



WYNYARD QUARTER CONSTRUCTION WORKERS AND CONTRACTORS ACCESS PLAN

October 2016

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1. Document Purpose

The purpose of the Construction Workers and Contractors Access Plan is to help guide construction workers and contractors (primarily engaged in the marine industry) of their travel choices when commuting to Wynyard Quarter (WQ), and to assist those engaging them to manage expectations and demand for parking by:

- minimising the impact of construction work traffic and construction related parking on the area;
- understanding the motivating factors for construction companies and workers so as to be able to seek to change travel behaviour and manage parking demand;
- helping construction workers understand the range of travel choices and manage expectations around parking;
- encouraging more efficient use of vehicles that are brought into the quarter (i.e. encourage car/vanpooling among workers);
- directing eligible construction vehicles to designated construction workers' parking areas.

2. Background

WQ covers around 37 hectares and 3km of waterfront. It is going through one of the largest urban regeneration programmes in New Zealand. The industrial port area has been opened up to allow public access and will become home to a range of businesses and residents, working alongside the marine and fishing industries.

2.1. Growth of Wynyard Quarter

The WQ area is seeing rapid growth with a large number of construction projects underway bringing with them an ever increasing workforce. The volume of construction workers peaks during the fit out period of the build when skilled workers are needed on site. These workers need specialist tools to undertake their work. Contractors need to keep these tools with them and have access to them when on site. [Figure 2](#) shows construction sites in WQ for the period starting late 2015 until post 2018 giving an indication of the scale of work that is anticipated.

The marine industry has also been busy despite the Global Financial Crisis (GFC). Superyacht refits can attract up to 150 contractors all of whom have their own specialist tools which are needed on hand for the work they undertake.

Due to this growth, the limited on street parking in WQ has been increasingly taken up by workers, contractors and construction staff. These spaces are then occupied all day. The reduction in short term car parking spaces has impacted on businesses (such as marine sector shops, hospitality and retailers) who rely on short stay clients and the turnover of car parking spaces.

2.2. WQ Transport Management Association

The Auckland District Plan - Central Area Section set out guidelines and targets for WQ as part of the ongoing development. The formation of a voluntary Transport Management Association was a condition of the planning consent granted for WQ in 2012.

In 2012, Auckland Transport set up the TMA. As an independent organization, its purpose is to work collaboratively with the businesses of Wynyard Quarter, the transport providers and the relevant government agencies, to support a diverse and vibrant WQ community. The aim is for an efficient, networked and highly connected local transport system. In 2015, Auckland Transport began work to transform the TMA into a business-led organization.

2.3. WQ TMA Business Plan

The Interim Board of WQ TMA is currently working on producing the first Business Plan for the organization. The Business Plan will set out the mission, values, core values, goals, objectives, strategy and an action/work plan.

While the Business Plan is being developed, the WQ TMA set out to deliver two initial reports. This Construction Workers Access Plan and the Parking Plan. These reports aim to address issues that local businesses highlighted at round table meetings in 2015.



Figure 1 Map showing proposed boundaries of WQ TMA area (Source: Auckland Transport, 2015¹)

¹ Auckland Transport (2015) Moving Forward. <https://at.govt.nz/media/1775319/report-future-development-wynyard-quarter-tma.pdf> Last accessed 8 July 2016

