

Wynyard Quarter Transport Management Association		<i>Meeting No.43</i>
Board Meeting		
Date and time:	Wednesday 18 August 2021 10am	
Attendees:	<ul style="list-style-type: none"> • Anita Potgieter (AP), ASB – Chair • Peter Busfield (PB), NZ Marine • Louise Baker (LB), WSP • Lauren Tilson (LT), Precinct Properties • Matt Thompson (MT), VHHL/Tramco • Sharon Byrne (SB), Auckland Theatre Company • Tom Locke (TL), Warren and Mahoney • Meredith Bates (MB), Mott MacDonald • Tracey Ryan (TR), Panuku • Kevin Leith (KL), Auckland Transport • Marty Leabourn (ML) Fonterra • Brett Sweetman (BS) Park Hyatt Auckland • Julie Sandilands (JS), Waitemata Local Board • Brigid Rogers (BR), WQ TMA Coordinator <p>Guests</p> <ul style="list-style-type: none"> • Luke Zeilstra (LZ), Genesis Energy • Alex Rozema (AR), AT • Sam Stephenson (SS), AT 	
Apologies:	<ul style="list-style-type: none"> • Adam Davis (AD), Sanford • Fiona Knox (FK), Panuku 	
Notes taken by:	Brigid Rogers	
Meeting held at:	Via MS Teams	

Item	Discussion and Action	By who
1	<p>Apologies and notes from last meeting / matters arising</p> <p>The notes of July Board meeting were agreed. Proposed by LT and seconded by LB. Representative from AT to speak about the Ferry Strategy at the next Board meeting.</p> <p>BR to seek a presentation from AT on what the future PT network for Auckland might look like. JS mentioned that there had been some negative comments around Light Rail so if the TMA were supportive that should be conveyed to the team at the Light Rail Project. BR confirmed that a brief submission supporting Light Rail connecting into Wynyard Quarter had been sent.</p>	BR
2	<p>PT Employee subsidy scheme – Luke Zeilstra Genesis Energy</p> <p>LZ explained that Genesis had relocated from Greenland into WQ and car parking spaces were reduced from 205 to 18 (for pool cars only). Genesis are keen to incentivise lower carbon travel. As part of the move LZ explained that Genesis undertook travel planning expos with their staff and set up an intranet site so that all the information was in one place. Info included walking, cycling routes and details of public transport links.</p> <p>Genesis came up with the idea of offering their staff a discount on public transport. They worked with AT and a trial was launched in 2020. All staff buy their own HOP card and then it is loaded with</p>	

a 25% discount for travel at specific times. 81% of staff now using PT for commuting and monthly cost of the subsidy is around \$2,500. 47% of their staff use the end of trip facilities.

The building owner provided a subsidized shuttle bus for 6 years this has been used for employees living in the Eastern suburbs. Genesis are keen to look at an exit strategy for this as PT improvements are made in this area. This costs approx. \$6,300 per month and moves around 15 people (8%) of staff. 65% staff had longer commutes to the new site in WQ. 10% of staff still drive to work because there are “insufficient transport routes from their home”

LK commented that making the sign-up process easy and good comms were key to getting staff sign up. LK noted that their financial modelling was out and costs were lower than predicted. Genesis had been worried about the potential abuse of the system but this hadn’t been an issue, although staff had to sign an agreement to say that they would share details of subsidized journeys if asked. Genesis are keen to increase EV infrastructure and they will soon have an electric truck. LK mentioned that they were looking at providing E bikes and E Scooters for their staff to use in and around WQ. They had managed to buy out staff who had vehicles built into their employment contracts.

JS asked if the scheme was costing less than they predicted would Genesis look to increase the amount of subsidy being offered – 30%?

LK explained that the current trails was due to end in October 2021 and everything was up for review.

AP asked if staff needed 2 HOP cards. LK explained that wasn’t necessary as the discount was only applied at certain times so the rest of the time the person paid the regular fare.

BR asked how the carbon emission reductions were being calculated – LK explained they were using the scientific method.

LK said he would be happy to answer any questions or provide help to other businesses looking at the PT subsidy scheme for their own staff. AP thanked LZ for his time.

3 Beaumont Street upgrade – Alex Rozema & Sam Stephenson

AR thanked the TMA for the opportunity to present to them and explained that Matthew had moved onto another project. SS was introduced as part of the Comms team for AT. The area to be upgraded can be seen in the slide below.



Timelines are as follows: *These are all subject to change.

