

Board Meeting

Date and time:	Wednesday 1st May 2024 at 1030am
Attendees:	<ul style="list-style-type: none"> • Meredith Bates (MB), Mott MacDonald – Chair • Peter Busfield (PB), NZ Marine - VC • Brett Sweetman (BS), Park Hyatt Auckland • Anita Potgieter (AP), ASB (joined online) • Pete Bowden (PBO), VHHL/Tramco • Genevieve Sage (GS), Waitematā Local Board (joined online) • Ronald Tay (RT), WSP • Olivia Heighton (OH), Precinct Properties • Greg Moyle (GM), Waitematā Local Board • Sharon Byrne (SB), Auckland Theatre Company
Apologies:	<ul style="list-style-type: none"> • Brigid Rogers (BR), WQ TMA Coordinator • Fiona Knox (FK), Eke Panuku • Tom Locke (TL), Warren and Mahoney • Graeme Gunthorp (GG), Auckland Transport • Peter Young (PY), Sanford
Guests:	<p><i>(Item 2 only)</i></p> <ul style="list-style-type: none"> • Yeshe Hegan (YH), Eke Panuku • Tim Christensen (TC), Resolve Group • Marian Webb (MW), Eke Panuku
Notes taken by:	Meredith Bates
Meeting held at:	Tramco offices, Viaduct Harbour Avenue

Item	Discussion and Action	By who
1	Karakia and introductions	
2	<p>Wynyard Bridge</p> <p>Representatives from Eke Panuku joined the meeting online. These included Yeshe Hegan (YH), Tim Christensen (TC), Resolve Group and Marian Webb (MW).</p> <p>MW and the team provided an update on the following:</p> <ul style="list-style-type: none"> • Maintenance work • Communications • Investigation of Options <p>Eke Panuku are working on ways to reduce the construction timeframe e.g. looking at contractors working day and night on some items such as sandblasting.</p> <p>They have been looking at a number of options to get people in and out of the WQ other than using the City Link bus. Whilst they investigate these options they are still promoting the use of the City Link.</p> <p>Options include:</p> <p>Temporary bridge – pivoting pontoon bridge or sliding bridge. MW will share the report once finalised.</p> <p>A temporary bridge is not looking feasible due to health and safety issues, timing, feasibility and logistics.</p> <p>They have worked with AT around an additional ferry stop but the conclusion is this is not going to help as additional infrastructure required, so timing for this is not feasible.</p> <p>A water taxi solution may be feasible and EP are looking at running a trial to test various aspects for viability for the Redboat, Health and Safety, ease of use, public uptake, logistics. It is aimed at casual walk-up demand as it won't be able to replicate the capacity of the previous bridge, so the alternative Link bus will still be promoted. Trial dates proposed are 11/12, 18/19 May.</p> <p>BS commented that these dates are good as it is Mother's Day on 12 May and demand on that weekend is typically high at the WQ restaurants.</p> <p>BS has been in discussions with Michael Dearth around activations for the WQ restaurants and these conversations are continuing and would appreciate any assistance from Eke Panuku. MW will follow up with her marketing team.</p> <p>BS asked if there was an update on the re-opening and MW replied they were still aiming for the beginning of summer.</p>	<p>MW (received)</p> <p>MW</p>