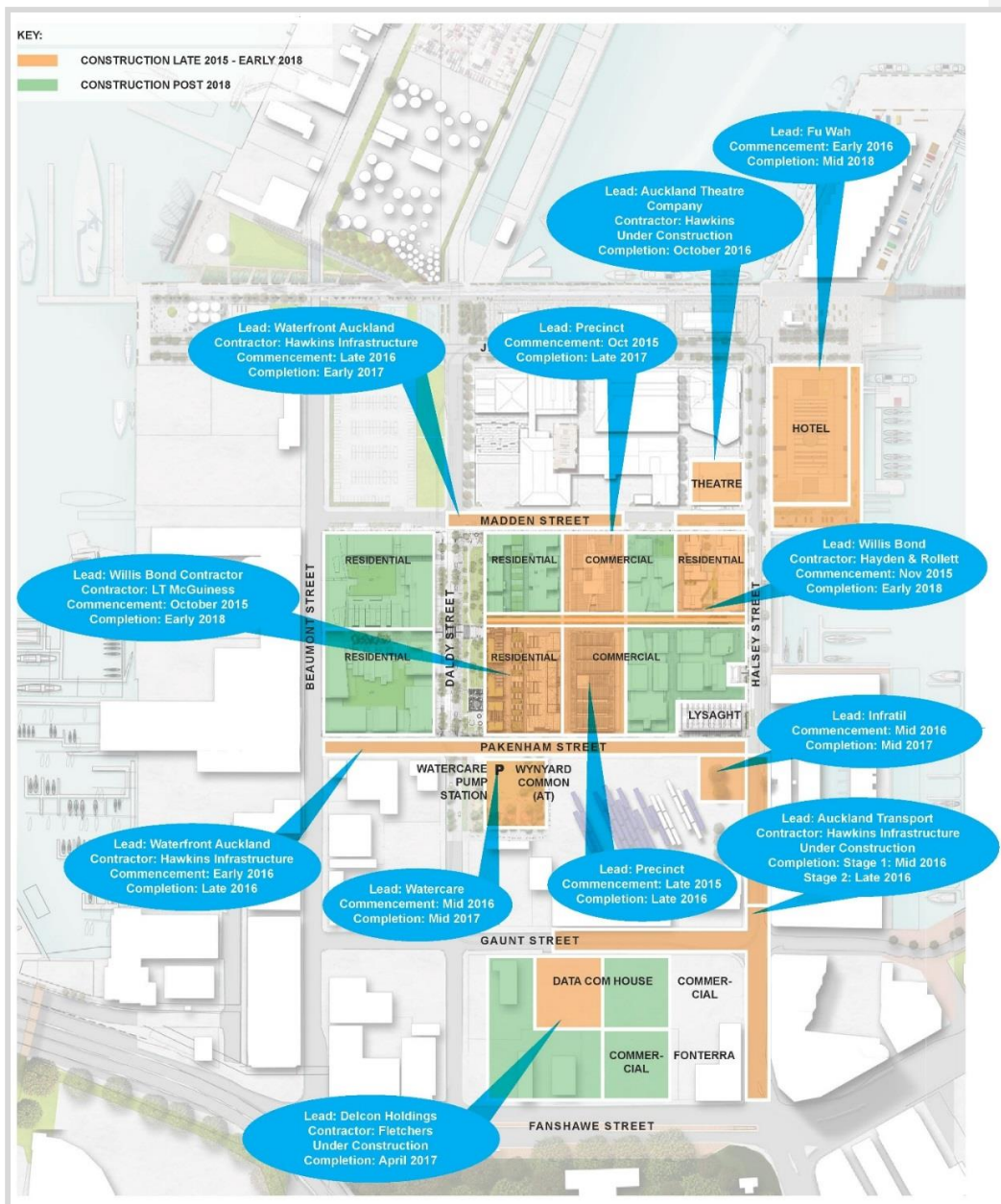


FIGURE 2 MAP SHOWING CONSTRUCTION SITES AROUND WQ (PANUKU NEWSLETTER, JULY 2016)

2.4. Trade/Contractor one-day coupon scheme

At the end of June 2016, Auckland Transport discontinued the Essential Services Permit (ESP) scheme. The ESPs were purchased from AT and allowed contractors to park all day throughout most of WQ at very low cost. Auckland Transport replaced the ESP with a new 'Trade/Contractor one-day parking' coupon scheme, valid throughout Wynyard Quarter, which allows contractors to pre purchase exemptions for parking at a cost of \$20 per day. It allows for multiple coupons to be purchased. This new trade permit scheme went live on 1st July 2016. The coupon system will still offer convenience but is aimed to more accurately reflect the cost of using on-street parking. For shorter stays it may be more economical for contractors to pay at the parking machine. Coupons will be available for selected users that require an exemption from time restrictions or an alternative way to pay for paid parking to allow them to carry out their work. Coupons will be charged per day rather than the previous monthly or half-yearly permits. However, greater time periods will be able to be purchased.

Later in 2016 the system will go digital, with physical coupons no longer required. AT is introducing a parking payment app called AT Park. Users can register for the AT Park and use their account to purchase "digital" coupons or pay for parking directly from their phone without the need to visit a parking machine or display a ticket. The system also works on a "tag on" "tag off" approach where the user doesn't have to guess how long they are going to be and only pays for the time they use. The parking cost is charged directly to a credit card and there are no transaction fees. There can be multiple vehicles on one account which will be useful for businesses with several vehicles parking in paid parking areas. New technology will provide the platform to enable the coupon system to be customer-friendly and easily enforced.

2.5. New pricing regime

In addition to these changes to parking for tradespeople and contractors, Auckland Transport has included WQ in the changes to parking prices throughout the city centre. The pricing of both on and off street parking in WQ has been changed to try and discourage all day parking and increase the turnover of spaces. The new regime started in July 2016 and has seen prices rise to \$3 per hour for the first two hours and \$6 per hour thereafter, so staying in an on-street car park all day (9 hours) will now cost \$51.

