

Board Meeting

Date and time:	Wednesday 14th February 2024 at 1030am
Attendees:	<ul style="list-style-type: none"> • Meredith Bates (MB), Mott MacDonald – Chair • Peter Busfield (PB), NZ Marine - VC • Olivia Heighton (OH), Precinct Properties • Brett Sweetman (BS), Park Hyatt Auckland • Anita Potgieter (AP), ASB • Michael Hawes (MH), Warren and Mahoney • Peter Young (PY), Sanford • Ronald Tay (RT), WSP • Brigid Rogers (BR), WQ TMA Coordinator
Apologies:	<ul style="list-style-type: none"> • Fiona Knox (FK), Eke Panuku • Graeme Gunthorp (GG), Auckland Transport • Sharon Byrne (SB), Auckland Theatre Company • Pete Bowden (PBO), VHHL/Tramco • Genevieve Sage (GS), Waitematā Local Board • Bridget Law (BL), Eke Panuku • Greg Moyle (GM), Waitematā Local Board • Tom Locke (TL), Warren and Mahoney
Guests:	<ul style="list-style-type: none"> • Heidi O’Callahan (HOC) All Aboard • Karen Hormann (KH) Bike Auckland
Notes taken by:	Brigid Rogers
Meeting held at:	Mott MacDonald offices, Wynyard Quarter

Item	Discussion and Action	By who
1	<p>Apologies and notes from last meeting / matters arising</p> <p>Apologies were noted as above. The notes of last meeting in November 23 were agreed - proposed by AP seconded by MB. BR agreed to follow up with BL regarding the tram tracks.</p>	BR
2	<p>Introduction to All Aboard – Heidi O’Callahan (HOC) All Aboard introduced herself and Karen Hormann (KH) from Bike Auckland to the Board. HOC explained that she was an engineer by trade and that she had been involved with community groups for many years and used to write for the Greater Auckland blog site. All Aboard aims to bring together all the voices of those concerned with the transport systems. The group have been involved with a number of court cases. The group have recently appointed an executive director and a comms person so that will help raise the profile of the group. HOC has family living in the area and a boat at Westhaven. HOC explained that All Aboard (AAB) became interested in the proposals to upgrade Beaumont Street. AAB felt it was too early to do anything permanent as there is still so much development planned for the area – especially Wynyard Point. AAB are keen that schemes are tested before being made permanent. The group are keen to encourage people out of cars so that everyone can be better served. KH explained that Bike Auckland was also an advocacy group they have been very much involved with Liberate the Lane. They are keen to see an active modes connection over the Harbour. The WQ area has been designed for active modes but improvements to connectivity need to be made. KH explained that these don’t need to be expensive and that her group were keen to work with AT and WQ TMA on a solution for Beaumont Street.</p> <p>PB commented that there have been plans for Beaumont Street for nearly 20 years and that the marine industry is very much alive and part of the fabric of the area. PB was keen to understand what both groups envisaged for the street.</p> <p>HOC mentioned that there had been talk of opening up the street for all active modes at the weekends but was mindful of the need for access by Sealink and fishing vessels. HOC noted that one of the issues facing AT was the lack of enforcement of parking regulations. HOC mentioned that AAB had issued a LGOIMA to AT in respect of Beaumont Street. Therefore, AAB now have details of all the plans and correspondences relating to the proposed upgrade. HOC thought that the report from Orams was a very good document. HOC noted that</p>	

