

WCC Transitional Programme Parking Management Plan

Karori Connections

28 August 2023



**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

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1. Introduction

1.1. Background

The Karori 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 Karori area.

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.

The Transitional Programme, led by Wellington City Council, is taking a new approach to community engagement and installation of new infrastructure to 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, and gain feedback in real time. This will also inform future permanent changes while gaining benefits earlier.

For Karori Connections, the WCC Transitional Programme is partnering with Let's Get Wellington Moving (LGWM) and Greater Wellington Regional Council to deliver a coordinated approach to changes along this corridor. This collaboration will align timing of an increase in service changes along this critical public transport route, rationalise public engagement and improve efficiencies in planning and delivery.

Let's Get Wellington Moving (LGWM), is a joint initiative between Wellington City Council (WCC), Greater Wellington Regional Council (GWRC), and Waka Kotahi New Zealand Transport Agency (Waka Kotahi). The programme aims to develop a transport system which will accommodate the future demands of Wellington.

1.2. Purpose of this Document

This document proposes a Parking Management Plan to manage the impacts of the reallocation of road space to high priority modes of transport that reduce emissions and support a growing population. It identifies the potential parking impact of the proposed changes and consider tools and mitigation opportunities to maintain accessibility for local residents, businesses, and visitors.

This Parking Management Plan (PMP) analyses the current parking supply and occupancy within the Karori Connections project area by:

- Identifying the current parking supply and the types of these parking spaces.
- Analysing the occupancy of parking spaces within the project area using data gathered from on-street parking count surveys.

The PMP presents the impact of the proposed cycling and public transport improvements through the study area on parking availability along the routes and proposes mitigation options where required with reference to the WCC Parking Policy 2020. The overall objective of the Karori Connections project is to support more people to get around with less reliance on private vehicles, and so the PMP does not intend to have a net zero impact on the current availability of parking.

1.3. Study Area

The Karori Connections route is divided into four main sections presented in Figure 1 and section limits in Table 1. Section 1 is contained within the suburb of Kelburn, a central suburb of Wellington situated on the hills within 1 km West of the Central Business District (CBD). With a population of 2,270 (June 2022)¹, Kelburn contains the Botanic Garden ki Paekākā and the Main campus of

¹ Population estimate tables - NZ.Stat. Statistics New Zealand. Retrieved 27 April 2023

Victoria University of Wellington. It also borders the suburbs of Thorndon and Northland to the north, Aro Valley to the south, and Highbury and Kaori to the southwest.

Sections 2, 3, and 4 are contained within Karori, one of New Zealand’s most populous suburbs with a population of 15,320 as of June 2022². Karori, abundant with shops, cafes, and recreational facilities is located 4 km from the western edge of the city centre.

Each of the four sections were further analysed as segments and discussed below. Analysis of the current parking arrangements and impact of the proposed improvements to bus and cycle facilities is undertaken and presented for each of the subsections separately.

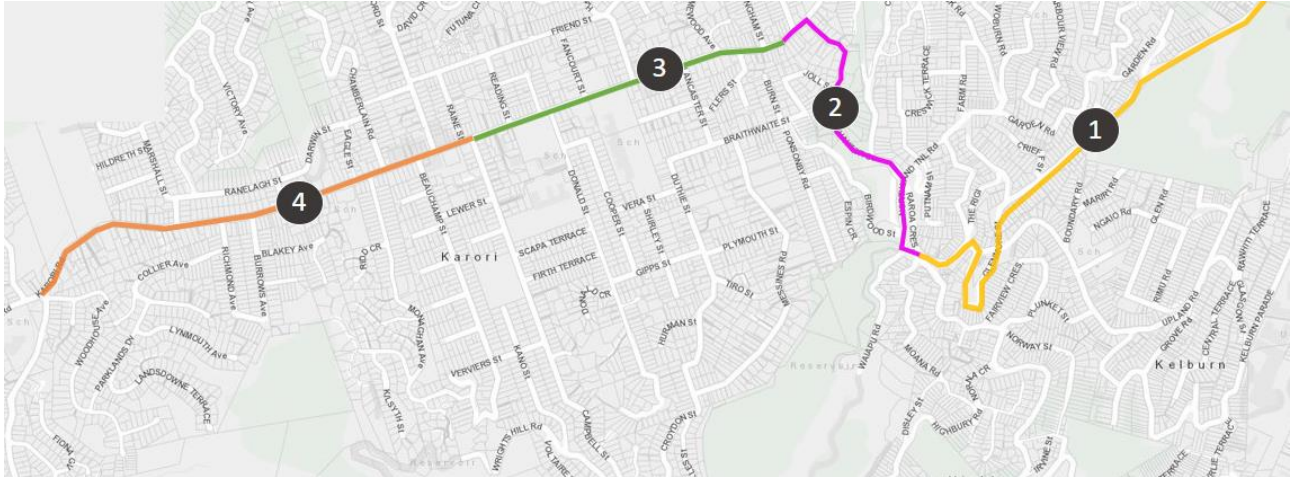


Figure 1: Extent of Karori Connections Route

Table 1: Description of Section of Limits

Main Section	Section Limits
1	Glenmore Street from Botanic Garden ki Paekākā entrance to Karori Tunnel
2	Chaytor Street and Karori Road from Karori Tunnel to Standen Street shops
3	Karori Road from Nottingham Street to Campbell Street
4	Karori Road from Campbell Street to South Karori Road

1.4. Future Improvements

The proposed project has been designed to 90% draft design which will proceed as a traffic resolution through public consultation. For this reason, the 90% design can be used to inform the Parking Management Plan. Table 2 describes the general bike and bus improvements for each section of the Karori Connections project.

Table 2: Description of Karori Connections Improvements by Section

Section	Description
Section 1 – Glenmore Street: Botanic Garden ki Paekākā entrance to Karori Tunnel	<i>Botanic Garden ki Paekākā to Orangi Kaupapa Road – Separated cycle lane on the Karori bound side of Glenmore Street. Sharrows retained in the city-bound direction travel lane.</i>

² Population estimate tables - NZ.Stat. Statistics New Zealand. Retrieved 27 April 2023

Section	Description
	<p><i>Orangi Kapaupau Road to The Rigi</i> – Separated cycle lane on the left-hand side of Glenmore Street. Sharrows in the city-bound direction travel lane.</p> <p><i>The Rigi to Upland Road</i> – Cycle lane and bus lane in the Karori bound direction.</p> <p><i>Upland Road to Karori tunnel</i> – Shared-use path in the Karori bound direction and sharrows retained in the city-bound direction travel lane and in both directions through the tunnel.</p>
Section 2 – Chaytor Street: Karori Tunnel to Nottingham Street (Karori Road)	<p><i>Karori Tunnel to Curtis Street</i> – Cycle lane in the Karori bound direction from Waiapu Road to Birdwood Street. Shared path through Appleton Park to Curtis Street. Sharrows retained in the city-bound direction bus lane.</p> <p><i>Curtis Street to Joll Street</i> – Separated cycle lane in the Karori bound direction. Sharrows retained in the city-bound direction.</p> <p><i>Joll Street to Nottingham Street</i> – Cycle lane transitions to a shared use path on the left side in the Karori bound direction. Sharrows retained heading city-bound.</p>
Section 3 – Karori Road from Nottingham Street to Campbell Street	<p><i>Nottingham Street to Lancaster Street</i> – Separated cycle lane in the Karori bound direction. Sharrows retained in the city-bound direction.</p> <p><i>Lancaster Street to Fancourt Street</i> – Sharrows in each direction through Marsden shops. Cycle lane in the Karori bound direction From Hatton Street to Fancourt Street.</p> <p><i>Fancourt Street to Campbell Street</i> – Separated cycle lane on the uphill, City-bound side. Sharrows retained on the downhill, Karori bound direction.</p>
Section 4 – Karori Road from Campbell Street to South Karori Road	<p><i>Campbell Street to Chamberlain Road</i> – Sharrows in both directions.</p> <p><i>Chamberlain Road to S. Karori Road</i> – Separated cycle lane on the uphill, city-bound direction. Sharrows added to the Karori bound direction.</p>

2. Wellington Parking Policy 2020

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 acknowledges that Wellington needs a more efficient transport system that makes better use of limited road space. This means moving more people using fewer vehicles; using public transport more; more people walking and on bikes, and fewer people driving and parking in busy areas. Achieving this will mean removing some on-street parking spaces on key transport routes, reallocating on-street road space to support active and public transport, and re-prioritising the remaining on-street space.

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 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 route is made up of four (4) types of areas with set priorities considered in the policy. The overall route is considered a key transport route. As the route is contained within Kelburn and Karori it is also made up of city fringe and outer-residential areas. Suburban centres and council managed facilities within these suburbs are also considered as a separate area type. Each section will be assessed to identify the area type most applicable to determine parking impacts. Other relevant area types will also be considered and discussed where necessary.

Table 3: Parking Space Hierarchy for Area Types

Location	Key Transport Route	Suburban centres (shopping precincts)	City fringe and inner-city suburbs	Outer residential areas	Council parks, sports, recreation, and community facilities off-street parking
Highest priority	Safe and efficient movement of people and goods (footpaths, bus lanes, cycleways, no stopping zones/clearways, construction, and maintenance works)				
High priority	Bus stops	Bus stops Mobility Urban design features Bicycle/micro-mobility Car Share Short-stay (car & motorcycle)	Bus stops Urban design features Bicycle/micro-mobility Car Share Bicycle/micro-mobility Residents	Bus stops Urban design features Residents	Bicycle/micro-mobility Short-stay (car & motorcycle) Coach and bus (short and long stay) Urban design features
Medium priority		Loading Zones SPSV/taxi stands Electric-vehicle charging	Short-stay (car & motorcycle) Mobility Electric-vehicle charging	Car Share Mobility Electric-vehicle charging Coach and bus (short stay)	Electric-vehicle charging
Low priority	Urban design features Mobility Loading Zones Bicycle/micro-mobility Car Share Electric-vehicle charging Short-stay (car & motorcycle) SPSV/taxi stands Coach and bus (short stay)	Coach and bus (short stay)	Coach and bus (short stay) Loading Zones	Short-stay parks (car & motorcycle) Loading zones	Car Share SPSV/taxi stands
Lower priority	Residents Commuter (Car & motorcycle) Coach and bus (long stay)	Residents Commuter (Car & motorcycle) Coach and bus (long stay)	Commuter (Car & motorcycle) Coach and bus (long stay) SPSV/taxi stands	Bicycle/micro-mobility Commuter (Car & motorcycle) Coach and bus (long stay) SPSV/taxi stands	Loading zones Residents Commuter (car & motorcycle)
Lowest Priority	The lowest priority across all areas is long stay parking of private non-motorised vehicles (trailers, towed caravans, boats), advertising vehicles, heavy commercial vehicles, and motorhomes				

2.1. Parking Occupancy Threshold

The Wellington City Parking Policy has multiple references to implementing measures to restrict residual on-street parking to no more than 85% occupancy. Parking occupancy in excess of 85% can be supported in some situations subject to effective parking management measures which prioritise need based on the parking hierarchy in the Wellington Parking Policy, and to an ongoing commitment to reducing parking demand in the future. This can be achieved through providing high quality public transport and dedicated infrastructure for safe walking and cycling.

2.2. Measuring Parking Impact

This report considers the impact of the proposed bike and bus network upgrades on the number of car parks available and the ability of users to access local destinations. A six-point scale is used to assess the level of impact, as outlined in Table 4. This table is first used to determine the ability of displaced users to find a similar parking space within a certain walking timeframe. Secondly, other factors such as, properties along the route with off-street parking, available parking on side-streets, overnight parking use on the primary route, and surrounding area uses, will be further considered to provide additional context to identify the level of impact.

Table 4: Level of Impact Scales for Parking Removal

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 in the vicinity of their destination. 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 in the vicinity of their destination. 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 in the vicinity of their destination. 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 in the vicinity of their destination. 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 in the vicinity of their destination. 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.

3. Current Parking Arrangements

The current parking arrangement data for each of the subsections was extracted from Wellington City Council's (WCC) database. Using the street view feature on Google maps, the data was verified, and necessary adjustments were made to ensure a current and correct record of current arrangements, including number of spaces and type of bays.

3.1. Parking Survey Methodology

Parking surveys along the route were undertaken from 9am to 5pm on Thursday the 2nd of March 2023 representing a typical weekday and Saturday the 4th of March 2023 representing a typical weekend. To provide more insight, the survey was also conducted from 8:00 pm to 9:30 pm on the Thursday. A survey was undertaken on two days to understand parking behaviour during both a weekday (predominantly to understand commuter parking behaviour) and a weekend (where resident, shopping and recreational parking behaviour is more prevalent). Surveys were also not conducted during school or public holidays. The weather is not expected to have had 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 in the project area.

This survey involved assessing both the occupancy and duration of stay of all vehicles parked within the study area. The duration of stay and occupancy was recorded by recording the first four characters of the license plates of vehicles parked on-street or within Council controlled parking areas each hour during the survey. This involved using ANPR cameras mounted by car to record vehicles on the roads where the bike and bus improvements are proposed. The data was recorded and presented in 15-minute intervals. Duration of stay has been assessed on all streets in the study area and can be used to determine the turnover behaviour of the parking in the sections. This allows effective management of any changes to on-street parking availability because of the bike and bus improvements.

Side streets within 200 meters along the primary route were surveyed in a similar method at a different time. Unlike the surveys along the primary route, the side-street surveys were conducted manually.

3.2. Off Street Parking

The parking survey is primarily concerned with on-street parking within the study area. This is because the bike and bus improvements propose to remove on-street parking, and in-line with the Wellington Parking Policy, mitigation should consider alternative on-street parking supply. Notwithstanding, off-street parking has been identified in the area, which mainly comprises of residential properties along the route, as the utilisation of off-street parking plays an important role in mitigating the impacts of on-street parking removal so is relevant to this document.

4. Section 1 – Glenmore Street: Botanic Gardens entrance to Karori Tunnel

4.1. About the area

Section 1 is primarily residential but does include the regionally significant park reserve space containing the Wellington Botanic Garden ki Paekākā where the transitional project route begins. The route runs along Glenmore Street, which connects to the recently completed Botanic Garden ki Paekākā to City transitional cycleway project at the intersection between Glenmore Street and Tinakori Road. Glenmore street also allows access to Karori through the Karori Tunnel. The section is approximately 1.7 km long including three pedestrian zebra crossings, multiple bus stops, and a bus lane. Towards the top of Glenmore Street prior to entering the Karori Tunnel at Northland Road there is a small cluster of businesses including an automotive service shop at Upland Road. For the purposes of the survey, and given the length of the route, Section 1 was divided into the segments presented in Figure 2.



Figure 2: Segment Limits in Section 1

4.2. Wellington Botanic Garden ki Paekākā

The Wellington Botanic Garden ki Paekākā is a significant attraction and destination for visitors and residents alike. The Garden is on 25 hectares and contains native forest, plant species collections, a water pond, a children’s playground and walking trails throughout. Other features include the Lady Norwood Rose Garden, the Begonia House, an indoor greenhouse with an adjacent café shop, as well as the Treehouse Visitor Centre. The Cable Car Museum and upper terminal stop is located at the top of the Botanic Gardens with surrounding lookout areas towards the city centre and harbour. As the Karori Connections transitional project runs along Glenmore Street on the north side of the Botanic Gardens, changes to parking could have some impact on visitors. Efforts to increase awareness to various transportation modes and options to reach the Botanic Gardens should be promoted. Figure 3 illustrates parking changes on Glenmore Street, as well as public transport options and optional public parking locations.

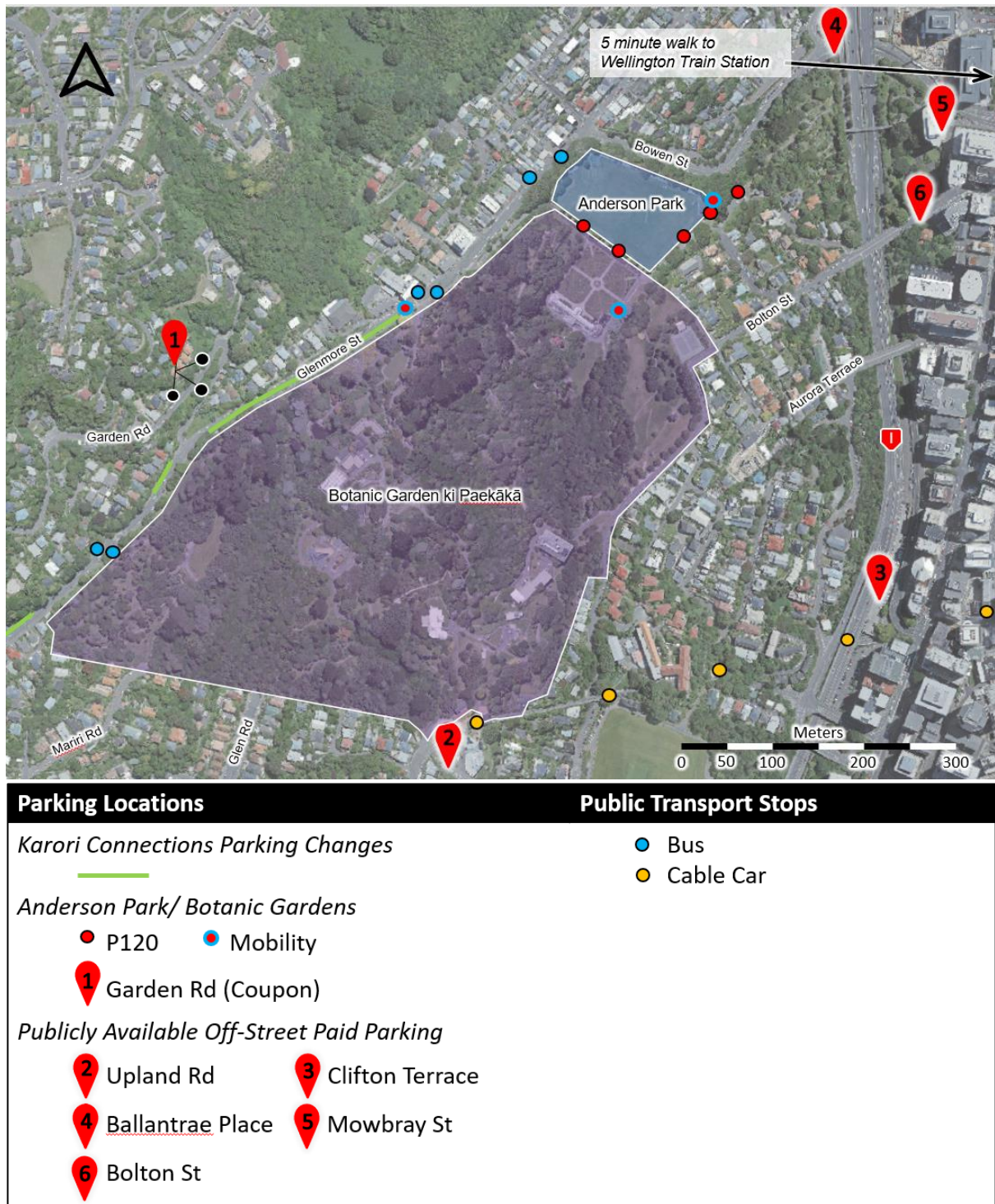


Figure 3: Botanic Garden ki Paekākā Parking Locations and Public Transport Options

4.3. Segment GS-1 – Glenmore Street: Botanic Gardens entrance to Orangi Kaupapa Road

4.3.1. Current Parking

The parking in this section is all on street and primarily consists of coupon parking. Table 5 shows more detail on the type of parking, the overall inventory of parking spaces for the segment, and number of spaces for the city-bound and Karori bound direction.

Table 5: Segment GS-1 Overall On-street Inventory

Parking Type	Overall Inventory	City-Bound Direction	Karori Bound Direction
Coupon	123	49	74
Mobility	2	0	2
Coach Parking	1	0	1
Residents	9	9	0
Total	135	58	77

4.3.2. Occupancy

The on-street parking occupancy of segment GS-1 on both days of this survey is shown as Figure 4. This occupancy has been compared to the occupancy threshold of 85%. The key observations are:

- The parking occupancy in this section is somewhat similar between the two survey days.
- The weekday and weekend occupancy are both under 85% use.
- On the Thursday the peak is around 58%. The occupancy is relative consistent during the day between 10am and 4pm around 50%, then reduces late afternoon to 40% at 5pm.
- The parking occupancy fluctuates on the Saturday and peaks at 70%. The average occupancy is around 50%, which is similar to the weekday average.

