

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

Wakefield Park Parking Management Plan

Berhampore to Newtown Connections

12 September 2023



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1	06/09/2023	LI	Claire Pascoe

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1 Introduction

1.1 Background

The Berhampore to Newtown Connections project, led by Wellington City Council, presents a unique opportunity to deliver multimodal improvements to make it safer and easier for people to access and travel through the Newtown and Berhampore areas. The introduction of bus lanes, pedestrian improvements and a new quality cycle route gives people more travel choices. With a growing population, there is a need to move more people with fewer vehicles, by improving public transport and, making it safer and easier to walk and bike.



Figure 1 Berhampore to Newtown Connection

1.2 The WCC transitional programme

The Transitional Programme, led by Wellington City Council, takes a new approach to community engagement and installation to help increase the pace of transport improvements. By using lower-cost materials that can be adjusted once they are in place, the city can install an interim bike network, and walking and bus improvements, to gain feedback in real time. This will also inform future permanent changes while gaining benefits earlier.

1.3 Purpose of this document

This document proposes a draft Parking Management Plan (PMP) for on-street parking within a 10-minute walking distance of Wakefield Park as a supporting document to the wider Berhampore and Newtown Parking Management Plan within the study area highlighted in figure 1.

The Parking Management plan aims to:

- Reallocate road space for high priority modes of transport that reduce emissions and support a growing population.
- Identify the potential parking impact of the proposed changes near the park.
- Consider tools and mitigation opportunities to ensure accessibility for residents, businesses and recreational visitors is maintained.

1.4 Study Area

Figure 2 shows the parking study for this PMP. Wakefield Park is a regional facility and supports a variety of recreational needs all year round. The park also houses two club and changing rooms with associated off-street parking.

Being the only park with two artificial turfs located next to each other, many users come from across the region to utilise the park. The presence of two turfs significantly expands the capacity for hosting a variety of sports. This diversity in sports increases the park's overall utility, attracting a wider range of athletes and enthusiasts.

Artificial turfs are resilient to weather conditions that might otherwise hinder sports activities on natural grass fields. This means that games and practices can continue even during periods of rain, reducing cancellations and ensuring consistent training opportunities. The park also houses two club and changing rooms with associated off-street parking.

Surrounding Wakefield Park, on either side is Berhampore Golf Links (town belt) with Te Papa Takaro o Jim Belich Community Play Area and Morningside Golf club. South of the park towards Island Bay is a residential area. Notably, Car Techs Island Bay, Island Bay Squash and Tennis Club and Island Bay Scout Hall are also within the study area south of the park.

The topography of the area is medium slope steepness with exceptions of Dover Street having an extreme gradient and The Parade as the flattest part of the area.

Note: All parking North of Wakefield Park to Duppa Street is proposed for removal except for 5 indented parking spaces outside 548 to 554 Adelaide Road.



Figure 2 Wakefield Park PMP study area

1.5 Future Improvements

The proposed bike, walking and bus improvements have been drafted to 90% design which is sufficient to inform this draft Parking Management Plan. The design however is still subject to change as part of the traffic resolution process which is the formal record of a decision made by Wellington City Council to change how a road or traffic is managed, involving consultation and potential amendments to the design.

Table 1 90% design description by street

Street	Description
Adelaide Road	Sharrows in the downhill section towards Island Bay. Separated cycleway in the uphill direction towards Newtown. Uphill parking retained between cycle lane and traffic lane. All downhill parking retained. Relocated bus stop 6128 and stop 7128 northward opposite and beside Island Bay United AFC club rooms. One drop-off/pick-up zone introduced southbound beside Mt Albert Park.
The Parade	Separated cycleway in both directions. Separated facility in the Island Bay direction becomes sharrows outside 9 The Parade, retaining 2 no limit parks. New speed bump and new pram/staggered crossing.

1.6 Measuring Parking Impact

This report considers the impact of the proposed transitional cycleway on the number of car parks available and the ability of users to access local destinations using these parks, both before and after mitigation.

