



**TE ARO TRANSITIONAL CYCLEWAY
PARKING MANAGEMENT PLAN PART 1**

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Parking Management Plan Part 1

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1 Introduction

The Transitional Cycleways Programme, led by Wellington City Council (WCC) and alongside LGWM, will take a new approach to community engagement and installation of cycleways to help increase the pace of change. By using lower-cost materials that can be adjusted once they are in place, WCC can install an interim bike network and gain feedback in real time. This will also inform future permanent changes while gaining benefits earlier.

The purpose of this report is to develop Part 1 of a Parking Management Plan (PMP) as part of the Te Aro transitional cycleway. Part 1 of the plan aims to:

- identify the current parking arrangement (including on and off-street availability),
- identify existing parking data,
- and identify parking data requirements.

Later parts of this report will consider the impact of the proposed bike route on the number of available and the ability of users to park and access local destinations, and if necessary propose options for mitigating the impacts of parking loss.

The current parking arrangement has been assessed through a site visit conducted on Friday 13th May 2022.

The route extents run from Raroa Crescent at the intersection with Chaytor Street, and runs along Raroa Road, Aro Street, and a short section of Willis Street, ending at the Willis Street Victoria Street Intersection.

For this analysis the route has been split into two sections: Raroa Crescent/Raroa Road, and Aro Street/Willis Street. This is due to parking through Raroa being more complex to define than through Te Aro. The route is shown in **Figure 1-1**