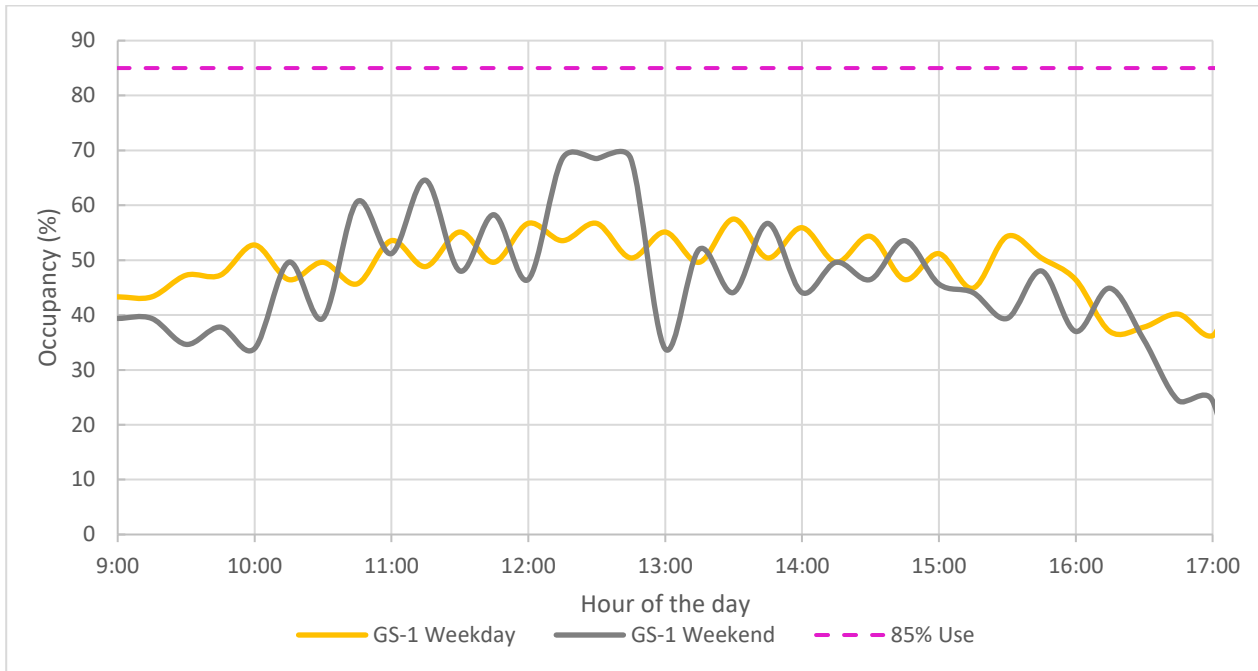


Figure 4: Segment GS-1 (Botanic Garden ki Paekākā to Orangi Kaupapa Rd) Weekday and Weekend AM Parking Occupancy

4.3.3. Duration of Stay

The duration of stay data can be assessed in this section to determine the turnover behaviour of the parking in this section. Figure 5 below shows the duration of stay data on both Thursday and Saturday. The parking behaviour changes notably across the two days. The key observations are:

- More cars utilised the parking in this section on the weekend (267 cars) compared to the weekday (180 cars).
- On the weekend survey, 72% of cars parked displayed short-stay parking behaviour (less than 2 hours) and 16% that displayed long-stay behaviour (parking for 4+ hours).
- On the weekday, 62% of cars parked displayed short-stay parking behaviour (less than 2 hours) and 32% displayed long-stay behaviour (parking for 4+ hours).
- An observed pattern is that the number of people staying less than two hours appears slightly higher on the weekend than weekday, whereas longer stays above 4+ hours appear higher on the weekday than weekends.

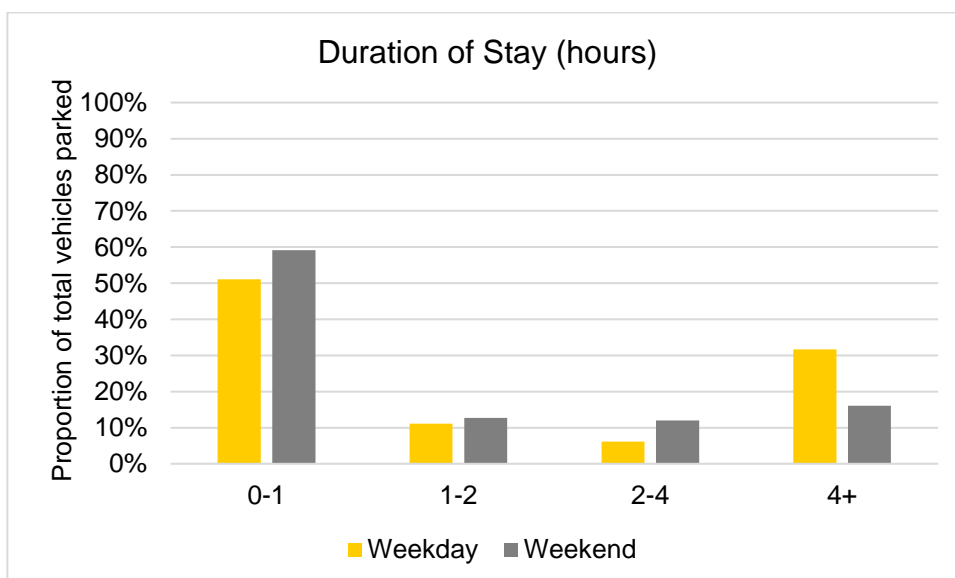


Figure 5: Segment GS-1 Parking Duration Observed from Weekday and Weekend Surveys

4.3.4. Impacts of Karori Connections Project: GS-1

The existing cross-section and view of the segment outside of the Botanic Garden ki Paekākā is presented in Figure 6 and Figure 7. Generally, there is parking on both sides, with two drive lanes containing general traffic. In addition to bus stops, there is coach parking present, as well as mobility bays, ensuring provision for a wide range of visitors.



Figure 6: Segment GS-1 Existing Cross Section



Figure 7: Segment GS-1 Road View

The proposed cycle facility on this section is an uphill separated cycleway with a 0.8m buffer, one parking lane on the Botanic Garden ki Paekākā side, and two traffic lanes as shown in Figure 8.

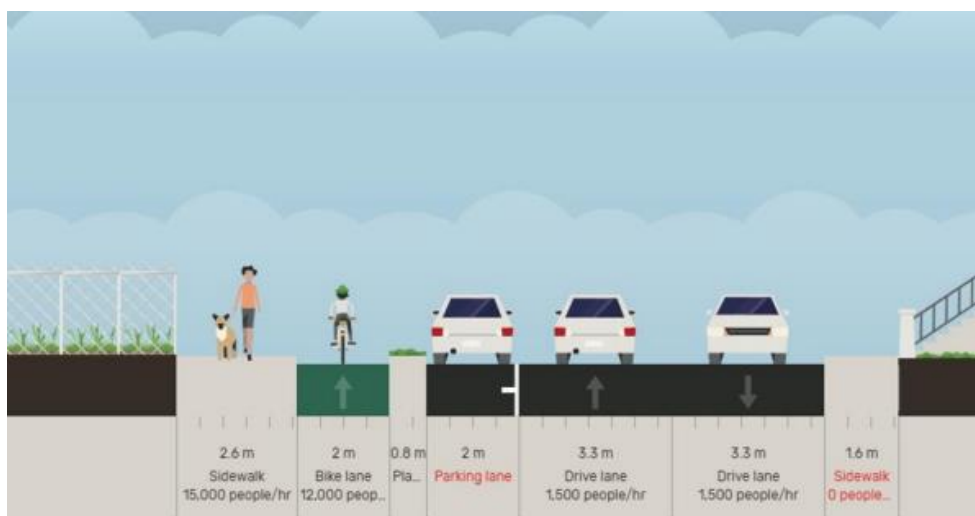


Figure 8: Segment GS-1 Cross Section Including the Selected Bike and Bus Improvement Design

4.3.5. Parking Impact

The level of impact is determined by identifying the extent and nature of equivalent spaces or parking options are nearby. This section provides analysis to identify the required mitigation measures.

4.3.5.1. Off-Street Survey

The off-street parking supply of the properties contained within segment GS-1 was determined by conducting a desktop off-street parking survey. It was found that 71% of properties were identified as having off-street parking illustrated in Figure 9.

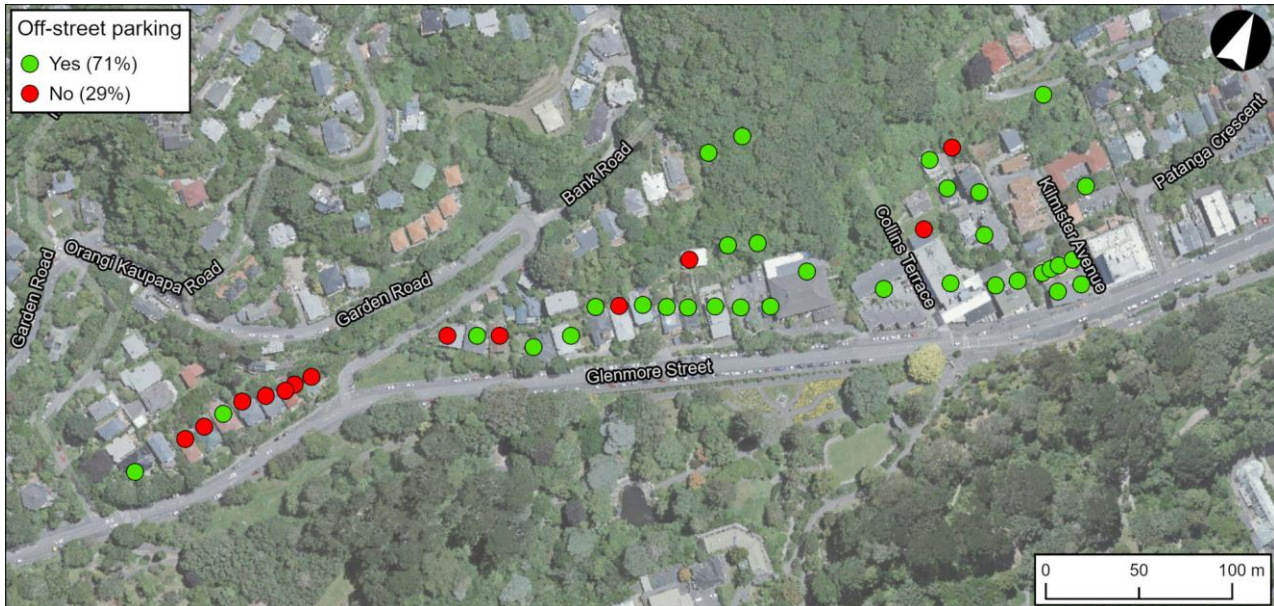


Figure 9: Properties with Off-street Parking in Segment GS-1

4.3.5.2. Side-Street Survey

The level of impact is understood based on how easily the expected users of removed parking can find equivalent parking nearby. This will also inform the impact mitigations. To infer this the side streets contained within the segment were surveyed. With an inventory of 9 parking spaces, Garden Road is the only side street contained in segment GS-1. The key observations of the survey were:

- On the weekday, the average occupancy was 65% and the maximum was 89%.
- On the weekend, the average occupancy was 16% and the maximum was 22%.
- On the weekday, 63% of users parked for 4+ hours displaying long-stay parking behaviour.
- On the weekend survey, 50% of users parked for 2-4 hours. The other 50% parked for 4+ hours displaying long-stay parking behaviour.
- Due to the minimal inventory and high resident occupancy Garden Road is not capable of accommodating the demand resulting from the parking spaces removed.

4.3.5.3. Overnight Analysis

Overnight snapshot surveys (taken on a Thursday) were undertaken to assess the evening occupancy along the primary route. The following key observations are made:

- The occupancy overnight peaked at 32% with a relatively low average occupancy of 19%.
- It is expected that most of the vehicles parked in this section overnight are either residents' vehicles or owned by people using the Botanic Garden ki Paekākā for recreational activities (walking) in the evenings.

- The rest of the parking is likely to be associated with commuter-type behaviour, which would not occupy the parking spaces overnight.

4.3.5.4. Impact Analysis

Table 6 describes the potential impact on the users affected by the removal of the different types of parking spaces. The overall removed parking along this segment of Glenmore Street is 85 spaces. The likely level of impact to users has been assessed using the Wellington Parking Policy hierarchy for city fringe suburbs. Further commentary has been included where applicable, to describe the impacts on a wider scale.

Table 6: Parking Impact Analysis – Segment GS-1

Parking Type	Spaces Removed	Expected Parking Users	Potential Impacts	Level of Impact	Comments
Coupon	82	Residents	Loss of parking for residents who may use coupon parking.	Moderate to High	Although a significant number of parking is lost alternative spaces are available within proximity such as paid metered parking by Anderson Park and publicly accessible off-street parking providers within access of the Botanic Gardens.
Mobility	0	Visitors to the Botanic Garden ki Paekākā	Lack of short-stay parking options for Botanic Garden ki Paekākā visitors.		
Coach Parking	0	Commuters	Loss of parking for commuters who use coupon parking accessing the CBD.		
Residents	3		Increased demands on side streets.		Side streets do not provide adequate parking supply.
Total	85				

4.3.6. Parking Impact Mitigation

The Wellington City Council (WCC) parking policy provides a process to identify and mitigate parking issues based on parking space hierarchies, which justify the removal or reallocation of spaces. Table 7 sets out the WCC Parking Policy parking management issue and the relevant parking management tool for this segment as both a city fringe suburb and key transport route.

Table 7: Parking Impact Mitigation - Segment GS-1

Parking Type (Expected User)	Proposed Mitigation
Coupon (Resident)	Introduce more residents' parks. Encourage off-street parking use.
Coupon (Short-stay)	Introduce a time restriction suitable for Botanic Garden visitors. Encourage the use of alternative

	travel mode options. Promote the use of parking at off-street parking providers.
Coupon (Commuters)	Promote alternative travel modes and off-street parking providers throughout the city.

Figure 10 displays the project after completion with the implemented parking changes on Glenmore Street.

- A total of 50 parks remain including 41 coupon, 6 residents, two (2) mobility park spaces and one (1) coach park space.
- The residents' parking would be retained on the city-bound direction and no stopping lines would be added to Glenmore Street in the city-bound direction before Garden Road.
- Parking is largely retained on the Karori bound side. This enables a higher number of parking spaces to remain. Additionally, parking is retained on the side of the road closest to the trip attractor (the Botanic Garden ki Paekākā).

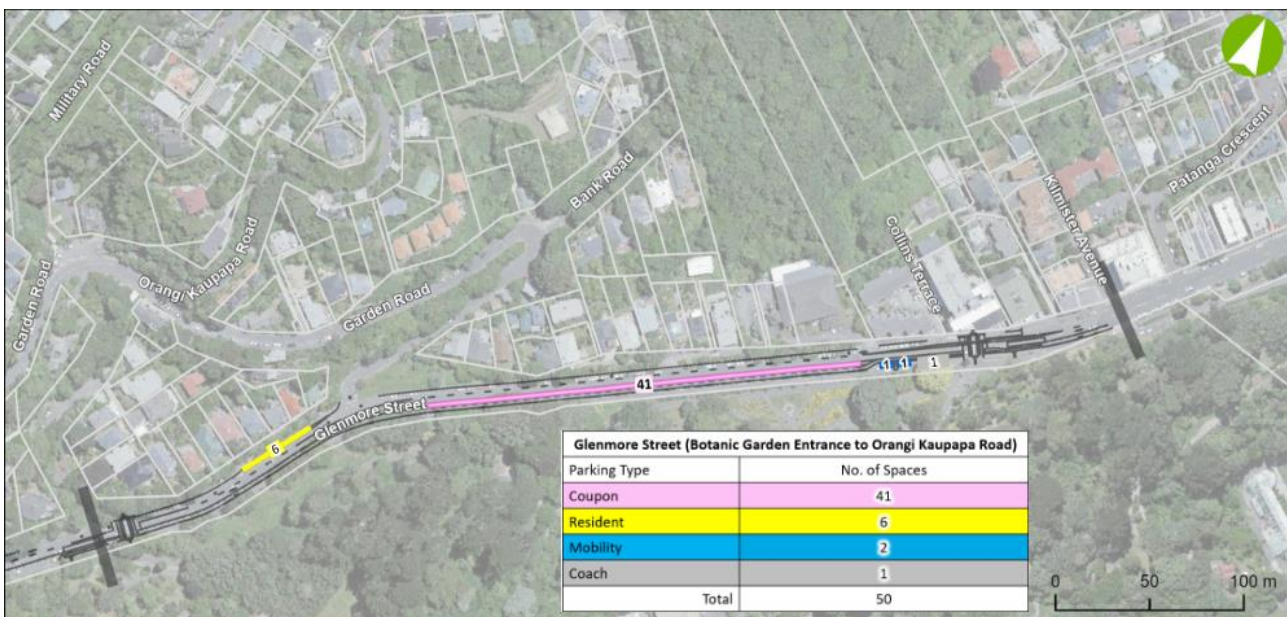


Figure 10: Parking Type and Available Spaces Post Implementation

4.4. Segment GS-2 – Glenmore Street: Orangi Kaupapa Road to The Rigi

4.4.1. Current Parking

The inventory and type of parking in this section is shown in Table 8: Segment GS-2 Overall On-street Inventory. The overall on-street inventory in this section is 91 coupon and five (5) resident spaces.

Table 8: Segment GS-2 Overall On-street Inventory

Parking Type	Overall Inventory	City-bound Direction	Karori Bound Direction
Coupon	91	53	38
Residents	5	0	5
Total	96	53	43

4.4.2. Occupancy

The parking occupancy of segment GS-2 on both days of this survey is shown as Figure 11. This occupancy has been compared to the occupancy threshold of 85%. The key observations are:

- The parking occupancy in this segment is relatively similar between the two survey days.
- Both weekday and weekend occupancy are under 85% use.
- During the weekday, parking spaces become occupied typically after 9:30 am with the remainder of the day averaging occupancy around 50-60%, which is below the 85% use. Peak occupancy is around 80% in the early afternoon.
- During the weekend, parking occupancy displays more fluctuation. However, an average of around 60% of spaces are utilised, which is similar to the weekday average.
- Both weekday and weekend occupancies drop off around 3pm.

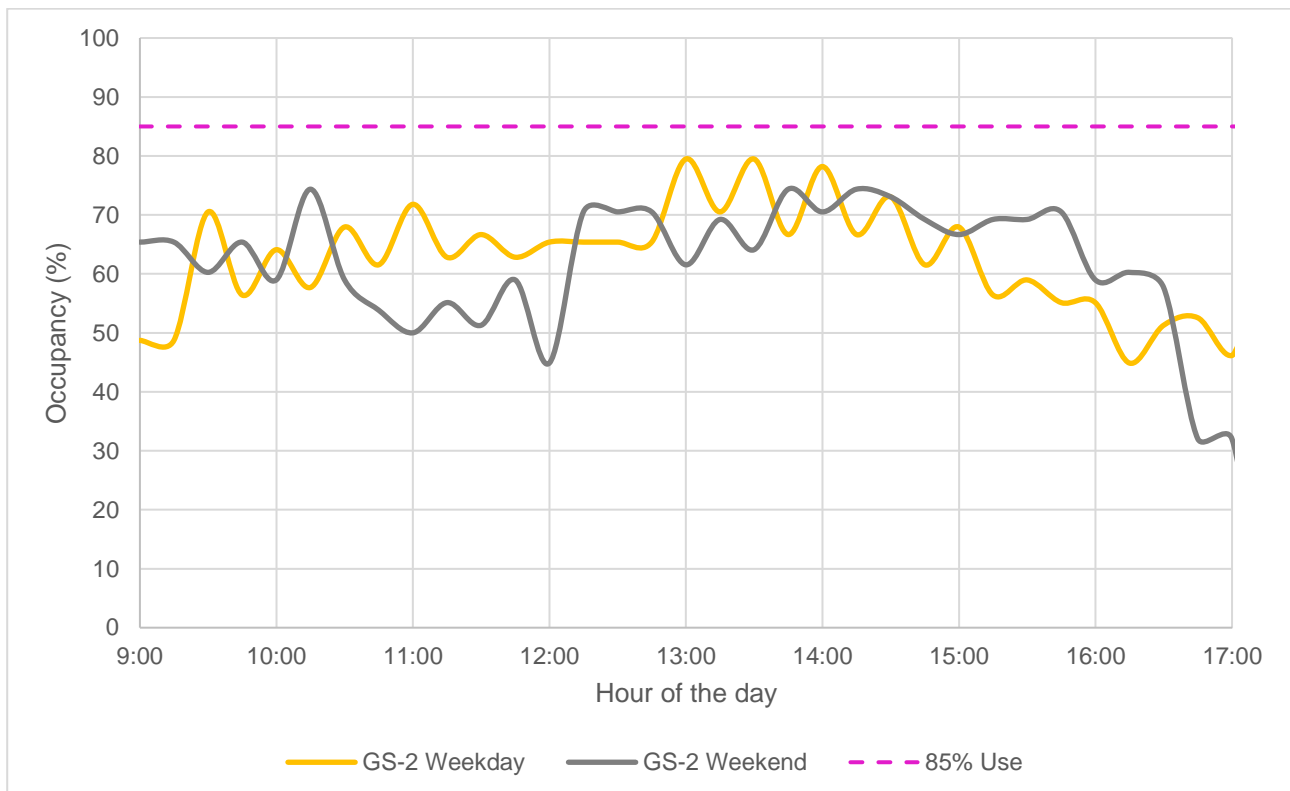


Figure 11: Segment GS-2 (Orangi Kaupapa Rd to the Rigi) Weekday and Weekend AM Parking Occupancy

4.4.3. Duration of Stay

The duration of stay data can be assessed in this section to get a picture of the different user types of the parking. Figure 12 below shows the duration of stay data on both the weekday and Weekend. The key observations are:

- The parking behaviour changes notably across the two days. More cars utilised the parking in this segment on the weekend (183 cars) compared to the weekday (146 cars).
- On the weekend, 66% of cars parked displayed short-stay parking behaviour (less than 2 hours) compared to 26% that displayed long-stay behaviour (parking for 4+ hours). This reflects weekend short visits to the surrounding residential areas or nearby Botanic Garden ki Paekākā.
- On the weekday, 62% of cars parked displayed short-stay parking behaviour (less than 2 hours) and 31% of cars displayed long-stay behaviour (parking for 4+ hours). This reflects the nature of commuters using the spaces from Monday to Friday.

