

Date and time:	Wednesday 6th May 2026 at 1030am
Attendees:	<ul style="list-style-type: none"> • Hamish Speakman (HS), Mott MacDonald - Chair • Louise Vallant (LV), One NZ • Pete Bowden (PBO), VHHL/Tramco • Mischa Gildenhuis (MG), PAG • Brett Sweetman (BS), Park Hyatt Auckland (online) • Sharon Byrne (SB), Auckland Theatre Company • Bernard Trevor (BT), ASB • Kara Kennedy (KK), Waitematā Local Board • Peter Busfield (PB), NZ Marine • Fiona Knox (FK), Auckland Urban Development Office (AUDO) • Kara Hartshorne (KH), Beca • Anna Sizova (AS), Precinct Properties • Brigid Rogers (BR), WQ TMA Coordinator
Apologies:	<ul style="list-style-type: none"> • Anita Potgieter (AP), Visa - VC • Daniel Fonua (DF), Kiwi Property • Michael Hawes (MH), Warren and Mahoney • Edward Caughey (EC), Heart of the City
Guests:	<ul style="list-style-type: none"> • Kelly Strong (KS), Auckland Transport • Andre Monteiro (AM), Auckland Transport • Zac Thorp (ZT), Auckland Urban Development Office • Helen Grant (HG), Auckland Transport • Aaron Hutching (AH) Just Add Lime • Lucy Kitching (LK), Auckland Urban Development Office
Notes taken by:	Brigid Rogers
Meeting held at:	One NZ offices, Daldy Street

Item	Discussion and Action	By who
1	<p>Karakia and introductions</p> <p>HS welcomed everyone to the meeting and gave the Karakia. All attendees then introduced themselves. BR noted that the meeting was to be recorded and asked if everyone was comfortable with that. POST MEETING: the notes below are a summary of the transcript of the recorded meeting.</p>	
2	<p>Progress report on the Downtown Development Programme</p> <p>Andre Monteiro (AM) the delivery lead for the DDP from Auckland Transport introduced Zac Thorp, Helen Grant and Aaron Hutching. Eric Van Essen, the programme director, sent his apologies. AM presented the Downtown Development Programme, which combines the Downtown Bus Improvements Project and Downtown West Regeneration Project. This has broadened the focus from a transport project to a more integrated city centre programme, including public realm, cultural, and heritage outcomes.</p> <p>Scope and Integration: The project covers Fanshawe Street, Customs Street, Beach Road, and Lower Hobson Street. It includes redevelopment of the downtown carpark site and new bus layover facilities in Wynyard Quarter and at Beach Road. The programme is being coordinated with adjacent projects, including Te Ara Tukutuku, to ensure strong connections across the city centre.</p> <p>Strategic Alignment: ZT noted that these interventions align with long-standing City Centre Master Plan directions. The Customs Street transit mall and redevelopment of the downtown carpark site have been identified as transformational moves since 2012. Combining the projects enables a more cohesive response to the area’s multiple functions.</p> <p>Bus Network Changes: A key component is implementing the City Centre Bus Plan. Currently, many bus services terminate downtown, creating high demand for on-street layovers. The future network reduces this by extending routes through the city centre. This will reduce kerbside pressure and improve efficiency, with examples including extending the Tāmaki Link to Wynyard Quarter and other services beyond their current endpoints.</p> <p>Wynyard Quarter Layover: A new purpose-built layover facility in Wynyard Quarter will support driver breaks and electric bus charging. It will not function as a depot and is expected to reduce bus layovers on</p>	

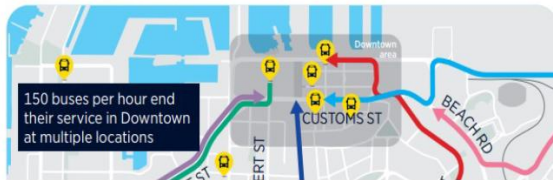
surrounding streets. The exact site is still being confirmed. The facility is expected to be operational by mid-2028 and aligned with a transition to an electric bus fleet.

Programme Delivery: The project is informed by Auckland Forecasting Centre modelling to understand future network performance. A detailed business case is planned for completion by the end of 2026. Early works are expected to begin in late 2026, with full delivery targeted around 2031. Public engagement is planned for mid-2026.

Engagement with TMA: The project team is seeking input from the TMA Board, particularly on travel patterns, development in Wynyard Quarter, and connections to local businesses, to help inform the business case and design.