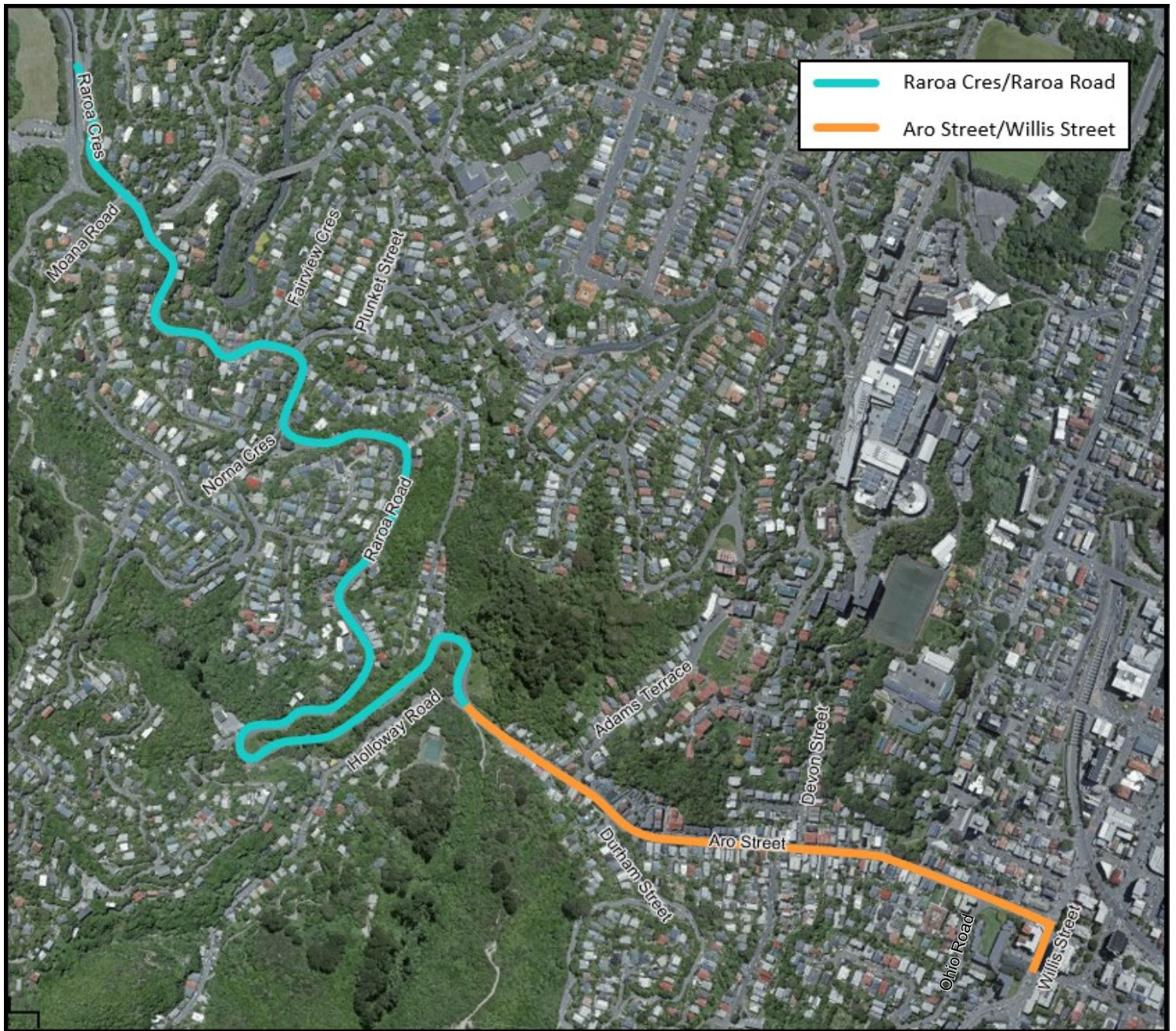


Figure 1-1. Transitional Cycleway Extent

2 About the Area

Through Te Aro is a mixture of commercial shops/cafes, and residential buildings. The School of Practical Philosophy, Aro Preschool and Aro Park front onto Aro Street west of Ohio Road.

Through Raroa the road meanders through steep topography. Land use through Raroa is predominantly residential buildings. The road is generally constrained on either side by steep slopes.



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3 Current Parking Arrangement

Side Street intersecting the route are:

- Ohiro Road
- Epuni Street
- Durham Street
- Adams Terrace
- Holloway Road
- Entrance Street
- Mount Pleasant Road
- Norna Crescent
- Plunket Street
- Fairview Crescent
- Cluny Avenue
- Moana Road

Bus route 25 between Highbury and Khandallah utilises this section between Willis Street and Moana Avenue.

3 Current Parking Arrangement

The majority of the spaces are not delineated space by space, therefore an assumption based on the length of parking is made to calculate the capacity. In unmarked parking areas, a nominal parking length of six meters is used to determine the capacity.

3.1 Aro Valley

Parking on Aro Street consists of coupon, resident, and time restricted spaces. Within the project extent on Willis Street parking consists of three short term (P5) loading zones, three taxi parking spaces, and two unrestricted spaces. The majority of the parking restrictions apply Monday to Friday 8am – 6pm. P20 parking restrictions outside the shops through Aro village apply Monday – Saturday 8am-6pm. Restrictions on all parks on Willis Street, and the three P10 parks outside 4 Square and one P20 park on Aro Street apply at all times.

There is a total of 116 parking spaces through the Aro Valley section. The majority of these (56%) are within coupon zones. **Figure 3-1** shows a map detailing the current parking available on Aro Street and Willis Street. This is also outlined in Table 3-1.



**Parking Management Plan Part 1
3 Current Parking Arrangement**

Table 3-1: Willis Street and Aro Street Parking inventory

Parking Type	Parking Capacity
Coupon	66
Resident	19
P20	19
P10	3
P5 Loading Zone	4
Taxi	3
No Restriction	2
Total	116



Figure 3-1. Current Parking on Willis Street and Aro Street

3.2 Raroa Road

Parking through Raroa Crescent and Raroa Road predominantly consists of unmarked on-street parking, and roadside facilities providing parking for residents. There are no time or permit restrictions applied to any of the parking through this section. No-stopping at all time edge lines are provided intermittently over the road.



Parking Management Plan Part 1

3 Current Parking Arrangement

Built structures and driveways/garages along the route provide off-street parking for residents. Private off-street parking is not included in the parking capacity.

