

Board Meeting

Date and time:	Wednesday 6th March 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 (joined online) • Graeme Gunthorp (GG), Auckland Transport • Sharon Byrne (SB), Auckland Theatre Company • Pete Bowden (PBO), VHHL/Tramco • Genevieve Sage (GS), Waitematā Local Board • 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 • Bridget Law (BL), Eke Panuku • Greg Moyle (GM), Waitematā Local Board • Michael Hawes (MH), Warren and Mahoney • Tom Locke (TL), Warren and Mahoney
Guests:	<ul style="list-style-type: none"> • Alain McKinney (AMK) Project Director at Precinct Properties • Shamima Lone (SL) Auckland Transport
Notes taken by:	Brigid Rogers
Meeting held at:	Sanford offices, Wynyard Quarter

Item	Discussion and Action	By who
1	Karakia and introductions MB delivered the Karakia and facilitated the introductions around the table	
2	Presentation from Precinct Properties AMK was introduced to the Board and BR explained that he had been involved with the set up of the TMA. AMK explained that the Innovation Precinct in WQ resulted from a design competition around a decade ago. Developers are answerable to Eke Panuku, as they are the landowners in the area. The bar was set very high by Eke Panuku and what was sometimes thought of as unachievable has resulted in great outcomes. The location some of the sites has meant that the designs have been created in such a way that all tenants got some views of the water. AMK explained that a decade ago Green Star rating were the targets but now this has shifted to embodied carbon and the need to reduce carbon in all aspects of builds. 12 Madden won an architect’s award it was unusual for an office building to win such an award. AMK explained that reducing carbon in builds was important including low carbon concrete and steel from Malaysia which is produced via an electric furnace. Precinct is a new zero operation so carbon is offset. Timber is used a lot in Precinct buildings but it is not the panacea some claim it is. Lower carbon steel and concrete are always in demand. Gas is not used in new builds and although it has been piped to some buildings it has been capped off. AMK talked about the new Beca offices where the fit out is underway before the façade has been completed – this is a complex build and at 7 storeys will be quite an imposing statement for the area. Some of the fabricating will be done onsite and that has saved time. There would be 100 car parking spaces for 1500 staff. BR asked about end of trip (EOT) facilities and how at some sites the demand is way higher than anticipated. AMK acknowledged that this was the case and in new builds more EOT facilities are being requested. There is talk of looking for solutions for some of the existing tenants. MB thanked AMK for attending and he then left the Board meeting.	
3	Fareshare SL explained that she was in a new role at AT as PT Development. The Fareshare scheme is one where businesses subsidize PT for their staff. This was initiated by Genesis Energy when they relocated to Wynyard Quarter a few years ago. The scheme is now on a new platform and is free for businesses to join. There is an	

easy way to get your staff to sign up and the off boarding (when staff leave a workplace) is done can be done on a daily basis by sending the details through to AT. SL explained this was not an automated process. GS commented that as the scheme grew having a non-automated system was unsustainable. SL noted that the project was a “work in progress”. SL confirmed that the scheme was exempt from Fringe Benefit tax (FBT) and this was a tax saving for businesses. AP commented that ASB were looking at the scheme and that their legal team had looked into FBT and it was all approved with the IRD. PB asked how the FBT worked and SL mentioned she had some details on that which would be shared after the meeting.

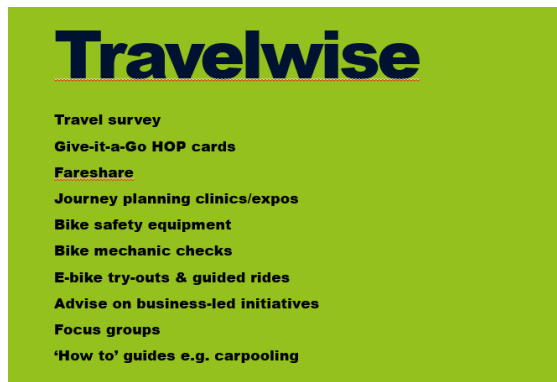
PB asked what AT provide? SL explained that it was free for employers to join the scheme and have the platform embedded into their systems. Each month the business would get an invoice based on the journeys their staff had taken. Businesses can opt for 5 or 7 day PT subsidies of rates from 25% to 75%. There is also the option to put a cap on the amount each staff member can spend on PT.

RT asked about the data that AT collect and what the employer might be able to extract from that data. SL explained there were privacy implications but AT could provide per km travelled by staff which would help with measure carbon emissions.

GS asked how many Genesis staff were on site at 155 and how many were part of the scheme? SL was unable to provide that information. [POST meeting: BR – 400 staff onsite about 300 joined the subsidy scheme. The cost per staff member is around \$18 - \$20 per week.]

GS asked if it was possible to find out why people hadn’t taken up the scheme. BR explained that businesses who had data from the staff travel surveys, could look at where staff travel from, how they travel and get an idea of costs before signing up to any subsidy scheme. SL mentioned that AT have a calculator which businesses can use. GG noted that as costs of living prices are rising employers providing support for staff using PT was good for morale and engagement.