Delivering the City Centre Master Plan City Centre Bus Plan

CURRENT SITUATION - 2021



- Improves access, capacity, and reliability for the downtown area and wider city centre.
- Consolidates bus services onto key corridors with dedicated bus priority.
- Relocates bus layovers to strategic sites outside the congested core, freeing up valuable city centre space.
- Reduces inefficient out-of-service travel.

NEW STRATEGIC APPROACH - 2028 (AM PEAK HOUR, 2 WAY)



Q&As

BT – the cobblestones on Jellicoe Street are already damaged due to heavy traffic – more buses will do more damage.

AM – we will survey the road condition and upgrades may be considered if required.

BR -when you talk about an extra buses, what does that look like? Are these buses that are not normally coming to Wynyard Quarter?

AM – yes that is correct. The buses that will use that layover are the existing buses (75 & 20) but also the Tamaki Link, 774, 775, and 776. These buses don't come into WQ at the current time.

BR - How many more buses would that be?

AM – To be confirmed - I will get back to you on that question.

BR - will they be all contained in this new facility or will circulate through Wynyard Quarter. Bearing in mind, there is already a bus depot here, which already has significant bus movements.

AM - they will lay over in the facility. We don't know yet whether they will come straight to the layover, or whether they will go through all the areas of Wynyard Quarter and create new stops before they get the layover -that's to be confirmed.

BR – will any of the services laying over in WQ introduce new routes and stops for WQ?

AM – it is possible that existing services extending into WQ, such as Tamaki Link could have new stops

BR – WQ holds Staff Travel survey data, which is a snapshot of where all the commuters in WQ currently live. Data goes back to 2020. It could inform of any gaps in PT provision and what mode they are using to commute. AT have requested some heat maps or location and mode. Beca have been working on this project, with us, so if there's information that you'd like extracted, we can certainly do that.

PB – Supportive of moving bus layovers off-street as it will free up kerbside space and that will benefit local businesses, including restaurants and the marine industry in the area.

FK – will the bus at the new layover all be electric

BT – currently only the City Link bus is electric. The 20 & 75 are both diesel

HG - By 2030, AT's aim is for all buses in the city centre to be 100% electric. So, by the time that we do have this new layover in place, the buses would be electric.

HS – we will arrange another session for you to come back when you feel the time is appropriate with some more information or more details on the scheme. Thanks for coming along.

AM, ZT, HG and AH left the meeting.

AM/BR

BR

3 WQ Plan Change & Waterfront projects update – Fiona Knox AUDDO

FK- introduced Lucy Kitching, who has joined the Auckland Urban Development Office as the Senior communications and engagement lead. Lucy is a key contact for all things waterfront.

Wynyard Quarter Plan Change

FK – This presentation pack provides a head’s up around the Wynyard Quarter Plan Change. There have been a couple of goes of updating Wynyard's planning regime for the next 15-20 years of development (through Plan Change 78 and through the requirements of the National Policy Statement for Urban Development Plan Change 120). The process is now confirmed that there will be a Council initiated plan change for the properties north of Pakenham Street. This covers the sites that are remaining development sites in WQ under Council's jurisdiction – inclusive of Wynyard Point, which is the Te Ara Tukutuku site. This Plan Change is expected to occur alongside the adjoining landowner VHHL’s Private Plan Change. The timing is also driven by desire for both plan changes to be heard by one planning commissioner. So, the planning commissioners can consider changes for the whole precinct base rather than just from a site-by-site basis. The work that we're doing is within this strategic framework and we take our leads from these documents. The transport principles remain unchanged for us. We are still seeking the same level of development through our sites and a mix of uses to support a growing and vibrant Quarter. Obviously, no new roads proposed. We are getting our technical people geared up. We are having workshops with the VHHL experts. It is a lot of work to undertake in short period of time. However much of it can be repurposed from the previous technical work developed for Plan Change 120. BR - When the notification comes out and will that be a chance for the public to have input.

FK – Yes, it is expected to be fully notified.

PB - Can I ask about the proposed swaps and changes on Wynyard Point on the current site of the basketball courts and Team New Zealand buildings, this was originally planned to be apartments - is that still the case?

FK – Yes, the mix of uses envisaged will be the same – a mix of residential, commercial, cultural. We are also cognisant of the marine uses on the western edge. The most important thing from a land use planning point of view is that we get the development footprint right, and that that park flip from the western to the eastern side is designated as per the Te Ara Tukutuku Plan. There is still flexibility in the footprints and still flexibility in timing due to the market conditions. We need a development envelope that is suitable, that supports the destination and vibrancy of Wynyard but also think about how vehicles and transport and traffic and movement is managed in that space.

