

Board Meeting

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| Date and time: | Wednesday 5th June 2024 at 1030am |
| Attendees: | <ul style="list-style-type: none"> • Meredith Bates (MB), Mott MacDonald – Chair • Brett Sweetman (BS), Park Hyatt Auckland • Anita Potgieter (AP), ASB • Peter Young (PY), Sanford • Pete Bowden (PBO), VHHL/Tramco • Genevieve Sage (GS), Waitemata Local Board (joined online) • Ronald Tay (RT), WSP • Sharon Byrne (SB), Auckland Theatre Company • Grady Cameron (GC), SeaLink • Bernard Trevor (BT), ASB • Brigid Rogers (BR), WQ TMA Coordinator |
| Apologies: | <ul style="list-style-type: none"> • Olivia Heighton (OH), Precinct Properties • Greg Moyle (GM), Waitemata Local Board • Fiona Knox (FK), Eke Panuku • Peter Busfield (PB), NZ Marine - VC • Tom Locke (TL), Warren and Mahoney • Graeme Gunthorp (GG), Auckland Transport |
| Guests: | <p><i>(Item 2 only)</i></p> <ul style="list-style-type: none"> • Tim Christensen (TC), Resolve Group • Marian Webb (MW), Eke Panuku • Kenny Dunn (KD), Eke Panuku • Simon Milner (SM), PTM Consultants |
| Notes taken by: | Brigid Rogers |
| Meeting held at: | Warren & Mahoney offices |

| Item | Discussion and Action | By who |
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| 1 | Karakia and introductions | |
| 2 | <p>Wynyard Bridge</p> <p>Tim Christensen (TC), Resolve Group and Marian Webb (MW) from Eke Panuku joined the meeting online.</p> <p>MW recapped the options that had been looked at. These included:</p> <ul style="list-style-type: none"> • Additional ferry stops – discounted due to costs and impact on timetables • Temporary swing bridge – not feasible due to time and costs • Private shuttles – paid for during events • Funding public buses – cruise passengers only • Promoting the Link bus - ongoing • Red boats trial (weekends only) – very positive feedback and keen to keep service going • Public awareness campaign <p>MW asked the Board for their recommendation on where to spend the limited budget. The suggestion was to continue with Red Boats at the weekend as well as marketing campaign. MW noted that a pontoon proposal had been received from Fu Wah (owners of the Park Hyatt Hotel) and that was being investigated. MW expected to be able to have an answer on that early next week.</p> <p>GC asked about the of having a crane on one side of the bridge to manually lift when needed. MW said this had been looked at but that the internal mechanisms within the bridge would needed to have been removed and there was no suitable location for the crane, hence it was discounted. TC mentioned that there were concerns that the bridge couldn't have been lifted high enough for some vessels.</p> <p>BS expressed concern that the Red Boats were only working on weekends and did not provide any support for commuters. Businesses on North Wharf were suffering with some only opening 3 days a week. Massive impact on staff and revenue. BS noted that the pontoon looked like a good option especially as the pontoon itself was owned by Eke Panuku and in storage locally. MW noted that Eke Panuku were planning to meet with stakeholders next week regarding the pontoon proposal.</p> | |

BS stressed the importance of having a good connection for events and having some certainty around a completion date for the repair works.

SB asked how the repairs were progressing. MW commented that Eke Panuku would be awarding the contract soon and would have an update within the next few weeks.

GC expressed surprise that the contract hadn't already been started. MW confirmed that they were looking at all options to get the job done as fast as possible, this had included removing the structure and working on it off site. The team at Eke Panuku are working through that at the moment.

TC stated that the work to date had been on the mechanical side and that parts were being manufactured and shipped from Europe. The newest part of the programme of the works is the coating. TC mentioned that the coating is very noisy, blasting etc, so they are looking at the best ways of getting that done.

BS asked for a completion date. MW assured him it would be early summer.

MB thanks MW and TC for attending.

3 Hamer Street speed cushions

Kenny Dunn introduced himself and Simon Milner. KD is the new City Centre Placement Lead at Eke Panuku. SM explained that due to ongoing antisocial behaviour and speeding in Hamer Street AT wanted to look at solutions. The current proposal is for 3 sets of speed cushions. These are not bumps and are there more appropriate for heavy vehicles, they are also lower in cost. The information about the proposals went out and the feedback noted. Titan Marine had some concerns which are being worked through at the moment. GC noted that SeaLink hadn't had any details on this except through the TMA. KD offered to meet with GC onsite. BR to facilitate an introduction.

GS asked if cats eyes could be placed on the speed cushions to improve visibility. SM would look into that.

BR asked that in light of the recent negative publicity around speed bumps were these needed or were there other options? SM noted that cushions were less costly and had less impact on larger vehicles. SM noted that approval would likely be given in June with construction in July/August 2024.

4 Regional Land Transport Plan (RLTP)

Hamish Bunn (HB) and Idris Jones (IJ) joined online and were welcomed to the meeting. HB explained that the RLTP explains Auckland's transport investment for the next 10 years, it is a joint plan involving AT, NZTA, KiwiRail and other agencies. RLTP brings together bids from all transport agencies into one single plan to be considered by the Government. HB noted that there were non-discretionary (mandatory projects) and discretionary projects (chosen on priority). The proposed budgets for these are shown below:

| Investment type* | Non-Discretionary (\$m) | Discretionary (\$m) | Total (\$m) |
|--|-------------------------|---------------------|---------------|
| Maintenance, Operations & Renewals (MOR) and Resilience (excl. Public Transport services) | 12,968 | 150 | 13,118 |
| Public transport services² | 13,987 | - | 13,987 |
| State highway improvements | 2,919 | 14,288 | 17,207 |
| Rapid Transit Projects (incl. Rail) | 2,836 | 8,362 | 11,198 |
| Other Public Transport (incl. Bus and Ferry) | 822 | 1,342 | 2,164 |
| Local Roads and Optimisation | 248 | 1,697 | 1,945 |
| Growth (Spatial Priority Areas) | - | 869 | 869 |
| Other (incl. Customer & Business Systems, Property Encroachment) | 434 | 424 | 858 |
| Walking & Cycling | 73 | 810 | 883 |
| Safety (incl. NZTA's State Highway Safety Programmes) | - | 710 | 710 |
| Total | 34,287 | 28,653 | 62,939 |