In constrained sections traffic flow is reduced to one-way when vehicles are parked on both sides of the road. Raroa Road has lane widths typically between 5.6m – 8m. Vehicles were generally observed to park on the roadside in locations with widths exceeding 7m. Instances of vehicles mounting the footpath have been observed in sections with narrow lane widths.

Areas are more heavily utilised for parking in locations with higher density of houses. Often in these locations pavement markings are provided to formalise parking. There are several locations of significant length without no-stopping edge lines that are generally not utilised for parking due to a variety of factors such as lane widths, sightlines, footpath provisions, and greater distances to housing. However, due to the lack of no-stopping edge-lines it is legal to park in these locations. When assessing the parking capacity these areas have been excluded. Sections that meet the following criteria are excluded:

- Carriageway widths are less than 6.9 meters, or;
- On tight radii curves where a parked vehicle would force a vehicle over the centreline with insufficient forward visibility; and
- There are minimal/no nearby parking demand generators (close access to dwellings); and
- Legal parking (i.e. not including vehicles parked over the footpath) was not observed during site investigations.

The length of roadside that falls within this category is reported separately instead. These assumptions were developed based on site observations, and WCC's document: *Standard Operating Procedure - Parking Issues*.

Measurements were taken using aerial imagery from Land Information New Zealand. A sketch showing which areas of legal parking have been included or excluded in the capacity estimation is provided in **Appendix A**.

For the purpose of this analysis, the Raroa Road section has been further split into five zones with a capacity estimated for each, presented in **Table 3-2**. **Figure 3-2** and **Figure 3-3** show maps detailing the current parking arrangement along Raroa Road. Given the assumptions listed above and a nominal parking length of 6m, Raroa Road and Raroa Crescent have a combined parking capacity of 200 spaces.



Parking Management Plan Part 1
3 Current Parking Arrangement

Table 3-2. Estimated public parking inventory on Raroa Crescent and Raroa Road (Unrestricted Parking)

Section	On-street capacity	Off-street Capacity	Excluded legal parking length (m)
1	0	3	216
2	53	6	0
3	0	22	92
4	78	2	472
5	36	0	642
Total	167	33	1422
	200		

Data collected through surveys at a later date can be used to confirm the assumptions used to estimate the above capacity, and provide a better understand parking behaviour on the route, such as current legality of parking (mounting footpaths, parking over no-stopping lines, etc), and where traffic flow reduces to one-way.