3. Findings

3.1. Research Approach

Data and information for this plan was collected by talking to or surveying construction companies, stakeholders and developers in the WQ area during June and July 2016. Panuku Development Auckland (Panuku) and Auckland Transport also provided valuable information and support.

The initial work in preparing this construction workers and contractors access plan involved investigations into the availability of parking and the expected number of construction workers likely to be working in the area.

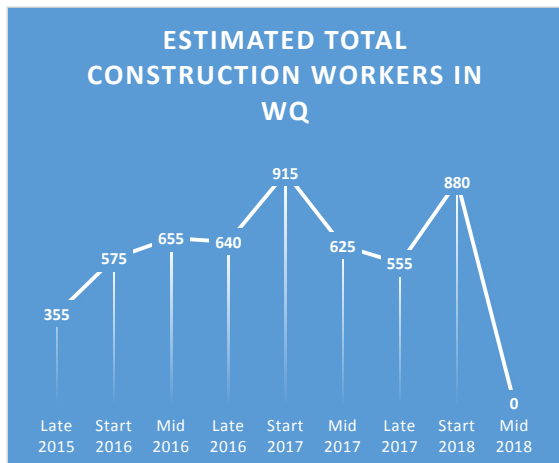
3.2. Construction sites and worker numbers in WQ

This table has been put together with the help of the construction companies and information from Panuku. These estimates do not take into account delays or other factors.

TABLE 1 - CONSTRUCTION SITES AND WORKER NUMBERS

Site	Construction company	Address	Start date	End date	Min staff on site	Max staff on site
ASB Waterfront Theatre	Hawkins Construction	North Wharf	Late 2014	Complete	20	200
ASB Waterfront Theatre	Theatre staff fit out	North Wharf	July 2016	Oct 2016	30	50
Site 5a	Hawkins Construction	1/14 Madden Street (commercial office space)	Late 2015	Mid 2017	50	200
East 2	LT McGuinness	Wynyard Central (residential)	End 2015	Early 2018	25	200 - 250
Site 7	Haydn & Rollett	123 Halsey Street (Premium apartments)	Late 2015	Mid 2018	20	200 - 250
Madden & Pakenham street upgrade	Hawkins Infrastructure	Madden & Pakenham Streets	Mid 2015	Mid 2017	20	40
Halsey & Gaunt Street upgrade	Hawkins Infrastructure	Halsey & Gaunt Street	Early 2015	End 2016	20	40
Mason Brothers	NZStrong	Precinct Properties (Commercial offices)	Late 2015	End 2016	80	140 - 150
Hotel site	Hawkins Construction	Halsey Street	Mid 2016	Mid 2018	40	300 - 350
NZ Bus site	Tbc (Infratil owners)	Halsey Street	Mid 2016	Mid 2017	20	140
Datacom House	Fletchers	Gaunt Street	Early 2015	Mid 2017	40	200 - 250
Water Pump Station	Watercare	Pakenham Street	Mid 2016	Mid 2017	10	30

Figure 3 below is based on the estimates provided in [Table 1](#) and shows that during peak hours there could be over 900 workers from the construction industry looking to park in WQ in early 2017. The average number across this time frame is estimated to be 578. These workers will generally be starting work at 7am and will therefore be on site in WQ by 6:30am. This is outside the peak morning congestion period (and intersection monitoring time) of 7am – 9am. However their numbers will affect the traffic volumes in the afternoon peak between 4pm – 6pm.



Added to this could be an additional 300 contractors working in the marine sector bringing the estimated total to 1,200. This is predominantly on superyachts between September and March, but also on other projects during the year. This large influx of construction workers into the area highlights the importance of having a plan in place to manage these volumes.

FIGURE 3 ESTIMATED TOTAL CONSTRUCTION WORKERS IN WQ

Figure 4 shows the typical profile of the number of workers on site during a build. The numbers start off low and climb to a peak (while fit outs are being undertaken) and then fall off sharply. Figure 5 shows this trend extrapolated to construction workers working on projects in WQ².