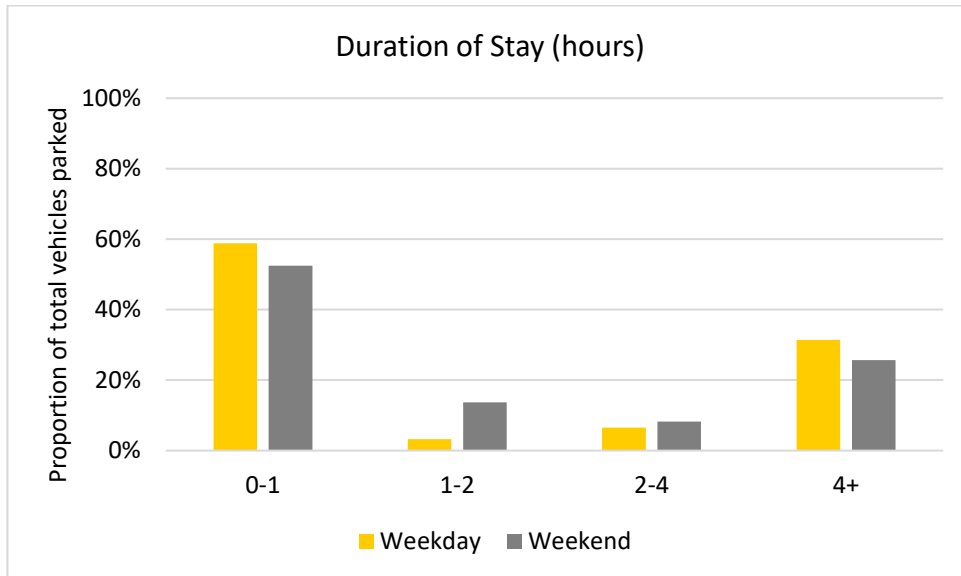


Figure 12: Segment GS-2 Parking Duration Observed from Weekday and Weekend Surveys

4.4.4. Impacts of Karori Connections Project: GS-2

The existing cross-section and road view for this part of Glenmore is presented in Figure 13 and Figure 14. Typically, parking is on both sides, with two drive lanes for general traffic. The parking on this segment mostly serves residents but access to the West and Boundary Road entrances of the Botanic Garden ki Paekākā are close by.

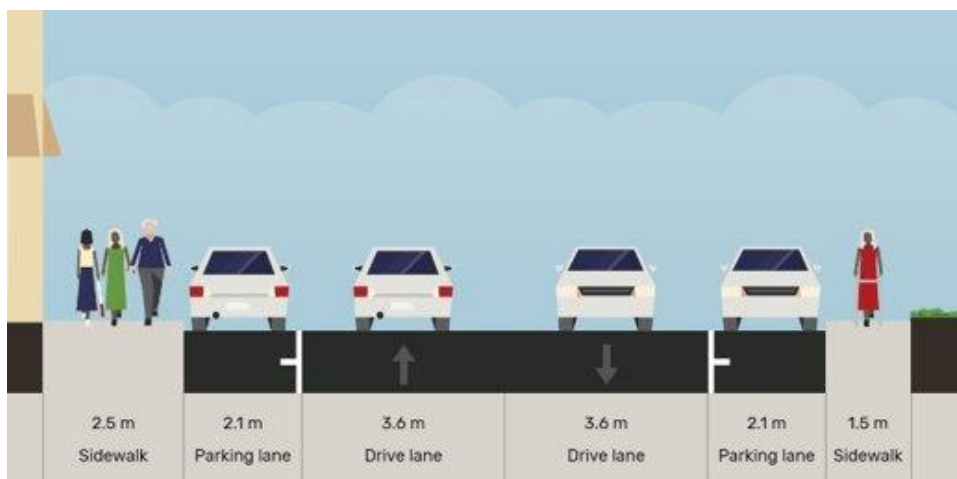


Figure 13: Segment GS-2 Existing Cross Section



Figure 14: Segment GS-2 Road View

For the proposed transitional bike and bus improvements, Figure 15 displays the cross-section of the selected option by WCC. The proposed facility on this section is an uphill separated cycleway with a 0.6m buffer, two traffic lanes, and retained parking in specified areas towards the CBD.



Figure 15: Segment GS-2 Cross Section Including the Selected Bike and Bus Improvements Design

4.4.5. Parking Impact

The level of impact is determined by identifying what equivalent spaces or parking options are nearby. This section provides analysis to identify the Parking Impact Mitigation.

4.4.5.1. Off-Street Survey

The off-street parking supply of the properties contained within segment GS-2 was determined by conducting a desktop off-street parking survey. It was found that 65% of properties were identified as having off-street parking. This is illustrated in Figure 16.



Figure 16: Properties with Off-street Parking for Segment GS-2

4.4.5.2. Side-Street Survey

The level of impact is understood based on how easily the expected users of removed parking can find equivalent parking nearby. This will also inform the impact mitigations. To infer this, the side streets contained within the segment were surveyed. This segment contains Orangi Kaupapa Road and Crieff Street. Orangi Kaupapa Road has an inventory of 15 parking spaces while Crieff Street has an inventory of 17 spaces. The key observations of the survey were:

- Orangi Kaupapa Road displays an average occupancy of 44% on the weekday and 38% on the weekend. The max occupancy across both days is 47% and occurs on the weekday.

- Crieff Street displays an average occupancy of 75% on the weekday and 88% on the weekend. The max occupancy across both days is 100% and occurs on the weekday.
- On both survey days the parking behaviour along Orangi Kaupapa Road appeared to be mainly long-stay.
- The parking behaviour along Crieff Street appeared to be mainly long-stay.
- The survey suggests that the side streets will not be able to accommodate the demand due to the removed parking spaces.

4.4.5.3. Overnight Analysis

Overnight snapshot surveys (taken on a Thursday) were undertaken to assess the evening occupancy along the primary route. The following key observations are made:

- The occupancy overnight peaked at 53% with an average occupancy of 40%.
- It is expected that most of the vehicles parked in this section overnight are residents' vehicles.
- Like Segment GS-1, the remaining, unoccupied parking is likely to be associated with commuter parking, which would not occupy the parking spaces overnight.

4.4.6. Impact Analysis

Table 9 also describes the potential impact on the users affected by the removal of the different types of parking spaces. The overall removed parking on this segment of Glenmore Street is 67 spaces. The likely level of impact to users has been assessed using the Wellington Parking Policy hierarchy for city fringe suburbs. Further commentary has been included where applicable, to describe the impacts on a wider scale.

Table 9: Parking Impact Analysis - Segment GS-2

Parking Type	Spaces Removed	Expected Parking Users	Potential Impacts	Level of Impact	Comments
Coupon	67	Residents	Loss of parking for coupon residents and commuters accessing the CBD. Lack of short-stay options for Botanic Garden ki Paekākā visits. Increased demands on side streets.	Moderate	While alternative spaces are available within proximity a significant number of parking is lost. Sides streets do not provide adequate parking supply. A net increase of four (4) residents parks were achieved.
Residents	0	Visitors to the Botanic Garden ki Paekākā,			
Total	67	Commuters			

4.4.7. Parking Impact Mitigation

Wellington City Council (WCC) parking policy provides a process to identify and mitigate parking issues based on parking space hierarchies, which justify the removal or reallocation of spaces. Table 10 sets out the WCC Parking Policy parking management issues and a relevant parking management tool for Segment GS-2.

Table 10: Parking Impact Mitigation - Segment GS-2

Parking Type (Expected User)	Proposed Mitigation
Coupon (Resident)	Introduce more residents' parks. Encourage off-street parking use.
Coupon (Short-stay)	Introduce a time restriction suitable for Botanic Garden visitors. Promote the use of parking at off-street parking providers.
Coupon (Commuters)	Promote alternative travel modes and off-street parking providers throughout the city.

Figure 17 presents the following project changes to the parking on Glenmore Street GS-2 section:

- A total of 33 parking spaces are retained including 24 coupon and 9 resident parks.
- Parking in the city-bound direction would remain in this segment to allow the cycle lane and separator treatment in the Karori bound direction. This separation is beneficial to cyclists and vulnerable road users as the speed differential between cyclists and vehicles is high.

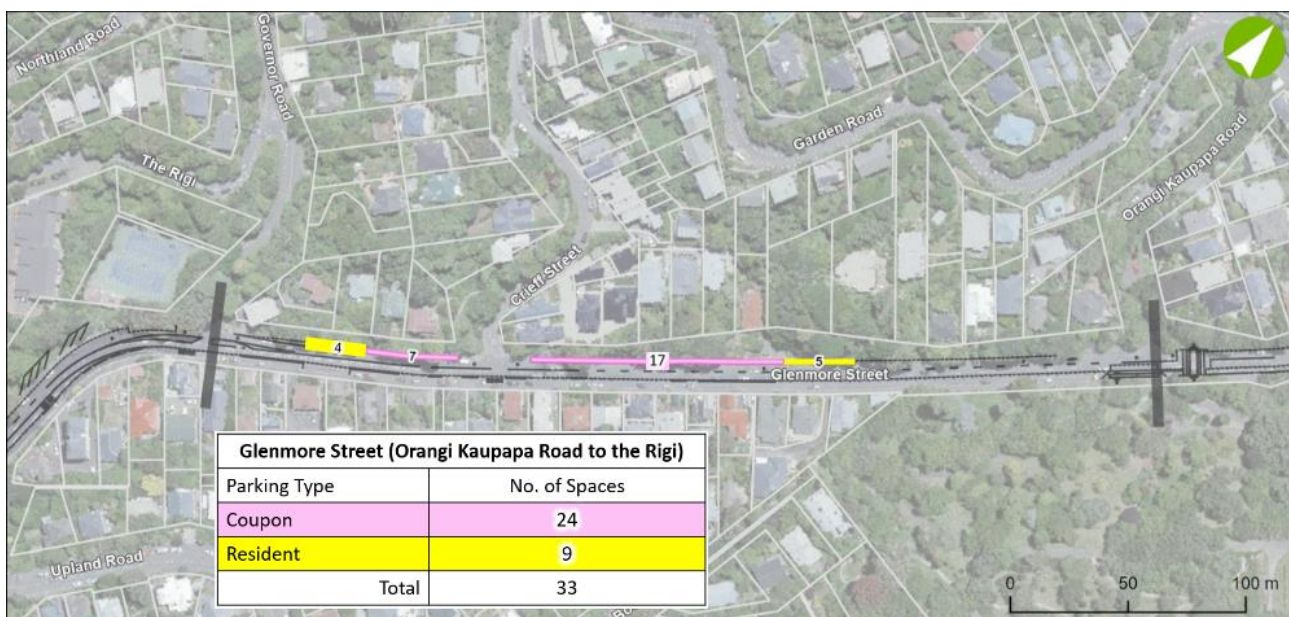


Figure 17: Parking Type and Available Spaces Post Implementation

4.5. Segment GS-3 – Glenmore Street: The Rigi to Karori Tunnel

4.5.1. Current Parking

The overall on-street inventory in this section is shown in Table 11.

Table 11: Segment GS-3 Overall On-street Inventory

Parking Type	Overall Inventory	City-bound Direction	Karori Bound Direction
Coupon	50	50	0
Coupon (4-6pm Bus Lane)	60	0	60
Unrestricted	6	3	3
Time Restricted (P60)	1	1	0
Time Restricted (P15)	2	0	2
Total	119	54	65

4.5.2. Occupancy

The parking occupancy of segment GS-3 on both days of this survey is shown as Figure 18. This occupancy has been compared to the occupancy threshold of 85%. The key observations are:

- The trend of the parking occupancy in this section is relatively similar between the two survey days.
- Both weekday and weekend occupancy are under the 85% threshold.
- On the Thursday the peak is around 68%. An influx of parking occupancy is observed from 9:00 am to 9:30 am. The remainder of the day displays a stable occupancy around the average of 50%.
- The parking occupancy fluctuates on the Saturday and peaks just below 80%. The average occupancy is around 55% which is consistent with the weekday average.

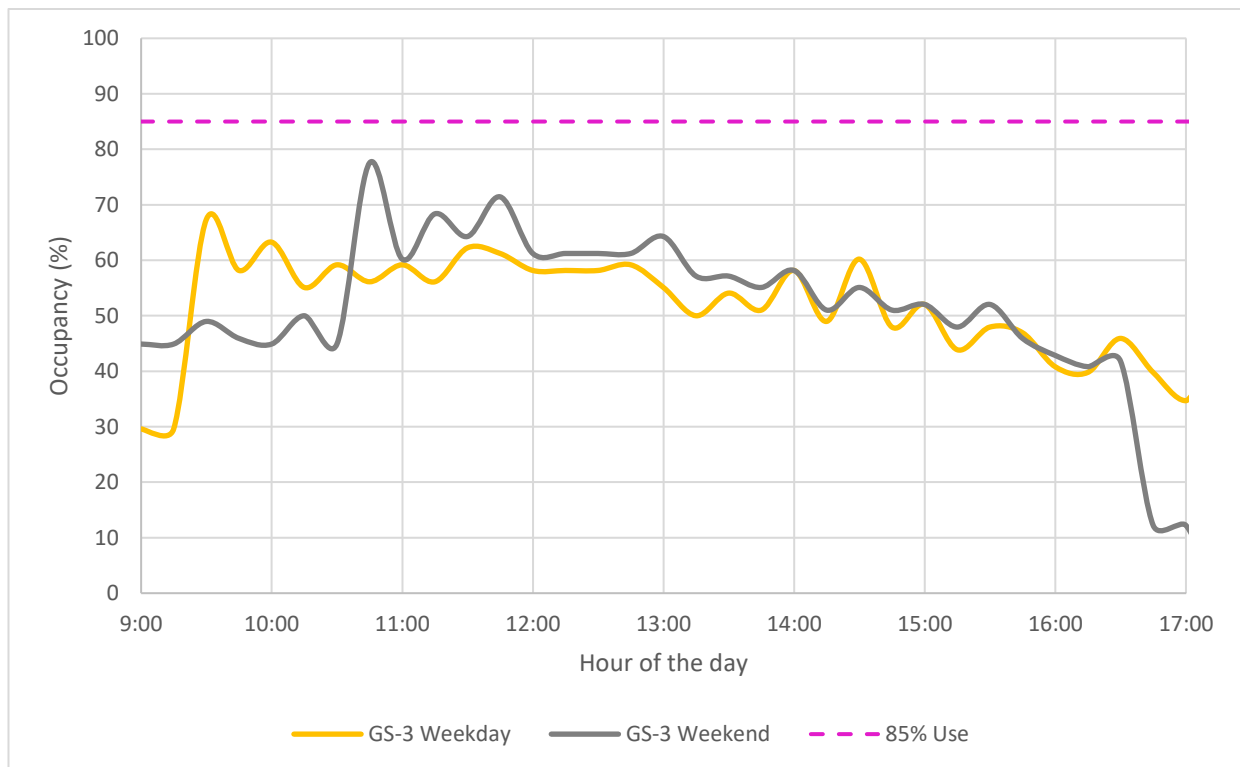


Figure 18: Segment GS-3 (Rigi to Upland Rd) Weekday and Weekend AM Parking Occupancy

4.5.3. Duration of Stay

The duration of stay data was assessed in this segment to get a picture of the different user types of the parking. Figure 19 below shows the duration of stay data on both the weekday and the weekend. Key observations for GS-3 include:

- The parking behaviour changes notably across the two days. More vehicles utilised the parking in this section on the weekend (191 cars) compared to the weekday (178 cars).
- On the Saturday survey, 66% of cars displayed short-stay parking behaviour (less than 2 hours) compared to 22% that displayed long-stay behaviour (parking for 4+ hours). This reflects weekend short visits to the surrounding residential areas or nearby Botanic Garden ki Paekākā.
- Comparatively, on the weekday, 58% of cars displayed short-stay parking behaviour (less than 2 hours) and 29% displayed long-stay behaviour (parking for 4+ hours).

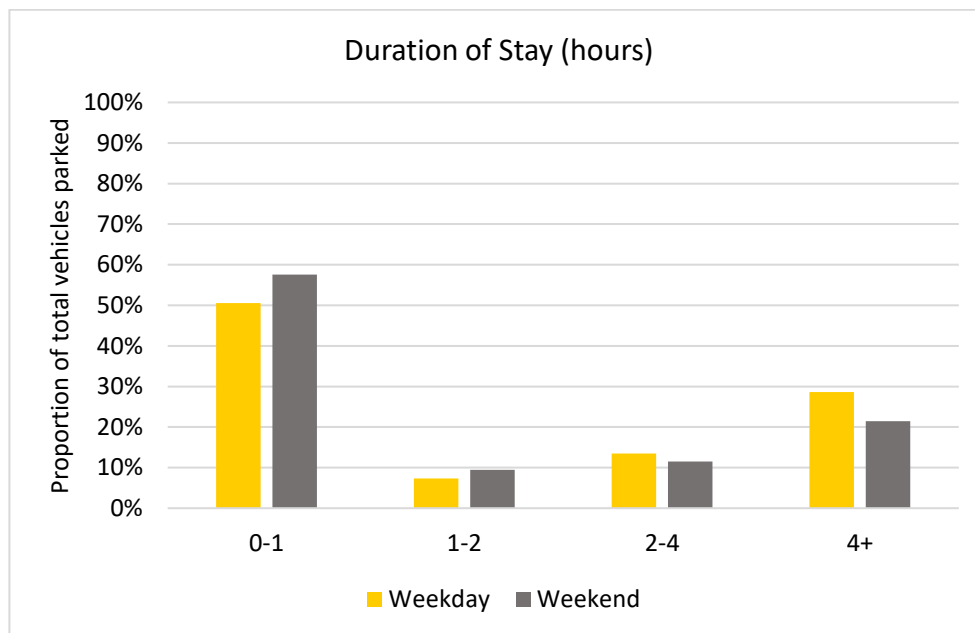


Figure 19: Segment GS-3 Parking Duration Observed from Weekday and Weekend Surveys

4.5.4. Impact of Karori Connections Project: GS-3

The existing cross-section and road view for this part of Glenmore Street is presented in Figure 20 and Figure 21 below. Two drive lanes for general traffic are present along with a bus lane Karori bound and a parking lane city-bound.



Figure 20: Segment GS-3 Existing Cross Section



Figure 21: Segment GS-3 Road View

Figure 22 displays the cross-section of the selected option GS-3 between The Rigi and Upland Road. This option involves uphill bike and bus improvements and the reconfiguration of the downhill parking lane to a shared traffic lane with sharrows.



Figure 22: Segment GS-3 Cross Section Including the Selected Bike and Bus Improvement Design

4.5.5. Parking Impact

The level of impact is determined by identifying what equivalent spaces or parking options are nearby. This section provides analysis to identify the Parking Impact Mitigation.

4.5.5.1. Off-Street Survey

The off-street parking supply of the properties contained within segment GS-3 was determined by conducting a desktop off-street parking survey. It was found that 54% of properties were identified as having off-street parking. This is illustrated in Figure 23.



Figure 23: Properties with Off-street Parking for Segment GS-3

4.5.5.2. Side-Street Survey

The level of impact is understood based on how easily the expected users of removed parking can find equivalent parking nearby. This will also inform the impact mitigations. To infer this, the side streets contained within the segment were surveyed.

This segment of The Rigi which also extends to Governor Road. The Rigi has an inventory of 7 parking spaces while Governor Road has an inventory of 18 spaces. The key observations of the survey were:

- The Rigi displays an average occupancy of 96% on the weekday and 79% on the weekend. The max occupancy across both days is 100% and occurs on the weekday.
- Governor Road displays an average occupancy of 53% on the weekday and 38% on the weekend. The max occupancy across both days is 56% and occurs on the weekday.
- On both survey days the parking behaviour along The Rigi appeared to be mainly long-stay.
- On the weekday Governor Road displayed 100% long-stay behaviour compared to a combination of 44% short-stay and 56% long-stay behaviour on the weekend.
- The survey suggests that the side streets will not be able to accommodate demand due to the removed parking spaces.