*Please note that many projects and programmes deliver multiple outcomes. The investment type breakdown is provided to illustrate a broad overview of the RLTP programme. E.g. Safety outcomes are included in the planning and design of items in State Highway and Local Roads improvements.

Discretionary projects include \$1.9bn of investment in PT infrastructure. This includes: dynamic lanes, decarbonisation of ferries, ferry terminal improvements, Northern Bus way enhancements and first and

last leg enhancements for the Top 12 RTN stations in Auckland. There are also \$3.3bn investment proposed for rail improvements.

AT Local Roads Highlights: \$3.0bn of investment proposed in Local Road Improvements programmes These are projects that occur on the local road network, rather than road widening. Key examples are:

- \$196m Network optimisation
- \$200m + \$473m Auckland Housing Programme Improvements
- \$234m Community Network Improvements
- \$228m Local Board Transport Capital Fund
- \$97m Drury Local Road Improvements and \$51m Northwest Growth Improvements
- \$159m Time of Use Programme (Congestion Charging)
- \$552m Road Safety Programme and \$79m Safe Speeds Programme

Walking & Cycling highlights: \$0.8bn investment proposed.

- \$296m Cycleways programme (lower cost)
- \$106m Cycling for Climate Action
- \$84m Walking for Climate Action
- \$46m Glenn Innes to Tamaki Stage Four

NZTA Investment Highlights: \$14.3bn of investment proposed in State Highway & Rapid Transit Improvements

- NZTA's investment responds to the Government Policy Statement (GPS) which is due to be finalised mid 2024.
- Increased investment in maintenance, renewals and operations
- Move to lower cost, value for money safety retrofits in high-risk corridors and intersections
- Roads of National Significance (RoNS) identified in the GPS are
 - SH1 Warkworth to Wellsford, Mill Road, East-West Link, SH16 North-West alternative highway
- Large infrastructure Projects identified in the GPS
 - Waitematā Harbour connections, Northwest Rapid Transit Corridor, and Airport to Botany Busway
- NZUP has become Roads of Regional Significance (RoRS)

Project relevant to WQ are shown below:

Direct

- Renewals Programme (Non-discretionary)
- Improved Public Transport Services (Non-discretionary)
- Wynyard Quarter Integrated Road Programme (Beaumont and Westhaven Drive Focus)
- Downtown Crossover Bus Facilities
- Parking Programme (and Room To Move Programme)
- Time-of-Use Programme (Congestion)
- Northern Busway Enhancements & Waitemata Harbour Connections

Nearby

- Decarbonisation of Ferries Stage 1 (Non-discretionary)
- City Rail Link & Supporting projects (Non-discretionary)
- Midtown Bus Improvements

Related

- Bus Access & Optimisation Programme
- Network Optimisation Programme
- Local Board Transport Capital Fund
- Public Transport Safety & Amenity Programme
- Road Safety & Safe Speed Programmes

HB reported that AC had put up significant funding but there are major funding challenges. AT are asking for twice as much funding as was received in 2021. What has emerged is that PT is seen as the highest priority for investment. The Government are looking at ways to increase revenue including road tolling, increasing fines etc.

BR asked about the current government priority being on roads rather than PT and was there a possible conflict. BR also asked about increasing the number of active modes counters so that any increases could be clearly demonstrated.

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| | <p>MH noted that the funding for walking and cycling looked very underwhelming. HB commented that there wasn't a big push for this from AC.</p> <p>Consultation closes on 17th June, have your say here</p> <p>MB thanked HB and IJ for joining the meeting.</p> | |
| 5 | <p>Apologies and notes from last meeting / matters arising</p> <p>Apologies were noted as above.</p> <p>The notes of last meeting in May 1st were agreed - proposed by MB seconded by AP.</p> | |
| 6 | <p>Updates</p> <p>Chair – MB noted that AP was leaving ASB and that her place on the Board would be taken by Bernard Trevor. MB thanked AP for all her work on the Board since its inception. AP thanked MB and noted that she was moving to a new role at Visa who are also based in Wynyard Quarter.</p> <p>Waitematā Local Board – GS mentioned that the Local Board would be feeding back on the RLTP and any thoughts could be feed through that channel.</p> <p>GG expressed her concern over the bridge closure and noted that she had raised the issue with both the Mayor and deputy Mayor. GG also mentioned a meeting that had taken place with Mark Mitchell (Minister of Police) over 100 people attended and expressed concern over safety and security in the CBD. GG keen to know of any concerns in WQ. BR noted that there had been a spate of walk in thefts of laptops, bikes etc but at the moment nothing was being reported. BR urged all members to report thefts to her so that patterns could be established.</p> <p>AT - GG has now moved to a new team (time of use charging) and a replacement rep for the TMA is being sought.</p> <p>Eke Panuku – no rep at the meeting</p> | ALL |
| 7 | <p>Items of interest / AOB</p> <p>No other business</p> | |
| | Date of next meeting Wednesday 3rd July at 1030am at Park Hyatt Hotel | |