

<b>Date and time:</b>	<b>Wednesday 3rd June 2026 at 1030am</b>
<b>Attendees:</b>	<ul style="list-style-type: none"> <li>• Hamish Speakman (HS), Mott MacDonald - Chair</li> <li>• Mischa Gildenhuis (MG), PAG</li> <li>• Brett Sweetman (BS), Park Hyatt Auckland (online)</li> <li>• Anita Potgieter (AP), Visa - VC</li> <li>• Bernard Trevor (BT), ASB</li> <li>• Kara Kennedy (KK), Waitemata Local Board</li> <li>• Peter Busfield (PB), NZ Marine</li> <li>• Kara Hartshorne (KH), Beca</li> <li>• Brigid Rogers (BR), WQ TMA Coordinator</li> </ul>
<b>Apologies:</b>	<ul style="list-style-type: none"> <li>• Anna Sizova (AS), Precinct Properties</li> <li>• Fiona Knox (FK), Auckland Urban Development Office (AUDO)</li> <li>• Sharon Byrne (SB), Auckland Theatre Company</li> <li>• Louise Vallant (LV), One NZ</li> <li>• Pete Bowden (PB0), VVHL/Tramco</li> <li>• Daniel Fonua (DF), Kiwi Property</li> <li>• Michael Hawes (MH), Warren and Mahoney</li> <li>• Edward Caughey (EC), Heart of the City</li> </ul>
<b>Guests:</b>	<ul style="list-style-type: none"> <li>• Lisa Lee (LL), Auckland Transport</li> <li>• Mark Lenaarts (ML), Auckland Transport</li> <li>• Shane Hartley (SH), Auckland Transport</li> <li>• Aidan Smith (AS), Workride</li> <li>• Emma Harries (EH), Northride</li> </ul>
<b>Notes taken by:</b>	Brigid Rogers
<b>Meeting held at:</b>	Park Hyatt, Auckland

<b>Item</b>	<b>Discussion and Action</b>	<b>By who</b>
<b>1</b>	<p><b>Karakia and introductions</b></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.</p> <p>POST MEETING: the notes below are a summary of the transcript of the recorded meeting.</p>	
<b>2</b>	<p><b>Update on WorkRide – Aidan Smith (AS)</b></p> <p>AS opened by explaining WorkRide's mission to support New Zealand businesses in offering cycling as a tax-advantaged employee benefit. The two programmes were covered in depth:</p> <p><b>WorkRide Max</b> The flagship product, used by the vast majority of their 2,000+ employer customers. Employers pay upfront via a single invoice, or WorkRide can hold funds in a bare trust account on their behalf — an arrangement already in place with clients like Mercury, Two Degrees, and Silver Fern Farms. Employees get a WorkRide ID, visit any of the 98% of NZ bike shops on the platform, choose a bike, and the store raises the order digitally. After e-signing agreements and employer approval, a pickup code is issued. The salary sacrifice then runs over 12 months, making it cost-neutral for the employer. For a \$5,200 bike, the net cost to an employee on an \$85k salary works out to just under \$3,200 — roughly a 40% saving.</p> <p><b>WorkRide Plus</b> Designed specifically for government and large enterprise organisations that can't or prefer not to pay upfront. Billing is monthly over the 12-month period, with all financing exposure taken on entirely by WorkRide — not the employer. The net saving for employees is around 33% (vs ~40% on Max). It's a newer programme but gaining traction with Crown entities and select enterprise customers.</p> <p><b>Other key points:</b></p> <ul style="list-style-type: none"> <li>• Both programmes are completely free to employers — WorkRide earns a partner commission from bike shops</li> </ul>	

- Edge cases are well covered: maternity/ACC leave triggers a deferral with a single button click; if an employee leaves mid-lease, billing ceases and a "true up" invoice is issued, with the employee choosing to settle or return the bike
- If a bike is stolen or damaged, the employee replaces it through their own or WorkRide's partner insurance
- Onboarding is flexible — some large businesses have signed up and launched within a week, while others take a couple of months
- Post-launch support includes demo days, webinars, lunch-and-learns, in-person activations, and incentives/giveaways

WorkRide has a partnership with Extraordinary (a public transport benefit provider) to offer a combined pre-tax commute solution covering bikes, buses, and trains — already shared by nearly 200 enterprise customers including Spark and Two Degrees.