4.5.5.3. Overnight Survey

Overnight snapshot surveys (taken on a Thursday) were undertaken to assess the evening occupancy along the primary route. The following key observations are made:

- The occupancy overnight peaked at 40% with a relatively low average occupancy of 24%.
- It is expected that of the vehicles parked in this section overnight are residents' vehicles, particularly on the Karori bound side of Glenmore Street.
- It is likely that spaces used for short term business and recreational parking during the day would not be occupied overnight. For example, cars parked near the automotive service shop and the Talavera Tennis Club (recreational) are likely short term, day parking.
- The remaining (majority) parking unoccupied overnight is likely associated with commuter coupon parking during the day. These vehicles would not occupy the parks overnight.
- While approximately 75% of spaces are unoccupied overnight, based on the survey, the number of available spaces drops to approximately 15% of the existing available spaces.

4.5.6. Impact Analysis

Table 12 describes the potential impact on the users affected by the removal of the different types of parking spaces. The overall removed parking on this segment of Glenmore Street is 104 spaces. The likely level of impact to users has been assessed using the Wellington Parking Policy hierarchy for city fringe suburbs. Further commentary has been included where applicable, to describe the impacts on a wider scale.

Table 12: Parking Impact Analysis - Segment GS-3

Parking Type	Spaces Removed	Expected Parking Users	Potential Impacts	Level of Impact	Comments
Coupon	41	Residents	Lack of short-stay options.	Moderate to High	Side street parking is available, but capacity is unlikely to meet the demand from reduced parking, particularly as the side streets have limited spaces and already have a reasonable occupancy throughout the week.
Coupon (4-6 pm Bus Lane)	60	Short stay business visitors	Observed occupancy demands only 50-60%, so impact is likely lower.		
Time restricted (P15)	0	Short-stay users accessing Talavera Tennis Club.	Minimal alternative options on side streets.		
Time restricted (P60)	0	Commuters			
Unrestricted	3				
Total	104				

4.5.7. Parking Impact Mitigation

Wellington City Council (WCC) parking policy provides a process to identify and mitigate parking issues based on parking space hierarchies, which justify the removal or reallocation of spaces. Table 13 sets out the WCC Parking Policy parking management issues and a relevant parking management tool for Segment GS-3.

Table 13: Parking Impact Mitigation - GS-3

Parking Type (Expected User)	Proposed Mitigation
Coupon (Resident)	Introduce more residents' parks along Glenmore Street. Encourage residents with off-street parking to use.
Coupon (Short-stay)	Consider additional time restriction suitable for short-stay business visitors. Encourage the use of alternative travel mode options. Promote the use of parking at off-street parking providers. Provide off-street parking for Talavera Tennis Club visitors.
Coupon (Commuters)	Promote alternative travel modes and off-street parking providers throughout the city.

Figure 24 presents in the following project changes to parking on segment GS-3:

- For parking in the Karori bound direction, two (2) time restricted P15 spaces would be retained closest to shops at Northland Road. Most parking would be removed between Upland Road and the Rigi due to the section being narrow for a majority of the road to

accommodate the bike and bus improvements. Additionally, the bus lane would operate 24/7 and no longer allow for off-peak coupon parking.

- For the city-bound direction three (3) unrestricted, one (1) time restricted P60, and 9 coupon parks would remain. Six resident parks are also added near the tennis courts that allow P120 parking. No stopping lines would also be added to Glenmore Street in the city-bound direction to accommodate transit vehicles more safely particularly at tight turns along this segment.

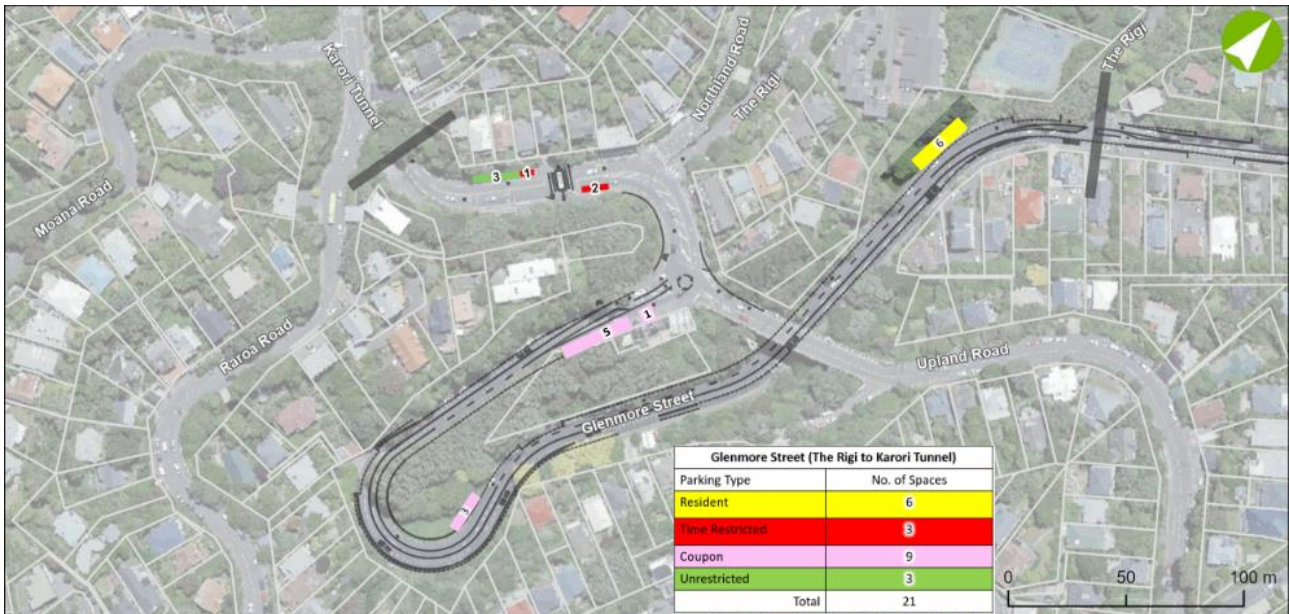


Figure 24: Parking Type and Available Spaces Post Implementation

5. Section 2 – Chaytor Street: Karori Tunnel to Nottingham Street (Karori Road)

5.1. About the area

Section 2 extends between the Karori Tunnel and the retail shops located between Nottingham and Standen Street. The route passes by Zealandia, Appleton Park, and through to Karori Road. This section was divided into the segments presented in Figure 25.

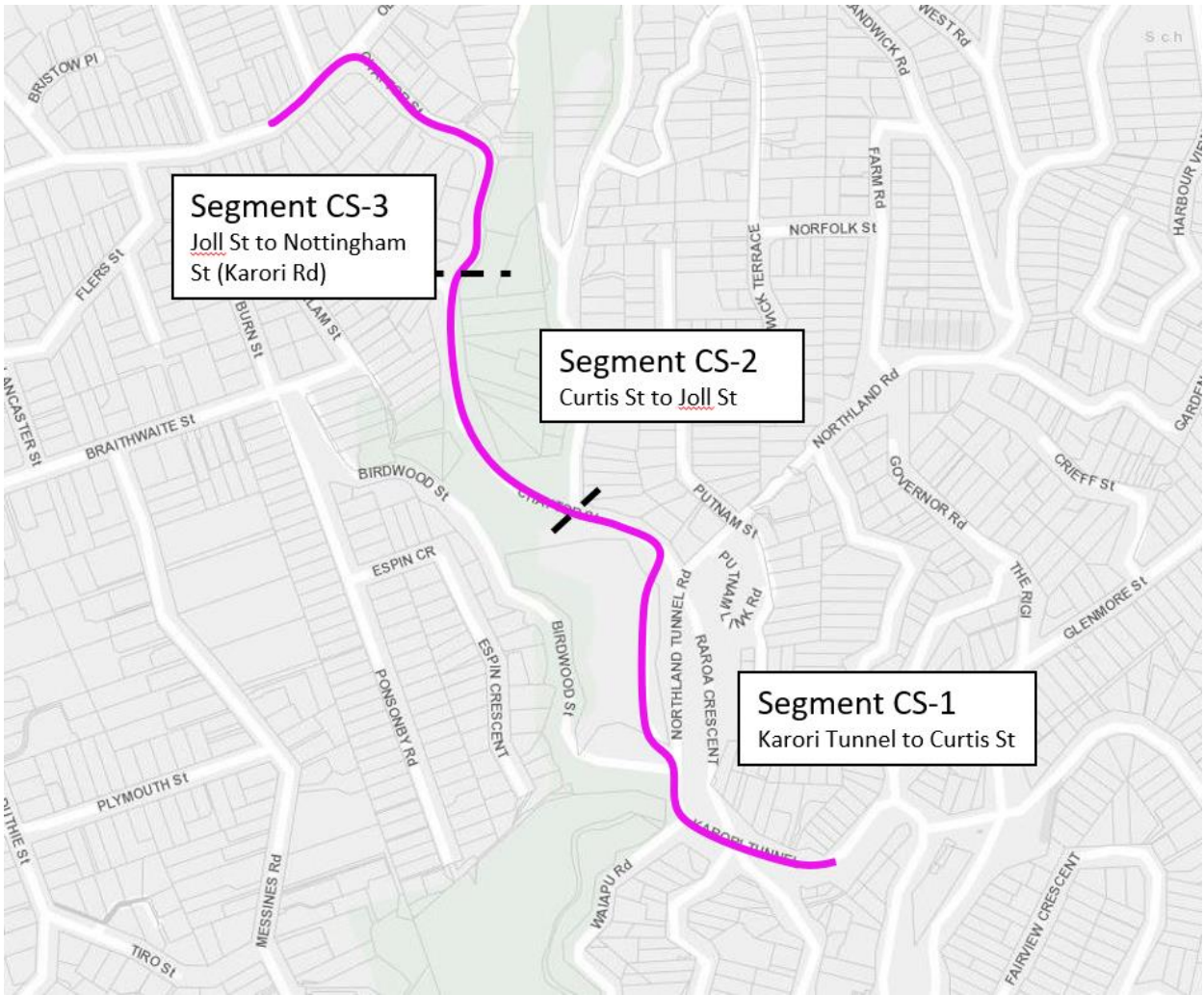


Figure 25: Segment Limits in Section 2

5.2. Segment CS-1 – Chaytor Street: Karori Tunnel to Curtis St (Appleton Park)

5.2.1. Current Parking

The parking in this section is all unrestricted parking. The inventory and type of parking in this section is shown in Table 14.

Table 14: Segment CS-1 Overall on-street inventory

Parking Type	Overall Inventory	City-bound Direction	Karori Bound Direction
Unrestricted	22	0	22

5.2.2. Occupancy

The parking occupancy of segment CS-1 on both days of this survey is shown in Figure 26. This occupancy has been compared to the occupancy threshold of 85%. Key observations are:

- The trend of parking occupancy in this section varies significantly between the two survey days.
- The weekday occupancy was slightly greater than 85% use. The occupancy averages at around 85 %.
- The weekend occupancy was significantly under 85% use. The occupancy peaks at around 38%.

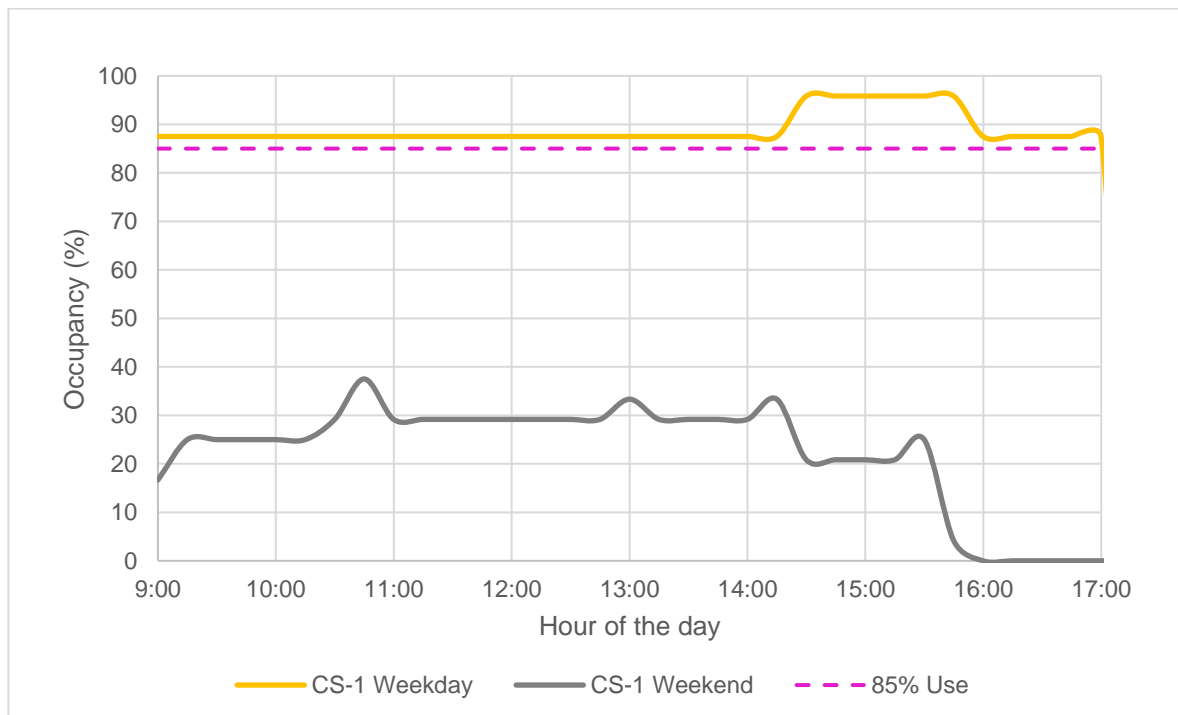


Figure 26: Segment CS-1 (Karori Tunnel to Curtis St) Weekday and Weekend AM Parking Occupancy

5.2.3. Duration of Stay

The duration of stay data can be assessed in this section to get a picture of the different user parking behaviour types. Figure 27 below shows the duration of stay data on both Thursday and Saturday. Key observations are:

- The observed parking behaviour across the two days found a total of 22 cars on the weekday compared to a total of 19 on the weekend utilising the parking in this section.
- On the Saturday survey, 63% of cars displayed short-stay parking behaviour (less than 2 hours) and 37% displayed long-stay behaviour (parking for 4+ hours).
- On the weekday, 41% of cars parked displayed short-stay parking behaviour (less than 2 hours) and 45% displayed long-stay behaviour (parking for 4+ hours).

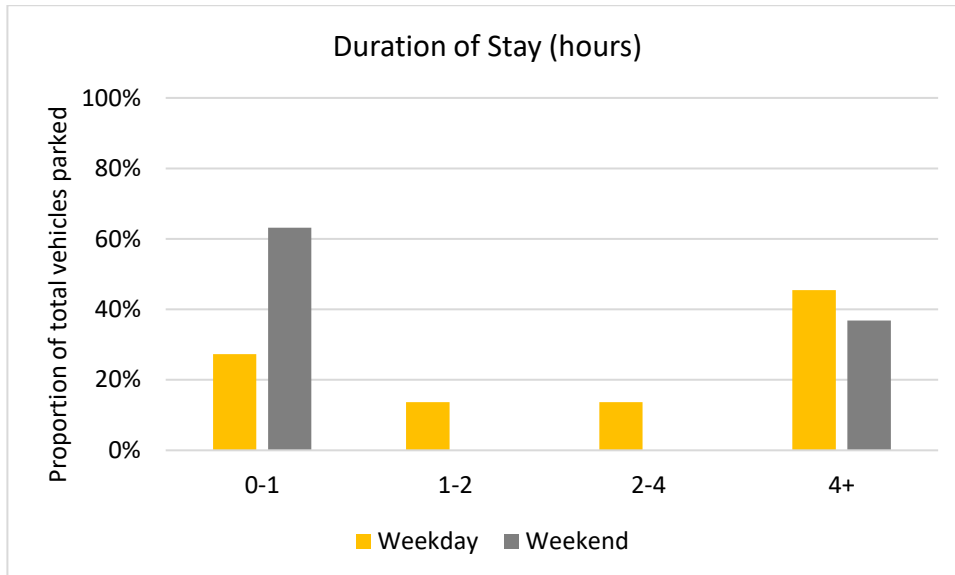


Figure 27: Segment CS-1 Parking Duration Observed from Weekday and Weekend Surveys

5.2.4. Impact of Karori Connections Project: CS-1

The existing cross-section is presented in Figure 28 and Figure 29 below.



Figure 28: Segment CS-1 Existing Cross Section



Figure 29: Segment CS-1 Road View

Figure 30 displays the cross-section of segment CS-1.



Figure 30: Segment CS-1 Cross Section Including the Selected Bike and Bus Improvement Design

5.2.5. Parking Impact

The level of impact is determined by identifying equivalent spaces or parking options nearby. This section provides analysis to identify the Parking Impact Mitigation.

5.2.5.1. Off-street Parking

This section does not contain any residential properties. Off-street parking is present at the Zealandia Overflow Carpark, Birdwood Carpark, and Wyncourt Tennis Club.

5.2.5.2. Side-street Survey

This segment presents minimal losses of parking spaces used by commuters considered lower priority. Also, there are no private properties along this segment for residential or business use. Therefore, a side-street survey was not conducted for this section.

5.2.5.3. Overnight Survey

Overnight snapshot surveys (taken on a Thursday) were undertaken to assess the evening occupancy in the area. The following key observations are made:

- The occupancy overnight peaked at 38% with a low average occupancy of 14%.
- The low occupancy is likely to comprise vehicles that are parked by Appleton Park for recreational activities (e.g. walking, and use of the Wyncourt Tennis Court) in the evenings.
- The majority of the remaining parks are likely to be occupied at a higher occupancy during the day for commuter parking, parking at Appleton Park, and parking used for Zealandia. However, these would not be occupied at night, which is evident in the survey.

5.2.6. Impact Analysis

Table 15 describes the potential impact on the users affected by the removal of the different types of parking spaces. The overall removed parking on this segment of Chaytor Street is 6 spaces. The likely level of impact to users has been assessed using the Wellington Parking Policy hierarchy for a key transport route. Further commentary has been included where applicable, to describe the impacts on a wider scale.

Table 15: Parking Impact Analysis - Segment CS-1

Parking Type	Spaces Removed	Expected Parking Users	Potential Impacts	Level of Impact	Comments
Unrestricted	6				

Total	6	Short stay for Zealandia and Appleton Park recreation. Longer-term commuter parking for access to the CBD via bus network.	Loss of small number of parking spaces. Small increase in weekend demand on neighbouring overflow carpark for Birdwood Street carpark.	Very Low	A small number of spaces is being removed in this segment and no residential properties are impacted.
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5.2.7. Parking Impact Mitigation

The survey data for this segment indicates with the proposed design, the weekday and weekend occupancies will not exceed the 85% use. The removal of parking reallocates space to the highest priority by supporting the efficient movement of people and goods through cycle lanes.

Table 16: Parking Impact Mitigation - Segment CS-1

Parking Type (Expected User)	Proposed Mitigation
Unrestricted (Short-stay)	Encourage the use of alternative travel modes. Communicate off-street parking options for Zealandia and at Birdwood Street carpark. No mitigation recommended.
Unrestricted (Commuters)	Encourage the use of alternative travel modes. Communicate alternative travel modes. No mitigation recommended.

Figure 31 displays in this segment, approximately 6 parking spaces would be retained solely in the Karori bound direction. Some spaces are proposed to be removed to improve clearance for large vehicles (e.g. buses and trucks) where the roadway curves along this segment.



Figure 31: Parking Type and Available Spaces Post Implementation

5.3. Segment CS-2 – Chaytor Street: Curtis St to Joll St

5.3.1. Current Parking

The parking in this segment is all Unrestricted parking. The inventory and type of parking is shown in Table 17.

Table 17: Segment CS-2 Overall On-street Inventory

Parking Type	Overall Inventory	City-bound Direction	Karori Bound Direction
Unrestricted	17	13	4

5.3.2. Occupancy

The parking occupancy of segment CS-2 on both days of this survey is shown in Figure 32. This occupancy has been compared to the occupancy threshold of 85%. Key observations are:

- The trend of parking occupancy in this segment is slightly different between the two surveyed days.
- The weekday occupancy tends to reach 100% and plateaus for the remainder of the day.
- On the Saturday, the parking occupancy peaks at 100% mid-morning, but steadily declines to under 85% use for the afternoon, down to an occupancy of 30% by the evening.