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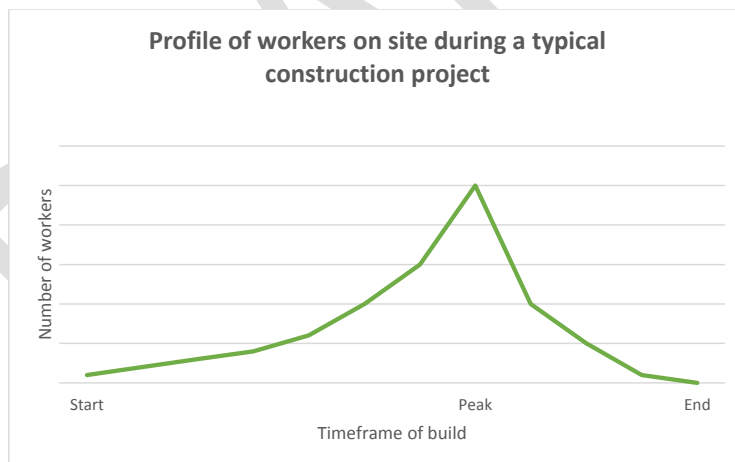


FIGURE 4 TYPICAL PROFILE OF CONSTRUCTION WORKERS

² NOTE: there will be other building projects coming on stream so that mid 2018 does not signify the end of construction, merely the end of the projects confirmed to date.

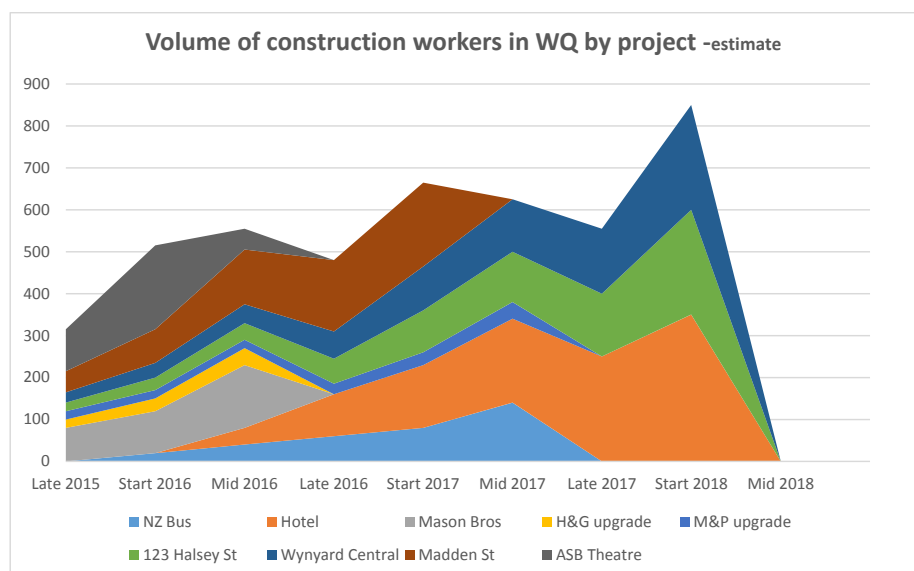


FIGURE 5 ESTIMATED VOLUME OF CONSTRUCTION WORKERS IN WQ BY PROJECT

3.3. Current Parking Provision

There are currently approximately 2,500 car parks in WQ. 453 of which are public off street spaces, 447 on street spaces and 1765 privately owned as summarised in Table 2 below.

TABLE 2 PARKING PROVISION IN WQ

Parking provision	No of spaces
Public parking - off street – within WQ	453
On street parking within WQ	447
TOTAL PUBLIC PARKING	900
Total private parking – off street in WQ	1765
Private off street parking owned by Panuku	705
TOTAL PUBLIC & PRIVATE	2665
Parking just outside TMA boundary	715

40% of the total current private parking spaces in WQ are owned by Panuku. Panuku own 50% of the public off street parking. 100% of on street parking is owned by AT.

Detailed car parking figures for WQ are attached as Appendix B. It must also be noted that these figures will vary depending on construction sites and road closures and upgrades. As more land becomes developed and built on the ad-hoc provision currently enjoyed by workers will, in time, disappear. This will put increasing pressure on the spaces that are left. At the time of the survey, 60 cars were found parked on verges which is an indication of the pressure on parking spaces.

3.4. Priorities for parking vehicles in WQ

Given the high demand for parking, raised parking fees and based on the discussions with key stakeholders, it is clear that the newly formed WQ TMA needs to establish priorities for vehicles parking in WQ. [Table 3](#) shows a draft prioritisation of user groups.

