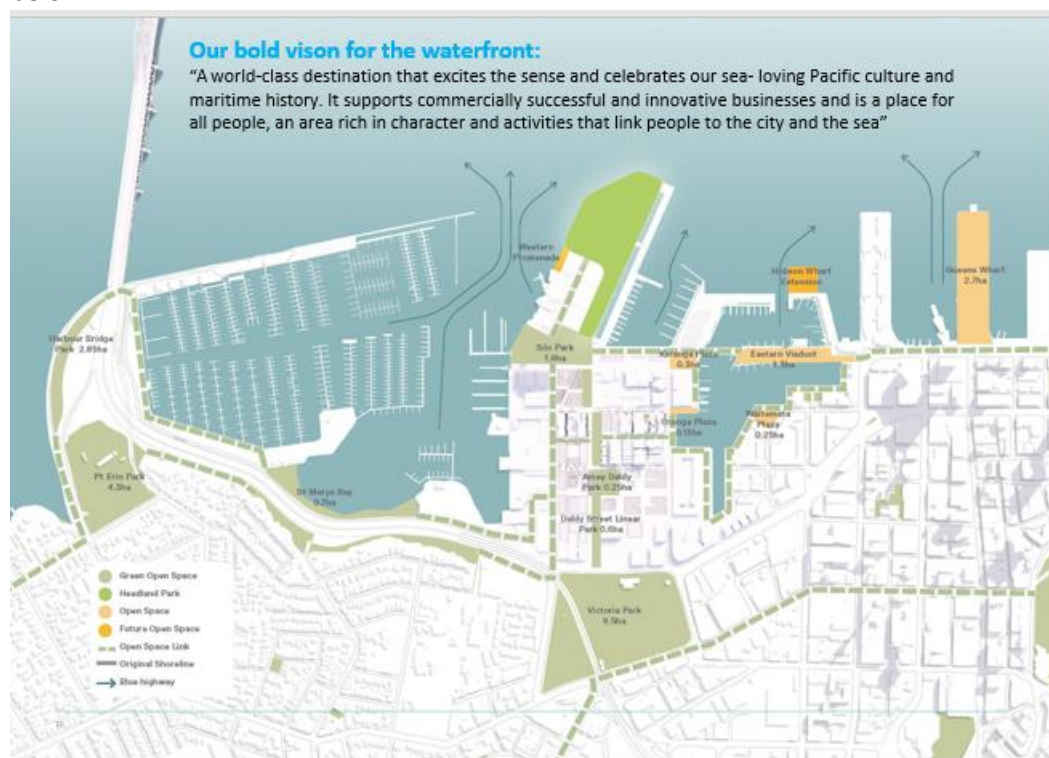
#### Part 3.

- Staging - maximise value added within current funding conditions

#### Part 4.

- What do you think - public 'have your say' questions on the themes


TR reported that a strong vision is emerging that supports future plans. This is shown in the slide below.



Cultural connections and stories also very important to the Waterfront area and Wynyard Quarter. TR reported that a sustainable development framework was being developed looking at all aspects of climate action from a new home for at risk seabirds, low water usage native plants through to prioritization of active modes, water-based transport and PT over cars.

TR acknowledged that the plans for WQ had emerged over time and the plan change needed would be sought mid-2021. WQ is a growing community with new homes being built for the area. The goals for the area are outlined below. TR noted that the 7-:30 mode split was being carried forward into the new goals.



	 <p><b>BLUE-GREEN WATERFRONT OPPORTUNITIES</b> Embed climate change resilience into new open space and the built environment. Promote sustainable construction, low carbon infrastructure and life cycle assessments.</p> <p><b>SMART WORKING WATERFRONT OPPORTUNITIES</b> Promote the working waterfront and celebrate our maritime history through the adaptive reuse of the restored Percy Vos Boatshed. Promote uses that lead to ground level activation and flexible spaces for innovation.</p> <p><b>PUBLIC WATERFRONT OPPORTUNITIES</b> Celebrate a series of new public spaces that people can enjoy within an authentic, working waterfront. Enable public access to the water and activities, including bombing, fishing, swimming and canoe ramp access.</p> <p><b>CONNECTED WATERFRONT OPPORTUNITIES</b> Enable public transport to the park. <del>Prioritise</del> pedestrian access and places for people. Promote water transport routes for ferries and canoes. Retain a 70:30 modal split, with no more than 30% of all trips during peak periods occurring in single occupancy vehicles.</p> <p><b>LIVEABLE WATERFRONT OPPORTUNITIES</b> Celebrate the identity of <del>Tāmaki</del> Makaurau. Promote quality urban design by integrating development with streets and public spaces to attract, grow and nurture the community.</p> <p>It is hoped that the legacy of AC36 will be able to be used to host other events in and around the WQ area. Noting that the America's Cup resource consents end in 2028. AP thanks TR for the update and asked that any questions be sent through to BR</p>	ALL
3	<p><b>Updates</b></p> <p><b>Waitematā Local Board update</b></p> <p>JS reported that the Local Board were about to finalise their plan. They will be advocating for safer streets and are keen to see active modes prioritized.</p>	
4	<p><b>Items of Interest / AOB</b></p> <p><b>AC36 joint project</b></p> <p>LM updated the Board on the project being run in conjunction with Panuku. 16 businesses had taken part (this was the maximum number that could be incorporated) in the survey and 41% of staff had responded. The top ten businesses recorded a response rate of over 50%. LM reported that this was great engagement and thanked BS for the helping with the prize of a night for 2 at the Park Hyatt. This would have definitely helped encourage participation. The prize had been drawn at random and had been won by a staff member at ASB. Reporting back the outcomes to businesses will take place in mid-November.</p> <p><b>AGM</b></p> <p>The date is now confirmed as <b>Thursday 26 November 1pm</b> at Villa Maria Room <b>ASB Waterfront Theatre</b>.</p> <p><b>Board elections</b></p> <p>All 11 seats are available and any member of the TMA can stand for the Board. Nomination forms need to be back with BR by Tuesday 17<sup>th</sup> November. The nomination form can be <a href="#">found here</a></p> <p>Panuku, the Local Board and Auckland Transport will continue to have non-voting seats on the TMA Board.</p> <p><b>Annual Review</b></p> <p>This had been circulated ahead of the meeting and BR thanked WSP for their help with editing the document. Any comments to be sent to BR asap. PB thanked BR for her work on the report.</p> <p><b>Parking issues</b></p> <p>BS asked KL for assistance to solve some parking issues around the hotel. Now that the hotel is open there are concerns over vehicles being parked all day in non-designated parking areas. KL to contact BS.</p>	<p>ALL</p> <p>ALL</p> <p>KL</p>
	<b>Date of next meeting Wednesday 2 December 2020</b>	