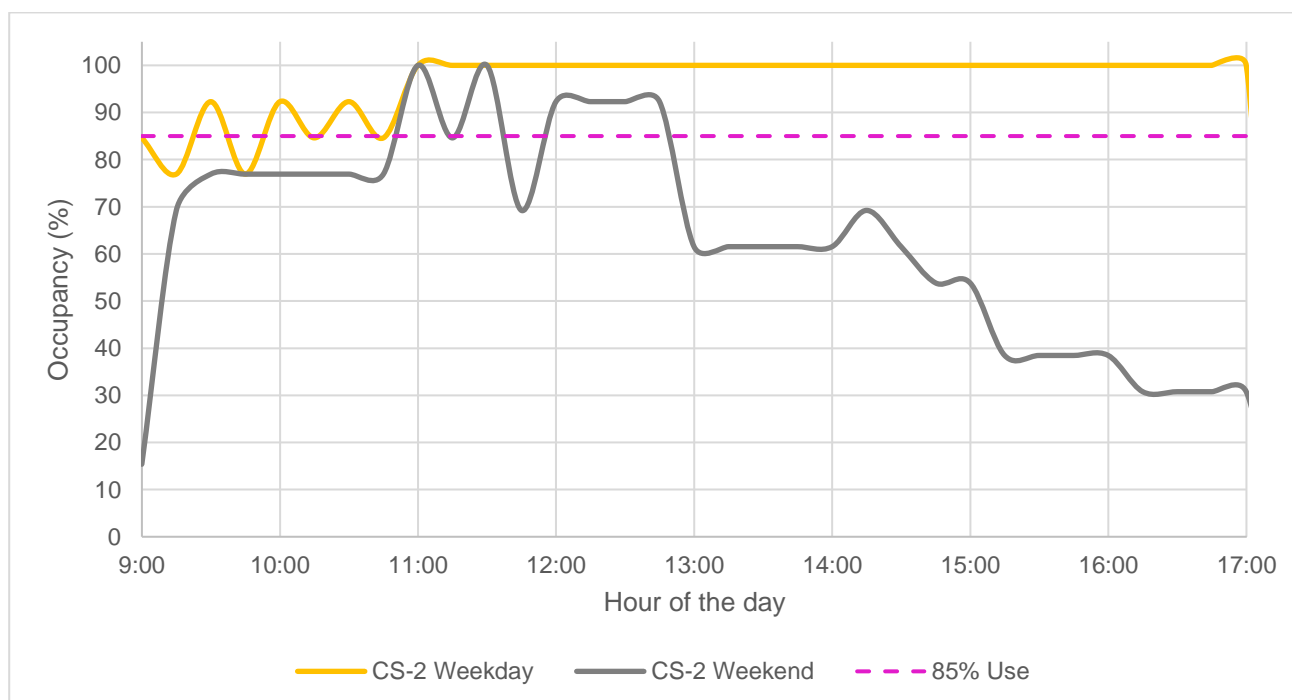


Figure 32: Segment CS-2 (Curtis St to Joll St) Weekday and Weekend AM Parking Occupancy

5.3.3. Duration of Stay

The duration of stay data can be assessed in this section to get a picture of the different user types of the parking. Figure 33 below shows the duration of stay data on both Thursday and Saturday. The key observations are:

- The parking behaviour changes notably across the two days. 31 cars utilised the parking in this section on the weekday compared to 26 on the weekend.

- On the Saturday survey, 62% of cars parked displayed short-stay parking behaviour (less than 2 hours) and 27% displayed long-stay behaviour (parking for 4+ hours).
- On the weekday, 36% of cars parked displayed short-stay parking behaviour (less than 2 hours) and 61% displayed long-stay behaviour (parking for 4+ hours).

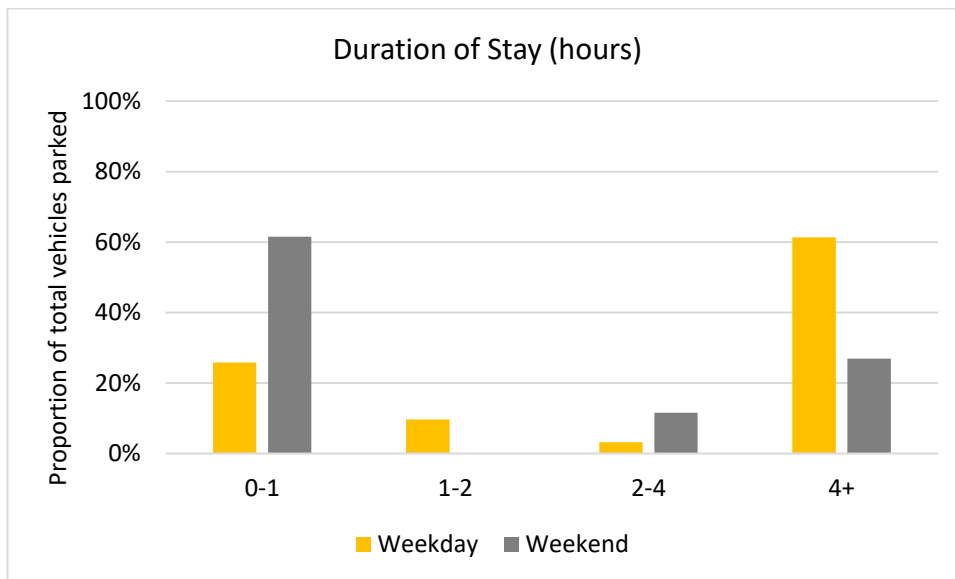


Figure 33: Segment CS-2 Parking Duration Observed from Weekday and Weekend Surveys

5.3.4. Impact of Karori Connections Project: CS-2

The existing cross-section is presented in Figure 34 and Figure 35 below.

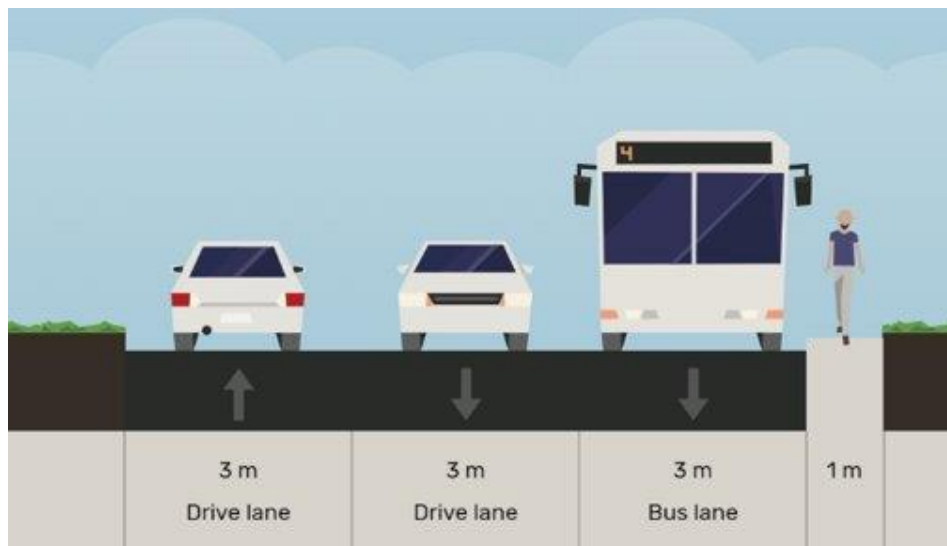


Figure 34: Segment CS-2 Existing Cross Section



Figure 35: Segment CS-2 Road View

Figure 36 displays the cross-section of segment CS-2.



Figure 36: Segment CS-2 Cross Section Including the Selected Bike and Bus Improvement Design

5.3.5. Parking Impact

The level of impact is determined by identifying what equivalent spaces or parking options are nearby. This section provides analysis to identify the Parking Impact Mitigation.

5.3.5.1. Off-street Parking

The off-street parking supply of the properties contained within segment CS-2 was determined by conducting a desktop off-street parking survey. It was found that all properties were identified as having off-street parking. This is illustrated in Figure 37.

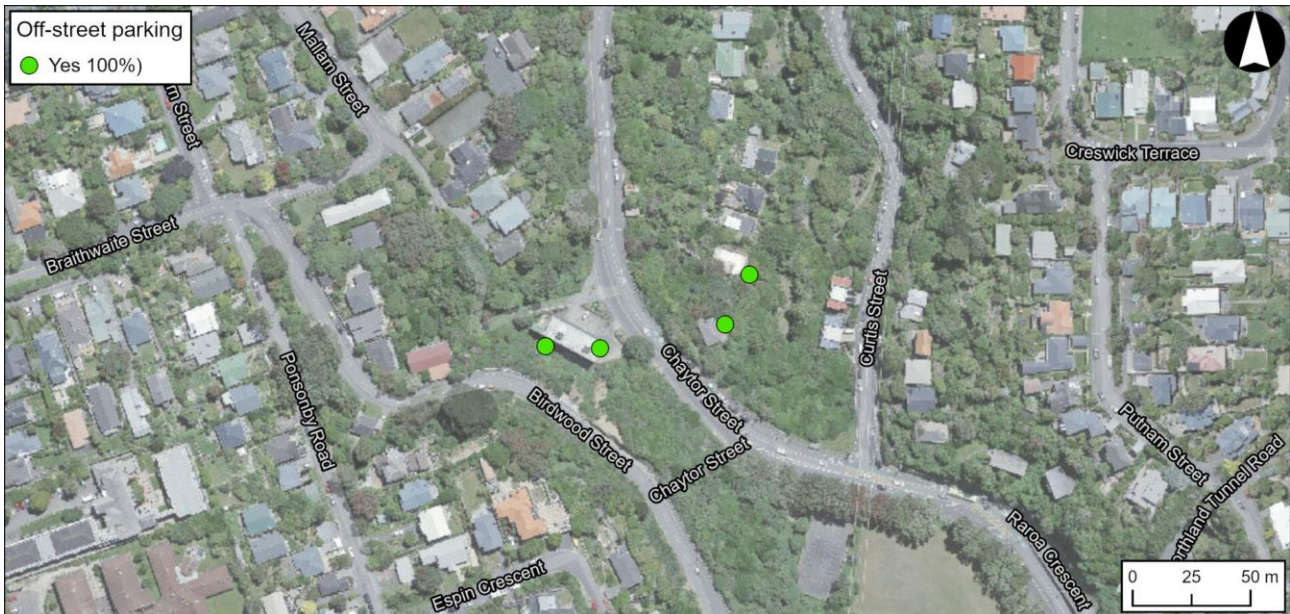


Figure 37: Properties with Off-street Parking for Segment CS-2

5.3.5.2. Side-street Survey

This segment does not contain any side streets therefore a side street survey could not be conducted.

5.3.5.3. Overnight Survey

Overnight snapshot surveys (taken on a Thursday) were undertaken to assess the evening occupancy along the primary route. The following key observations are made:

- The occupancy overnight peaked at 15% with an average occupancy of 3%.
- Very few vehicles park in this section, and the overnight occupancy is very low at 3%. There is off-street parking for residents at properties along this section, so on-street parking is less likely to be needed, which is shown by the low occupancy.
- Regardless, of the parking spaces that are occupied overnight, these are likely to pertain to the small number of residences along this section on both sides of Chaytor Street.
- The remaining spaces that are not occupied overnight are most likely attributed to commuter parking during the day that would not be used overnight.

5.3.6. Impact Analysis

Table 18 describes the potential impact on the users affected by the removal of the different types of parking spaces. The overall removed parking supply on this segment of Chaytor Street comprises of 7 spaces. The likely level of impact to users has been assessed using the Wellington Parking Policy hierarchy for a key transport route. Further commentary has been included where applicable, to describe the impacts on a wider scale.

Table 18: Parking Impact Analysis – Segment CS-2

Parking Type	Spaces Removed	Expected Parking Users	Potential Impacts	Level of Impact	Comments
Unrestricted	7	Long-term commuters and residents (lower priority) utilising the bus	Less commuter parking spaces.	Low	Segment contains fewer spaces overall and a low number of
Total	7				

stop close to Curtis Street.

Short-stay by residents and visitors of nearby properties.

residential properties have off street parking

5.3.7. Parking Impact Mitigation

The survey data for this segment indicates with the proposed design, the weekday and weekend occupancies will not exceed the 85% use. The removal of parking reallocates space to the highest priority by supporting the efficient movement of people and goods through cycle lanes.

Table 19: Parking Impact Mitigation - Segment CS-2

Parking Type (Expected User)	Proposed Mitigation
Unrestricted (Short-stay)	Encourage the use of alternative travel modes. Communicate alternative travel modes. No mitigation recommended.
Unrestricted (Commuters)	Encourage the use of alternative travel modes. Communicate alternative travel modes. No mitigation recommended.

Figure 38 displays that 10 parking spaces are retained in the city-bound direction. While the majority of the parking in this segment are proposed to be retained some parks were removed at the narrow parts of the segment particularly at curves to improve clearance for large vehicles (e.g. buses and trucks). This would additionally improve safety and visibility for cyclists riding downhill by eliminating vehicles from parking on curves. Additionally, four unrestricted parks were assigned to time restricted parks. This would allow buses easier access to stop 4321.

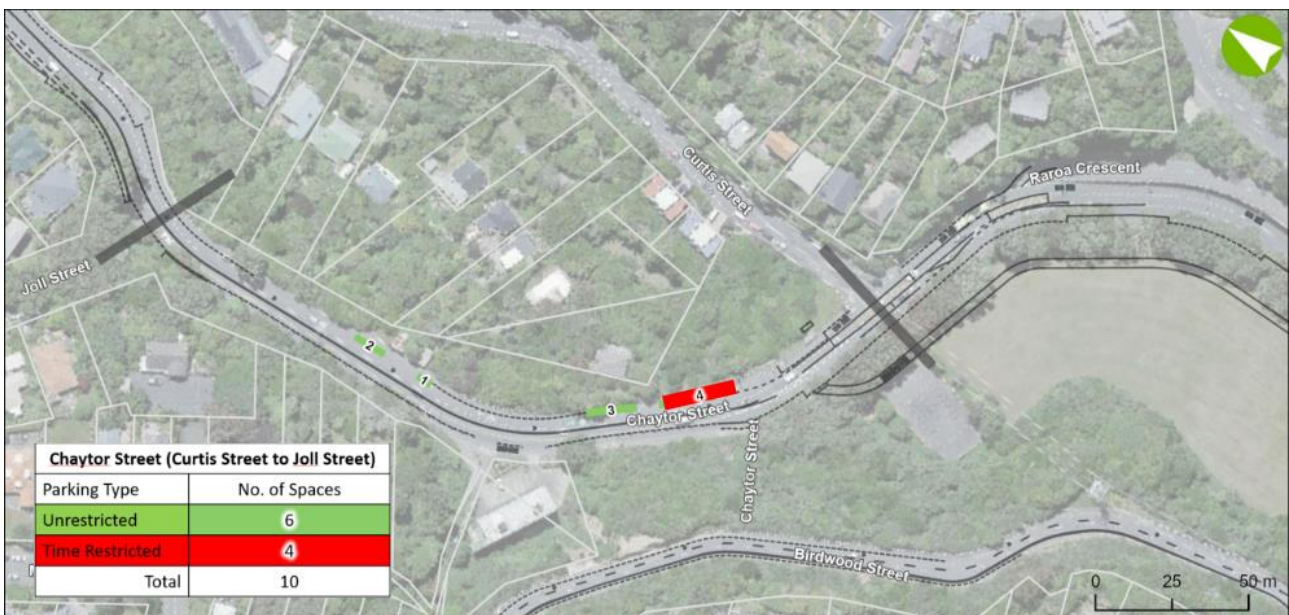


Figure 38: Parking Type and Available Spaces Post Implementation

5.4. Segment CS-3 – Chaytor Street: Joll St to Standen St (Karori Rd)

5.4.1. Current Parking

The parking in this section is all Unrestricted parking. The inventory and type of parking is shown in Table 20.

Table 20: Segment CS-3 Overall On-street Inventory

Parking Type	Overall Inventory	City-bound Direction	Karori Bound Direction
Unrestricted	24	14	10

5.4.2. Occupancy

The parking occupancy of segment CS-3 on both days of this survey is shown in Figure 39. This occupancy has been compared to the occupancy threshold of 85%. The key observations are:

- The trend of parking occupancy in this section is relatively similar between the two survey days, but with a notable shift in the occupancy for the weekend throughout the day.
- Both weekday and weekend occupancy are under 85% use.
- On the Thursday the occupancy fluctuates and peaks above 60% of the inventory during the noon hour and later part of the afternoon. The average occupancy is 43%.
- On the Saturday, the parking peaks between 10:00 and 11:00 to 80%, and averages at 56% occupancy.

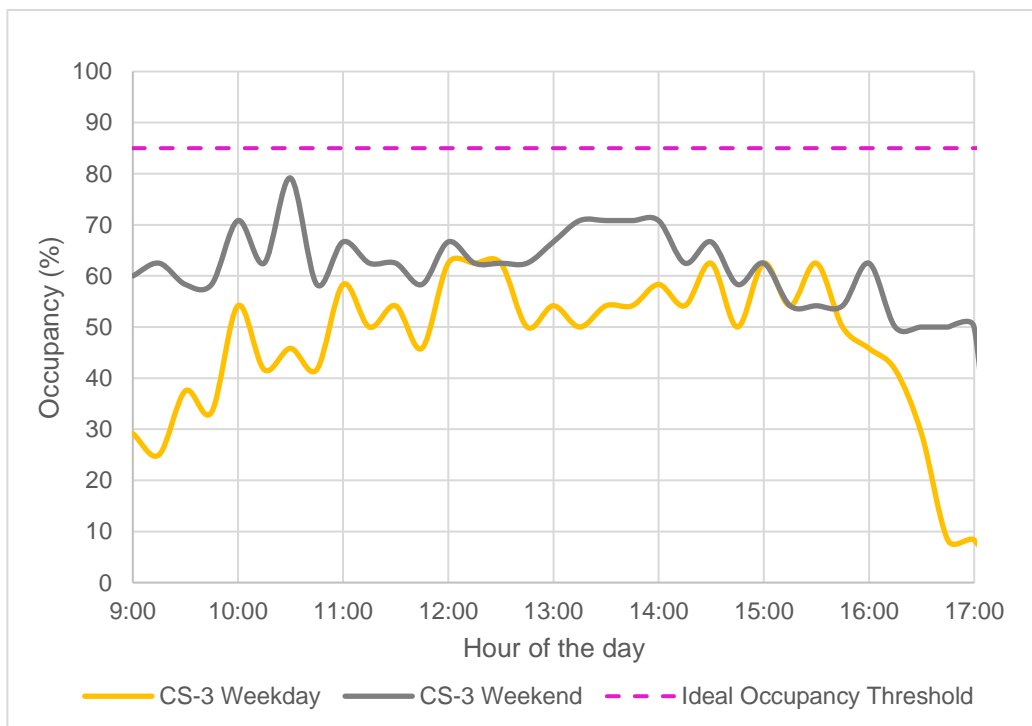


Figure 39: Segment CS-3 (Joll St to Standen St) Weekday and Weekend AM Parking Occupancy

5.4.3. Duration of Stay

The duration of stay data can be assessed in this section illustrating the different user types of the parking. Figure 40 below shows the duration of stay data on both Thursday and Saturday. The key observations are:

- The parking behaviour changes notably across the two days. 35 vehicles utilised the parking in this section on both the weekend and weekday.
- On the Saturday survey, 55% of cars displayed short-stay parking behaviour (less than 2 hours), which is similar to the 46% parking for 4+ hours displaying long-stay behaviour.
- On the weekday, 62% of cars displayed short-stay parking behaviour (less than 2 hours) and 34% parked for 4+ hours displaying long-stay behaviour.

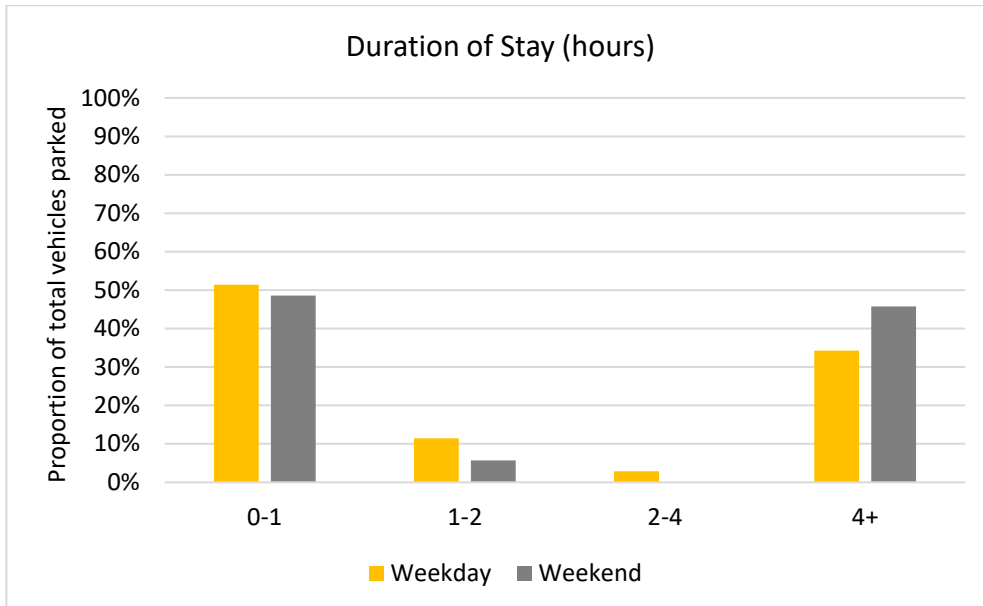


Figure 40: Segment CS-3 Parking Duration Observed from Weekday and Weekend Surveys

5.4.4. Impact of Karori Connections Project: CS-3

The existing cross-section is presented in Figure 41 and Figure 42 below.