A full copy of the presentation will be shared separately with Board members and is available on the TMA website.

### 3 City Rail Link – new network & wayfinding project – Lisa Lee, Mark Lenaerts and Shane Hartley

This was a detailed presentation covering the CRL network changes, wayfinding, timetabling, and safety — all building toward the CRL launch. No date for the opening of CRL has been determined. AT will likely give a 4- 6 weeks' notice period before opening to the public.

**New Network Map** ML explained that the map has gone through over 20 design iterations across two years. It shows the three new rail lines alongside key bus connections (Northern Express, Western Express, airport bus). A core challenge has been balancing the amount of information shown - accessibility details, bike parking, toilet locations, and drinking fountains have all been requested by community groups but adding everything in risks making the map too cluttered. The approach is to keep the physical map clean and direct more detailed information will be available online - via the AT app and the AT Journey Planner. There will also be digital real time screens at the stations giving departure and arrival information.

EH asked about accessibility access – ML noted that many of the new stations were fully accessible with lifts etc but some of the older stations are less accessible, not just for wheelchair users but for passengers with suitcases heading to/from the airport.

AP asked about the level of detail on the AT app – ML noted that for some passengers who didn't have access to mobile data, screens with real time data is really important.

LL noted that for Wynyard Quarter commuters there were two main options. These were Waitemata and Te Waihorotiu stations. These both have good connections for commuters. BR commented that WQ TMA are creating some new "head cam" style videos to showcase walking, cycling and scooting routes. The TMA are also creating an animated train map which will enable commuters to visualise their journeys once CRL is open.

**New Rail Lines & Key Route Changes** LL explained these:

- **East-West Line:** Runs Swanson all the way through to Māngere on a single line — meaning passengers can travel from Lynn Mall to Sylvia Park without transferring
- **South City Line:** Runs Kahukura through Grafton to Newmarket, then loops back through the tunnels
- **Onehunga West Line:** Extends from Onehunga out to Hinton
- One noted limitation at launch: during weekday peaks, the section between Henderson and Waitemata on the blue line can't be run through, requiring some transfers at Māngere or Karangahape. This is a known constraint that will be resolved over time.

**Time Savings** The presentation highlighted some compelling journey comparisons:

- Pāmure to Karangahape (K Road): 21 minutes, saving 14 minutes vs the previous bus/train combination
- Sylvia Park to Waitemata: 35 minutes, saving 24 minutes

	Day 1 Direct rail journey time savings	Day 1 Travel time savings to new stations (across PT)
West	Henderson to Waitematā ~37 min. Save 10 min – rail journey time saving.	Henderson to Te Waihorotiu ~35 min Save ~24 min – compared with previous train + walk journey.
East	Rail travel time to Waitematā is the same.	Panmure to Karanga-a-Hape ~21 min Save ~14 min – compared with previous train + bus journey.
South	Rail travel time to Waitematā is slightly longer as trains will go via Newmarket, Grafton and CRL rather than via Parnell. Shorter to new stations.	Ellerslie to Karanga-a-Hape ~20 min Save ~14 min – compared with previous train + bus journey.
Onehunga	No travel time change for Onehunga Line. Benefits from off-peak single-seat service towards Henderson. At peak services to Maungawhau.	

LL mentioned that the new timetable would be available in July/August and the CRL options will then be on the AT Journey Planner so commuters can map out their journey even before CRL opens.

**Frequency & Timetable** Four trains per hour per direction means a train every 10 minutes - described as a genuine "turn up and go" service, a concept the team acknowledged requires active education as it's new for many Auckland commuters. LL mentioned that the new timetable would be available in July/August and the CRL options will then be on the AT Journey Planner so commuters can map out their journey even before CRL opens. Off-peak frequency will be around every 9 minutes on the loop section.

**Wayfinding Signs** SH led on this and explained that approximately 150 new wayfinding signs are being installed across the central city and beyond, designed as a tiered system — high-level directional signs at the top of town, with increasing detail as you get closer to destinations. Walking distances and estimated times are included (based on roughly 4km/h). SH has spent the past year on placement design, with central city installs due for completion next month before rolling out to wider areas like Henderson over time.