A six-point scale is used to assess the level of impact, as outlined in Table 2.

Table 2 Level of Impact Scale

Level of Impact	Definition
Very High	Removal of parking spaces has a very high impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are not available within walking distance.
High	Removal of parking spaces has a high impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 10-minute walking distance.
Moderate	Removal of parking spaces has a moderate impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 5-minute walking distance.
Low	Removal of parking spaces has a low impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 3-minute walking distance.
Very Low	Removal of parking spaces has a very low impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 1-minute walking distance.
None or N/A	No impact on the ability of users to park and access local destinations or not applicable because this type of parking is not present.

1.7 Parking policy

Wellington City Council adopted an updated Parking Policy in August 2020. The parking policy sets the objectives and principles for the management of Council-controlled on-street and off-street parking, and how parking supports achieving the vision for Wellington.

The policy establishes a parking space hierarchy for different parts of the city to ensure that limited parking supply is prioritised appropriately. The parking space hierarchy (table 3) describes which types of parking have the highest and lowest priorities in different areas. It also sets out the priority level for each type of parking space, rather than the number of spaces. The hierarchy for council parks, sport and recreation and, outer residential areas apply to the Wakefield Park study area.

Table 3 Parking Policy Hierarchy

Priority	Council Parks, Sports, Recreation	Outer Residential Areas
Highest Priority		Safe and efficient movement of people and goods
High Priority	Bicycle/micro-mobility Mobility Short-stay (car & motorcycle) Coach and bus (short and long stay) Urban design features	Bus stops Urban design features Residents
Medium Priority	Electric-vehicle charging	Car share Mobility Electric-vehicle charging Coach and bus (Short Stay)
Low Priority	Car share (SPSV)/taxi stands	Short-stay parks (car & motorcycle) Loading zones
Lower Priority	Loading zones Residents Commuter (car & motorcycle)	Bicycle/micro-mobility Small passenger service vehicle (SPSV)/taxi stands Commuter (car & motorcycle) Coach and bus (long stay)
Lowest Priority	Long stay parking of private non-motorised vehicles	

2 Parking

2.1 Parking survey Methodology

Parking surveys were undertaken from 9am to 5pm on Wednesday 10th August, Saturday 12th August and Monday 15th August 2022. The weather on both the survey days was fine with light drizzling on the Wednesday. This weather is not expected to have significant implications on the results.

This survey does not measure any differences in behaviour during different seasons, however, it is considered to provide an accurate picture of typical parking demand and characteristics on the proposed Berhampore to Newtown transitional bike and bus improvements route. Given the survey days fell within the football season we consider the Saturday figures reflect peak weekend parking at the sports parks.

In addition, a weekday and weekend overnight snapshot survey was undertaken to assess the level of occupancy in the area after working hours (6:30pm – 6:30am).

Refer to Appendix A for parking inventory.

2.1.1 Parking Occupancy

Figure 3 shows the parking occupancy throughout the day of both survey days.

Key Observations:

- Occupancy of the entire area on both days is below 85% occupancy.
- Wednesday's survey has a lower overall occupancy than the Saturday survey. This lower occupancy is likely driven by higher usage of Wakefield Park adjacent parking.
- The relative consistent occupancy on Wednesday for the entire section further supporting a residential or commuter parking behaviour and the significant peak on Saturday early morning and after midday to 100%, supports a significant increase of visitors to the area for sport and recreation.

