

**Board Meeting**





<b>Date and time:</b>	<b>Wednesday 2<sup>nd</sup> October 2024 at 1030am</b>
<b>Attendees:</b>	<ul style="list-style-type: none"> <li>• Meredith Bates (MB), Mott MacDonald – Chair</li> <li>• Peter Busfield (PB), NZ Marine - VC</li> <li>• Brett Sweetman (BS), Park Hyatt Auckland</li> <li>• Genevieve Sage (GS), Waitemata Local Board (joined online)</li> <li>• Ronald Tay (RT), WSP</li> <li>• Bernard Trevor (BT), ASB</li> <li>• Olivia Murdoch (OM), Precinct Properties</li> <li>• Michael Hawes (MH), Warren and Mahoney</li> <li>• Pete Bowden (PBO), VHHL/Tramco</li> <li>• Brigid Rogers (BR), WQ TMA Coordinator</li> </ul>
<b>Apologies:</b>	<ul style="list-style-type: none"> <li>• Fiona Knox (FK), Eke Panuku</li> <li>• Peter Young (PY), Sanford</li> <li>• Greg Moyle (GM), Waitemata Local Board</li> <li>• Tom Locke (TL), Warren and Mahoney</li> <li>• Sharon Byrne (SB), Auckland Theatre Company</li> </ul>
<b>Guests:</b>	<ul style="list-style-type: none"> <li>• Alex Corry (AC) Sail GP</li> <li>• Jenny Moore (JM) Sail GP</li> <li>• Delyth Morgan (DM) Tātaki Auckland Unlimited</li> <li>• Mark Lenaarts (ML) Auckland Transport</li> <li>• Shane Bradbury (SB) Maynard Design</li> <li>• Sarah Briggs (SB), Eke Panuku</li> <li>•</li> </ul>
<b>Notes taken by:</b>	Brigid Rogers
<b>Meeting held at:</b>	WSP offices

<b>Item</b>	<b>Discussion and Action</b>	<b>By who</b>
<b>1</b>	<b>Karakia and introductions</b> MB welcomed everyone and asked all attendees to introduce themselves.	
<b>2</b>	<b>Apologies and notes from last meeting / matters arising</b> Apologies were noted as above. The notes of last meeting were agreed.	
<b>3</b>	<p><b>Sail GP</b> Alex Corry (AC) and Jenney Moore (JM) were introduced. AC explained that Sail GP was a nation vs nation sailing event with 12 teams and 14 venues. Auckland will be the 2<sup>nd</sup> stop after Dubai. It is in harbour racing meaning that onshore spectators get to see all the action up close. Pack in - site build begins on 9<sup>th</sup> December. Security will be onsite 24/7 while the event is on site. Teams will arrive onsite 12<sup>th</sup> January and prior to racing there will be testing of new foils on the water. Practice sailing starts 13<sup>th</sup> January there will be lots of other events around the racing. Event days are Saturday 18<sup>th</sup> &amp; 19<sup>th</sup> January 2024. Gates will open to the public at 2pm and close around 7pm. Spectator stands will hold over 7,000 people and will be 4-5 storeys high. There are also options to Bring your own boat (BYOB), so watch the racing from the water.</p> <p>JM explained that Parallax Ltd had been engaged to be the traffic management supplier. Pack in will be 4 December and the TMP will be stood up on Hamer Street north of Link Road. On the race and event days the vehicle movements will be more restricted. Hamer Street will be split into 4 lanes so businesses will have access at all times. Full road closure will take place from Orams/ASB car park areas onwards. Windscreen stickers will be given for the businesses on Hamer Street. BR asked if Jellicoe Street car park will remain open. JM noted that probably half the car park would be closed to the public and used for disability access, local servicing etc. PB pointed out that the Link Road showed on the Parallax maps doesn't actually exist. JM commented that she would point that out to Parallax.</p>	

**VEHICLE  
MOVEMENT PLAN**

**PACK-IN**  
(4th Dec 2024–16th Jan 2025)

**PACK-OUT**  
(20th Jan 2025 – 31st Jan 2025)

Legend	
Pack-In	
Event Vehicles	
Buses	
Business Access	
Managed Access Point	



AC explained that Sail GP was working with Auckland Unlimited and AT on integrated ticketing so that ticket holders will travel on PT for free. 7,000 tickets are for sale.