BT – is Site 12 a new development area

FK - Yes it's always been on the plan. It is a challenging site. It is currently well used as our Silo Cinema and Silo Park. Once there is 4.5 hectares to the north, it may be that there is a more relevant use for that that site.

BT – The current bus stops at Silo Park gets very congested with buses – so if AT add routes this could become a bit of a bottleneck. It will need rethinking and revamping.

PB – Site 19 is that the Jellicoe Street Car park - what are timeframes for the redevelopment of this site?

FK – It all depends on the market as you know it’s in a bit of a slump now. Site 19 is a major future development site.

Update on Waterfront Projects:

FK – North Wharf - Stride are the developers for the North Wharf site. They are in the process of preparing their resource consent pack to submit to Auckland Council. There will be two separate buildings on the site where the pavilions currently are. The red shed stays as this is a key heritage interest item. There has been lots of work has been going on into what will be a visually interesting building, that will offer a mix of F&B and commercial space.

FK - Te Ara Tukutuku – As you are aware there has been a lot of work and consultation on the future staged development of Wynyard Point. We've got a contaminated site that is leaching into the Harbour – so our first stage of the process is healing the site through interventions with stormwater and upgrading seawalls. You will see that the JFC team has started again on site to progress what we have called the enabling works. We are looking for early opportunities to make sure that there is a good connection as the construction continues, through to the tip of Wynyard Point which everybody loves to go to. Through the Long-Term Plan process there is a process to ensure that there is security of funding to ensure momentum over the next 10 years. The team is also working on place making opportunities, and a new project hub will be in site from the middle of this year. This will be a great location to engage with the community and update all on progress through education and activation.

The final one is the Orams redevelopment, which is going through the fast-track process. So that will be a site that delivers ground F&B, ground level retail and 215 residential spaces.

4 Apologies and notes from last meeting / matters arising

Apologies were noted as above. The notes of last meeting were agreed by HS and seconded by LV. BR is in the process of collating a comparison table for the bike subsidy schemes and this would be finalised and circulated in a few weeks.

7	<p>Updates</p> <p>Chair – HS mentioned that work was underway on the funding agreement with AT. This was in early stages and BR was working with AT on this.</p> <p>Waitematā Local Board – KK noted that the transport focus was on the city centre at the present time. The Local Board had followed up on the Pakenham Street car park which was operating without RC. Adding more car parks goes against the plans for the area</p> <p>AT – covered in the agenda</p> <p>AUDO – covered in the agenda.</p>	
6	<p>Items of interest / AOB</p> <p>Appointment of signatories to TMA accounts</p> <p>PB will be taking over as Treasurer soon – a handover with BS will be taking place later this week. The new signatories are in the process of being added.</p> <p>Conflicts of interest declaration</p> <p>BR noted that when HS took up the role of Chair, he flagged that there could be a potential a conflict of interest between his work that he was doing as part of the TMA board and his current role contracting to AT. If there's anybody else who feels that they have anything that we should be aware of, then can add that into the register. Please drop BR an email and let me know if there are any projects that you're working on that could potentially be a conflict. It's important that we just make sure that we've got that covered.</p> <p>CRL project</p> <p>BR mentioned that filming had started at the Te Wai station. No opening date has been given for CRL – later part of the year is all that has been mentioned. BR has secured a site visit for the TMA Board on 1st July – more details to follow.</p> <p>Promotion of subsidized commuting schemes</p> <p>BR mentioned that Extraordinary and Workride had held a webinar. Air New Zealand talked about their experiences joining the scheme. The webinar link is now on our website.</p> <p>Staff Travel Survey update</p> <p>Most of the presentations have been completed. Just tidying up the last of the reports.</p> <p>New Car park in WQ</p> <p>Covered earlier by KK from the Local Board</p> <p>NZ Marine update</p> <p>PB reported that he had retired from NZ Marine but was staying on in an advisory capacity until the ned of the year. New CEO had been appointed Callum Gillespie, previously CEO of Coast Guard New Zealand. BR thanked PB for all his work with the TMA Board dating back to 2025 and presented him with a gift.</p> <p>Taxi rideshare issues</p> <p>BR still chasing AT on this.</p> <p>Tour on One NZ facilities</p> <p>LV gave the Board members a tour of the One NZ facilities including the top floor staff area and the ground floor end of trip, golf simulator, gym and Pilates room</p>	ALL
	<p>Date of next meeting Wednesday 3rd June 2026 at 1030am at Park Hyatt Auckland</p>	