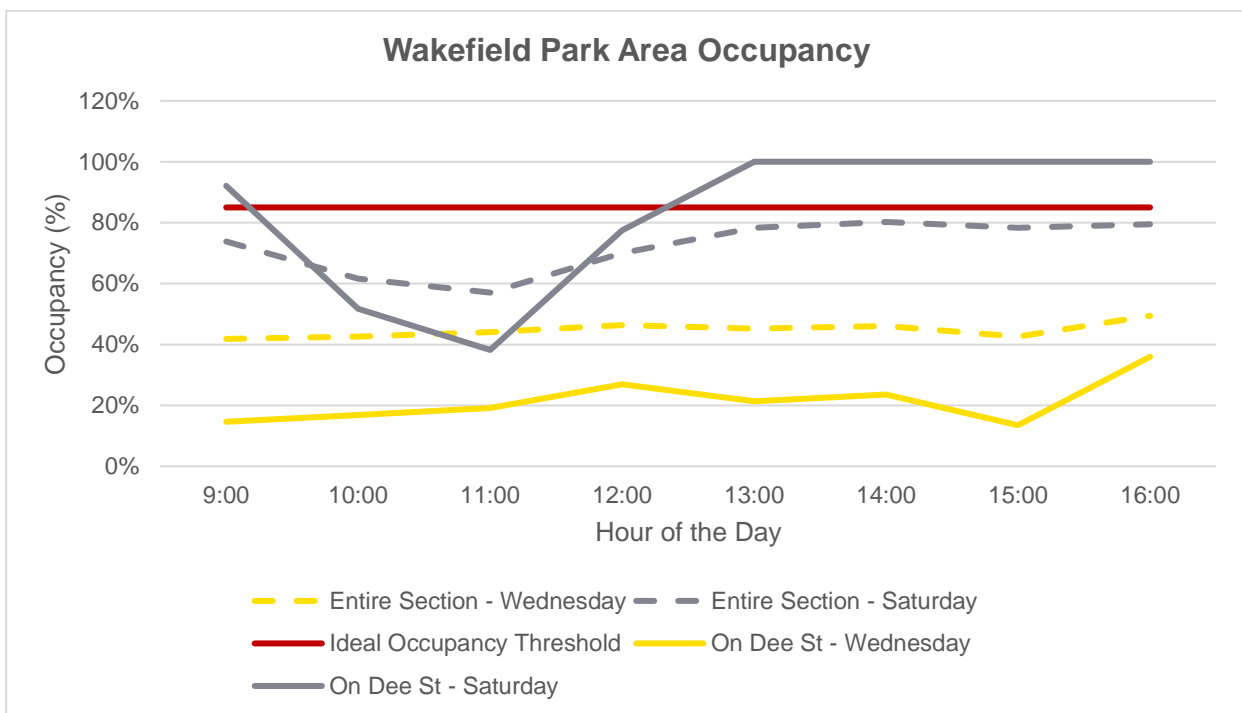


Figure 3 Wakefield Park Parking Occupancy

Figure 4 and Figure 5 show the peak occupancy per street for the two survey days irrespective of time of day.

Key observations:

- The Saturday survey shows significantly higher occupation than the Wednesday survey.
- The significant increase in occupancy along Adelaide Road and surrounding streets on the Saturday further confirms a drive for increased parking demand due to sport and recreation.
- The extent of Saturday sport parking behaviour appears to extend up to Eden Street.



Figure 4 Wakefield Park Weekend Peak Occupancy



Figure 5 Wakefield Park Weekday Peak Occupancy

2.1.2 Off-street

Off-street parking is assessed from the WCC database last updated in 2022.

Majority of residents have off-street parking at a proportion of 80% in the entire area and even higher at 93% on the project route.

Refer to Appendix B for off-street location map.

Table 4 Off-Street

Off-street parking type	Entire section	On the proposed route
Residential with off-street	80%	93%
Commercial with off-street	1%	2%
Other (community/club sites) with off-street	1%	2%
Without off-street (All residential)	19%	2%

2.1.3 Wakefield Park Off-Street availability

Wakefield Park has a total of 43 public unlimited off-street parks around the grounds highlighted in pink in figure 6. There is also one off-street mobility park within the southern parking section next to the club rooms.

The Council is aware however, that during busy periods sports ground users are parking more cars than this in the northern car parking area.

Given the regional importance of Wakefield Park and the recent surfacing upgrades, the Council has considered an off-street parking improvement project alongside this one to ensure access to sports for users from all over the Wellington region. Off-street improvements are being considered for the northern off-street carparking area and on Dover Street.