	<p>BS asked if there was a timeline for the temporary bridge solution and MW replied that this solution is not viable as a resource consent and equipment is required that would mean timeframes are no feasible. PB asked for further details on the Redboat capacity – MW provided detail that there would be two 50ft boats, with a capacity of 60 pax each, operation in daylight hours only, approx. daily capacity of 1200 pax. This is compared to the current estimated demand of 6,000-9,000 people crossing per day. MW noted that the Redboat option would operate free of charge.</p> <p>Details of boarding / alighting location is being worked through at the moment. Consideration needs to be given to the live construction site of the bridge.</p> <p>GS raised the opportunity of an ‘urgent decision’ being granted which would negate the need for resource consent for a temporary bridge – similar to the St Georges Bay water leak repair recently undertaken. MW will take that to their Planning team for advice.</p> <p>TC provided an update on the maintenance activities. Redundant systems have been removed, spare parts are arriving, the bridge is having a full rehaul and paint work is expected to have a 15 year life span and the bridge itself a 20-30 year life span once complete. The maintenance schedule is on the website.</p> <p>GM expressed his concern that this bridge had got to this situation and queried where the plan for a permanent solution is – which could hold vehicular traffic such as light rail. MW explained the history of the bridge’s temporary nature and the funding reprioritisation following the emergency budget. Several members expressed concern that there needs to be a better long-term solution between Britomart and Wynyard Quarter for walking, cycling and public transport.</p> <p>PB requested the tar sealed area south of ETNZ is considered for public parking for events. MW explained they have made enquires about this area but as it is not legal parking, therefore EP cannot promote it. MW is happy to have further discussions around event parking.</p> <p>Eke Panuku staff left the meeting.</p> <p>Alternative options NZ Marine</p> <p>PB shared with the TMA information he had been investigating since the last Board meeting as per his action. PB presented some photos to illustrate the background research he had undertaken into what ferry options may be available to assist in the short term. The option would be to contract the services of William Goodfellow’s company Explore Group to provide a simple people mover barge to ferry people across the 57m gap between the berth adjacent to superyacht ‘Janice of Wyoming’ to the visitors berth adjacent to the Karanga Plaza steps. It would involve relocating ‘Janice of Wyoming’ and PB stressed the importance of looking after the owners in this regard. The yacht was built in NZ and the US owner is a great supporter of the NZ marine industry.</p> <p>Explore Group had done some provisional figures. On the basis of a 10 hour ferry service per day (approx.), one trip every 15/20 minutes, then the hourly cost would be \$380 plus GST. This would include the ferry, fuel and skipper per hour. The aluminium ferry pictured attached is currently in the Bay of Islands and can be immediately relocated to Auckland subject to the weather. The aluminium barge has a Maritime NZ licence for 47 passengers, has side loading for passengers and could, with additional cost, have a canopy structure built to shield passengers from the elements and internal rails for passenger hand holds.</p> <p>PB has also had informal discussions with Mayor Brown around him undertaking this background research. All members were in favour of PB drafting the above into an email to send to Mayor Brown and MW the Eke Panuku contact. The email should also re-iterate the request to investigate a shuttle from KZ1 to Wynyard Quarter</p>	<p>MW</p> <p>MW</p> <p>MB/PB</p>
<p>3</p>	<p>Presentation – Area Wide Travel Plan</p> <p>MB presented to the TMA on the update to the AT Funding and the proposal to develop an Area wide travel action plan. Funding historically from AT has been via a funding agreement based on objectives for a FY running July to June. The TMA had not been able to get an agreement from AT for FY 23/24. AT have now confirmed they will provide funding for development of an Area Wide Action Plan including a workshop with stakeholders/businesses and support from an external consultant to facilitate the workshop and develop the Action Plan. The scope of works includes:</p> <ul style="list-style-type: none"> • A workshop for the development of an area-based travel plan - facilitated by an external consultant. Workshop to be hosted in WQ • Invitees to be drawn from Wynyard Quarter businesses and stakeholders 	

	<ul style="list-style-type: none"> • Pre-workshop material will be circulated to all members to socialize the idea of an area wide travel plan for the Wynyard Quarter • An external consultant with assistance from the WQ TMA will draft simplified objectives for FY 2024-2026 based on our Strategic Plan • The workshop will enable us to work through the draft objectives and explore initiatives based on the travel planning undertaken to date in the Wynyard Quarter with some businesses • The goal for the workshop is to agree these objectives with stakeholders and discuss initiatives • Following the workshop, WQ TMA will provide a draft Area Based Travel Plan including objectives and prioritized short list initiatives for a FY 24-25 Action Plan with draft roles, responsibilities, indicative budgets, success measures, ways of monitoring impacts of initiatives • Initiatives not prioritized for FY 24-25 will be captured in a three year plan but not budgeted or assigned responsibility <p>It is hoped the establishment of an Action Plan will help facilitate future funding streams for travel planning in Wynyard Quarter.</p> <p>All voting members present indicated that they were supportive of this approach.</p> <p>AP made the suggestion that businesses think about who from their business may be the best person to attend the workshop, as the workshop will be more successful if the right representatives are in the room.</p>	
4	<p>Apologies and notes from last meeting / matters arising</p> <p>Apologies were noted as above.</p> <p>The notes of last meeting in April 24 were agreed - proposed by MB seconded by BS.</p>	
5	<p>Updates –</p> <p>Chair – as above in Item 3</p> <p>Waitematā Local Board – no update</p> <p>AT no update</p> <p>Eke Panuku - as above in Item 2</p>	
6	<p>Items of interest / AOB</p> <p>No other business</p>	
<p>Date of next meeting Wednesday 5th June at 1030am</p>		