

Wynyard Quarter Transport Management Association Board Meeting		<i>Meeting No.30</i>
Date and time:	Wednesday 20 May 2020 10am	
Attendees:	<ul style="list-style-type: none"> • Lucy Millier (LM), Mott MacDonald – Chair • Peter Busfield (PB), NZ Marine • Louise Baker (LB), WSP • Tracey Ryan (TR), Panuku • Kevin Leith (KL), Auckland Transport • Lauren Tilson (LT), Precinct Properties • Ryan Carter (RC), 151 Property • Brigid Rogers (BR), WQ TMA Coordinator Guest John Smith (JS) Panuku Scott Wickman (SW) Arup	
Apologies:	<ul style="list-style-type: none"> • Graeme Gunthorp (GG) Waitemata Local Board • Gail Calder (GC), Fonterra • Sharon Byrne (SB), Auckland Theatre Company • Anita Potgieter (AP), ASB • Fiona Knox (FK), Panuku • Adam Davis (AD), Sanford • Daniel Scott (DS), VHHL/Tramco 	
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>Apologies as noted above. AP had been called into another meeting at short notice so LM agreed to chair the meeting. Notes of April meeting were reviewed and agreed by TR and LB.</p> <p>Matters arising</p> <p>AP to contact Paul Edmonds (AT) to follow up about the consenting process for car parks in WQ. AP to report back to TMA Board.</p> <p>KL to arrange for a rep from AT to attend a future Board meeting to give an update on Quay Street.</p> <p>AP to follow up with Infratil regarding public end of trip facilities in their new car parking building.</p> <p>Annex 18 – suggested that before the next Board meeting reps from the TMA meet with AC and AT to better understand what data is and isn't being collected.</p>	<p>AP</p> <p>KL</p> <p>AP</p> <p>BR</p>
2	<p>Wynyard Quarter Precinct Revised transportation strategy</p> <p>TR introduced John Smith (JS) Panuku and Scott Wickham (SW) Arup. TR explained that the final masterplan for Wynyard Quarter is likely to be endorsed by the Panuku Board in April 2021. A draft document is likely to go to the Panuku Board in August. Panuku are keen to get feedback from TMA as soon as possible.</p> <p>JS explained that there had been significant changes since the first transport plan for the area was produced. Public transport use had taken off and new mobility options were now available. Panuku want to understand the changes and reflect them. WQ has a mix of land uses and that will shape travel demand. The area needs</p>	

to be accessible and ready for new modes. Much of the work has been influenced by the AT's 'Roads and Streets Framework' and as assessment for Beaumont Street and Westhaven is currently underway. JS noted that streets in WQ have changed priority over time - such as Daldy Street now to become the PT spine as intended in the 2014 Wynyard Quarter transport plan.

It was noted that once the Northern Pathway was finished there would be an increase in people passing through the area and that they might need new facilities such as protected cycleways to ensure their safety. The need for improved PT layover facilities had been identified. JS also mentioned the opportunity to increase ferry provision for the area, and determining the future of the Dockline tram in the PT network.

LM asked that Board members provided feedback by the next Board meeting on 24th June. LM stressed the importance of all relevant plans being tied together such as CCMP, and the latest version of the Roads and Streets Framework.

TR commented that questions had been raised as to why Panuku were undertaking a transport strategy. TR said it was important for the ingoing success of the area to have learned from the experiences of the area and to have clear thinking about changes needed. TR asked the Board members to think about what is missing from the report, what they want to see and what they support. The TMA comments will add value and help improve the outcomes of the report.

KL commended Panuku on a great piece of work. KL commented that whatever was being proposed needed to connect with other projects and ensure that the area does not become an island at the end of the network. RC asked for clarity around the approval process for the strategy. RC felt that there needed to be more emphasis on pedestrian movements and perhaps safety improvements so that vehicles and pedestrians knew who had priority in some areas.

SW explained that the strategy looks broadly at how people move through and around the area and the types of user. SW agreed that the network needed to be set up in such a way that it is safe for everyone.

JS confirmed that although Panuku were producing the report, much of the work would need to be undertaken by AT, therefore buy in from them would be critical. JS indicated that the report would go to the Panuku Board and AC planning as part of the Wynyard Point Strategy. SW agreed that the design and delivery of projects would require a coordinated approach.

LB mentioned that there were rights of way through private buildings and plazas (such as at 100 Beaumont Street) – which people may not be aware of and so would be good to show in the strategy. LB also suggested that a better understanding the 'real' mode share would be helpful because there are discrepancies in the mode share split target between the first Transport Strategy and this new document (an 80:20 and a 90:10 split was talked about). The original Environmental Court ruling was 70:30 split.