Figure 6 Wakefield Off-Street Parking Availability

2.2 Impact on Parking

The Berhampore to Newtown Transitional project is expected to result in the removal of 23 unrestricted spaces in this study area, with most on The Parade between Dover Street and Dee Street. Table 5 outlines the impacts of the walk, bus, and cycle improvements by street in the study section.

Table 5 Proposed parking impact before mitigation

On Project Route	Street	Proposed Parking	Retained	Impact Before Mitigation	Level of Impact Before Mitigation
Yes	Adelaide Road	Removal of 8 No-limit parking	85 No-limit	Reduction of 10 parking spaces.	
		Introduce 7 No-limit parks in bus turning bay		Reduction of parking will put low/moderate pressure on demand for short-stay visitors during peak game hours (Saturday club games).	High
		Add one drop off park south of the pedestrian crossing		Mobility users will be able to use the off-street park.	None
		Residents will struggle to find a parking space during peak Wakefield Park usage however		Low	
Yes	The Parade		2 No-limit	Reduction of 15 parking spaces.	

On Project Route	Street	Proposed Parking	Retained	Impact Before Mitigation	Level of Impact Before Mitigation
		Removal of 15 No limit parking		Reduction of parking will remove parks available for residents on-street between Wakefield Park and Dee Street.	Moderate
				No on-street parking will be directly outside Car Tech Island Bay due to improved pedestrian crossing. Sufficient similar parking is however, retained within a less than 1 minute walk north of the business. <i>Peak Saturday parking demand will not impact the business due to its closing hours on weekends.</i>	None
No	Dover Street	No Changes to on-street parking	13 No Limit	Due to reduced on-street parking options for residents and short-stay visitors on adjacent streets, the no-limit parking may see moderate increase in demand at peak hours in the weekend.	Low/Moderate
No	Dee Street	No Changes	63 No Limit	Due to reduced on-street parking options for residents and short-stay visitors on adjacent streets, the no-limit parking may see moderate increase in demand at peak hours in the weekend.	Low/Moderate
No	Don Street	No Changes	11 No Limit	Overflow capacity from Dee Street and Dover Street may see a low increase in parking demand at peak hours in the weekend.	Low/Very Low
No	Eden Street	No Changes	35 No Limit	Overflow capacity from Dee Street and Dover Street may see a low increase in parking demand at peak hours in the weekend.	Low/Very Low
No	Danube Street	No Changes	34 No Limit	Overflow capacity from Dee Street, Dover Street and Eden Street may see a low increase in parking demand at peak hours.	Low/Very Low

2.3 Mitigation

Table 6 outlines the proposed measures to mitigate the impact of parking loss and the expected level of impact after mitigation. Depending on decisions relating to the provision of additional off-street parking at Wakefield Park, the project is expected to either have a high impact on visitors to the park (if no additional off-street parking is provided) or no impact on visitors to the park (if additional off-street parking is provided). The project is expected to have a low impact on residents.

Table 6 Level of Impact After Mitigation by Parking User Type

Parking User Type	Proposed Mitigation	Level of Impact After Mitigation
Mobility	Mobility off-street park retained outside club rooms.	None
Bus Stops	Island Bay bound and Newtown bound bus stops relocated within 1 min walking distance. <i>Refer to Appendix B for map of locations.</i>	None
Short-stay visitors (Wakefield Park)	Wellington City Council are investigating additional off-street carparking near Wakefield Park.	None – if additional off-street parking is provided at Wakefield Park and Dover Street