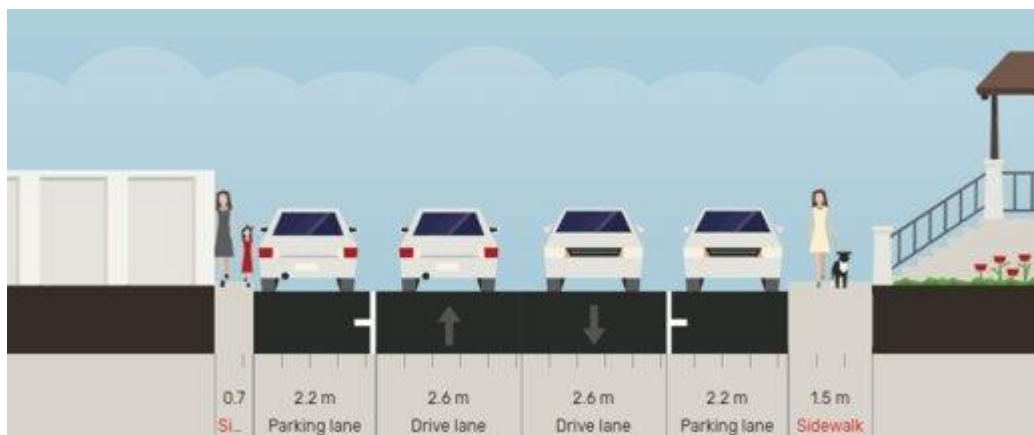


Figure 41: Segment CS-3 Existing Cross Section



Figure 42: Segment CS-3 Road View

Figure 43 displays the cross-section of segment CS-3. Heading towards Karori this option involves an uphill cycle lane which leads to an existing shared path at Chaytor Street and Karori Road resulting in the removal of parking. In the city-bound direction, parking spaces are mostly retained.

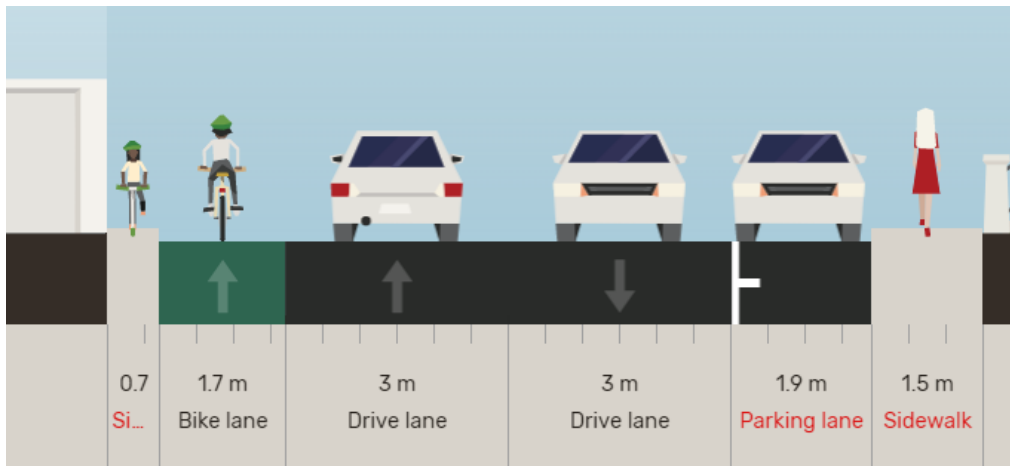


Figure 43: Segment CS-3 Cross Section Including the Selected Bike and Bus Improvement Design

5.4.5. Parking Impact

The level of impact is determined by identifying what equivalent spaces or parking options are nearby. This section provides an analysis to identify the Parking Impact Mitigation.

5.4.5.1. Off-street Parking

The off-street parking supply of the properties contained within segment CS-3 was determined by conducting a desktop off-street parking survey. It was found that 92% of properties have off-street parking. This is illustrated in Figure 44.



Figure 44: Properties with Off-street Parking for Segment CS-3

5.4.5.2. Side-street Survey

With an inventory of 50 parking spaces, the only side street contained in this segment is Standen Street. The key observations of the survey were:

- Standen Street displays an average occupancy of 12% on the weekday and 16% on the weekend. The maximum occupancy across both days is 24% and occurs on the weekday.
- On the weekday the parking behaviour appeared to be mainly long-stay with 64% of users parking for 4+ hours.
- On the weekend the parking behaviour varies with no clear trend.
- Standen Street is expected to be able to accommodate users displaced from parking removed throughout CS-3. These alternative spaces are accessible within 3 to 5 minutes from the removed spaces along the segment.

5.4.5.3. Overnight Survey

Overnight snapshot surveys (taken on a Thursday) were undertaken to assess the evening occupancy along the primary route. The following key observations are made:

- The occupancy overnight peaked at 58% with an average occupancy of 31%.
- It is likely that most of the occupied parking overnight is resident parking.
- The remaining parking is likely to be used during the day for commuter parking (including for park & ride type initiatives) and short-term parking to access shops at the northern end of the segment, which would not be used overnight.

5.4.6. Parking Impact Analysis

Table 21 **Error! Reference source not found.** describes the potential impact on the users affected by the removal of the different types of parking spaces. The removed parking supply on this segment of Chaytor Street is 12 unrestricted spaces. The priority of the impacted users is also outlined. The likely level of impact to users has been assessed using the Wellington Parking Policy hierarchy for an outer residential area. Further commentary has been included where applicable, to describe the impacts on a wider scale.

Table 21: Parking Impact Analysis – Segment CS-3

Parking Type	Spaces Removed	Expected Parking Users	Potential Impacts	Level of Impact	Comments
Unrestricted	12	Residents	Reduced parking may increase demand on Standen Street and Old Karori Road.	Low	Segment overall has low inventory. Standen Street is the main side street to accommodate potential demand. Introduction of a mobility parking space for disabled resident identified through engagement.
Total	12	Commuters			

5.4.7. Parking Impact Mitigation

The Wellington City Council (WCC) parking policy provides a process to identify and mitigate parking issues based on parking space hierarchies, which justify the removal or reallocation of spaces. Table 22 sets out the WCC Parking Policy parking management issues and a relevant parking management tool for Segment CS-3.

Table 22: Parking Impact Mitigation – Segment CS-3

Parking Type (Expected User)	Proposed Mitigation
Coupon (Resident)	Encourage off-street parking use and use of side streets.
Coupon (Commuters)	Encourage the use of alternative travel modes or park at off-street parking providers. Communicate alternative travel modes and off-street parking providers.

Figure 45 displays the changes to the parking inventory in this section which include retaining 11 unrestricted spaces and allocating one (1) mobility park space in place of an unrestricted space.

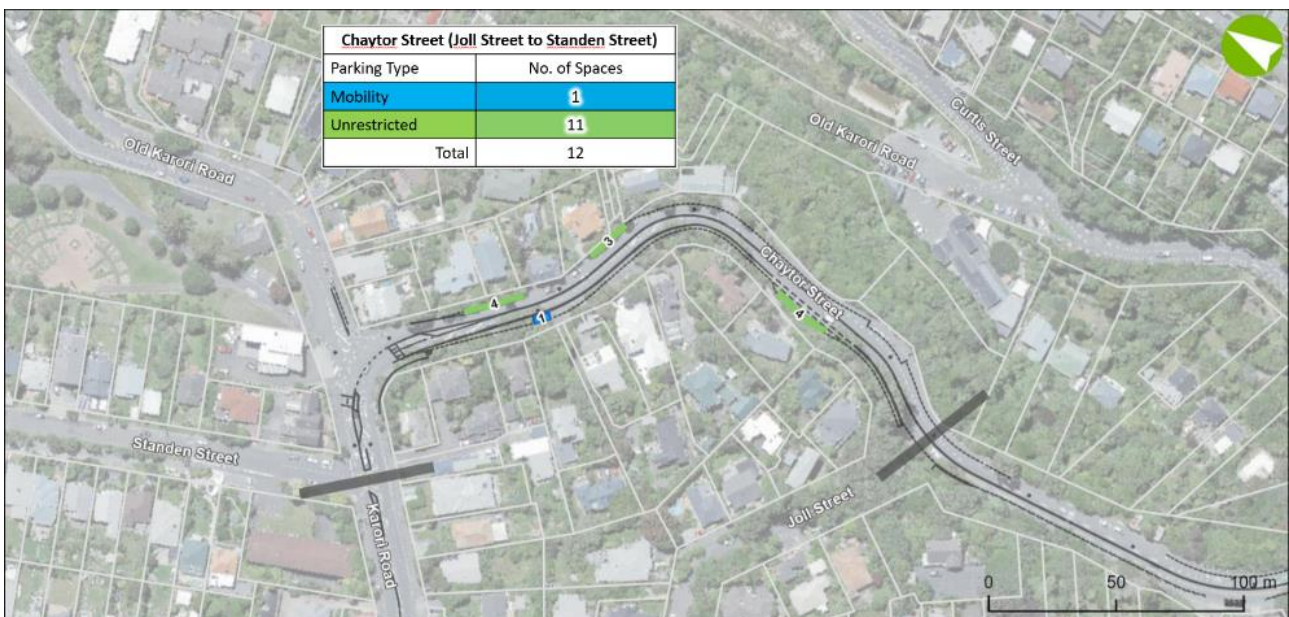


Figure 45: Parking Type and Available Spaces Post Implementation

6. Section 3 – Karori Road: Standen Street to Campbell Street

6.1. About the area

Section 3 was divided into the segments presented in Figure 46. This section of Karori Road passes through Marsden Village which has a 30 km/h speed limit. It is approximately 1km long with retail shops, schools, and other destinations along the route.

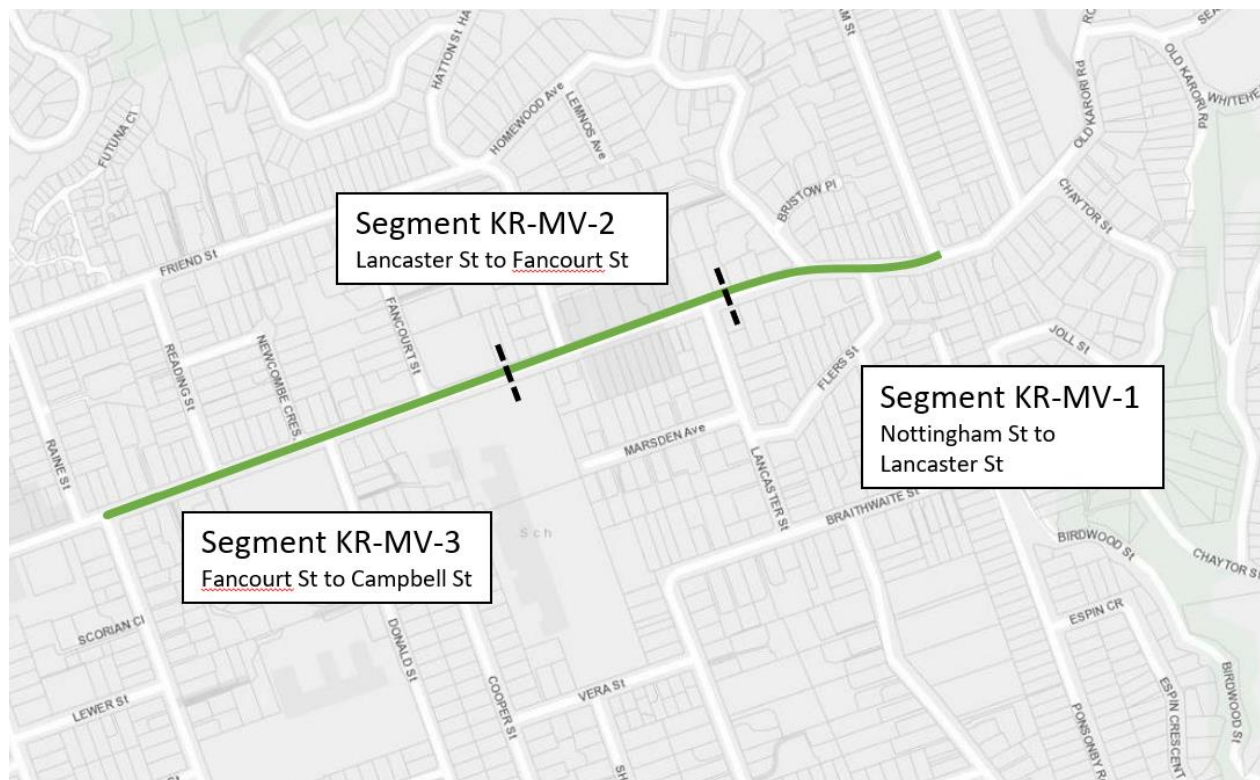


Figure 46: Segment Limits in Section 3

6.2. Segment KR-MV-1 – Karori Road: Standen St to Lancaster St

6.2.1. Current Parking

The parking in this section is a combination of time restricted and unrestricted parking. The inventory and type of parking in this section is shown in Table 23.

Table 23: Segment KR-MV-1 Overall On-street Inventory

Parking Type	Overall Inventory	City-bound Direction	Karori Bound Direction
Unrestricted	11	8	3
Time Restricted (P10) 8:00 am – 6:00 pm	4	4	0
Time Restricted (P30)	3	0	3

6.2.2. Occupancy

The parking occupancy of segment KR-MV-1 on both days of this survey is shown in Figure 47. This occupancy has been compared to the occupancy threshold of 85%. The key observations are:

- The trend of parking occupancy in this section slightly differs between the two survey days.
- The weekday stays under 85% throughout the day use while the weekend occupancy is above 85% use.
- On the Thursday the occupancy fluctuates and peaks at 83% of the inventory during midday and near 80% towards the late afternoon. The average occupancy is 58%.
- On the Saturday, the parking peaks at 100% occupancy from late morning to afternoon with an average of 73%.

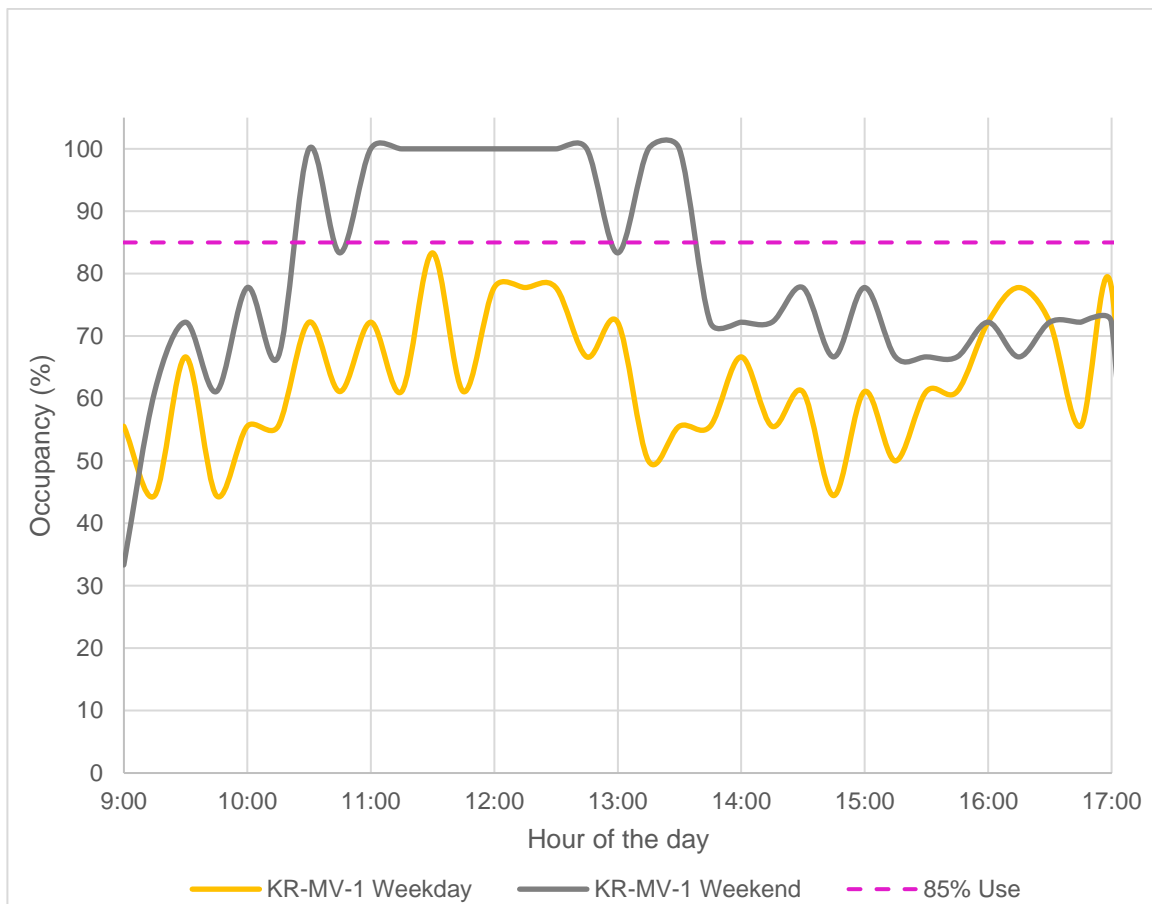


Figure 47: Segment KR-MV-1 (Nottingham St to Lancaster St) Weekday and Weekend AM Parking Occupancy

6.2.3. Duration of Stay

The duration of stay data can be assessed in this section to get a picture of the different user types of the parking. Figure 48 below shows the duration of stay data on both the Thursday and the Saturday. The key observations are:

- The parking behaviour changes notably across the two days. 42 cars utilised the parking in this section on the weekend compared to 50 cars on the weekday.
- On the Saturday survey, 64% of cars parked displayed short-stay parking behaviour (less than 2 hours) compared to 33% that displayed long-stay behaviour (parking for 4+ hours).
- On the weekday, 76% of cars parked displayed short-stay parking behaviour (less than 2 hours) and 18% parked displayed long-stay behaviour (parking for 4+ hours).

- The higher percentage of shorter stays for both weekend and weekday likely reflect parking patterns associated with nearby shops.

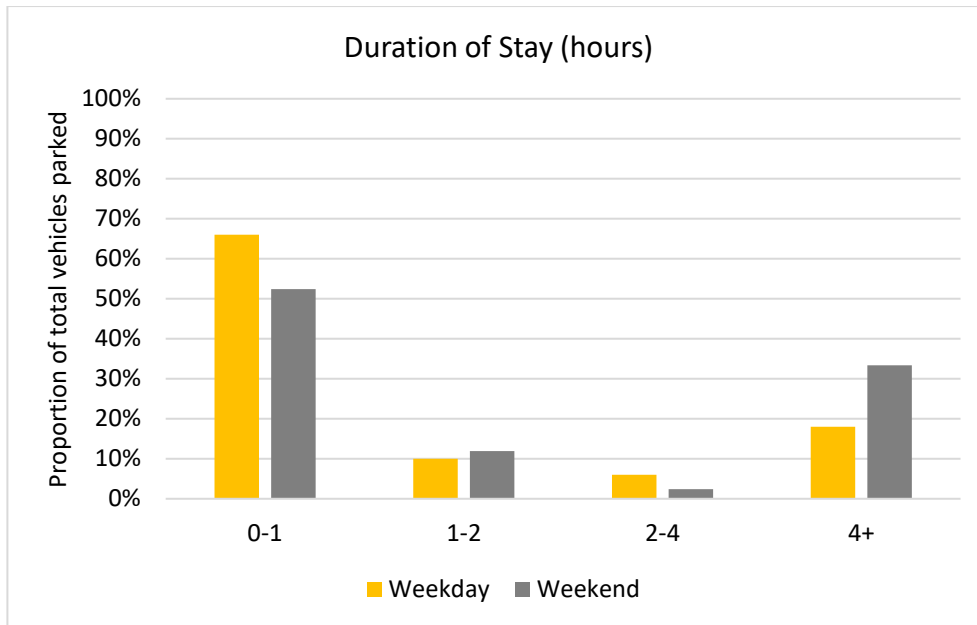


Figure 48: Segment KR-MV-1 Parking Duration Observed from Weekday and Weekend Surveys

6.2.4. Impact of Karori Connections Project: KR-MV-1

The existing cross-section is presented in Figure 49 and Figure 50 below.



Figure 49: Segment KR-MV-1 Existing Cross Section



Figure 50: Segment KR-MV-1 Road View

Figure 51 displays the cross-section of KR-MV-1. This option involves an uphill separated cycle lane along with sharrow markings in the downhill direction. Six unrestricted parking spaces along this segment have been removed to install the bike and bus improvements. However, time restricted parking is retained near shops.

