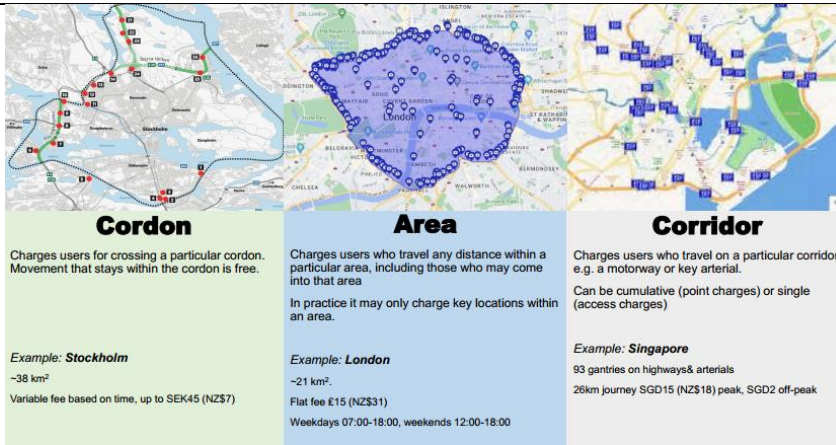


Board Meeting

Date and time:	Wednesday 3rd July 2024 at 1030am
Attendees:	<ul style="list-style-type: none"> • Peter Busfield (PB), NZ Marine - VC • Brett Sweetman (BS), Park Hyatt Auckland • Genevieve Sage (GS), Waitematā Local Board (joined for last item only) • Ronald Tay (RT), WSP • Olivia Murdoch (OM), Precinct Properties • Sharon Byrne (SB), Auckland Theatre Company • Bernard Trevor (BT), ASB • Greg Moyle (GM), Waitematā Local Board (joined online) • Brigid Rogers (BR), WQ TMA Coordinator
Apologies:	<ul style="list-style-type: none"> • Meredith Bates (MB), Mott MacDonald – Chair • Fiona Knox (FK), Eke Panuku • Tom Locke (TL), Warren and Mahoney • Peter Young (PY), Sanford • Pete Bowden (PBO), VHHL/Tramco •
Guests:	<ul style="list-style-type: none"> • Graeme Gunthorp (GG), Auckland Transport (joined online) • Hamish Speakman (HS), Mott MacDonald • Tim Christensen (TC), Resolve Group (joined online) • Marian Webb (MW), Eke Panuku (joined online) • Paul Patton (PP), Eke Panuku (joined online)
Notes taken by:	Brigid Rogers
Meeting held at:	Park Hyatt Hotel

Item	Discussion and Action	By who
1	Karakia and introductions PB chaired the meeting and asked all attendees to introduce themselves.	
2	Apologies and notes from last meeting / matters arising Apologies were noted as above. The notes of last meeting on 5 th June were agreed - proposed by RT seconded by SB.	
3	Time of use Charging – Graeme Gunthorp (GG) Auckland Transport GG joined the meeting online as he was unwell and working from home. GG explained that there were many costs of congestion which ranged from road rage to costs to trades when they are stuck in traffic, GG noted that you can't build your way out of congestion. Auckland is predicted to have a significant population growth and that will just put more pressure on congested roads. One third of businesses recently reported that congestion was a barrier to growth. There is already a lot of slow driving due to congested roads around the Isthmus. The options are around demand management and time of use charging. This is around incentivizing people to change their behaviour via new fees. Current road user charges are blanket and do not take into account when people drive. Singapore has a charging fee on the network at certain times. Higher prices are charged during peak time to spread demand. This reduces congestion by encouraging drivers to change the time they travel, their route, mode of transport or destination. There are 3 main options and these are shown below:	



The primary focus of any time of use charging (ToU) is to reduce congestion. There could be other secondary benefits such as revenue, mode shift, emissions reductions and VKT reductions. The Congestion Question was a report produced in 2020. There were many options but AT are considering a city centre cordon with staged expansion out to strategic corridors. This is illustrated here:



Currently the Port is excluded from the cordon- there will be consultation on all these proposals. AT are also looking at strategic corridors as well as other highly congested areas. Areas to analysis and consideration include, where is the worst congestion, what are the PT options, what improvements are being planned, as well as how to avoid social deprivation. Mitigations being considered are both direct (vouchers/discounts) and indirect (improved/better PT). International evidence suggests that direct mitigations can be difficult. In London Lamborghinis were being registered by their owners as taxis in order to avoid paying charges.

Auckland Mayor is keen for this to go live in 2026 but Government legislation is needed in order for that to happen. Public consultation will start end 2024 / early 2025. The TMA will be consulted multiple times during the process. Community panels will also be established. Everyone will be impacted and its important to balance the impacts and benefits. If more people shift to PT can the system cope? What are the issues for those living on the boundary of the cordon and what do we need to do to reduce the negative impacts. Fees have been mooted at \$3.50per trip or a max of \$7.50 per day. AT are mindful of people driving on the back routes to avoid charges – this is not what anyone wants. Overall, the scheme should reduce congestion and increase efficiency of the network. PB thanked GG for the presentation. RT mentioned that he knew people who were involved with introducing the scheme in Singapore and buses got stuck in congestion and people still felt it was cheaper to drive. RT asked about the impact of bus fares on occupancy rates. BR asked how any revenue gathered would be spent? GG noted this had yet to be determined although any revenue should ideally go into PT. Buses would not be charged a fee to move in and out of the cordon but taxis and ubers would.

