

Board Meeting

Date and time:	Wednesday 3rd April 2024 at 1030am
Attendees:	<ul style="list-style-type: none"> • Meredith Bates (MB), Mott MacDonald – Chair • Peter Busfield (PB), NZ Marine - VC • Fiona Knox (FK), Eke Panuku • Brett Sweetman (BS), Park Hyatt Auckland • Anita Potgieter (AP), ASB (joined online) • Michael Hawes (MH), Warren and Mahoney • Pete Bowden (PBO), VHHL/Tramco • Genevieve Sage (GS), Waitematā Local Board • Ronald Tay (RT), WSP • Brigid Rogers (BR), WQ TMA Coordinator
Apologies:	<ul style="list-style-type: none"> • Olivia Heighton (OH), Precinct Properties • Bridget Law (BL), Eke Panuku • Greg Moyle (GM), Waitematā Local Board • Tom Locke (TL), Warren and Mahoney • Sharon Byrne (SB), Auckland Theatre Company • Graeme Gunthorp (GG), Auckland Transport • Peter Young (PY), Sanford
Guests:	<ul style="list-style-type: none"> • Claire Covacich (CC) Auckland Transport • Shelale Mazari (SM), Auckland Transport • Tricky Hartley (TH), The Conservatory • Grady Cameron (GC), Sealink • Tania Loveridge (TL), Heart of the City BID
Notes taken by:	Brigid Rogers
Meeting held at:	WSP offices, Wynyard Quarter

Item	Discussion and Action	By who
1	Karakia and introductions MB facilitated the introductions around the table	
2	<p>Presentation from Auckland Transport – Room to Move</p> <p>MB declared her conflict of interest in this item as Mott MacDonald have been working with AT on this project.</p> <p>Claire Covacich (CC) introduced herself and her colleague Shelale Mazari (SM). The purpose of the presentation was to explain the current position of the City Centre Parking Management Plan (Room to move). CC explained that the parking management plan will set out changes to kerbsides and public parking over the coming ten years, including:</p> <ul style="list-style-type: none"> • More active parking management, so more people can access parking and misuse is discouraged • Repurposing kerbside space to improve safe and efficient movement of people, goods, and services, and reflect strategic routes • Providing more diverse types of parking, such as spaces for taxis, motorcycle and bicycle parking, and loading zones <p>It is being developed with a strong strategic lens, linking proposed changes to the broader transport and land use system. CC acknowledged that there was high pressure on parking and kerbsides. AT are keen to look at opportunities and get inputs from those using the areas – what is working and what is not. This work is all part of the City Centre Master Plan and Access for Everyone is AT's response to that plan. It was important that the CBD becomes a destination not a cut through for drivers. CC wants to understand how kerbsides are being allocated and who benefits. Kerbside allocation and parking management are part of a complex system with inter related components.</p> <p>AT have established the current environment through audits and reviews, and have gathered information on current and upcoming projects. AT want to ensure that decisions ensure viability of businesses. AT are</p>	

currently gathering feedback and looking for feedback. CC explained that the process was at a very early stage and AT will be reviewing the document before putting it out to wider public consultation. As a recently developed area Wynyard Quarter has fewer perceived issues as other areas – attractive public realm etc. Room to Move issue and opportunities for Wynyard Quarter are as follows:

Specific	
Category*	Description
WQ1: Safety issues present for active transport users	<ol style="list-style-type: none"> 1. Parking and lack of cycling infrastructure poses safety risks for people cycling 2. 90 degree parking creates a safety risk for people cycling
WQ2: Place function of street not reflected in kerb zone	<ol style="list-style-type: none"> 1. Opportunities to enhance the street environment and a range of activities to support existing maritime function and future living.
WQ3: Active & PT modal priorities not reflected in the kerb zone	<ol style="list-style-type: none"> 1. Opportunities to successfully integrate walking, cycling and public transport to achieve a safe and efficient multi-modal network outcome
WQ4: Loading and servicing modal priority not reflected in the kerb zone	<ol style="list-style-type: none"> 1. Opportunities to reduce or remove general paid parking spaces currently on Beaumont St to make these loading zones for commercial vehicles servicing the marine and construction industry in the area.
WQ5: High demand for street parking	<ol style="list-style-type: none"> 1. Opportunities to provide more taxi / rideshare spaces around hospitality locations 2. Parking demand is above 85% and higher than city centre average
WQ6: Transport emissions impacting quality of environment	<ol style="list-style-type: none"> 1. City Centre wide issue. Overall streets in Wynyard Quarter will be greener, with sustainable transport and pedestrians prioritised

The plan will go out to public consultation in late 2024.

BS mentioned that lack of enforcement is a huge issue in the area. People know they can get away with parking all day and often park in drop off zones. Ubers drop off anywhere causing traffic chaos – blocking streets etc. especially during big events.

PB noted that big events often have a requirement for parking for exhibitors and attendees who come from out of town. If Auckland Council wants to attract and keep big events then parking solutions need to be found. PB suggested shuttle buses from a park & ride, possibly in Victoria Park. The Unitary Plan supports the Marine industry and the Room to Move document needs to be reflective of this. PB noted that some of the illustrations in the draft plan are out of date and possibly misleading. CC commented that there could be changes before it goes out to public consultation.

CC mentioned that it was important to seek lateral solutions. CC noted that the plans for Beaumont Street had been pushed out while investigations around other works within Wynyard Quarter are being looked at. CC mentioned that she would welcome any feedback from Board members and can be contacted via email Claire.Covacich@at.govt.nz

MB thanked CC & SM for attending.