Parking User Type	Proposed Mitigation	Level of Impact After Mitigation
	<p>Without additional off-street parking, overflow parking is expected to be a 10 minute or more walking distance of the park during peak weekend hours.</p> <p>The walk, bus and cycle improvements of the project support and encourage the usage of other modes of transport to the park.</p> <p>The introduction of one drop-off/pickup zone acknowledges the priority for efficient movement of people and goods in this area.</p> <p>Future implementation of some P180s adjacent to the park to maintain parking turnover and improve access to the Park will be explored during consultation. The aim of this is to prioritise short-stay parking for sport and recreation users over residents or commuter parking.</p> <p>Improved end of trip facilities for people on bikes including improved bike parking and bike fix stand.</p> <p>A behaviour change initiative is proposed to encourage park users to get there by public transport or bike.</p>	High – if no additional off-street parking is provided at Wakefield Park and Dover Street
Short-stay visitors (Car Tech Island Bay)	Car Tech Island Bay has off-street parking and expected easy access to available spaces retained on-street.	Very Low
Residents (The Parade)	<p>Residents are encouraged to use off-street parking (93% have off-street).</p> <p>Residents will generally be able to find off-street parking available within a 1-3 minute walk. During peak recreation hours on the weekend, parking availability will be reduced.</p>	Low
Residents (Study area not on project route)	<p>Residents are encouraged to use off-street parking where possible.</p> <p>Residents will generally be able to find off-street parking available within a 1-3 minute walk. During peak recreation hours on the weekend, parking availability will be reduced.</p>	Low

2.4 Conclusion

This report assesses the effects of the proposed transitional walk, bus and cycle improvements as part of the Berhampore to Newtown Connections project specifically around Wakefield Park.

These changes will result in the removal of 23 car parks in this section of Adelaide Road and The Parade. This is likely to result in some increased demand for resident on-street parking in the area and add pressure to the already high demand for short-stay parking during peak park usage. Figure 7 shows a summary of the proposed changes to carparking after installation.

The analysis that has informed the conclusions of this PMP has been calculated based on existing observed parking demand. The analysis does not account for any modal shift and is therefore a worst-case scenario. In reality, the implementation of the transitional walk, bus and cycle improvements, in combination with adjacent projects in the area such as the wider Newtown projects, is expected to result in some mode shift away from private vehicles to active and public modes of transport. With the implementation of the Berhampore to Newtown bus, bike and pedestrian improvements project, the overall parking demand in the area is expected to reduce over time with less parking mitigation required.