GM mentioned that the worst congestion was on the motorways and that AT needed to be careful not to just divert this traffic onto local roads. One issue was that no Government had properly invested in a transport corridor that bypassed Auckland CBD. GM suggested that more investigation should be done on the causes of congestion. GM thought it was an excellent well-balanced presentation and agreed that there was probably not one simple solution. He also noted that getting children to school and sports was challenging for some parents.

GG noted that even small reductions in traffic enabled free flowing traffic, citing the school, holidays as good examples. GG also mentioned that the scheme was not aiming to be social engineers determining who should travel where.

PB thanked GG for the presentation and wished him a speedy recovery.

4 Area-wide Travel plan – update from BR and Hamish Speakman (HS) Mott MacDonald.

BR introduced HS who was attending to assist the Board with the area-wide travel plan. BR thanked those who had attended the Workshop lead by the Resolve Group. The focus of the Workshop was to

	<p>prioritise projects to be part of an action plan for the TMA. This action plan will be presented to AT with a view to obtain funding. HS explained that he had been involved in the Workshop and distributed a list of possible projects for the Board members to prioritize. HS detailed his understanding of the focus areas for the AT Travelwise team. 51% of their funding comes from NZTA to deliver behaviour change. HS explained that changes to infrastructure come from other pots of money. Top of mind would be increasing PT usage as this would improve fare box recovery rates. BR explained that items such as safety would be unlikely to receive funding from AT therefore would not be in the proposal shared with them. However, they could be in a plan that the TMA looks to adopt and support via membership fees. PB asked for comments from the Board members on the document outlining the projects that had been shared before the meeting.</p> <p>BS highlighted the importance of getting people in and out of the city and that being CRL ready was critical to that.</p> <p>SB mentioned the ongoing issues with taxis and ubers (which BR was working on) but kerbside management was important to keep the area moving. BR mentioned that the Room to Move report was covering a lot of this and the TMA had been feeding back into that report.</p> <p>RT suggested first and last leg and BT felt that the new starters guide and encouraging people back to the office were good suggestions. OM mentioned focussing on employee subsidies such as Fareshare. It was agreed that BR & HS would work up more details on the projects identified and circulate for comments. PB asked if the workshop attendees would be getting an update. BR confirmed that there were plans to do that and possibly look at future workshops/meetings to build on the momentum. PB thanked HS for his expert input and for taking time to attend the meeting.</p>	
5	<p>Wynyard Bridge</p> <p>Marian Webb (MW) from Eke Panuku and Tim Christensen (TC), Resolve Group and joined the meeting online.</p> <p>MW mentioned that much of the work was now taking place offsite. A site at Wynyard Wharf was being established. A barge would be in place by mid late July in order to transfer the removed spans to the site at Wynard Wharf. The barge would be in place for 2 weeks. Eke Panuku are working with VHHL to ensure that the impact on the marine berths is minimised. The spans need corrosion and steel works done and this will be done offsite. The mechanical repairs are ongoing and the time frame for that is tbc.</p> <p>MW reported that the ponton proposal has been investigated, and there are safety and compliance issues. The pontoon structure will also need building and resource consents. There are lots of risks to be worked through. One of the issues is the public using currently private land (designated for the marina) and there are tidal issues to be considered. The high and low tide levels vary quite a lot and at low tide there would be a steep gradient.</p> <p>Eke Panuku have got engineers to look at the proposal. The structure still needs to open and close to allow marine vessels to access the area. The pontoon will enable people to walk across but not at the same capacity as the bridge. It can only be used for the fully mobile people. The pontoon will take around 12 weeks to get it in the water and ready for public use. MW noted that this was dependent on the RC process. All going to plan it could be operational by mid/end September 2024.</p> <p>PB asked when the main bridge would be reopened. MW reported it would be ready for summer – start of December 2024. PB asked if there was any possibility that Eke Panuku might make a decision not to go ahead with the pontoon. MW mentioned that the Board had signed off on the pontoon and that the consenting process could delay things. GM commented that he was impressed with Eke Panuku’s response and moving towards a workable solution.</p> <p>PP from Eke Panuku then outlined the new marketing and website ideas which includes an “eat, play, stay” campaign. There are several new videos including interviews with Wynyard Quarter business owners.</p> <p>OM asked why the ferry services were only at weekends and not available to commuters. MW noted that the ferry is not a transport solution the preferred solution is the link bus.</p>	
6	<p>Updates – no updates as the meeting over ran</p>	
7	<p>Items of interest / AOB</p> <p>No other business</p>	
<p>Date of next meeting Wednesday 7th August at 1030am at offices of Mott MacDonald</p>		