TABLE 3 – USER GROUPS PRIORITISED - DRAFT

Priority	User group	Comments
High	Emergency vehicles	Must take priority over all other users
	Mobility permit holders	Usually short stay requiring close proximity to destination
	Public transport	Short stay only – they need easy access in and out of bus stops. No layovers
	Cyclists	Require safe routes and storage at destination
	Visitors	1-4 hours max (includes recreational visitors and clients to businesses)
	Shift workers	When PT is not available due to timing of work patterns
	Car share	Promotion needed. Cars used to get around once in WQ
	Carpoolers and van poolers	Designation of spaces, incentives and enforcement required
	Loading	Short stay close to business being serviced (restriction of delivery times?)
	Contractors	These could be working on build projects or in the marine industry
	Construction	Early starters when PT is not running
	Motorbikes	Prefer to be close to destination and secure
	Event and tour coaches	Drop off and then exit the area
	Taxis	Short stay should be encouraged – sites clearly identified
	PT layover	WQ should not be used for PT layovers
Low	Commuters	All day 7am-6pm. Potential to use alternative modes, carpooling, PT etc.

4. Observations and User Behaviour

4.1. Stakeholders and user priorities

Discussions were held with key stakeholders and these have influenced this report. Different users have different needs and are influenced in different ways. To be able to exert that influence, it is essential that we understand their needs, concerns and behaviour. Discussion with key stakeholders has revealed that businesses are concerned about on-street parking spaces being occupied all day (preventing use by short-stay customers). The marine industry wants to stay involved in the discussions, and construction companies are concerned about the parking situation for their employees and contractors. Overall, the businesses and the construction companies want to see transparency and fairness in the management and allocation of parking.

These varying industry perspectives reflect the different needs of the user groups. Key finding from the discussions are detailed below:

WQ businesses

- The existing businesses in WQ acknowledge that things have changed.
- They don't blame construction workers but their need to park is in direct competition with existing staff and often more importantly customers.
- Businesses were told by AT that the Essential Services Permit would end June 2016. Businesses were not aware that a new scheme would replace it. The Interim Board of the TMA were not made aware of this new scheme by AT. In future, the TMA would wish to be provided with any relevant information, and be given the opportunity to discuss it in advance.
- Verges are being used for parking and this can cause access issues and safety issues along with damage.
- Excess speed has been highlighted as a safety concern.
- The current free parking spaces are now fully occupied by 6am (by a mix of CBD workers, construction workers, contractors and WQ workers).
- Businesses want to see fairness, transparency and equity.

The Marine Industry

- Many marine businesses engage contractors – estimated up to 300. It is important that these contractors are also included in discussions.
- Staff working on superyachts are selected from a preferred list (held by Auckland Council) so finding where they are coming from should be relatively easy.
- The season for superyacht refits is from September to May.
- Commercial boat refits can occur all year round.
- Marine industry have the same need for good access as the construction sector. They also share safety concerns.
- Marine sector often has large vehicles that need to access WQ. They need to be able to do so safely and easily.
- Marine industry wants to protect visitor parking.

Construction companies

- There was awareness of the parking constraints and some concern over where the increasing numbers of workers and staff would park.
- Many companies have managers and staff with company vehicles and these appear to be given priority for any onsite parking.
- Concern was expressed about how existing car parking spaces are allocated (transparency is desired).
- Construction companies were often recruiting the same sub-contractors – opportunities to share resources.
- Sub-contractors were concerned that parking issues were discouraging staff from working in WQ. They saw the parking issues as a major deterrent for attracting sub-contractors to WQ.

- A lack of sub-contractors mean that they can pick and choose the jobs they want. They will take other jobs where parking is easier, and projects may fall behind schedule in WQ.
- Lock boxes are required if tools are to be left onsite overnight – but this doesn't guarantee that the sub-contractors will be prepared to leave their valuable tools.
- Very few staff travel by active modes as they have tools to carry and often live too far away.
- At the peak of any build project up to 250 workers will need to be on any one given site, there may be multiple sites at the same stage at the same time, therefore exacerbating the parking problems.
- There was mention of companies utilizing basements as and when they become available. This may actually encourage staff to drive and thereby add to congestion.
- Companies were generally keen to help staff and sub-contractors but seemed unsure of what solutions might work.
- It has been suggested that the cost of parking (including lockers, vanpooling schemes etc.) needs to be built in at the pre contract stage or added into the tender price so that any additional costs are not left to be met by the construction companies or sub-contractors.



4.2. Attitudes to parking prices

Pricing generally can influence behaviour. Discussions with key stakeholders revealed the following key points regarding pricing:

- Construction workers and contractors are heavily influenced by price and cost.
- Saving money will motivate people to change behaviour.
- Sub-contractors don't have the same buying power as large construction companies.
- Construction companies have already been allocated the spaces before sub-contractors are even hired.
- Pricing policy needs to be equitable and transparent.
- Pricing should be adjusted to favour car/van poolers.
- Policy should try to deter single occupancy drivers who could use alternative modes.

