

Wynyard Quarter Transport Management Association

Meeting No.18

Board Meeting

Date and time:	Wednesday 20th March 2019 10am
Attendees:	<ul style="list-style-type: none"> • Anita Potgieter (AP), Fonterra - Chair • Tim Fitzsimmons (TF), Goodman • Natasha Gordon (NG), Auckland Theatre Company • Peter Busfield (PB), NZ Marine • Lucy Godfrey (LG), Mott MacDonald • Adam Davis (AD), Sanford • Miguel Menezes (MM), Auckland Transport • Fred Botica (FB), Stolthaven Terminals • Pippa Coom (PC), Waitemata Local Board Chair • Daniel Scott (DS), VHHL/Tramco • Brigid Rogers (BR), WQ TMA Coordinator • Lauren Tilson (LT), Precinct Properties • Ben Twigden (BT), 151 Property
Apologies:	<ul style="list-style-type: none"> • Fiona Knox (FK), Panuku • Graham Kristiffor (GK), Precinct Properties • Louise Baker (LB), WSP Opus
Notes taken by:	Brigid Rogers
Meeting Held at:	ASB Waterfront Theatre

Item	Discussion and Action	By who
1	<p>Apologies and notes from last meeting / matters arising</p> <p>Apologies as noted above. Mike Prentice has resigned from 151 Property and Ben Twigden would be his replacement on the Board for the time being.</p> <p>Matters arising</p> <p>MM to follow up on motorbike parking provision in WQ</p> <p>Panuku had applied for an extension of the resource consent to continue using the Jellicoe Street car park as a surface car park. BR to follow up with FK.</p> <p>Other items covered in section 6 - AOB</p> <p>Notes from February meeting were approved – TF proposed seconded by NG.</p>	<p>MM</p> <p>BR/FK</p>
2	<p>Update from Wynyard Edge Alliance</p> <p>Michael Goudie gave a presentation to update the Board in the progress. A copy of the presentation will be circulated with the notes of the meeting. MG explained that WEA was basically a joint group, owned by Council and Crown, consisting of Downer, Tonkin& Taylor and Becca. The WEA started work in early January 2019.</p> <p>The next meeting of the Community Liaison Group is Thursday 28th March at 730am at ASB Cube.</p>	
3	<p>Update from Auckland Transport</p> <p>AP thanked AT for the payment of the funding for the TMA. Miguel Menezes (MM) updated the Board on the recent restructure that had taken place within AT. A copy of the presentation will be circulated with the notes of the meeting.</p> <p>Strategic areas are divided up through Executive GM roles. These are: Ex GM Business Technology, Ex GM Culture Transformation, Ex GM Customer Experience, Ex GM Finance, Ex GM Integrated Networks, Ex GM Planning and Investment, Ex GM Risk and Insurance, Ex GM Safety, and Ex GM Service Delivery.</p>	

	<p>MM felt that Customer experience team would be a good fit for the TMA. The Ex GM of that is Vanessa Ellis. Also within that team are Kevin Leith and Cliff Wilton. MM to set up a meeting for the TMA (AP & BR) with Vanessa and team.</p> <p>MM also encouraged the TMA members to have their say on the proposed bylaw to reduce the speed on some roads around Auckland to 30kmp or less. BR asked if the affected roads would need traffic calming measures, such as speed bumps. MM confirmed that they would but that this had not yet been determined. MM mentioned that average travel speeds in the CBD are already low so reducing the speed limit will have very little impact. Safety was the main reason for the reduced speeds.</p> <p>MM talked about the Road network optimization model. This relies on a three prong approach – network management, capacity creation and behaviour change. WQ TMA was needed to help with behaviour change. MM gave the example of the CBD where in Feb 2018 public transport was the main way of travelling in and out of the CBD. MM estimated that sustainable modes in WQ accounted for 60% and the target was set at 70%. MM mentioned that reductions in CO2 emissions were being looked at for the CBD.</p> <p><i>Please note that the 70/30 split was set in 2004 and has since been anecdotally revised to an 80/20 or even a 90/10 split in order to get WQ moving.</i></p> <p>LG asked what influence AT had over the consent which was granted for 385 car parking spaces in WQ? MM commented that Resource Consents were approved by Auckland Council but often comments were sought from AT. MM said he would look into it and report back to the Board.</p> <p>PC expressed her concern over a consent allowing such a high number of car parking spaces.</p> <p>AP thanked MM for the update and encouraged members to share the AT speed reduction information (which is on the TMA website) with staff and colleagues.</p>	<p>MM</p>
<p>4</p>	<p>Funding</p> <p>AP reported that the funding from AT had been paid to the TMA.</p> <p>BR asked about funding for the next financial year from AT – MM suggested getting that request in early. AP to discuss with AT at meeting with Vanessa Ellis’ team and also email RK at AT regarding this.</p> <p>TF to connect with BR regarding possible sponsorship opportunities.</p> <p>PC mentioned the Auckland Council Annual budget. BR reported that TMA did not submit on the basis of external advice.</p> <p>AP asked that everyone keep an eye out for opportunities that might arise that might be relevant to the TMA</p>	<p>AP</p> <p>TF</p> <p>ALL</p>
<p>5</p>	<p>Updates</p> <p>AP reported that a meeting had taken place with Jo Brothers, new comms/marketing person at Panuku. FK had suggested that meeting to raise profile of WQ TMA. Jo has relaunched the “your waterfront” website and is looking for women working in the area who might be interested in being profiled. Anyone with any good case studies to contact BR who can put them in touch with Jo.</p> <p>AP recommended that the TMA submit on the safer speeds proposal.</p>	<p>ALL</p> <p>BR</p>