BS asked about the arrangements for Rideshare. BS noted that overseas cities have dedicated drop off zones and people walk down to the event, there are concerns that these operators cause added congestion and safety issues in the area. BS also commented on electric scooters and if they could be geofenced to avoid accidents and scooters cluttering up the footpaths.

JM noted that it was a difficult situation to resolve and mentioned that Sail GP might look at Valet parking options. JM also mentioned that bus layover parking will need to be relocated on race days. PB mentioned the option to temporarily remove some parking outside the marine businesses on Beaumont Street and use that parking for at bus layover. BS asked if the tram would be running on race days – JM thought it would be running. BS expressed concern about public safety when the tram operates during busy events. SB commented that now the tram shed site is not being developed imminently the tram will remain operating in WQ. Once the site is sold the tram would likely relocate to MOTAT.

JM explained that the TMP had been submitted to AT, and that traffic compliance was needed from AT on race days. A major events centre will be set up in WQ.

PB distributed a brochure promoting NZ which was to be distributed at a tradeshow in Barcelona next week.

AC and JM were thanked for their time and left the meeting.

Delyth Morgan (DM) from Tātaki Auckland Unlimited (TAU) was introduced and explained that she was the major event project lead for TAU. DM explained that the global audience for Sail GP was 80 million. Public safety was important and the wider Council was actively looking at crowd management. DM noted that there were no planned road closures. MB noted that JM had indicated that there would be some road closures – so there needs to be some clarification around that.

PB asked that consideration be given to the potential viewing area around the Royal NZ Yacht Squadron (RNZYA). The public could access the area for free and it has a good vantage point for the racing. The RNZYA is also planning to sell tickets for the event as part of their own onsite activities. PB estimated that the area could hold 20,000 people.

DM talked about the [Moana Festival](#) taking place 27 January to 9 March 2025. Moana Auckland has over 30+ events taking place throughout the ocean festival. In 2025 there will be no activations on Te Wero Island but there will be a 4 day sustainability event taking place at the VEC. A letter drop to businesses and residents was due to take place soon. DM mentioned that one event might require a resource consent as the noise might exceed permitted level. DM advised that the event would be over by dusk and security would be onsite. All info on the vent would be live by the end of November.

MB thanked DM for her attendance and DM left the meeting.

BR/JM

4

### City Centre Cycle loop update

Mark Lenaarts (ML) from AT and Shane Bradbury (SB) from Maynard Design were welcomed to the meeting. ML explained that the concept behind the City Centre Cycle loop was to create a bespoke wayfinding strategy to reveal and celebrate this flagship route, encouraging locals and visitors alike to experience the City Centre by bike. This was done by following and interviewing cyclists and seeing what was an wasn't working. The old bike paths had 6 different names (project names). Recreational bike use is growing, and AT have counters that are measuring that. ML explained that Project Wave (Viaduct Harbour) was one of the last parts of the connection. It was important that the loop had its own identity and this is featured on the signposting, comms etc. This is shown below:



The Skytower was used as landmarks are often used for navigation. ML reported that new maps and signage had been produced. ML explained that the City centre loop wasn't actually a loop and this had been diagrammatically represented in a couple of different ways – as shown below:



Different people tend to gravitate to different map options. SB explained that the infrastructure was all in place but making the connections was important. GS expressed that the new signage was very impressive. MB asked if there were any additional bike parking provision being planned. ML said that AT were looking at bike parking options, but resources were limited.

BR noted that on the map the cycle route had been demarked along Beaumont Street but often Daldy Street was a preferred option as the paths were wider. BR also mentioned that with the heavy vehicles (both marine and construction) currently using Beaumont Street there were potential H&S issues. SB explained that Beaumont was shown on the map as it linked better with the waterfront but acknowledged the need for some kind of system where paths could be graded, for example suitable for experienced riders only. MW commented that less confident riders might be more comfortable on Daldy Street, but Beaumont might be fine for more experienced cyclists.

BR asked about the location of cycle counters. BR to follow up with ML.

GS suggested that "slow down" signs might be useful for the Wynard Bridge (when it reopens). BT mentioned conflicts with speedy cyclists and pedestrians.