4.3. Target groups and communication

- The target groups are relatively distinct and therefore easy to communicate with.
- The communication on and between the sites is good.
- Sub-contractors work on multiple sites.
- The workers will want to save time and money – so not a hard sell.
- Message is 'how can you save time and money?'
- Communicating so that everyone understands the possible solutions that could work for them.
- Need to try and move away from one size fits all approach.
Transport can vary from day to day - you don't have to crush your car to be part of this.

4.4. Factors that influence the mode of travel

The previous section provided an insight into the varying needs of the user groups. This section looks at the factors that influence the current mode choices for construction workers in WQ.

MODE	OPTIONS	INFULENCING FACTORS	COMMENTS
DRIVE	Park on street	They can get spaces as they start earlier than office workers AT Coupons can be used	Onsite by 7am, not being counted in morning congestion figures
	Public car park	High cost of all day parking	Cost could be shared if van or carpooling
	Private car park	Priority currently given bulk purchases of permits to companies Cost borne by company and sometimes passed on to individuals	Spaces need to be allocated on vehicle occupancy not number of spaces required (buying power)
	Drive alone	Cost of parking the car	Influenced by pricing structure
		Location of car park in relation to work site (especially when tools are needed)	Priority given to those who need to return to the van often during the day
		Congestion levels – journey time	Unable to use transit lanes
		Insurance	Are they able to take passengers?
		Working on multiple sites	They are not in one place all day every day
			Convenient designated car pool spaces close to site
	Car or Van pool	Everyone gets to work on time. Start and end times are similar for all.	Everyone shares the costs or the service if free
		Cheaper for parking and fuel costs	Lockups needed onsite
		Plenty of space to bring tools in car/van	Use of T2/T3 lanes – quicker journey times
		Reduction in journey times	
PUBLIC TRANSPORT	Bus, Train and Ferry	PT may refuse workers with dirty gear	Provide clean-up area plus – showers and lockers?
		Early starts - no PT running	Journey times too long from some areas
		Taking tools on buses doesn't work	Only option is to drive
		Walking with tools to the site – not convenient	Long walk from PT stops to WQ with gear and tools
ACTIVE MODES	Bike/ walk / run	They often need to bring tools onto site and these are not very portable	Facilities at work place to store bike, gear and shower
			Only an option if you don't need to bring anything into work place

5. Next Steps

A draft Action Plan is outlined below. The TMA Interim Board needs to review and decide what projects are priorities. The costs of the projects selected will then need to be confirmed and funding secured. In addition consideration should be given to the following:

Prioritizing and allocating car parking spaces

- Investigate preferential parking rates for car /van poolers.
- Investigate increasing the allocation of car/van pool spaces and ensure they are clearly marked.
- Investigate the preferential allocation of car parks based on the number of people in the vehicle – focus on van and car poolers.
- Review current agreements to focus on multiple occupancy vehicles.
- Monitored spaces and increase enforcement.
- Investigate removing permit schemes from Beaumont Street.
- Work with construction companies and Panuku to allocate any onsite parking to those who require tools nearby.

Raising funds for sustainable modes

- It has been suggested that the cost of parking needs to be built in at the pre contract stage or added into the tender price so that any additional costs are not left to be met by the construction companies and sub-contractors.
- It may be that consideration should be given to adding in a clause for a “vanpooling levy” to resource consents for WQ. This would result in a pool of funds contributed by the developer and the financial burden would be offset at an early stage.

5.1. Draft Action Plan (August – December 201~~7~~⁶)

PROJECT	PURPOSE	DETAILS	START	TARGETS	PARTNERS	COSTS
Conduct a Travel Survey of construction workers and contractors in WQ	<p>To gather real baseline data and look to reduce SOV</p> <p>Analyze results and identify trends, patterns and clusters</p> <p>To put in place schemes that will benefit the target audience and reduce SOV</p>	<p>To set baselines against which to monitor targets. Paper and online survey sent out to workers in WQ</p> <p>Close liaison with construction companies to encourage participation</p>	August 201 7 ⁶	To get a 40% response back from surveys sent out	Construction companies Sub-Contractors (including marine sub-contractors)	Prizes and TMA time to set up survey
<p>Establish a Van / Carpooling Trial for WQ</p> <p>(Vans rather than cars to be encourage as they can move more people and safer to store tools in van)</p>	<p>To set up a trial scheme to reduce SOV</p> <p>Look to be the first official scheme in NZ</p> <p>Investigate at Park & Ride scenario if needed</p> <p>Raise awareness of van and carpooling</p>	<p>Identify clusters of population from the survey and contact those people to promote car/van pooling</p> <p>Identify sites for pick up in conjunction with AT then mark out carpooling spaces in both public and private car parks</p> <p>Obtain parking spaces for car and van poolers</p> <p>Seek consent for reduced parking rates for carpoolers to kick start the scheme</p> <p>Promote benefits of the trial via construction companies and Sub contractors</p>	September 201 7 ⁶	50 SOVs off the road	Construction companies Sub-Contractors	AT time TMA time Cost of vans?