	<p>Orams would need to rely on high levels of parking enforcement in order to access the Orams site when the new entrance is completed. HOC suggested that a tactical cycleway might work – whereby active modes could be diverted away from the areas where marine traffic was active. HOC suggested this would be quite easy for the marine industry to do.</p> <p>PB asked about examples from other areas. HOC said there were lots of areas where this had been done successfully. MB commented that the TMA had thought that moving cyclists over to Daldy Street might solve some of the possible conflict issues. HOC suggested that all properties needed access to the cycle network, but that where there are big commercial vehicles separation is needed. With the high numbers of staff at Orams some of them would probably like to cycle and needed access to the network. BR commented that many of the workers carry with them specialised equipment that couldn't be taken on a bike or bus so some consideration needs to be given to those situations.</p> <p>PB noted that many of the marine contractors are from out of town and they will drive to Orams. The marine industry needs good vehicle access while at the same time having friendly streets for walkers and cyclists. PB mentioned that they are keen to limit the parking time but that AT wasn't keen on that, and agreed that enforcement wasn't being well managed at the current time.</p> <p>HOC commented that congestion in the area was being increased by people driving through the area (rat running) this was causing delays to PT connections in the area.</p> <p>MH commented that the road space was for everyone and asked how much of the public realm should be given over to parking. He noted that Beaumont Street was a multipurpose street and a balance needs to be struck, bearing in mind the mode shift targets that are in place.</p> <p>HOC asked if any analysis of the parking had been undertaken, and suggested that private requirements for cars can't be put onto public space. MH agreed that short term parking was a priority.</p> <p>HOC & KH were thanked for their attendance and left the meeting.</p> <p>PY commented that WQ is changing rapidly – the Sanford fish processing plant had closed recently and that has changed traffic flows in and out of the area. AP also noted that with all the planned developments there would be a lot of heavy traffic using Beaumont Street, which could be a safety issue for active mode users.</p>	
<p>3</p>	<p>Election of officers & the new incorporated Society Act 2022 requirements</p> <p>In line with the new TMA constitution the election of officers took place.</p> <p>Meredith Bates was proposed as Chair by PB and seconded by BS and duly elected</p> <p>Peter Busfield was proposed as Vice Chair by AP and seconded by MB and duly elected</p> <p>Brett Sweetman was proposed as Treasurer by AP and seconded by MH and duly elected</p> <p>Brigid Rogers was proposed as Secretary by MB and seconded by AP and duly elected</p> <p>All officers completed the Officer declaration form and these were returned to BR</p>	
<p>4</p>	<p>Updates</p> <p>Chair – no update. See below for update on funding</p> <p>Waitematā Local Board – GS sent her apologies – no update</p> <p>Auckland Transport –no update</p> <p>Eke Panuku – FK and BL sent their apologies. BL heading off on maternity leave in April and a new Board rep will be appointed.</p>	
<p>5</p>	<p>Items of interest / AOB</p> <p>TMA funding – MB reported that PB AP and herself had met with Cliff Wilton from AT before Christmas. A draft proposal had been sent to him in line with AT's new requirements for an area wide Travel Plan. The proposal was to roll out engagement with stakeholders first and from there look to establish a 3-year plan. The 3-year plan could only be drafted and costed after priorities had been identified and agreed with stakeholders. Discussions are still ongoing MB to follow up with AT.</p> <p>BS suggested that going back to AT and asking what their priorities are might be a way forward. PB also asked who would have the authority to sign off on the funding agreement – important to know who that was.</p> <p>BR reported that the new Head of Sustainable Mobility was Adrian Lord. BR had met with Adrian to better understand AT's priorities and explain the work of the TMA.</p> <p>ASB – AP reported that ASB had five new staff who had moved from AT and were all very enthusiastic about the Staff Travel Survey. ASB are looking at the Fareshare scheme and the agreement is currently with the legal team. AP mentioned that they were looking at some activations as part of a sustainability month and had approached AT about this. AP was keen to see it being a Wynyard Quarter wide activation.</p> <p>BR mentioned that she had been in discussions with Harbour Grounds about adding in some sustainable transport elements to the events that they are planning. BR to report back on progress.</p>	<p>MB</p> <p>BR</p>

Events in WQ BS reported that the Cliff Diving event in WQ was a great success but that the traffic management wasn't good. BS is concerned that there will be an accident as cars circle looking for spaces and uber drivers add to the congestion. BS thought that some of the streets should have been closed off given the numbers of people in attendance. BS asked who at AT deals with traffic management. BR to find a contact and arrange a meeting.

PB noted that the cost for a TMP for the Auckland on Water Boat show was around \$7,000.

23 – 26 February – Superyacht regatta. High net worth visitors with super yachts based in Jellicoe Harbour as part of the Moana Festival

24 Feb to 24 March – [Moana Festival](#)

Includes Manu world champs at the VEC starts 23 February finals on 9 March

1st to 3rd March – [Wooden Boat Festival](#)

70 boats in Jellicoe Harbour

8 – 10 March – [Harbour Classic](#)

Boats berthed Jellicoe Harbour North Wharf

14 – 17 March – [Auckland on Water Boat Show](#)

Date of next meeting Wednesday 6th March at 1030am at Sanfords HQ