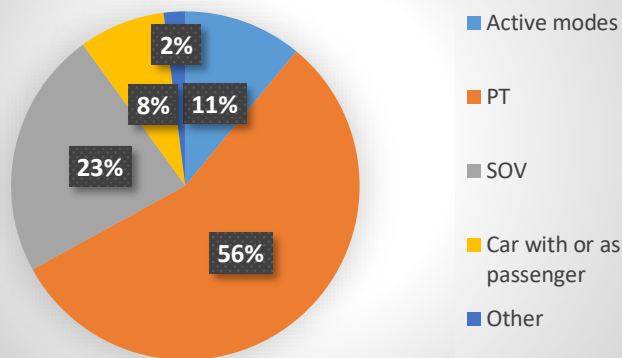


## Board Meeting

<b>Date and time:</b>	<b>Wednesday 5th July 2023 at 1pm</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>• Sharon Byrne (SB), Auckland Theatre Company</li> <li>• Pete Bowden (PB), VHHL/Tramco</li> <li>• Bridget Law (BL), Eke Panuku</li> <li>• Greg Moyle (GM), Waitematā Local Board</li> <li>• George Higgins-Smith (GHS), Genesis</li> <li>• Shruti Suvarna (SS), Sanford</li> <li>• Lauren Arms (LA), Precinct Properties</li> <li>• Brigid Rogers (BR), WQ TMA Coordinator</li> </ul>
<b>Apologies:</b>	<ul style="list-style-type: none"> <li>• Genevieve Sage (GS), Waitematā Local Board</li> <li>• Graeme Gunthorp (GG), Auckland Transport</li> <li>• Anita Potgieter (AP), ASB</li> <li>• Tom Dooley (TD), Sanford</li> <li>• Brett Sweetman (BS), Park Hyatt Auckland</li> <li>• Olivia Heighton (OH), Precinct Properties</li> <li>• Fiona Knox (FK), Eke Panuku</li> <li>• Rob Young (RY), WSP</li> <li>• Sian Marek (SM), WSP</li> <li>• Michael Hawes (MH), Warren and Mahoney</li> <li>• Tom Locke (TL), Warren and Mahoney</li> </ul>
<b>Guests:</b>	<ul style="list-style-type: none"> <li>• Ronald Tay (RT), WSP</li> <li>• Jayson Maud (JM), Eke Panuku</li> <li>• Emily Frew (EF), Mott MacDonald</li> <li>• Frederick Conquer (FC), Beam (STS item only)</li> </ul>
<b>Notes taken by:</b>	Brigid Rogers
<b>Meeting held at:</b>	WSP offices, Wynyard Quarter

Item	Discussion and Action	By who
<b>1</b>	<p><b>Apologies and notes from last meeting / matters arising</b></p> <p>Apologies were noted as above. Notes of last meeting agreed - proposed by MB seconded by GHS. BR mentioned that there was no real consensus around the start times for the Board meetings. MB suggested that the start time remain at 1pm.</p>	
<b>2</b>	<p><b>Staff Travel Survey results 2023</b></p> <p>EF ran through the results of the STS 2023. 11 businesses took part and the average response rate was 55%. The businesses that took part were Air New Zealand, Auckland Transport, ASB, Datacom, Genesis, Kiwibank, NTT, Trademe, Southern Cross, Warren &amp; Mahoney and WSP. Total employees who participated in the survey was 4447.</p> <p>Heat maps were produced showing where people travelled from to work in Wynyard Quarter. Each business can interrogate their own results using Power Bi and identify where people come from and what modes they are using to commute. Are people driving from Ponsonby or perhaps the North Shore when more sustainable modes are available to them. Staff were asked how they travelled on the day of the survey and how they usually commuted. The overall composite mode split for all businesses is shown below. This is close to the 70:30 mode split set down in the DP 2004 but that mode split has been anecdotally revised to an 80:20 or even a 90:10 just to keep the area moving.</p>	

## All businesses mode split



Of those who drove to Wynyard Quarter 59% park in WQ 39% outside the area. 78% of all parking was paid for. The working from home average 2.2 days per week.

27% of people chose their commuting mode because it is the most convenient mode, 21% said it was their quickest option.

People were asked what would make it easier for them to travel to Wynyard Quarter. 32% said faster PT and 23% said new PT options.

52% said they could take a different route to work. 68% said they could use a different mode of transport. 54% said they could travel at a different time.