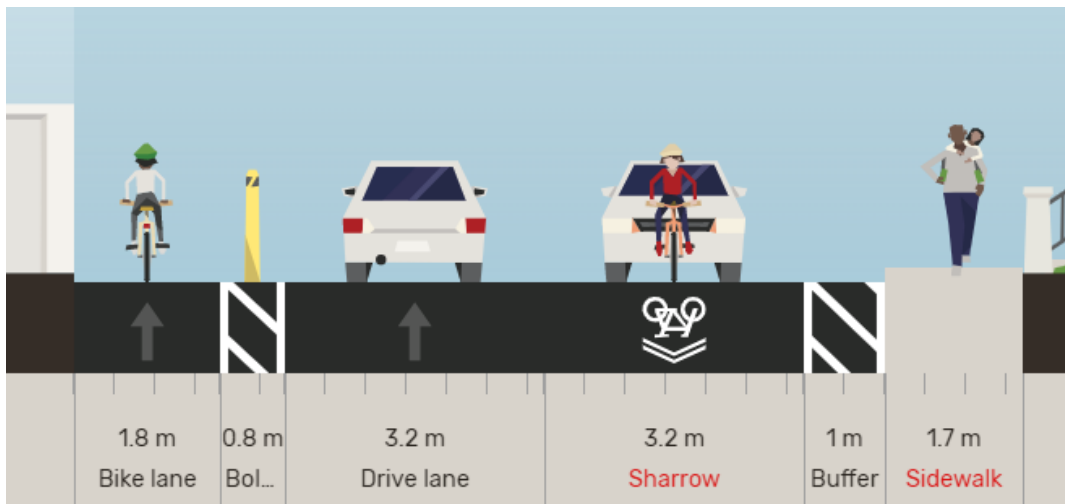


Figure 51: Segment KR-MV-1 Cross Section Including the Selected Bike and Bus Improvement Design

6.2.5. Parking Impact

The level of impact is determined by identifying what equivalent spaces or parking options are nearby. This section provides analysis to identify the Parking Impact Mitigation.

6.2.5.1. Off-street Survey

The off-street parking supply of the properties contained within segment KR-MV-1 was determined by conducting a desktop off-street parking survey. It was found that 96% of properties have at least one (1) off-street parking. This is illustrated in Figure 52.



Figure 52: Properties with Off-street Parking for Segment KR-MV-1

6.2.5.2. Side-street Survey

The side streets contained within this segment are Nottingham Street, Flers Street, Lancaster Street, and Homewood Avenue. Flers Street and Homewood Avenue both have a parking inventory of 20 spaces. Nottingham Street has a higher inventory of 30 while Lancaster Street has the highest inventory of 50 spaces.

The key observations of the survey were:

- Flers Street displays approximately equal occupancy trends across both the weekend and weekday with a mean average occupancy of 42% across both days. A maximum occupancy of 50% was displayed on both survey days. The duration of stay data indicates that most users display long-stay behaviour with 57% of users parking for 4+ hours on both days.
- Homewood Avenue displays approximately equal occupancy trends across both the weekend and weekday with a mean average occupancy of 25% across both days. A maximum occupancy of 35% was displayed on both survey days. The duration of stay data displays short-stay behaviour on the weekday with 67% of users parking for less than 2 hours. On the weekend 86% of users parked for 4+ hours displaying long-stay behaviour.
- Nottingham Street displays approximately equal occupancy trends across both the weekend and weekday with a mean average occupancy of 18% across both days. The maximum occupancy of 27% was displayed on the weekday. The duration of stay data displays long-stay behaviour on the weekday with 74% of users parking for 4+ hours. On the weekend 50% of users displayed long-stay behaviour.
- Lancaster Street displays high average and maximum occupancies on the weekday compared to the weekend. The average occupancy is 69% on the weekday and 46% on the weekend. The max occupancy across both days is 84% and occurs on the weekday. The duration of stay data indicates long-stay behaviour as 60% of users parked for 4+ hours on both days.
- The minimal parking losses on this segment combined with the high capacity of the side streets indicate alternative spaces 1 to 3 minutes away from the removed parking spaces.

6.2.5.3. Overnight Survey

Overnight snapshot surveys (taken on a Thursday) were undertaken to assess the evening occupancy along the primary route. The following key observations are made:

- The occupancy overnight peaked at 67% with an average occupancy of 43%.
- It is expected that a large proportion of the vehicles parked overnight are resident parking, associated with the highly residential nature of this segment.
- The remaining parking unoccupied overnight is likely associated with short-term parking during the day to access shops at this part of Karori Road, particularly at the eastern end of this segment. These vehicles would not occupy the parks overnight.
- While approximately 55% of spaces are unoccupied overnight based on the survey, the number of available spaces drops to approximately 25% of the existing unrestricted available spaces. There is the risk that the reduced numbers of parks mean there is increased competition for resident parking, which may force residents to need to park elsewhere.

6.2.6. Impact Analysis

Table 24 describes the potential impact on the users affected by the removal of the different types of parking spaces. The overall removed parking supply on this segment of Karori Road comprises 6 spaces. The likely level of impact to users has been assessed using the Wellington Parking Policy hierarchy for an outer residential area. Further commentary has been included where applicable, to describe the impacts on a wider scale.

Table 24: Parking Impact Analysis

Parking Type	Spaces Removed	Expected Parking Users	Potential Impacts	Level of Impact	Comments
Unrestricted	6	Residents	Residents may need to utilise side streets	Low	Most properties have off-street parking. Several side streets provide alternative parking options along this segment within a 3-minute walk to accommodate parking demand.
Time Restricted (P10) 8:00 am – 6:00 pm	0	Short stay business visitors			
Time Restricted (P30)	0				
Total	6				

6.2.7. Parking Impact Mitigation

The Wellington City Council (WCC) parking policy provides a process to identify and mitigate parking issues based on parking space hierarchies, which justify the removal or reallocation of spaces. Table 25 sets out the WCC Parking Policy parking management issues and a relevant parking management tool for Segment KR-MV-1.

Table 25: Parking Impact Mitigation – Segment KR-MV-1

Parking Type (Expected User)	Proposed Mitigation
Unrestricted (Resident)	Encourage off-street parking use and use of side streets.

Figure 53 shows the proposed design results in maintaining 12 overall parking spaces. Seven time restricted parking spaces are retained nearest to the shops located within segment KR-MV-1.

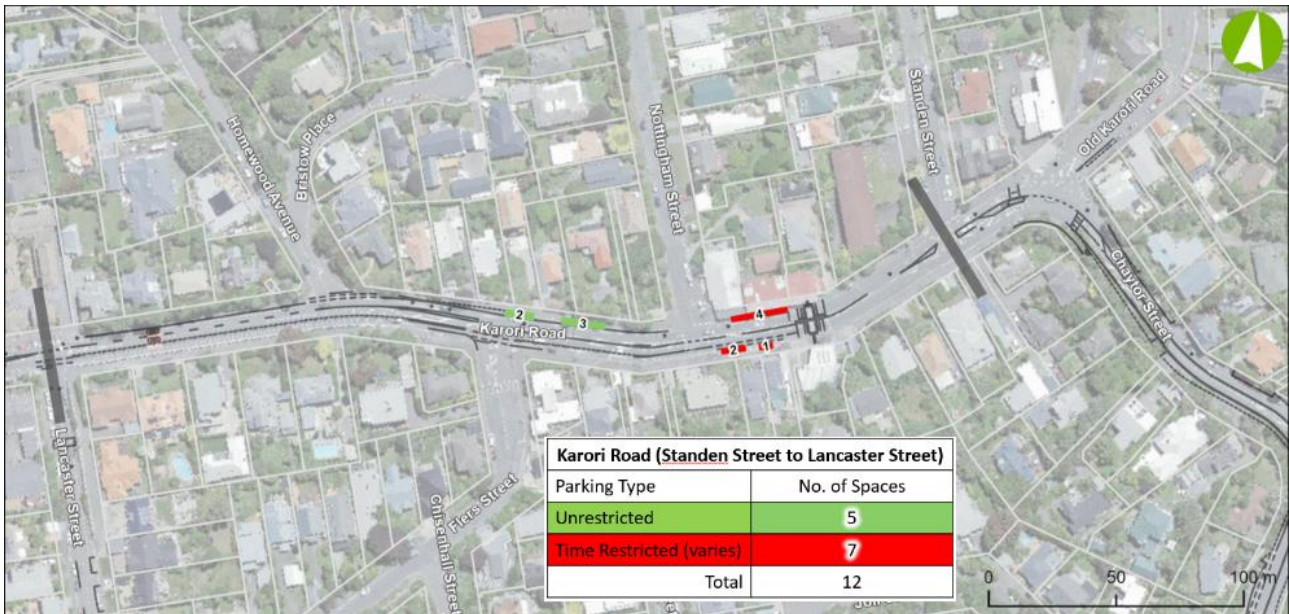


Figure 53: Parking Type and Available Spaces Post Implementation

6.3. Segment KR-MV-2 – Karori Road: Lancaster Street to Fancourt Street (Marsden Village)

6.3.1. Current Parking

The parking in this section is mainly time restricted (P30) parking serving shops in the Marsden Village area. The inventory and type of parking in this section is shown in Table 26.

Table 26: Segment KR-MV-2 Overall On-street Inventory

Parking Type	Overall Inventory	City-bound Direction	Karori Bound Direction
Time Restricted (P30)	23	14	9
Time Restricted (P10)	2	0	2
Loading Zone	1	0	1
Unrestricted	6	6	0
Total	32	20	12

6.3.2. Occupancy

The parking occupancy of segment KR-MV-2 on both days of this survey is shown in Figure 54. This occupancy has been compared to the occupancy threshold of 85%. Key observations are:

- The trend of parking occupancy in this section is relatively similar between the two survey days, but heavily fluctuates.
- Both weekday and weekend peak above 85% use but stay under 85% throughout most of the day.
- On Thursday the occupancy stays below the threshold for most of the day but does peak at 96% during the noon hour. On average the occupancy is at 50% for the weekday.

- On the Saturday, the parking occupancy fluctuates and peaks at 100% at approximately 10:30, noon, and 13:30 hours. The average occupancy is also at 50% for the weekend.

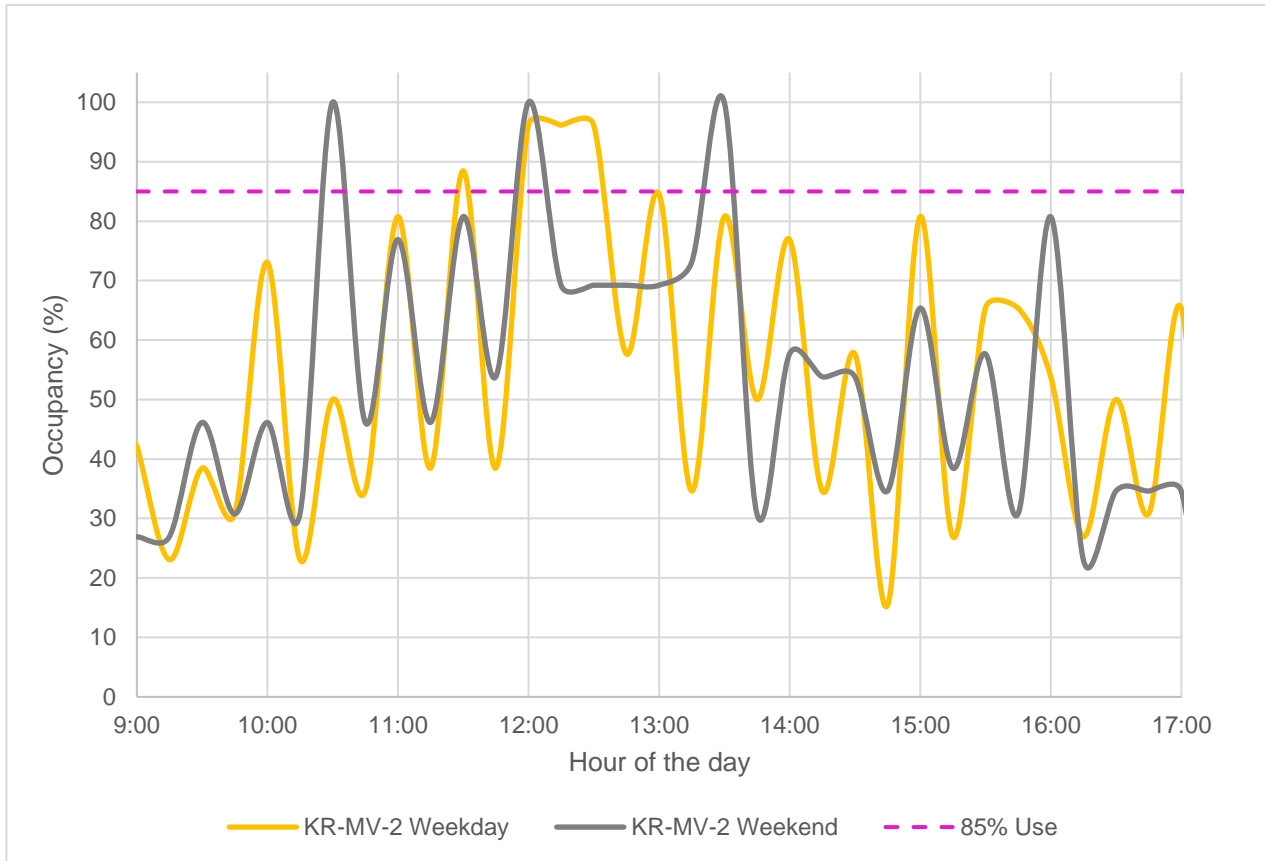


Figure 54: Segment KR-MV-2 (Lancaster St to Fancourt St) Weekday and Weekend AM Parking Occupancy

6.3.3. Duration of Stay

The duration of stay data can be assessed in this section to get a picture of the different user types of the parking. Figure 55 below shows the duration of stay data on both the Thursday and the Saturday. The key observations are:

- The parking behaviour appears similar across the two days. 155 cars utilised the parking in this section on the weekend compared to 169 cars on the weekday.
- On the Saturday survey, 94% of cars parked displayed short-stay parking behaviour (less than 2 hours) compared to 5% that displayed long-stay behaviour (parking for 4+ hours). On the weekday, 95% of cars parked displayed short-stay parking behaviour (less than 2 hours) and 4% that displayed long-stay behaviour (parking for 4+ hours).
- The high short-stay behaviour coincides with the parking restricted to 30 minutes.

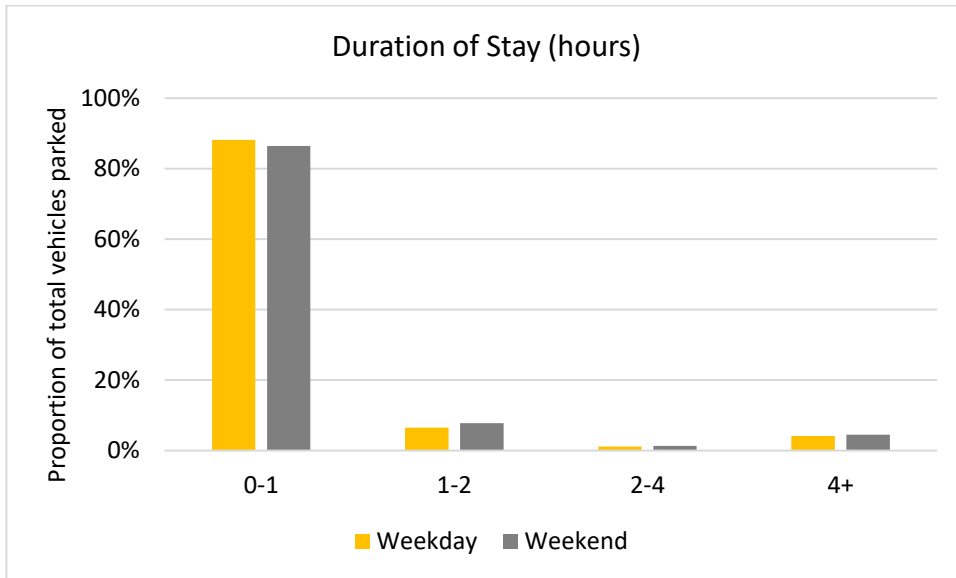


Figure 55: Segment KR-MV-2 Parking Duration Observed from Weekday and Weekend Surveys

6.3.4. Impact of Karori Connections Project: KR-MV-2

The existing cross-section is presented in Figure 56 and Figure 57



Figure 56: Segment KR-MV-2 Existing Cross Section



Figure 57: Segment KR-MV-2 Road View

Figure 58 displays the cross-section of KR-MV-2. The main cross-section change associated with this option is the incorporation of sharrows in the traffic lanes. This change is accompanied with safety improvements including raised pedestrian crossings and lower speed environment.



Figure 58: Segment KR-MV-2 Cross Section Including the Selected Bike and Bus Improvement Design

6.3.5. Parking Impact

The level of impact is determined by identifying what equivalent spaces or parking options are nearby. This section provides analysis to identify the Parking Impact Mitigation.

6.3.5.1. Off-street Survey

The off-street parking supply of the properties contained within segment KR-MV-2 was determined by conducting a desktop off-street parking survey. It was found that 97% of properties have at least one off-street parking. This is illustrated in Figure 59. These 11 properties include the Karori Baptist Church and the Karori Village Shops which together combine to provide an estimate of 55 off-streetcar parks.



Figure 59: Properties with Off-street Parking for Segment KR-MV-2

6.3.5.2. Side-street Survey

This segment contains Hatton Street and Lancaster Street. Hatton Street has an inventory of 40 spaces which is similar to Lancaster Street’s inventory of 50 spaces. The key observations of the survey were:

- Lancaster Street displays high average and maximum occupancies on the weekday compared to the weekend. The average occupancy is 69% on the weekday and 46% on the weekend. The max occupancy across both days is 84% and occurs on the weekday. The duration of stay data indicates long-stay behaviour as 60% of users parked for 4+ hours on both days.
- Hatton Street displays a low average and maximum occupancy on both days. The average occupancy across both days is 23% and the maximum occupancy of 25% is observed on the weekday. The duration of stay data indicates long-stay behaviour on the weekday with 87% of users parking for 4+ hours. On the weekend 50% of users displayed long-stay behaviour.

6.3.5.3. Overnight Survey

Overnight snapshot surveys (taken on a Thursday) were undertaken to assess the evening occupancy along the primary route. The following key observations are made:

- The occupancy overnight peaked at 54% with an average occupancy of 30%.
- This is likely to be associated with short-term parking used for accessing businesses.
- However, according to the Waka Kotahi Road Code for Parking Signs³, time-restricted parking applies between 8am-6pm. In such case, the 30% occupancy overnight parking observed, particularly at the later times in the evening, is likely to include anyone parking nearby their property or destination.
- The remaining parking spaces that are unoccupied overnight are likely to be the short-term parks used during the day.

6.3.5.4. Impact Analysis

Table 27 describes the potential impact on the users affected by the removal of the different types of parking spaces. The overall changes result in the removal of 9 spaces on this segment. The likely level of impact to users has been assessed using the Wellington Parking Policy hierarchy for a suburban centre area. Further commentary has been included where applicable, to describe the impacts on a wider scale.

Table 27: Parking Impact Analysis – Segment KR-MV-2

Parking Type	Spaces Removed	Expected Parking Users	Potential Impacts	Level of Impact	Comments
Time Restricted (P30)	1	Residents parking along unrestricted spaces.	Residents parking at unrestricted spaces could increase demand on streets.	Low	Most properties have off-street parking. Off-street parking available for short stay shopping. Alternative parking is available on Hatton Street.
Time Restricted (P10)	2	Short stay business visitors accessing cafes, shops, and other small businesses at Marsden Village along Karori Road.			
Loading Zone	0				
Unrestricted	6				
Total	9				

³ Waka Kotahi (n.d.). Parking signs. Waka Kotahi Road Code. Retrieved July 11, 2023, from <https://www.nzta.govt.nz/roadcode/heavy-vehicle-road-code/road-code/about-driving/stopping-and-parking/parking-signs/>

6.3.6. Parking Impact Mitigation

The Wellington City Council (WCC) parking policy provides a process to identify and mitigate parking issues based on parking space hierarchies, which justify the removal or reallocation of spaces. Table 28 sets out the WCC Parking Policy parking management issues and a relevant parking management tool for Segment KR-MV-2.

Table 28: Parking Impact Mitigation – Segment KR-MV-2

Parking Type (Expected User)	Proposed Mitigation
Unrestricted (Resident)	Encourage off-street parking use and side street use.
P10 (Short-Term)	Encourage the use of alternative travel modes or park at off-street parking providers. Communicate alternative travel modes and off-street parking providers. Introduce five (5) P10 drop-off and pick-up parking on both city-bound and Karori-bound sides of the road.

Figure 60 displays the resultant parking inventory including the retained and proposed parking spaces.