RT asked how well the bike parking at Britomart and the Aotea Centre were being used. ML mentioned he didn't have any stats on their usage but noted that the location for the one at Britomart wasn't ideal. MB thanked ML an SB for their time and presentation.

BR/ML

5

### Updates

**Chair** – MB reported that AT had reviewed the area-wide action plan they had asked the TMA to create but had indicated that they were not in a position to provide any funding at this time. Conversations with AT were ongoing.

**Waitematā Local Board** – GS noted that the Governing body were going out for LTP planning. A new City Centre Safety plan for the city centre has just been released. Waitematā Local Board has agreed to the extension of Olympic Pool and Fitness Limited's lease to manage the Olympic Pool and Fitness Centre in Newmarket until November 2034, subject to statutory processes.

GS noted that there was to be no increase in parking fees until the Wynyard Bridge had reopened.

**POST BOARD:** GS shared an email from AT regarding some new bus parking spaces being created on Halsey Street. Six paid parking spaces outside 100 Halsey Street will become bus parking only 6am to 11am and 4pm to 9pm, Monday to Sunday and at other times it will revert to paid parking. AT says this will benefit the area: "Make it easier to find short-term parking between 11am and 4pm and ensures buses can transport and drop passengers to this area safely". BR to follow up with AT.

**AT** – no rep at the meeting

BR

	<p><b>Eke Panuku</b> – BR mentioned that discussions had taken place which had indicated that Eke Panuku and AT would like to attend every 3 months. A new AT rep had been potentially identified and an invite would be extended.</p>	
<p><b>6</b></p>	<p><b>Items of interest / AOB</b></p> <p><b>Wynyard Bridge</b> – members asked if there was a date for the reopening of the bridge. BR to invite EP reps to the next Board meeting.</p> <p><b>Event Parking</b></p> <p>PB expressed concern around the lack of perceived coordination for traffic planning and in particular parking for big events. There was an “anti-car” undertone, but for some driving was the only option, especially those coming from outside of the city. Whilst Auckland wants these big events at the moment, they aren’t being very supportive in providing solutions. PB suggested some creative thinking was needed – could some of Victoria Park be used for parking during summer months?</p> <p>BR commented that Victoria Park was unlikely to be viable but other cities have park and ride solutions which Auckland could look at. SB mentioned the current park and rides sites to the north but acknowledged that coming from other areas was more challenging.</p> <p>BT mentioned Ellerslie racecourse or the showgrounds as possible options with PT connections being provided. PB encouraged lateral thinking. BR to reach out to EP to ask for an update on event TMPs (which were discussed at a meeting earlier in the year) and look to who could investigate event parking.</p> <p>AP suggested that if the TMA came up with some solutions and presented those that might be a good starting point.</p> <p>MB commented that integrated ticketing (such as Sail GP had mentioned) was essential for large scale events. RT thought that perhaps Parnell Train Station Park and Ride could be used as an interchange location between train passengers / park-and-ride users and shuttle buses to Wynyard Quarter for events, given that the station is likely low-use during weekends. However, checks would need to be made to ensure trains service these routes at weekends.</p> <p><b>Area-wide travel plan</b></p> <p>MB reported that AT had reviewed the area-wide action plan they had asked the TMA to create but had indicated that they were not in a position to provide any funding at this time. Conversations with AT were ongoing. AP commented that this was surprising as AT had suggested and funded the area-wide travel plan as a way of securing funding for the TMA. AP suggested looking at the plan and determining what projects were viable and how might they be funded.</p> <p>MH asked if there was any feedback from AT on the plan that was produced. MB indicated that there was no detailed feedback – just an indication of no funds.</p> <p>AP asked about the current funding position and suggested that funding options be put on the agenda for the next Board meeting.</p> <p><b>AGM</b></p> <p>POST MEETING: It was suggested last year that the AGM be included as part of the December Board meeting. This will take place on December 4<sup>th</sup> – details to follow.</p>	<p><b>BR</b></p> <p><b>BR</b></p> <p><b>BR</b></p>
	<p><b>Date of next meeting Wednesday 6<sup>th</sup> November at 1030am hosted by Mott MacDonald</b></p>	