**Community Engagement** The CRL team have been running community sessions, particularly in South Auckland, addressing questions like "how does CRL benefit us" The answer centres on frequency - trains currently running every 20–30 minutes will move to every 15 minutes at stations like Ōtāhuhu. There's also a "Travelwise" team within AT who walk employees from offices through to transport connections, with guided tours being considered. Companies are also being encouraged to subsidise public transport passes for employees rather than car parking.

**Safety** AT is part of the City Safety Task Force, meeting monthly with the Council. Key initiatives include:

- AI-monitored cameras across the network viewed via AROC - with a rotating human oversight roster
- A dedicated police officer embedded at the AT Operations Centre (ATOC) for direct, fast response
- New emergency help points being installed on platforms, monitored 24/7
- Safety wardens trialled on bus and train routes
- Collaboration with city centre police to increase their visible use of public transport - including cases where it's actually faster for officers to jump on a train than drive to an incident

AP asked about bike parking at new stations. ML noted that it varies and each station will have its own online profile.

BT asked about the time to get from the street to the platform – LL indicated it was about 1 minute.

KH asked about first and last trains – LL noted that first trains were at 5am last trains 2am

KH reiterated that there was data available to CRL from the 2025 WQ Staff Travel Survey. Employees expressed an interest in being included in CRL comms and many wanted to be part of a CRL Focus Group. The businesses where large numbers of staff wanted info on CRL can be identified – possible pop up events.

BR to continue the work already underway with AT/CRL on this.

HS thanks the staff from AT and they left the meeting.

#### 4 Apologies and notes from last meeting / matters arising

Apologies were noted as above. The notes of last meeting – deferred to a future meeting.

#### 5 Updates

**Chair** – HS mentioned that Kiwi Property has resigned from the Board following the sale of the ASB building in Wynyard Quarter, meaning they no longer have an asset in the area. Under the TMA's Constitution this now is classified as a casual vacancy.

AT Reporting Infographic HS noted that BR had prepared an infographic for Auckland Transport summarising the work from the previous year. HS noted it had been very well received by AT.

**THE MEETING CLOSED AT 12NOON**

	<p><b>POST MEETING</b></p> <p><b>Waitematā Local Board</b> – It was noted that an abatement notice had been issued by AC to the owners of the Pakenham Street car park which was operating the car park without RC.</p> <p><b>AT</b> – the funding agreement with WQ TMA for the next financial year is underway. This will be signed off by AP as HS has already noted a potential conflict of interest as he is currently seconded to AT. HS has not been involved with the AT/TMA funding agreement, in any capacity.</p> <p><b>AUDO</b> – have connected BR with the developers of North Wharf. Stride will be invited to present at a future Board meeting.</p>	
<p><b>6</b></p>	<p><b>Items of interest / AOB</b></p> <p><b>Appointment of signatories to TMA accounts</b> PB has taken over as Treasurer. The new signatories are in the process of being added to the TMA bank account.</p> <p><b>CRL project</b> The filming of the walking, cycling and scootering routes had been undertaken. BR is keen to follow up with the CRL presenters and explore further opportunities for collaboration. The contacts for the CRL Focus group have been extracted and BR will be creating a bespoke e-newsletter for that target audience.</p> <p><b>NZ Marine update</b> The new CEO will try and attend the CRL tour. Callum Gillespie will determine his role on the TMA Board by Spring 2026.</p> <p><b>Viaduct Harbour Avenue clearway</b> BR was approached by local stakeholders who were keen to create safer environment in the evening peak around Viaduct Harbour Avenue. Currently long queues have led to vehicles jumping the lights and this is a safety concern for both pedestrians and vehicles. AT have agreed to investigate.</p> <p><b>Taxi and rideshare issues</b> AT have agreed that the CCTV cameras can be attached to existing infrastructure, so this project is progressing.</p> <p><b>Bike Subsidy schemes comparison table</b> WQ TMA investigated whether it could produce a concise comparison table for the three bike subsidy operators currently in the market. However, it was decided that this may inadvertently leave out important details about the different schemes available. URL links will be added to the TMA website to promote the schemes available instead.</p> <p><i>For further information on any of the above Post Meeting items please contact Brigid</i></p>	
	<p><b>Date of next meeting Wednesday 1st July 2026 - CRL Tour</b></p>	