PROJECT	PURPOSE	DETAILS	START	TARGETS	PARTNERS	COSTS
Public Transport Promotion	To reduce SOV look to encourage Public Transport usage	Identify from the survey potential new PT users and offer "Give it a Go" passes to them	October 201 7 ⁶	100 passes	AT	AT TMA
	PT usage doesn't have to be every day but it could be part of the solution	Promote PT usage for one day out of five	October 201 7 ⁶		AT	AT
Marketing and Promotion	<p>To make construction workers aware of the available travel modes and their options</p> <p>Seek to promote the work of the TMA and celebrate successes</p>	<p>Communicating so the everyone understands the possible solutions that could work for them</p> <p>Move away from one size fits all approach</p> <p>Preparation of an information pack for inclusion within the construction workers employment induction pack</p> <p>Use internal and external channels to show the work that the TMA is doing</p>	Ongoing		AT TMA	

Appendices:

Appendix A - SWOT analysis of car/vanpooling schemes

Appendix B - Parking provision in WQ

Appendix C - Case Study of workers in WQ

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Appendix A: SWOT Analysis Of Van/Pooling Carpooling

There is an existing van pooling scheme in WQ that appears to be working well. Vans rather than cars should be encouraged for shared journeys, as they can move more people and provide a safer option to store and transport tools.

Strengths

- Easy to spread the word on sites
- Construction workers start and leave at same time
- Volume of people all going to the same area
- The van collects you from home (or pick up point)
- It will save you time
- It will save you money
- Opportunity to prioritize car and van poolers by allocating them spaces in both public and private car parks

Weaknesses

- If they need to travel with bulky tools to work
- How can tools and gear be stored near to work site – lock boxes
- Lack of available vans to hire to move workers
- Cost of hiring vans
- Will company vehicles be allowed (under insurance) to carry carpool passengers
- Who will pay for the scheme?
- Drivers – licensing requirements?

Opportunities

- Spare capacity on existing vans
- Park and ride locations provided free by AT
- Economies of scale as more workers come into WQ more opportunities to car/vanpool
- Informal carpooling is underway and it would be good to recognize and support people doing that
- WQ TMA could help set up and run the schemes

Threats

- Too successful
- Costs may prove prohibitive
- No vans available
- Need to identify who will run and coordinate the schemes

Appendix B: Parking Provision in WQ

OFF-STREET PARKING PROVISION – PUBLIC PARKING (APPROX.)

Location / name	No of spaces	Ownership	Comments	
Westhaven Drive	19	Wilson	Public	
Daldy Street	54	Wilson	Public	
Halsey Street	51	Wilson	Public	
Beaumont Street	64	Wilson	Public	
Jellicoe Street	200	Panuku	Public	Managed by Auckland Transport 30 spaces allocated for private use
Fish Market	65*	Sanford	Public	
Z Pier	65*	Panuku	Public	Online mid 2016
TOTAL PUBLIC PARKING SPACES	453	Excludes Z Pier		
Outside WQ Boundary				
Princes Wharf (slightly off area)	247	Wilson	Public	P&D
Eastern Viaduct	48	Panuku	Public	AT managed P&D - under review
Victory Church	300	Victory Church	Public (M-F) they have a wait list	160 account holders 140 casual daily P&D
Western carpark	60*	Marina/Panuku	Public & Private	Public at present
Northern marina	60*	Marina/Panuku	Public & Private	P&D and berth holders
Westhaven Marina	1792	Marina/Panuku	Public & Private	700 berth holders
SPACES IN CLOSE PROXIMITY TO WQ	715			(Westhaven Marina not included in this total)

*estimate

OFF-STREET PARKING PROVISION – PRIVATE (APPROX.)