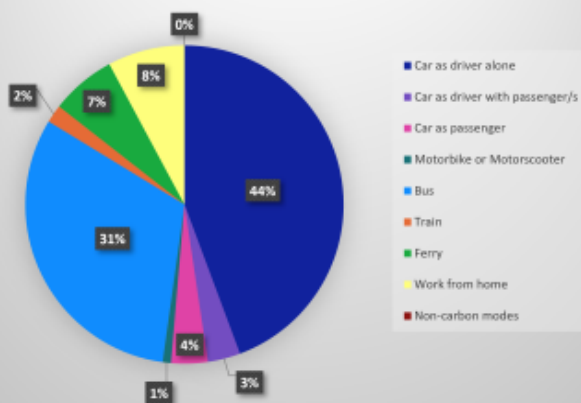
A new question for 2023 was around transport for work related trips. This varied from business to business with some staff not taking any work-related trips while others had high percentages. On average 19% had no work-related trips with 17% using their own vehicles and 15% using ubers or taxis.

PT use from 2022 to 2023 rose from 54% to 56% and private vehicle use fell from 34% to 33%.

New for 2023 were carbon calculations. These were calculated using MFE data as well as PT figures from AT. These are shown below:

## All businesses Carbon Calculations

Kg CO2e by mode - per year



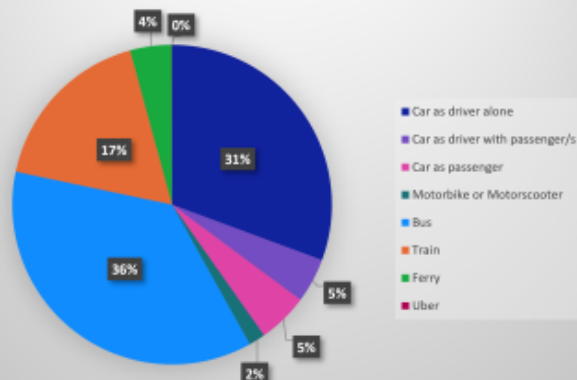
**19.94 tonnes of CO2e** emitted per day

**2.2 days** working from home per week (on average for respondents)

**605 Kg CO2e** emitted per person per year

**4881 tonnes of CO2e** emitted per person per year (on average for respondents)

Distance travelled by carbon mode - per year



**28,446,679 km** travelled per year (all carbon modes)

**42%** of distance travelled in a light vehicle

**11,922,065 veh-km** travelled per year (light vehicles)

Vehicle KM travelled were also calculated as well as the distance travelled by carbon mode. This shows that train travel for example accounts for 17% of the distance commuted (by carbon mode) yet only contributes 2% of total carbon by mode. Car as driver alone is 31% of the distance yet accounts for 44% of the total CO2 per mode pa.

BR asked if there were any average figures for commuting CO2 pp pa. BR to investigate that.

FC from Beam asked if the data included any journeys for non-employees such as hospitality, night time economy etc.

MB confirmed that these were not included, it was employees only.

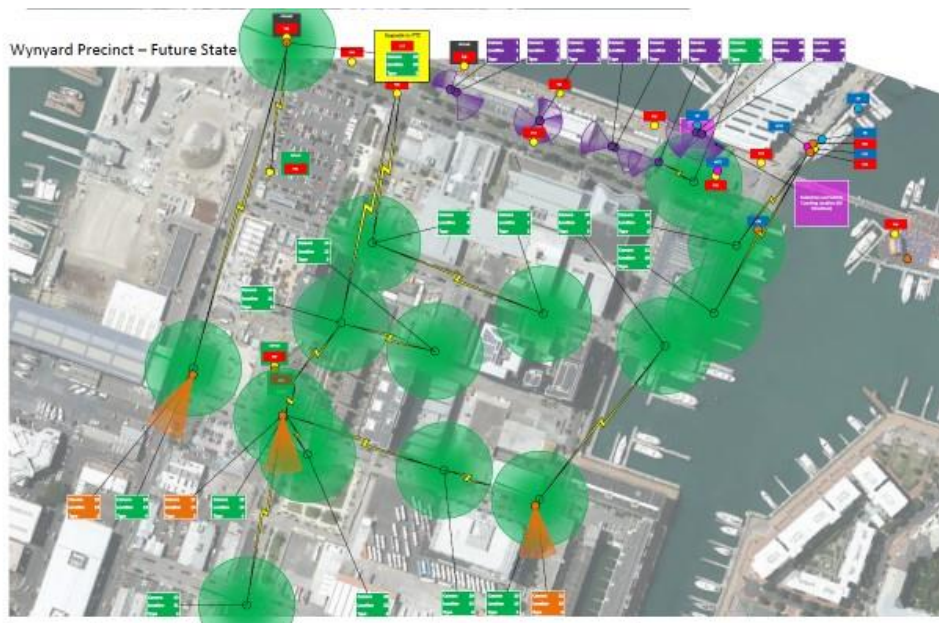
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**CCTV in Wynyard Quarter**