SL also outlined the umbrella programme which is TravelWise. Businesses need to join up and can get help with:



AP commented that for some businesses such as ASB they may not be able to sign up to Travelwise (due to legal and business reputation issues) but wanted to offer Fareshare and support their staff to use PT. The obligations under the Travelwise agreement had implications but AP was concerned that some staff may miss out on journey planning advice, free PT passes etc just because the business was unable to be part of Travelwise.

4 Apologies and notes from last meeting / matters arising

Apologies were noted as above. The notes of last meeting in were agreed - proposed by MB seconded by PY.

BR agreed to follow up again with BL regarding the tram tracks.

BR reported that a meeting had taken place with reps from AT and Eke Panuku along with stakeholders from the area, in regards to traffic management during events. GS asked to be looped in on any further discussions.

5 Updates

Chair – MB noted that the Government Policy Statement relating to transport was out for consultation with feedback due by 2nd April 2024. There were some significant changes on emphasis with the new Government’s agenda. BR asked if WQ TMA were intending to make a submission. no update. See below for update on funding.

MB noted that she had a CONFLICT OF INTEREST as she was involved with the AT Parking “room to move” project.

Waitematā Local Board – GS mentioned that BR has asked if there was anything within the AC LTP which the TMA could provide support to the WLB on (subject to Board approval). GS mentioned bus layover but that GG would cover that under the AT update. GS thought the TMA might wish to provide a view on the leasing of the port land, the sale of the airport shares and the proposed investment fund. BR commented that at this point WQ TMA would only be commenting on transport related issues raised in the LTP. GS mentioned that with the axing of Light Rail there was a loss of connection between WQ and uptown. BR mentioned that the future funding for a new Te Wero Crossing isn’t in any of the plans and this is a vital link for the area. The recent

	<p>closures had been frustrating for staff and visitors to the area. GS suggested improved wayfinding might be a good option.</p> <p>GS mentioned that there were targets around GHG emissions that needed to be met. GS encouraged everyone to use the report a problem page on the AC website.</p> <p>Auckland Transport – GG gave the following update:</p> <ul style="list-style-type: none"> • Parking strategy - Room to Move <ul style="list-style-type: none"> ○ Key stakeholders are being engaged now - including WQ TMA • City centre bus plan <ul style="list-style-type: none"> ○ Waiting on confirmation of funding - LTP in June/July 2024 ○ DTX: Customs St bus lanes, Quay Park bus layover planned for 2025/26 ○ Wynyard Quarter bus layover being planned - with Eke Panuku <ul style="list-style-type: none"> ▪ Will enable Tamaki Link to extend to WQ ○ Victoria Park layover - planned for western edge of Victoria Park on Beaumont St • Beaumont Street cycleway <ul style="list-style-type: none"> ○ On hold • Government Policy Statement (GPS) and Regional Fuel Tax implications <ul style="list-style-type: none"> ○ Still being worked through, will be subject to LTP • Harbour Crossings <ul style="list-style-type: none"> ○ No new news - however the Government Policy Statement states it will be progressed without PT or walking/cycling • Time of Use Charging / congestion charging <ul style="list-style-type: none"> ○ The Congestion Question (TCQ 2021-22) previously proposed city centre cordon plus strategic corridors <ul style="list-style-type: none"> ▪ \$3.50 peak charge with shoulders, max \$7 per day ▪ The actual scheme is still to be determined ▪ TCQ findings available online https://www.transport.govt.nz/area-of-interest/auckland/the-congestion-question/ ○ AT has started a project team aiming to deliver in line with CRL, approx mid-2026 <ul style="list-style-type: none"> ▪ Subject to many things, including Govt legislation - which may be end 2024/early 2025 <p>Eke Panuku – FK and BL sent their apologies.</p>	
6	<p>Items of interest / AOB</p> <p>AC Long Term Plan Submission – BR is preparing this and will circulate to TMA Board members for comments early next week. The closing date for comments is 28th March 2024.</p> <p>TMA funding – MB reported that this was ongoing and that another offer of service had been sent to AT. MB to follow up with AT.</p> <p>Events in WQ – BR reported that a meeting had taken place with reps from AT and Eke Panuku along with stakeholders from the area, in regards to traffic management during events. This had included reps from NZ Marine, VEC and Park Hyatt. There were a number of actions which Eke Panuku had taken onboard and BR would follow up before the next Board meeting. One suggestion of drop off and pick up zones for Ubers was well supported.</p> <p>Staff Travel Survey 2024 – due to uncertainty around funding the STS planned for March date has been put on hold.</p>	<p>BR</p> <p>MB</p> <p>BR</p>
<p>Date of next meeting Wednesday 3rd April at 1030am at WSP offices, 100 Beaumont Street</p>		