Wynyard Quarter Transport Management Association Board Meeting

Date and time:	Wednesday 5 th March at 1030am
Attendees:	 Meredith Bates (MB), Mott MacDonald – Chair Genevieve Sage (GS), Waitematā Local Board Bernard Trevor (BT), ASB Tim Marsh (TM) Kiwi Property Mark Ruddlesden (MR), Zilch/Carbn NZ (Joined online) Ronald Tay (RT), WSP Sharon Byrne (SB), Auckland Theatre Company Brett Sweetman (BS), Park Hyatt Auckland Brigid Rogers (BR), WQ TMA Coordinator
Apologies:	 Anita Potgieter (AP), Visa Michael Hawes (MH), Warren and Mahoney Peter Young (PY), Sanford Fiona Knox (FK), Eke Panuku Lauren Arms (LA), Precinct Properties Pete Bowden (PBO), VHHL/Tramco Bridget Law (BL) Eke Panuku Peter Busfield (PB), NZ Marine - VC Greg Moyle (GM), Waitematā Local Board Tom Locke (TL), Warren and Mahoney
Guests:	 Michael Tritt (MT), The Wheel Deal Claire Covacich (CC), Auckland Transport Tania Loveridge (TL), Heart of the City
Notes taken by: Meeting held at:	Brigid Rogers ASB Waterfront Theatre

Item	Discussion and Action	By who
1	Karakia and introductions	
	MB welcomed everyone and asked all attendees to introduce themselves. MR and TL joined online.	
	MB declared her conflict of interest on the Room to Move item as Mott MacDonald are working with AT	
	on this project.	
2	Apologies and notes from last meeting / matters arising	
	Apologies were noted as above. The notes of last meeting were agreed by MB & TM.	
3	Wheel Deal	
	MT was welcomed and started by explaining he had been in the e-bike sector for over 10 years. The	
	scheme is similar to Workride, but with a few differences. The scheme is an employee subsidy scheme	
	whereby staff agree to having the cost of the bike deducted from their wages. With Wheel Deal the	
	employee owns the bike from day 1 therefore there is less risk to the employer and no leasing	
	arrangements needed. Wheel Deal also offers free services at 6 weeks and 6 months. Documentation	
	for Wheel Deal has been developed by tax experts at Deloitte in conjunction with employment lawyers.	
	"Salary sacrifice agreement" allows employee to sacrifice x\$ of salary over a 12-month period and own a	
	bike, e-bike, or e-scooter. The effective savings are significant as "payment" is from pre-tax income. The scheme is cash neutral for the employer (although not cashflow neutral). Benefits of Wheel Deal are: A	
	good new employee benefit; Can help boost health and well-being; Supports sustainable commuting; Buy	
	local - Wheel Deal have a variety of products to choose from, sourced from local retailers	
	BR asked about a situation whereby an employee left the business. MT explained that they had	
	produced a template which employees sign so that the employer is safeguarded if they leave within the	
	12 months.	
	MT noted by way of example that a \$6,8899 e-bike would cost staff \$4,622 on the Wheel Deal scheme.	
	That would be \$416 per month over 12 months. Wheel Deal can also enable businesses to limit the	
	number of redemptions (bike purchases) or cap the amount.	
	CC asked if there was something that staff had to sign to say they were using for commuting purposes –	
	as that is why the FBT rules were changed. MT explained that the employee had to agree to that as part	
	of the paperwork they sign. MB thanked MT for his presentation.	

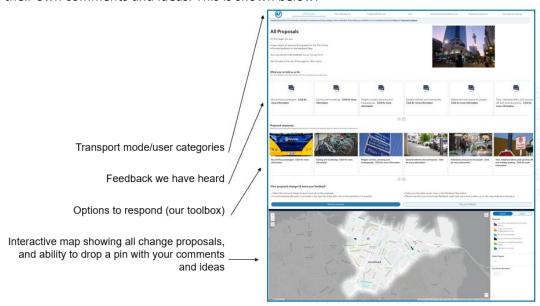
4 Room to Move

MB introduced CC who thanked the Board for giving her time to talk about Room to Move. This is the new parking management plan for the city centre. CC explained that AT have been working with the AC family, key interest groups and stakeholders to develop draft proposals. The plan needs to keep Auckland Moving and acknowledges that kerbside space is very much in demand. The process to date has taken 2 years. AT are now seeking public consultation, to incorporate community views and AT have produced an online info pack.

The plan is a ten-year plan with proposed changes to kerbside and recommendations for parking management. There are 3 key stages:

2025 – 2026 – Short Term - Pre CRL quick wins for example line markings signage changes 2026 – 2028 – Medium Term - for example small scale kerbside engineering improvements Long term post 2028 - larger scale kerbside engineering improvements and network improvements. CC noted that there was currently no funding for medium or longer term projects.

Public consultation is on the whole plan but with a focus on the short term. AT are sharing the draft plan and asking for feedback. AT are engaging specifically with adjacent landowners, businesses and stakeholders on the proposals in the immediate vicinity; this will be done via letters. More broadly AT are seeking views from the community on how kerbside and parking resources should facilitate access and contribute to the community. The public consultation has started and will close on 30th of March. AT have built a bespoke feedback platform for more interactive feedback. Aucklanders can look at the user categories/transport mode, the feedback already received, and options to respond. There is an interactive map showing all change proposals and this has the capability for the public to drop a pin with their own comments and ideas. This is shown below:



AT are keen to hear from the public including WQ TMA. Have AT acknowledged all the key issues for City Centre parking management? Have AT have missed anything in our proposed responses; any opportunities to make improvements? Are there are any further locations of specific concern? Any other suggestions?

NOTE: GS and BT joined the meeting in person at this point.

BR commented that for WQ issues were around bus layover (not clogging up the kerbside with buses) and designated pick up and drop off points for taxis and Ubers. This would reduce congestion and improve public safety.

CC noted that bus layover were proposed on Hamer and Beaumont Street but the PT team would be best placed to give advice on this.

SB noted that there was a lack of bike parking, BR noted that EP were looking at this with AT and WQ TMA had asked to be included in any discussions on locations.

CC mentioned the marketing campaign and encouraged everyone to look at the GIS map. BR commented that the TV ads were a bit confusing as they were not linked to Room to Move. CC explained that they were part of an Auckland wide conversation around kerbside space and how it is used. Room to Move focusses on the City Centre only.

BS mentioned that the taxi and uber pick up zones were needed especially during big events. SB commented that the illegal taxis were the ones which caused the most problems.

BR