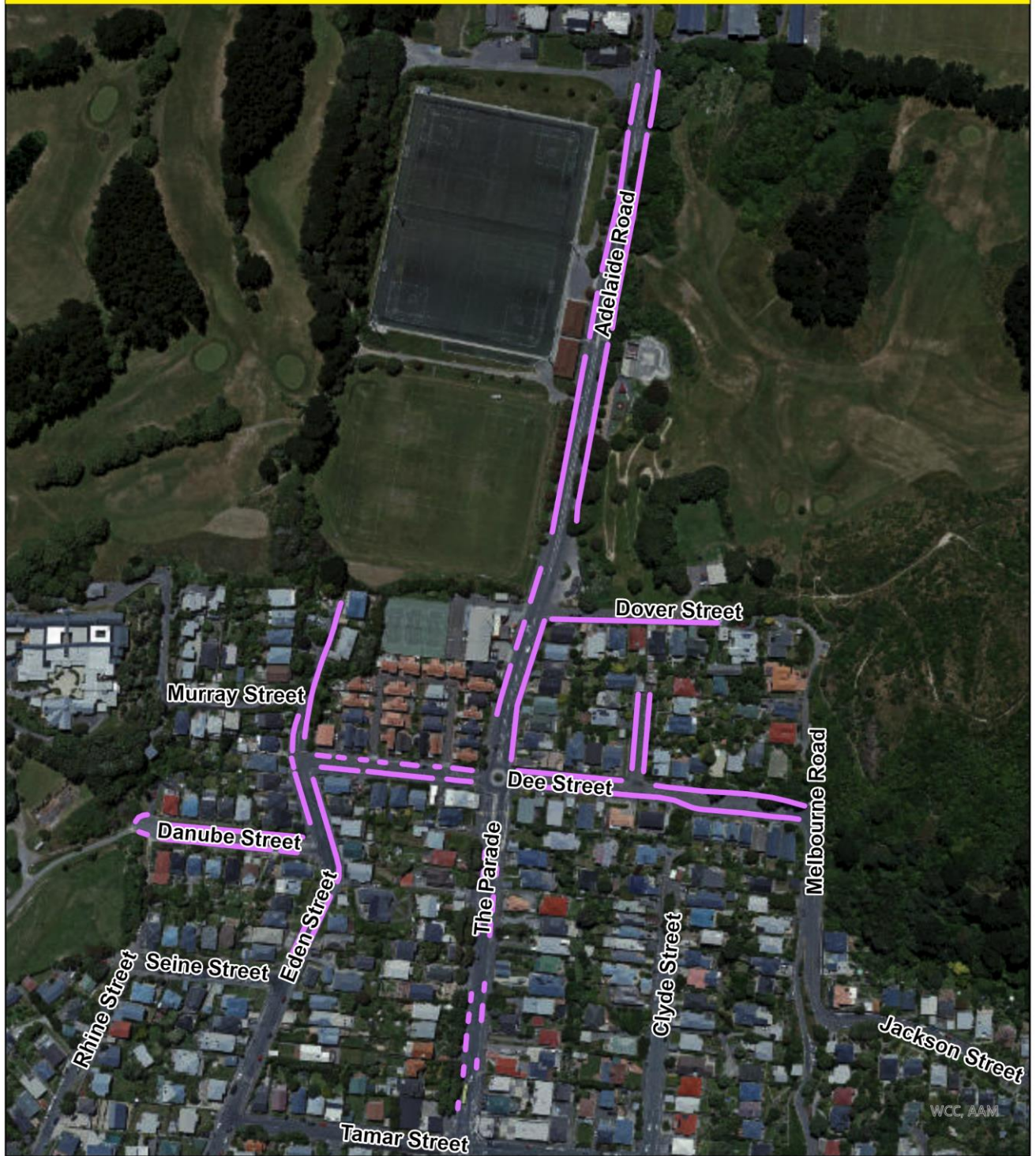
Figure 7 Wakefield Park Parking Management After Project Installation

Summary of key issues and recommendations are described below:

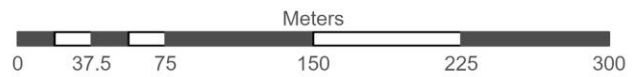
- Given the regional importance of Wakefield Park and the recent surfacing investment, the Council will consider an off-street parking improvement project alongside this one to ensure access to sports for users from all over the Wellington region.
- Time restrictions may be considered for some carparks in the area to support turnover and improve access to Wakefield Park.
- Upgraded bus-stops will help serve a large catchment of people travelling to and from the area and offer an alternative transport option for people considering how to get to Wakefield Park.
- If additional off-street parking is not provided, short-stay visitors arriving by car will find it harder to find on-street carparks in the area.
- The introduction of a drop-off/pickup zone adjacent to Wakefield Park acknowledges the priority for efficient movement of people in this area.
- Residents in the area should be encouraged to utilize off-street parking where available.
- If approved and the changes are installed, it is recommended that parking behaviour in this area is monitored and tweaks are made to the configuration of the retained parking spaces, based on which user types have the highest demand.
- Additional bike parking is proposed to be installed in Wakefield Park on the south side to cater for those who may choose to bike to the area.
- A behaviour change initiative is recommended to understand current travel patterns and encourage more Wakefield Park users to access the park via carpooling, public transport or by bike.

Appendix A Current Parking Inventory

Street	Parking Inventory
Adelaide Rd	95 No Limit
The Parade (before Dee Street)	17 No Limit
Dover Street	13 No Limit
Dee Street	63 No Limit
Don Street	11 No Limit
Eden Street	35 No Limit
Danube Street	34 No Limit



— unrestricted



Appendix B Off-Street Map



Appendix C Bus Stops 90% Design