	<p>AP also suggested that aligning travel surveys for all businesses in the WQ area would be beneficial, i.e. all surveys asking the same questions. MM indicated that there was a template that could be used but customisation was also possible.</p> <p>PC encouraged everyone to have input into the safer speeds process. The local Board will give feedback after the public have had their say.</p> <p>Quay Street upgrade was causing some issues but it is much better now everyone understands what is going on.</p> <p>BR asked when Eastern Viaduct would be back as a public space. PB commented that this space was going to be used by the Auckland On Water Boat Show end Sept/October this year.</p> <p>BR reported that the Jellicoe Street car park was to become a media centre during the America’s Cup. That would mean no public parking at all in that car park. AD commented that Sanford staff parking currently using Jellicoe Street was having to be relocated. Sanford were also reviewing how their onsite car parks were being used as part of this process.</p> <p>PB commented that car parking and the management of traffic during the America’s Cup was going to be a challenge for the area. For example Team NZ could have as many as 9 vessels on the water for hospitality during the ACup. Many other syndicates will also be entertaining and these people need to get to the waterfront and the vessels themselves need servicing with groceries, deliveries etc.</p> <p>AP mentioned that a lot of focus has been around the construction phase and perhaps the TMA should revisit the event management travel plans.</p> <p>LG asked if AT were leading the transport arrangements for the ACup. MM said he would find out and put the TMA in touch with the right person.</p>	<p>BR</p> <p>MM</p>
<p>6</p>	<p>Items of interest / AOB</p> <p>6.1 Change to Rules – this has been accepted by the Companies Office. BR to apply to the IRD for not for profit status.</p> <p>6.2 Te Wero Bridge – Daniel Scott reported back to the Board as follow:</p> <p>Advance Notice – Basically how it currently stands, as soon as John knows the bridge is going to be going up the alarm sounds to clear the bridge. He wasn’t quite sure how an advanced notice would work/be of any direct benefit and even if something went out with some kind of alarm i.e. a text message it would create more people frantically trying to run/cycle/push their way to make it to and over the bridge which people are already doing (but just in the vicinity of the bridges alarm).</p> <p>Restricted movements- With regards to having any kind of restricted movements in the port, under the Resource Management Act it is not an option as priority is given to the boats entering and leaving the port. Putting any sort of restrictions on the ports operations could have drastic negative effects and essentially harm the overall activity of the port as noted in previous other instances which helped the environment court’s ruling of the matter. In the peaks times however John noted that very rarely will the bridge be raised more than once or at all in the morning between 7-9am. There is however more of a disturbance between the 4-6pm time period and again, with priority being given to the boats it is difficult to resolve having the bridge up for extended periods of time during this period (particularly in the summer). I’m sure there already is something to notify/remind people that interruptions to their commute may be affected between 4-6pm, and even more so in the summer but if not, maybe circulating or putting out regular reminders that this is a particularly busy time for the bridge to be in use and that boats do have priority and to allow for sufficient time when commuting to accommodate any unexpected delays.</p>	<p>BR</p>

	<p>Discussion took place around who owns the bridge and if signage could be improved to enable active mode users to be aware of alternative routes. DS did report that Panuku are looking to rebuild the bridge and that process is underway. BR to talk to FK about where that progress of this project. TF mentioned that before the bridge there was no direct access so VVHL had enabled that connection to happen.</p> <p>It was noted that berths in the Viaduct are expensive and the Te Wero bridge access is part of that agreement.</p> <p>6.3 Public Transport – BR had met with Pete Moth at AT who is keen to present to the Board at a later date, possibly June meeting. BR raised the issue of excessive bus layovers with him and he indicated that a possible short term solution had been found through Panuku offering some vacant land close to Jellicoe Street. BR to contact Panuku regarding this. BR stressed that the TMA were keen to see public transport using Halsey Street as that is where the entertainment hub for the area is located.</p> <p>When the CRL is completed the Link bus will no longer be needed and AT are looking at extending some services from the east through the CBD to WQ. BR raised with AT that this could even more buses using WQ as a layover area and that was not something the TMA would support.</p> <p>6.4 Ferry Strategy – BR met with Gareth Willis who is keen to look at options around improving ferry connections to and from WQ. There are currently no funds available for this. Mention was made of Hobsonville where the developer for the area has put money in to making the ferry service available during the weekends. An estimate for a service in WQ was around \$600,000 pa. BR indicated that the TMA would be very supportive of improved ferry connections for WQ.</p> <p>6.5 Promotional Videos NG and BR had met and are progressing the concept of promotional videos showcasing sustainable journeys.</p> <p>6.6 Infratil BR reported that Andrew Lamb is keen to talk with the board and a date has yet to be arranged. This development includes a 385 capacity car park, a 154 room Travel lodge hotel and cafes retail on the ground floor.</p> <p>6.7 Inugo AP keen to see this project move ahead. The opportunity is there to open up private car parking spaces to the public after hours. AP to connect with BT regarding this. AP acknowledged that a better understanding of the possible taxation implications was also needed.</p>	<p>FK/BR</p> <p>BR</p> <p>BR</p>
	<p>DATE OF NEXT MEETING – Wednesday 17th April at 10am</p>	