






Board Meeting

Date and time:	Wednesday 17th November 2021 10am
Attendees:	<ul style="list-style-type: none"> Anita Potgieter (AP), ASB – Chair Fiona Knox (FK), Eke Panuku Peter Longdill (PL), Sanford Sian Marek (SM), WSP Peter Busfield (PB), NZ Marine Lauren Tilson (LT), Precinct Properties Sharon Byrne (SB), Auckland Theatre Company Marty Leabourn (ML) Fonterra Tom Locke (TL), Warren and Mahoney Cliff Wilton (KL), Auckland Transport Meredith Bates (MB), Mott MacDonald Graeme Gunthorp, Waitemata Local Board Tracey Ryan (TR), Eke Panuku Brett Sweetman (BS) Park Hyatt Auckland Brigid Rogers (BR), WQ TMA Coordinator <p>Guests</p> <ul style="list-style-type: none"> Ben Twigden (BT) 151 Property Abigail Mace Auckland Transport John Smith (JS) Eke Panuku Pete Moth (PM) Auckland Transport
Apologies:	<ul style="list-style-type: none"> Matt Thompson (MT), 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>The notes of the last meeting held in October were agreed. Proposed by SB and seconded by LT.</p>	
2	<p>Wynyard Quarter Integrated transport update - Eke Panuku & Auckland Transport</p> <p>FK introduced the team and talked about how rapidly the WQ area was growing. Eke Panuku recognised it is vital to create green links that connect the city and waterfront. There has been massive investment in the area and there is still a lot more to come. FK ran through the Waterfront goals and progress to date. The key issues for the future were identified as</p> <div style="display: flex; justify-content: space-around; text-align: center;"> <div style="width: 15%;"> <p>Blue Green Waterfront</p>  <p>Tātahi</p> <p>Climate change resilience Water quality</p> </div> <div style="width: 15%;"> <p>Public Waterfront</p>  <p>Tauranga tāngata</p> <p>Flexible, inclusive, safe public spaces Access to water</p> </div> <div style="width: 15%;"> <p>Smart Working Waterfront</p>  <p>Tūāhōanga ahu mahi</p> <p>Flexible commercial & event spaces Support marine industry</p> </div> <div style="width: 15%;"> <p>Connected Waterfront</p>  <p>Hononga tāngata</p> <p>Multimodal transport infrastructure Peak hour capacity</p> </div> <div style="width: 15%;"> <p>Liveable Waterfront</p>  <p>Kia tau te mauri mō te ira tangata ki te ao tūroa</p> <p>Housing diversity Visible and enduring mana whenua presence</p> </div> </div> <p>Projections for WQ are 25,000 jobs, 3,000 residents, and 2.4million visitors annually in 2030.</p>	

FK introduced Te Ara Tukutuku – The precinct plan for Wynyard Point. FK acknowledged that there had been extensive consultation with Mana whenua and that a plan change was needed for the Point after the park area was “flipped” – see below.



2012

2021

There is an aspiration to have varied building heights in the area. There are also some old rules relating back to when the tanks were in situ which need to be amended and updated.

FK explained that there were some transitional spaces in Wynyard Quarter. Some was used for America’s Cup and now they have been handed over they can be used for “pop up” events. FK commented that this was a great way to test out what does and doesn’t work and see what the public are looking for in the area.

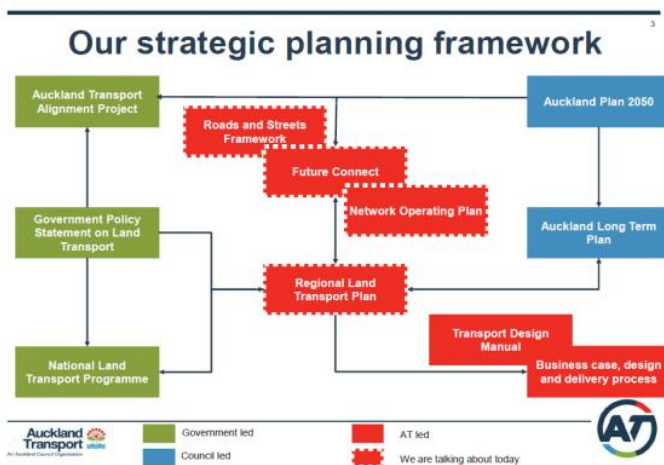
There are four key stages of development, which will deliver 5 hectares of parkland along with \$325 million in private development and \$300 million in public investment – with completion around 2032.

The Te Ara Tukutuku projects are:

- Waterfront Park
- Headland and urban development
- Wynyard Wharf and promenade
- Mara Hupara
- Hamer Street transformation

PL asked about the future park on the headland and how that fitted in with Sanford’s commercial use in that area. FK noted that the whole project was 5-10 years away and that they would lots of opportunities to engage with stakeholders.

Alongside all the development WQ needs an Integrated Transport plan. JS from Eke Panuku talked about the current travel patterns for commuters in WQ. An estimated 13,900 people commute into WQ from all over Auckland. JS drew on the AC36 Staff Travel Survey data and it was uncertain what post Covid lockdown travel patterns might look like. Changes in the uses of commercial buildings may happen, along with increased numbers of people working from home. These factors will impact the planned transport infrastructure for the area. JS reviewed AT’s strategic planning framework and this is shown below:



Eke Panuku are planning to review the work done by Arup in 2014 taking into account the new developments proposed for the area, as well as the mode shift targets. Particular attention is being paid to how each of the roads will function in the area. This is being done through the an assessment of how the modes will use each of the roads.

Eke Panuku are keen to see a connected walking network linking Victoria Park and the area. JS mentioned that part of the challenge for this is the intersection of Beaumont / Fanshawe Street. JS also talked about cycling and ensuring that the area can accommodate cyclists passing through as well as those who's destination is WQ. It was noted that the next street to be reviewed and upgraded was Beaumont Street. JS introduced Pete Moth (PM) who presented on public transport (PT).