Parking Management Plan Part 1
3 Current Parking Arrangement

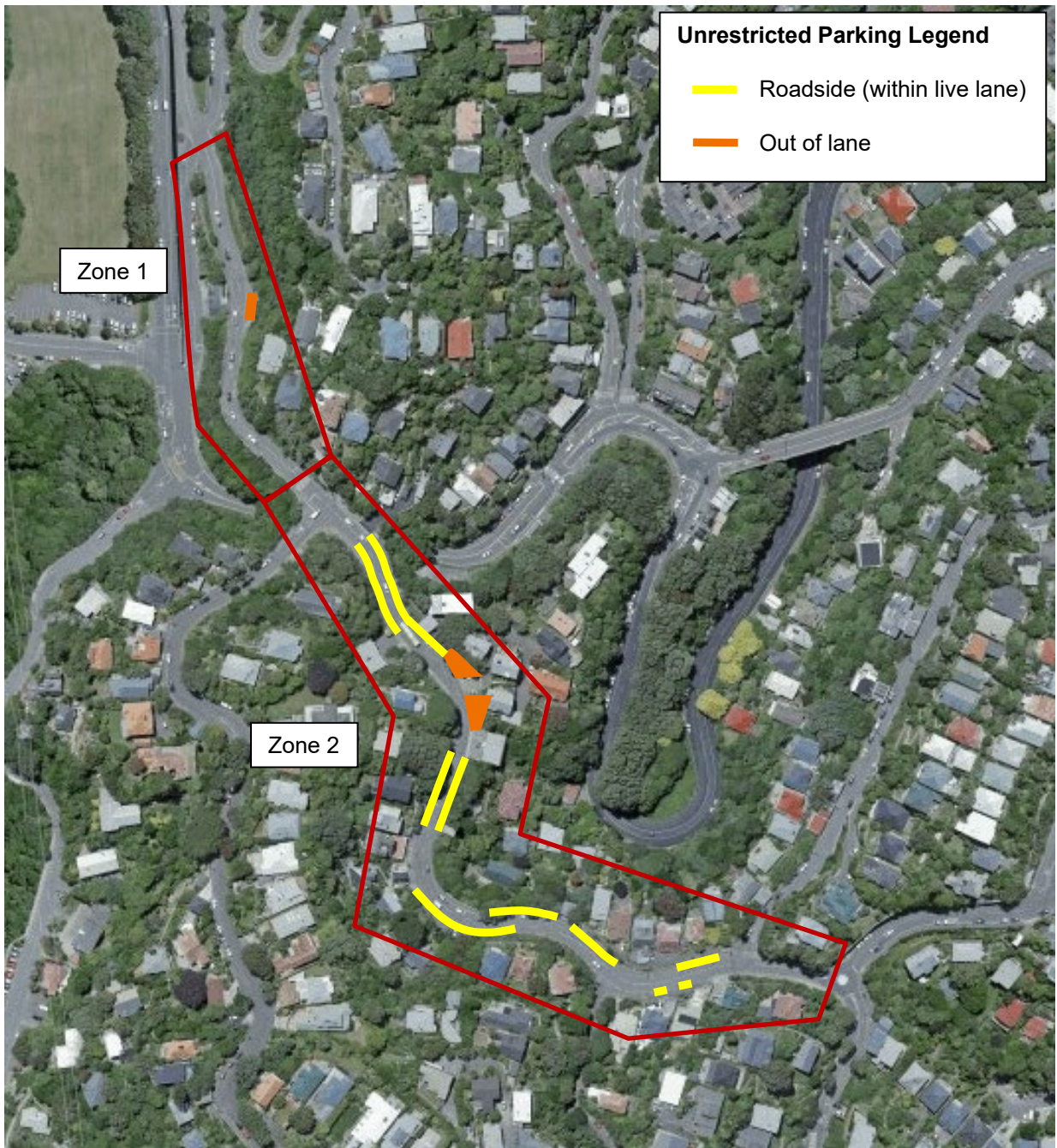


Figure 3-2. Current Parking on Raroa – Northland Tunnel Road to Plunket Street



Parking Management Plan Part 1
3 Current Parking Arrangement



Figure 3-3. Current Parking on Raroa – Plunket Street to Holloway Road



4 Parking Data

Parking permit data has been provided by WCC. There are 105 coupon and 102 resident parking permits registered to properties on Aro street.

A parking occupancy survey is being carried out by WCC over the middle of May 2022. This survey captured vehicles parked on Aro Street continuously throughout the day, as well as spot counts of Raroa Road. Stantec have not been supplied this data at the time of Part 1 of the PMP.

5 Parking Data Requirements

Additional surveys are required over the full route (or just Raroa depending on available data). Data from these surveys will provide occupancy profiles and duration of stay data over the route. Results from these surveys will also be used to confirm the assumptions used for determining parking behaviour and capacity on Raroa Road. Investigations to date that are available to Stantec have taken place midday when commuter vehicles would be away. Survey results may reveal that resident vehicles utilise sections excluded from the inventory estimates.

Once data from the surveys conducted by WCC is available, the requirements for further surveys can be determined. Depending on the data already available from the WCC surveys, the following surveys may be recommended:

- Te Aro – Several weekdays and one weekend day, 9am – 5pm
- Raroa – One count over three weekdays and a weekend day, 7pm. Along with occupancy counts, this survey will also capture parking behaviour descriptions.



APPENDICES



Appendix A Raroa Parking Inclusions Sketch



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Appendix A Raroa Parking Inclusions Sketch