Location	No of spaces	Ownership	Comments
ASB North Wharf	97	ASB	Staff & fleet
Westhaven Drive	70	Opus	Staff & fleet
NZ Bus Site	144	NZ Bus	Plus 112 fleet spaces
Silo Marine	40	Panuku	Crew & contractors
Orams	180	Orams	90 roof & ramp
Hamer Street	270	Panuku	Rented to ASB
Daldy/Gaunt Street	70	Panuku	Mix of staff and construction
Wynyard Common	60	Panuku	Contractors
West 2 (whale on wall)	90*	Panuku	Panuku staff
West 1 (Gravel pit)	140	Panuku	Sanford have 70
North Sails	75	Panuku	For construction
Pier 21	55*	Pier 21	6pm – 7am 30 spaces open to public
Fonterra Building	159	Fonterra	Staff & fleet
Air New Zealand	150	Air New Zealand	Staff & fleet
Sanford	65	Sanford	Second floor behind barrier
Wharf behind VEC	100*	Marina/ Panuku	Commercial wharf VCE staff
TOTAL PRIVATE PARKING	1765		

*estimate

ON STREET PARKING AS AT MARCH 14 – SOURCE AT

Location	No of spaces
Beaumont Street	85
Brigham Street	63
Daldy Street	49
Gaunt Street	58
Halsey Street	39
Hamer Street	109
Jellicoe Street	40
Madden Street	38
Pakenham Street West	67
Westhaven Drive	38
TOTAL	586

These figures show what was available in 2014.

ON STREET PARKING AS AT JUNE 2016 – PHYSICAL AUDIT

Parking type/area	No of spaces	Comments
Hamer & Brigham Street	120	These streets have no parking meters – so parking is free There are some areas of P180
Cars parked on verges	60	Indicating high demand for these free spaces
All other on street parking	267	All streets with WQ TMA Boundary. Cars parked in tram stops as they are not in use
TOTAL	447	
Motorbike parking	65	Some parking where cycle racks have been installed
Disabled/mobility spaces	6	P180 a further 3 at the Viaduct Convention Centre
P5 loading bays	34	(all day every day or 8am – 6pm Mon - Sun)

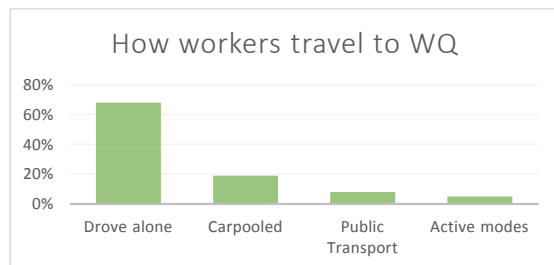
All figures above are approximate and were counted in June 2016

Note most parking figures are estimates and do not include small pockets of parking onsite at individual business premises

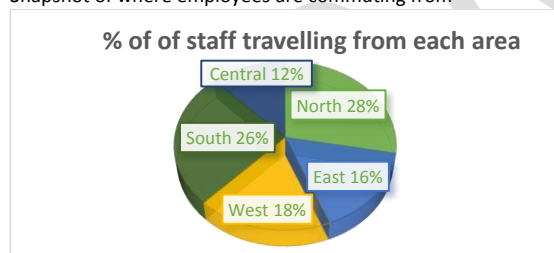
Appendix C: Case Study of Workers in WQ

One construction company did a snapshot survey of 65 of their workers in April 2016. This proactive approach shows that there are trends. With increasing number of construction workers coming into WQ there will be duplicated journeys and therefore the potential to start new initiatives. From the data the following was established:

- 87% of the respondents drove to WQ of that
 - 68% drove alone
 - 19% carpooled either with family or workmates
 - 32% indicated that they used a company vehicle
- 8% used PT
- 5% active modes (walking and cycling). It should be noted that some of the PT users indicated that they walked or cycled as part of their journey.



Snapshot of where employees are commuting from



Summary of results:

- 87% drive – reasons given included convenience, ease, speed and reliability
- Many drivers mentioned the need to bring tools on site
- 32% volunteered the information that they had a company vehicle – this may mean that they have to use the vehicle or that they perceive it as a low cost option
- There may be insurance issues around taking passengers which could be a reason that people don't currently car pool with others. Further investigation would need to be done to see if this is the case – especially in relation to company vehicles
- Some people were working at different locations and needed to be able to move between sites
- Construction worker tended to report working long hours with early starts. This is outside peak commute hours and public transport services are less frequent and therefore not viable
- PT users stated that it was easier and cheaper than trying to find and pay for parking in WQ
- Car-poolers cited the reduced costs when split between the group as a real benefit but they felt restricted as the vehicle times were set by someone else