PM mentioned that in late 2022 the proposal is for the Tamaki services to be extended through to WQ at peak times. Currently these services terminate in the CBD but AT are keen to connect the eastern suburbs with a direct service into WQ. AT are actively investigating off street bus facilities in the area to avoid the need for buses to circulate around the area or layup on the streets.

PT talked about the possibility of extending the ferry network into WQ. AT and NZTA are developing a Ferry Network Programme Business Case. This will recommend a pathway for investment in ferries for the next 10 years. Ferries would be transitioned to electric ferries and passenger numbers are predicted to increase from 6.2 million (pre Covid) to 8.5 million by the end of the decade. Waiheke and Devonport would remain as commercially operated services. WQ has been identified as a growth area that could possibly support a passenger ferry terminal. There is no funding for this in the RLTP, but PM is keen to see this included in the next RLTP in 2024. AT are keen to know if there is support for ferry provision in WQ. Possible ferry route options are:

- Stand-alone Downtown to WQ shuttle
- Extension of the Pine Harbour to Downtown Service
- West Harbour service could stop at WQ
- Creation of an all day, all week, Inner Harbour Loop

AT are trying to understand where the demand would come from. 20,000 employees by 2030, around 3,000 residents and the new headland park will attract high numbers of visitors. It was also noted that WQ has one of the few haul out facilities in the area - which is seen a positive benefit.

PM had 3 key questions for WQ TMA

1. Where do people want to go in WQ post-COVID? (Further WQ TMA transport survey will be key here)
2. Have WQ TMA done any market research into what demand may be for a ferry service?
3. What would a ferry service's primary role be? (commuters/tourists/recreational/access to jobs)

FK then outlined the project timeframes and these are outlined below:

Te Ara Tukutuku Process Summary: 2019 – 2022+



Transport projects timeframes are:

- 2022 – Increased buses from eastern suburbs
- 2024/2025 – Beaumont Street upgrade
- 2025/2026 – Bus facility
- 2027/2028 – Possible ferry terminal
- 2028/2029 – Hamer Street upgrade

FK talked about the next stages including getting agreement to the plan change. The design of the park and public realm would be going out to the market next year. There is ongoing dialogue with Mana whenua and the bus facility still needs to be determined.

	<p>AP thanked the presenters and asked for any questions. BT asked what were the timeframes around removing the bus stops along Halsey Street. BR to follow up with AT.</p> <p>PB sought assurances that the on-street parking needed by the marine industry in Beaumont Street would be protected. FK noted that there would be plenty of opportunity to consult with key stakeholders in the area (delivery 2024/2025), but that compromises may need to be made.</p> <p>TL asked about the possible connections to the Northern Pathway. FK explained that the project group were running through a list of options, with one option being ferry services. PM mentioned that Northcote was now up and running and AT have stats on how many bikes are taken onboard ferries. PM mentioned some modelling that was underway that could be shared with WQ TMA in early 2022.</p> <p>FK reported that the decision has been made to cease the tram services at the end of 2022. After that the tram shed will be decommissioned and the tram tracks filled in. ML asked if the tram could be used as a connection to Britomart. FK reiterated that the tram was not seen as a viable transport solution and was no longer fit for purpose.</p> <p>AP asked about any plans to enhance/replace the existing Te Wero crossing. FK reported that work had been done before AC36 but that the budget and the timeframes had been tight. Eke Panuku have indicated to AC that the bridge needs to be upgraded by 2025 and that this will be part of wider improvements works in that area.</p> <p>AP thanked the guests and they left the meeting.</p>	<p>BR</p> <p>PM/BR</p>
<p>3</p>	<p>Updates</p> <p>Chair - Membership fees – AP reported that the fees had been increased and thanked BR for sending out the invoices.</p> <p>Eke Panuku – TR nothing to update</p> <p>Auckland Transport - CW nothing to report</p> <p>Waitematā Local Board - no report</p>	
<p>4</p>	<p>Items of Interest / AOB</p> <p>Treasurer vacancy</p> <p>The current treasurer has agreed to stay on until early February but a replacement is needed. The role is approx. 1 hour a week – but needs someone with accounting experience. Anyone who might have someone in their team who could help is asked to contact BR for a JD.</p> <p>WQ TMA AGM</p> <p>Date is confirmed as 24th November 1230pm. It will be held via MS Teams link to be circulated.</p> <p>WQ Staff Travel Survey 2022</p> <p>Due to current Covid restriction in Auckland this survey had been pushed out to late February 2022.</p> <p>Strategic Plan 2022 – 2025</p> <p>This has been finalised and will be launched at the AGM in November.</p> <p>Emissions Reduction Plan submission</p> <p>Draft of the submission will be circulated by the end of the week with feedback due on 24th November.</p> <p>WQ TMA core funding AT</p> <p>BR reported that WQ TMA are waiting for a PO number from AT. CW reported that the procurement team were short staffed but that he would chase it along. CW requested that the funding be referred to as Workplace Travel planning.</p> <p>AP informed the Board that ASB had now made a commitment to FutureFit and it would be launched to their staff in the New Year. AP asked CW if the HOP subsidy scheme could be now extended to other businesses. CW suggested that AP connect with Abi Mace to see what the current situation is. BR to follow up with AT. CW also mentioned that AT are close to a relaunch of their business engagement programme. More details to follow.</p> <p>BR asked if other businesses were looking at carbon tracking apps that they let her know what options are being considered.</p>	<p>ALL</p> <p>BR</p> <p>ALL</p>
	<p>Date of next meeting Wednesday 15th December 2021</p>	