Jayson Maud was welcomed to the meeting. JM explained that the key objectives of the project were to provide the most appropriate, effective and efficient safety and security recording and monitoring system for the waterfront as a tool to help enhance safety and security. There are currently 171 CCTV cameras across the waterfront, with 113 of these in Westhaven Marina. This new project seeks to increase the number of cameras on the waterfront to approximately 230 and combine the reasonably propriety Viaduct and Westhaven systems into a single, easily accessible, 'open-source' system.

An audit was carried out by SaferCities to review the current system and camera locations and provide recommendations. These recommendations have provided the basis for the project. Eke Panuku is working with AC and AT to provide, install additional cameras, move and maintain the entire CCTV system on the AT "Milestone" platform. This will provide more cohesive access across the waterfront and wider networks if required and enable a more efficient, coordinated approach to public safety and security. CCTV monitoring and security coordination will be done from a central Wynyard Quarter location for Harbour Bridge Park, Westhaven public spaces, Wynyard Quarter, Eastern Viaduct, Viaduct and Silo Marinas. The location for the new cameras is shown below.

**Wynyard Quarter – Proposed additional CCTV**



JM explained that the cameras are currently being moved across to the new platform area by area, commencing with Viaduct Marina. All migration should be complete end July 2023. Once migration is complete and any teething issues have been ironed out. Existing cameras identified as substandard will be progressively replaced. The new system would have number plate recognitions and linked to the ATOC system as well as the police having access. JM mentioned that EP would come back to stakeholders to determine what analytics would be needed by the TMA - consultation on that would be at a later date.

MB asked if the cameras would be able to do vehicle counts, as per the monitoring requirements set down in the DP. JM confirmed that they could and they could even filter out certain colours of car.

4

**Hamer Street traffic calming measures**

JM commented that AT had undertaken some speed and vehicle counts along Hamer Street, as a result of the antisocial behaviour which had been taking place in the area. JM reported that the solution to calm the traffic was agreed as speed cushions. These would not adversely impact the commercial vehicles in the area (Titan, Firth concrete, those using the SeaLink ferry etc) but would slow down cars. A diagram showing the proposed speed cushions can be seen below: The proposal is for 4 sets of speed cushions along Hamer Street.

2. **Location 2** - Install five speed cushions according to TC007 specifications.  
 Note: Lateral positions of each cushion are indicative for concept purposes only.



PW-39 (W14-4) 'Speed Hump' Signs to be installed in suitable positions at each site (6 total) in each direction according to TCD specifications.  
 Position shown here is for illustrative purposes only  
 Provide 800 mm clearance from kerb edge to sign edge and, Minimum 2.5 m vertical clearance to base of sign(s) where a footpath is underneath or nearby, otherwise 2.0 m minimum.

The design is being progressed and a company have been engaged to design, seek stakeholder approval and install the cushions. MB asked if signage would be installed. BL confirmed there would be signage and that EP were seeking a road stop designation for Wynyard Point as part of the ongoing redevelopment of the area. MB thanked JM for his presentations.

**5 Updates**

**Chair** – MB noted that funding from AT was still under review. BR reported that a meet and greet meeting had taken place with the new CEO of AT, Dean Kimpton.

**Waitematā Local Board** –no report this month

**Auckland Transport** – no report this month

**Eke Panuku** – JM commented on the upcoming events including FIFA Women’s World Cup. Many high-profile guests staying at the Park Hyatt. SB mentioned that on previous occasions high profile guests’ chauffeurs had illegally parked in drop off zones and bus bays causing significant issues. SB also asked if there were any planned road closures. JM confirmed that there were no road closures at this stage.

**5 Items of interest / AOB**

**TMA funding** - ongoing discussion with AT.

**Bank signatory** – LA was trying to resurrect her signatory position with ASB bank for the TMA.

**Date of next meeting Wednesday 2<sup>nd</sup> August at 1pm at Mott MacDonald offices**