AT Design Review Panel – *September 2021**

Public consultation – *November-December 2021**

Detailed Design – 2022

Construction – Mid 2023-2025

The project needs to accommodate future plans such as the developments on Wynyard Point, the proposed Northern Pathway etc. The project also wants to support the mode split targets set out in the Resource Consent for the area – 70:30 with 70% of all journeys being sustainable. AR acknowledged that there were many competing issues in the area but understood the need to

	<p>support the local maritime industry and character. AR expressed his desire to meet with stakeholders face to face as he was new to the project, he wants to fully understand the issues and any concerns. Visuals of the draft concept plans were shared.</p> <p>Next steps are as follows, again these are subject to change:</p> <ul style="list-style-type: none"> • Complete land owner and tenant discussions • Safety Reviews • AT Design Review Panel – <i>September 2021*</i> • Key stakeholder feedback (design changes) • Public consultation – <i>November-December 2021*</i> • Detailed Design – <i>2022</i> • Construction – <i>2023-2025</i> <p>TL asked if the project was looking for a sustainability rating. AR would look into that.</p> <p>LB asked if the cycleway was separate or if all active mode users were in the same space. SS clarified that cyclists would have their own path. LB mentioned that WSP were undertaking the vulnerable users audit on this project.</p> <p>PB asked AR how many car parks were being removed as part of the upgrade. AR confirmed that there were currently 124 spaces including 6 loading bays, this would be reduced to 51 spaces – 45 car parking and 6 loading spaces. That works out to be a 62% reduction in car parking spaces. PB stated that this reduction was unacceptable to the marine industry. Many of the businesses relied on parking for their customers – no one was going to carry and outboard motor on a bus to WQ. PB also mentioned a promise that had been made to the marine industry by the former CEO of Panuku and this reduction in parking conflicts with what was promised.</p> <p>KL suggested that the marine industry do some work and get some data on how many spaces they need. Fact based would help with decision making.</p> <p>PB commented that the car parking was always fully occupied whether it be by trades people or workers in the area – mostly parking all day. Orams have just finished stage 1 of a major redevelopment for superyachts and millions were being invested by the private sector into the area. Beaumont Street is in effect an industrial access road and the needs of the marine industry are not being addressed. Reducing car parking will drastically impact the economic viability of marine businesses in the area. It would also make it more difficult to attract new marine entities into the area. The ground floor of many new buildings was designated for marine but they might sit vacant if businesses can't operate successfully, needing car parking is part of that.</p> <p>BR mentioned that the marine industry were keen to have a time limit for parking, say 2 hours but AT haven't been responsive to that idea.</p> <p>LB suggested that WQ TMA could organize feedback as a group. KL suggested that a workshop be held and feedback be provided as a group.</p> <p>AP suggested that conversations take place in a workshop format, getting all the right people around the table. The workshop would ideally take place before public consultation – depending on Covid alert levels. BR to arrange workshop.</p> <p>AP thanked AR and SS for attending. AR thanked the group and acknowledged that there was a lot of expertise around the table, he felt that this would be very useful for the success of the project.</p>	BR
5	<p>Updates</p> <p>Chair</p> <p>AP mooted the idea of increasing the membership fees for the TMA which had been static since 2016. Any comments feedback to BR.</p> <p><i>Post meeting note: The Rules of the TMA state – “9.1 The association may levy its members such fee or subscription charge considered by the Executive Committee/Board necessary to carry out its objects”</i></p>	ALL

	<p><i>“13 Powers & Authority of the Executive Committee /Board 13.3 may fix the amount of any fee or subscription charge to be paid by members, which may be in several parts or categories”</i></p> <p>Auckland Transport KL reported that this would be his last meeting. He thanked the Board members for the energy they brought to the group and recognised that the group added real value to the area. PT volumes were currently at less than 5% of normal – and Covid had meant that most PT was using a weekend schedule. Car traffic in the CBD was down to less than 20% of usual volumes. AP, BR & PB thanked KL for his efforts and support of the TMA.</p> <p>Waitematā Local Board update – no report</p> <p>Panuku – no report</p>	
6	<p>Items of Interest / AOB</p> <p>Treasurer vacancy The current treasurer who works at ATC would be leaving towards the end of the year. BR keen to find a replacement so a handover can be done. Approx. 1 hour a week – but needs someone with accounting experience. Anyone who might have someone in their team who could help is asked to contact BR for a JD.</p> <p>WQ Staff Travel Survey 2021 Funding had been secured and subject to Covid the survey would go ahead in September/October. LB confirmed that WSP did not wish to compete against Mott MacDonald for this work. As MM had undertaken the project last year it was agreed that they should continue working with the TMA on this project.</p> <p>Parking prices A review is underway by AT.</p> <p>City Centre Bus Plan submission BR will circulate a submission ahead of the deadline in mid-September.</p> <p>TMA website refresh BR reported that changes to the website had been made and encouraged members to go online and take a look.</p> <p>WQ TMA Funding and meetings with AT AP & BR had meet with Vanessa Ellis who was keen to hear about the activities of the TMA. AT held a workshop with AP & BR to look at funding for the next 3 years. The discussions around the funding agreement are ongoing.</p> <p>Refresh of WQ TMA Strategic Plan BR reported the copy for the document was going to be sent to Panuku late August. Once created the Board would see drafts ahead of publication. It is hoped that the new document will be ready by the AGM in November. LB asked if the strategy would have a focus on reducing carbon emissions. BR confirmed that sustainable travel was part of the new plan.</p> <p>End of Trip guide BR confirmed that the draft of this is with Panuku’s creative team and will be circulated to Board members for their comments and feedback once it is ready.</p>	ALL
	Date of next meeting Wednesday 22 September 2021	