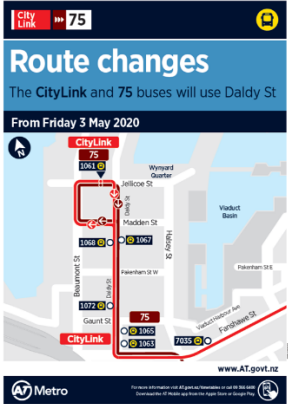
BR mentioned the current maps in the strategy showing cycle paths along Westhaven Drive and around Sailors Corner. This differs from the TMA's understanding of the agreed future cycle network and questioned why it was illustrated in the CCMP and this report. JS mentioned that there was talk of improving the Fanshawe Street connection and that needs to be investigated.

BR also commented that there was no mentioned of shared vehicles although AT did have a Car Share Policy. It would be good to see this opportunity as part of the strategy, with electric vehicles being given priority. BR asked if Panuku could share the full report with the TMA Board and TR agreed.

PB felt that there needed to be more designation for the marine industry in the planning. Beaumont Street is a vital link for the industry and access is key to the ongoing success of the industry in the area. PB suggested looking to remove through traffic. PB mentioned that Westhaven Drive has high usage by boats on trailers and they often have to mount the kerb, this is a safety issue for cyclists and pedestrians.

KL suggested that a workshop of key stakeholders might be a useful way to progress the transport strategy, as it was important to have joined up thinking and highly connected input. KL suggested getting representatives

ALL

	<p>from different sectors together and then bring that thinking back to the TMA Board. TR to review options and report back to Board</p> <p>JS acknowledged that Beaumont Street has to perform many different roles and it is just this kind of feedback that is important to receive and understand. JS commented that Panuku had been working closely with Daniel Newcombe at AT.</p> <p>LB suggested that some suggestions could be trialled in the area before being permanently established.</p>	TR
3	<p>Project Wave</p> <p>LM ran through the slides that had been previously circulated, outlining project Wave. The project had been submitted as part of the NZTA Innovating Streets initiative and funding had not yet been determined. This was a joint project between AC, Panuku, AT the Local Board and Bike Auckland. WQ TMA along with VHHL were identified as key stakeholders. Project Wave identified the following opportunities:</p> <p><i>Immediate: A gap in the cycle network between great facilities like Nelson St, Quay Street, and Westhaven Drive, leading people on bikes into an area dense with pedestrian, traffic, and no clear route.</i></p> <p><i>Event Activity: The Americas Cup (AC36) and associated regatta putting significantly more pressure on pedestrian and space for active modes from December 2020</i></p> <p><i>Coming Soon...: The completion of Skypath and Seapath, with no clear connecting for people on bikes into the Central CBD – a missing link.</i></p> <p>PB questioned who Bike Auckland were and why they were in the consultative group as all the others were CCO's. JS explained that the project had been simmering for a while and the Innovative Streets project was aimed at piloting projects quickly. KL commented that the TMA would be more involved if funding is granted, and wider stakeholder feedback would be needed.</p>	
4	<p>4 Updates</p> <p>Auckland Transport – KL thanked BR for getting Genesis CEO on board for the Seven Sharp interview. He reported that PT had coped well although demand was low at the current time.</p> <p>LM asked if the Seven Sharp interview was to be part of wider comms around staggering journey times etc. KL commented that post Covid 19, AT are looking to find ways to keep the behaviour changes that people have made. This would have a positive impact on reducing congestion especially in the city centre. It would also free up the network so that businesses, such as the marine industry would be able to move around more freely.</p>	
5	<p>5 Items of Interest / AOB</p> <p>Covid 19 – Seven Sharp Covered under AT update.</p> <p>Bus routes – the changes outlined below will now go live in July 2020.</p>  <p>Beaumont Street works</p> <p>PB reported that the marine industry had been give just five days' notice of Watercare works planned for Beaumont Street. This involved the removal of all parking – which had been sanctioned by Auckland Transport. PB had met with Downer who were very helpful and have agreed to provide seven spaces for the marine industry on a rolling basis. PB is very concerned that AT would agree to the removal of all the car</p>	

<p>parking without any real consultation with the businesses affected or the marine industry. KL agreed to find out if he could determine what had happened in this case and report to PB.</p> <p>LM thanked PB for his efforts and representing the TMA and stressed the need for better consultation processes in the future.</p> <p>Update on Panuku projects BR reported that these were on hold while Panuku staff worked on Covid 19 projects. BR had been in contact with Panuku and will continue to liaise with them.</p> <p>Innovating Streets LB reported that WSP had shared thoughts on improvements for Beaumont Street as part of this project. This was a continuation of their previous work on auditing within the area around the WSP office.</p> <p>AOB BR thanked LT for setting up MS teams and facilitating the last two online meetings.</p> <p style="text-align: center;">Date of next meeting Wednesday 24 June 2020</p>	KL
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