CC

3 Wynyard Bridge

Representatives from Eke Panuku joined the meeting online. These included Yeshe Hegan (YH), Tim Christensen (TC), Resolve Group and Marian Webb (MW). Fiona Knox also joined online. MW ran through the background and the current situation. The bridge needs repairs and these will be undertaken as quickly as possible but it is unlikely the bridge will reopen to land based traffic before the end of the year. There is a legal requirement to have access for marine vessels therefore the bridge will remain upright. Regular updates will be provided as works progress.

TL asked what alternatives were being looked at and what support would be put in place for those businesses who are impacted by the bridge being closed. MW noted that a good option was the City Link bus service, although it currently has a low profile. It runs every 15 minutes from 6am until midnight. MW mentioned that Eke Panuku had considered other options but none were considered as good as current City Link service. MW commented that patrons were used to PT and boats might prove restrictive and there were also Health & safety concerns. MW said that Eke Panuku were working with AT on improving the awareness and profile of the Link bus. Eke Panuku were also looking at marketing campaigns reiterating that Wynyard Quarter was open for business. The team were also gearing up to do some destination marketing and hoping to drive behaviour change through that. YH explained that Eke Panuku had booked bus stop advertising space and were looking and digital screens and media to get the message across. YH commented that they were in the process of briefing agencies right now.

	<p>TL asked if consideration had been given to a floating pontoon – which had been in place prior to the bridge being built. MW expressed concerns over safety around that.</p> <p>BS questioned the logic of spending on marketing when people can't get to Wynyard Quarter. BS had sent numerous emails and had received no replies. BS explained that all businesses in the area were really hurting because of the bridge being out of action. BS agreed that the City Link bus was an option but not a solution – a water-based alternative was urgently needed. BS also questioned if the repairs would be complete by the end of the year (as mooted) as that time of year was critical for businesses in the area.</p> <p>TH from the Conservatory spoke of the impact on his business – 70% downturn over the Easter weekend. The Boat Show, which was normally a busy weekend was really disappointing. TH is now looking at cutting staff and reducing his menu to minimise waste. TH agreed with BS that the bus was not sufficient and that other options need to be fully investigated. TM commented that although individual businesses had been contacted by Eke Panuku there had not been a group meeting bringing all interested parties together. TH felt that Eke Panuku were not listening to businesses.</p> <p>AP noted that for ASB staff were opting to WFH, and that reduced number of employees in the area had a huge knock-on effect to businesses – many of whom rely on employee spend. The reduction in footfall was huge and AP urged Eke Panuku to look at all options.</p> <p>PB shared his experiences over the weekend of the Boat Show when the bridge was out of action. PB acknowledged that the free bus put on for the event did help – but that the bus stop was too far away from the Viaduct area. People who didn't know about the bridge being closed weren't interested in alternative land routes. PB suggested a minibus shuttling people from KZ1 base round to Jellicoe Street. PB felt that a water-based option should also be actively considered. PB organised a taxi for some guests and that cost \$40 from Viaduct to WQ.</p> <p>TH reaffirmed that people's livelihoods were being drastically impacted and urged Eke Panuku to listen to some of the ideas that had been suggested – and not just rely on the Link Bus. MW stated that Eke Panuku were open to look at all solutions but that AT were in a good position to offer a service which might be better than anything that could be offered privately. MW stated that moving marine vessels was not an option and that they had a legal obligation to keep the lanes open for maritime traffic.</p> <p>BS urged Eke Panuku to be more proactive and urgently hold a meeting with all those affected. MW mentioned that meetings with business owners were underway. TH questioned the efficiency of numerous individual meetings being held as well as the lack of solutions being brought by Eke Panuku. MW noted that options which had been mooted weren't new to Eke Panuku, but she was cognisant that private services cannot have an impact on ATs existing services. TH asked Eke Panuku when they thought they might have a workable solution – what was the time frame around this. MW commented that full evaluations need to be undertaken and health & safety were a big consideration.</p> <p>GC from SeaLink said he had listened to all the discussions and the options currently on the table didn't satisfy the businesses who were impacted. GC felt that Eke Panuku needed to listen to what those affected were asking for. GC noted that his staff were due to move into their new offices in June and the bridge being out of action was of great concern to their business.</p> <p>PB offered his assistance in connecting to the marine industry nationwide to see what water-based options might be available.</p> <p>TL offered the comms channels which HOTC have as well as facilitating a meeting, if needed.</p> <p>FK thanked PB & TL for the offers of help and reiterated that Eke Panuku had worked in the Wynard Quarter space for a long time and were working hard to find solutions. FK said that they have heard the frustration of businesses in the area.</p> <p>BR to look at minibus options and PB to look at possible water-based solutions.</p> <p>The TMA requested a fortnightly update from Eke Panuku on alternative access investigations and the bridge progress.</p> <p>Post meeting GS asked that it be noted that she was very disappointed about the Wynyard Bridge closure and would advocate for this through the Mayor's office.</p>	BR/PB
4	<p>Apologies and notes from last meeting / matters arising</p> <p>Apologies were noted as above. As the meeting had overrun the notes of last meeting in were carried forward to the May meeting. BR agreed to follow up again with BL regarding the tram tracks.</p>	
5	<p>Updates – Chair Waitematā Local Board AT Eke Panuku - not received as the meeting overran</p>	
6	<p>Items of interest / AOB</p> <p>AC Long Term Plan Submission – this was submitted on behalf of WQ TMA.</p> <p>TMA funding – ongoing</p>	
<p>Date of next meeting Wednesday 1st May at 1030am</p>		