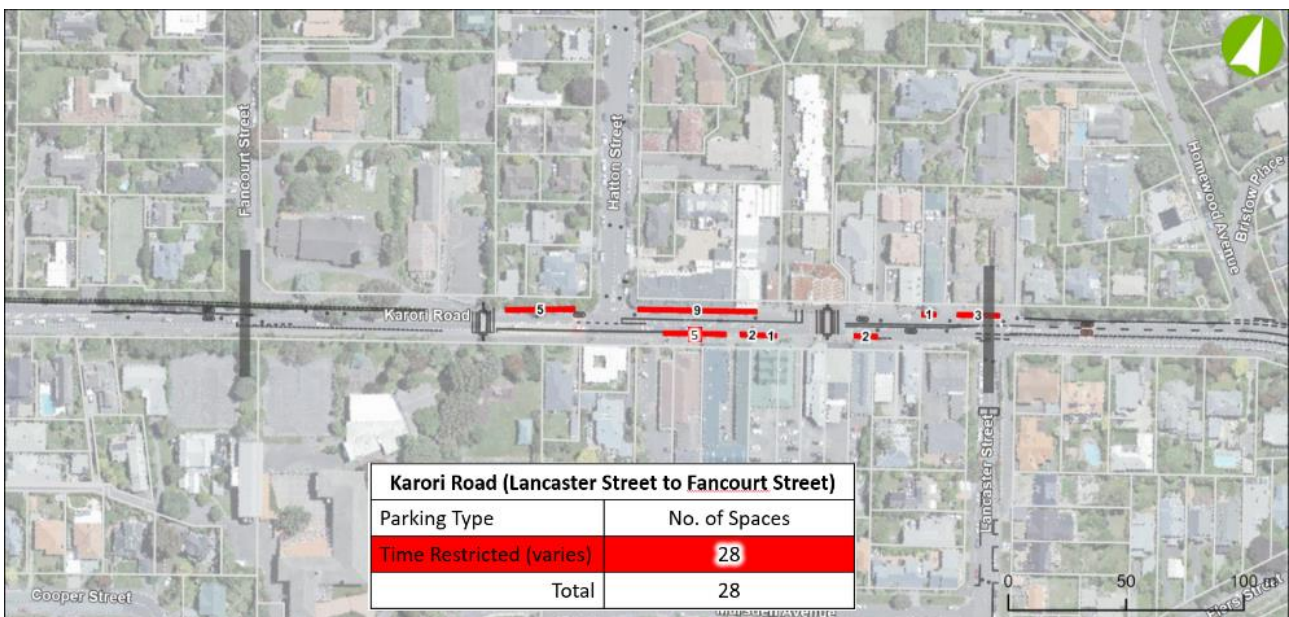


Figure 60: Parking Type and Available Spaces Post Implementation

6.4. Segment KR-MV-3 – Karori Road: Fancourt St to Campbell St

6.4.1. Current Parking

The parking in this section is mainly unrestricted parking. The inventory and type of parking in this section is shown in Table 29.

Table 29: Segment KR-MV-3 Overall On-street Inventory

Parking Type	Overall Inventory	City-bound Direction	Karori Bound Direction
Unrestricted	85	45	40
Time Restricted (P10)	1	1	0
Total	86	46	40

6.4.2. Occupancy

The parking occupancy of segment KR-MV-3 on both days of this survey is shown in Figure 61. This occupancy has been compared to the occupancy threshold of 85%. The key observations are:

- The trend of parking occupancy in this section is relatively similar between the two survey days.
- Both weekday and weekend occupancy are under 85% use.
- On the weekday the occupancy peaks at 60%. The average occupancy is 45%.
- On the weekend, the parking occupancy fluctuates and peaks above 50% with an average occupancy of 25%, which is lower than the weekend average.

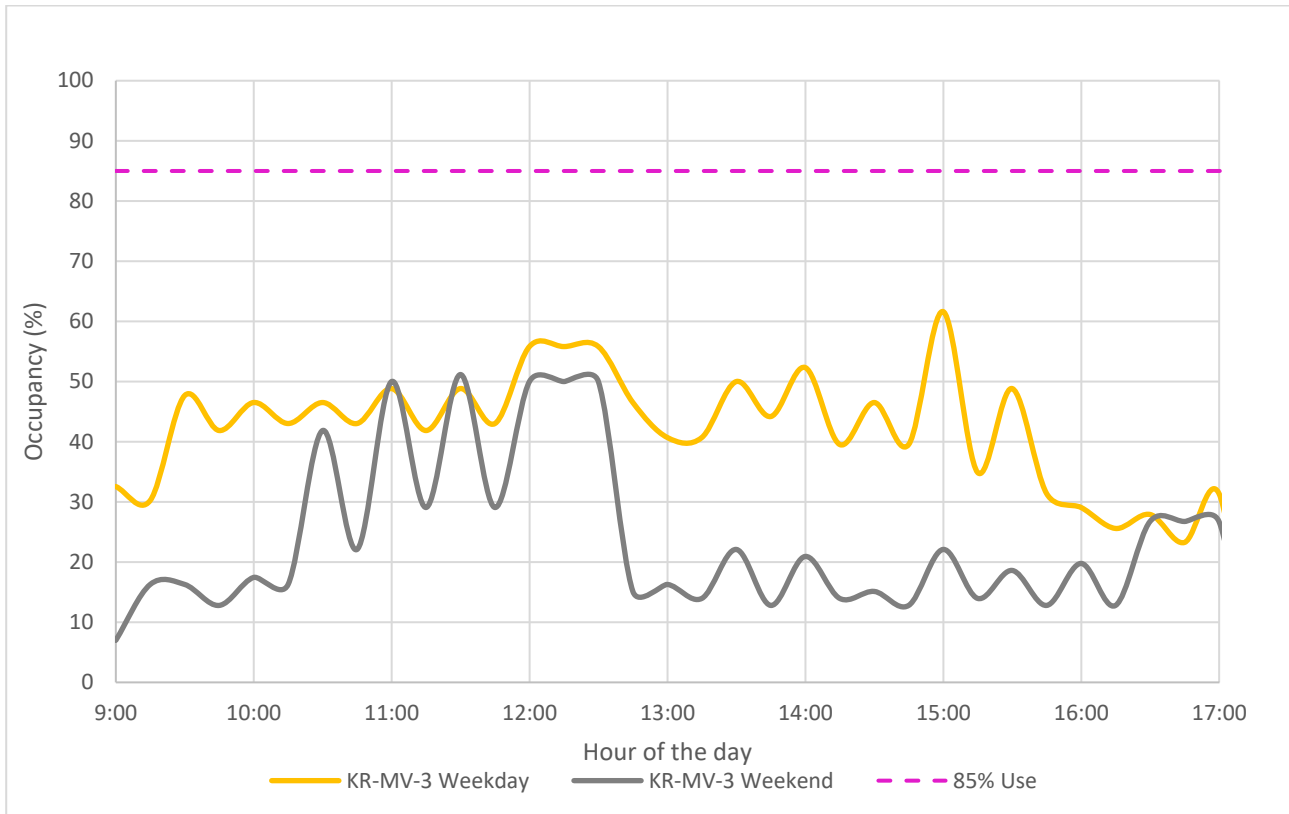


Figure 61: Segment KR-MV-3 (Fancourt St to Campbell St) Weekday and Weekend AM Parking Occupancy

6.4.3. Duration of Stay

The duration of stay data can be assessed in this section to get a picture of the different user types of the parking. Figure 62 below shows the duration of stay data on both Thursday and Saturday. The key observations are:

- The parking behaviour changes notably across the two days. 155 cars utilised the parking in this section on the weekend compared to 169 cars on the weekday.
- On the Saturday survey, 84% of cars parked displayed short-stay parking behaviour (less than 2 hours) compared to 10% displaying long-stay behaviour (parking for 4+ hours).
- Comparatively, on the weekday, 69% of cars parked displayed short-stay parking behaviour (less than 2 hours) and 24% parked long-stay behaviour (parking for 4+ hours).
- This pattern indicates that parking is used for short stays likely associated with store visits and longer stays above 4+ hours were more utilized for Unrestricted parking.

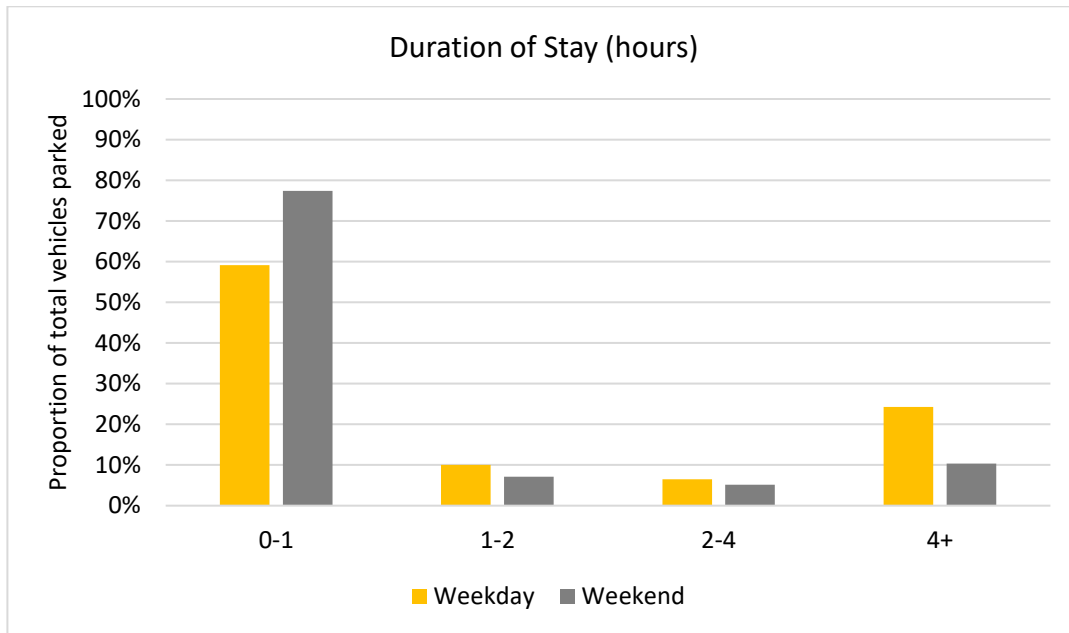


Figure 62: Segment KR-MV-3 Parking Duration Observed from Weekday and Weekend Surveys

6.4.4. Impact of Karori Connections Project: KR-MV-3

The existing cross-section is presented in Figure 63 and Figure 64 below.



Figure 63: Segment KR-MV-3 Existing Cross Section



Figure 64: Segment KR-MV-3 Road View

Figure 65 displays the cross-section of KR-MV-3. This option involves retaining parking in the downhill direction away from the city with sharrows in the travel lane. The uphill parking lane will be reconfigured to a separated cycle lane resulting in removing parking in the city-bound direction.

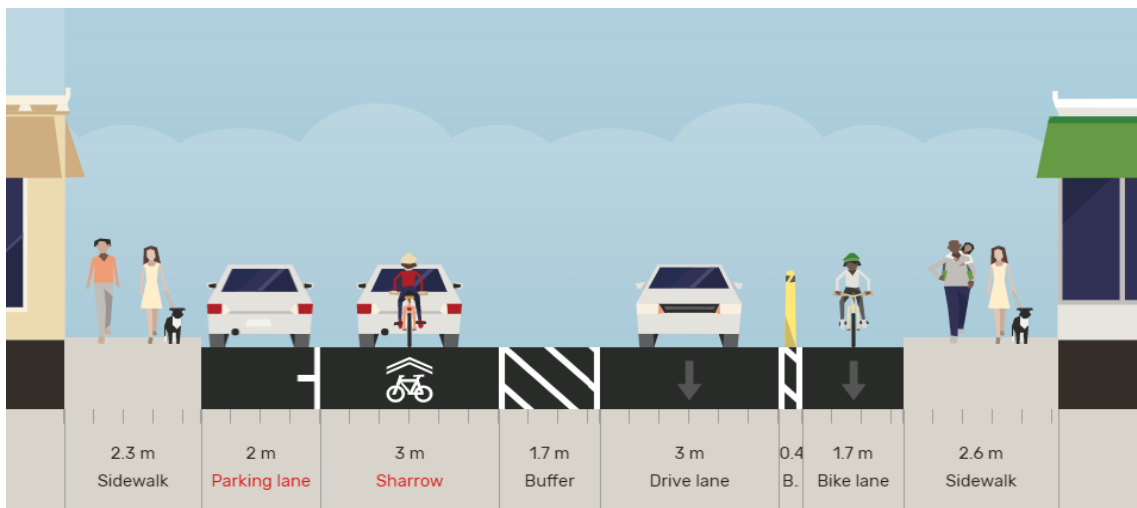


Figure 65: Segment KR-MV-3 Cross Section Including the Selected Bike and Bus Improvement Design

6.4.5. Parking Impact

The level of impact is determined by identifying what equivalent spaces or parking options are nearby. This section provides analysis to identify the Parking Impact Mitigation.

6.4.5.1. Off-street Survey

The off-street parking supply of the properties contained within segment KR-MV-3 was determined by conducting a desktop off-street parking survey. It was found that out of 92% of properties have at least 1 off-street parking. This is illustrated in Figure 66.



Figure 66: Properties with Off-street Parking for Segment KR-MV-3

6.4.5.2. Side-street Survey

This segment contains Donald Street, Reading Street, and Newcombe Crescent. Donald Street and Newcombe Crescent both have an occupancy of 20 spaces compared to Reading Street and Fancourt Street, which both have 50 parking spaces. The key observations of the survey were:

- Donald St displays occupancies of 19% on the weekday and 31% on the weekend. The duration of stay data indicates that 100% of users parked for 4+ hours displaying long-stay behaviour on the weekday. On the weekend 64% of users parked for less than one hour displaying short-stay behaviour.
- Newcombe Avenue displays a maximum of 35% on both survey days. On the weekend the average occupancy was 31%. The duration of stay data indicates that 67% of users parked for less than 2 hours displaying short-stay behaviour on the weekday. On the weekend 86% of users parked for 4+ hours displaying long-stay behaviour.
- Reading Street displays an average occupancy of 10% on the weekday and 32% on the weekend. The maximum occupancy observed was 42% on the weekday. The duration of stay indicates at least 67% of users parked for 4+ hours on both days.
- The location of parking spaces lost on this segment combined with the high capacity of the side streets indicate alternative spaces 3 to 5 minutes away from the removed parking spaces.

6.4.5.3. Overnight Survey

Overnight snapshot surveys (taken on a Thursday) were undertaken to assess the evening occupancy along the primary route. The following key observations are made:

- The occupancy overnight peaked at 19% with a relatively low average occupancy of 12%.
- The occupancy of 12% is relatively low, and only reflects a small number of spaces occupied overnight along this segment.
- While overnight parking rates (used as a proxy to inform resident parking) is low, the overnight parking that is observed is likely attributed to shorter term parking behaviour. This may be associated with evening activities and events at the schools and churches at this location, but information to inform this on the surveyed day is not known.
- The rest of the overnight parking is likely residential properties that are likely to require some of the observed occupancy at night.

- The remaining (majority) parking unoccupied overnight is likely associated with short-term parking for school drop offs and activities at the nearby during the day. Karori Lawn Tennis Club will also likely contribute to day-parking occupancies, which would not be the case overnight.

6.4.5.4. Level of Impact

Table 30 describes the potential impact on the users affected by the removal of the different types of parking spaces. The overall changes result in the removal of 60 spaces on this segment. The likely level of impact to users has been assessed using the Wellington Parking Policy hierarchy for an outer residential area. Further commentary has been included where applicable, to describe the impacts on a wider scale.

Table 30: Parking Impact Analysis – Segment KR-MV-3

Parking Type	Spaces Removed	Expected Parking Users	Potential Impacts	Level of Impact	Comments
Unrestricted	60	Residents parking along unrestricted spaces (mainly found towards the western end of the segment).	Decreased resident and short-term parking availability.	Moderate	There are several side streets that provide alternative parking options along this segment within a 3-minute walk. Further parking is available within a 5-minute walk.
Time Restricted (P10)	1				
Total	61	Short-term parking for accessing churches, Karori School, and childcare facilities (drop offs, pickups). Retail shopping parking at the eastern end towards Hatton Street.	Increased demand on side streets.		

6.4.6. Parking Impact Mitigation

The Wellington City Council (WCC) parking policy provides a process to identify and mitigate parking issues based on parking space hierarchies, which justify the removal or reallocation of spaces. Table 31 sets out the WCC Parking Policy parking management issues and a relevant parking management tool for Segment KR-MV-3.

Table 31: Parking Impact Mitigation – Segment KR-MV-3

Parking Type (Expected User)	Proposed Mitigation
Unrestricted (Resident)	Encourage off-street parking use and side street use.
Unrestricted (Short-Term)	Encourage the use of alternative travel modes or park at off-street parking providers. Communicate alternative travel modes and off-street parking providers. Introduce 10 P10 drop-off and pick-up parking on Karori-bound sides of the road.

Figure 67 displays the parking changes implemented on this segment.

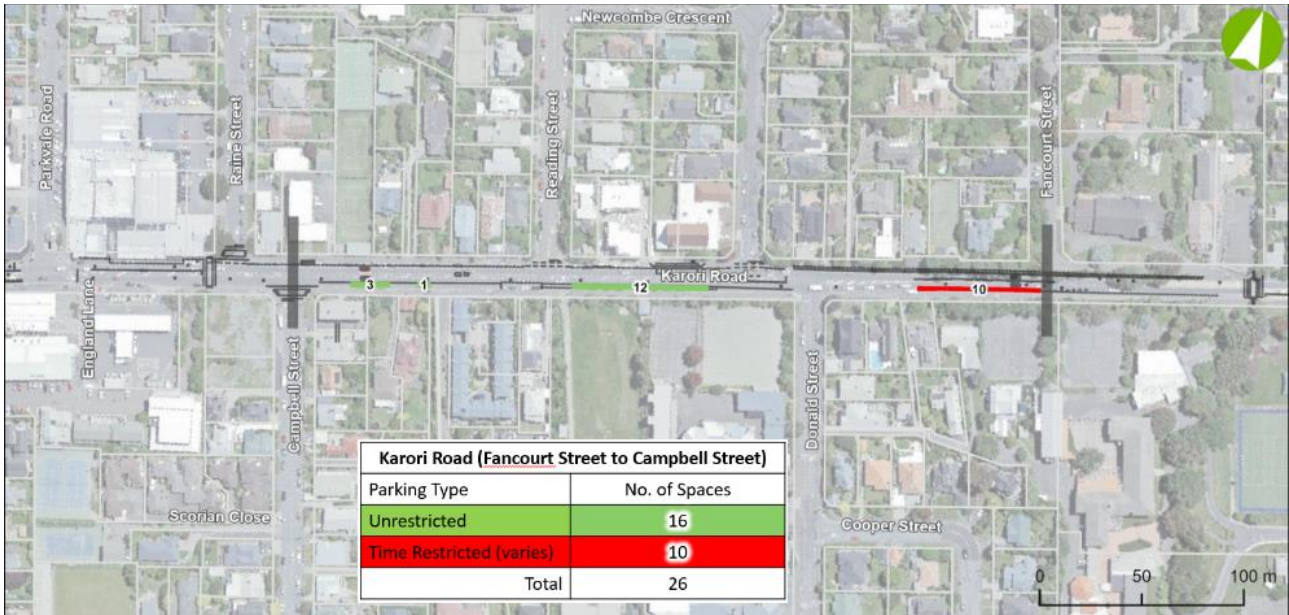


Figure 67: Parking Type and Available Spaces Post Implementation

7. Section 4 – Karori Road: Campbell Street to South Karori Road

7.1. About the area

Section 4 was divided into the segments presented in Figure 68. This section is approximately 1.45 km long with four pedestrian zebra crossings as it passes through Karori Town Centre and then switches to primarily residential uses towards the end of the route. Along with two major supermarkets, this section also contains several shops, a church, and the Karori Recreational Centre which is a key recreational and sporting destination. The end of Karori Road connects the beginning of South Karori Road and provides access to Karori Park and Café, Sunshine Kindergarten, and Karori West Normal School. It also provides a connection up to the popular Makara Peak Mountain Bike Park.



Figure 68: Segments Limits in Section 4

7.2. Segment KR-SKR-1 – Karori Road: Campbell St to Chamberlain Rd

7.2.1. Current Parking

The parking in this section is a combination of time restricted and taxi parking. The inventory and type of parking in this section is displayed in Table 32.

Table 32: Segment KR-SKR-1 Overall On-street Inventory

Parking Type	Overall Inventory	City-bound Direction	Karori Bound Direction
Time Restricted (P5)	2	2	0
Time Restricted (P30)	16	16	0
Time Restricted (P60)	5	0	5
Time Restricted (P120)	8	0	8
Taxi	2	2	0
Unrestricted	3	0	3
Total	36	20	16

7.2.2. Occupancy

The parking occupancy of segment KR-SKR-1 on both days of this survey is shown in Figure 69. This occupancy has been compared to the occupancy threshold of 85%. The key observations are:

- The trend of parking occupancy in this section is relatively similar between the two survey days.
- Both weekday and weekend peak above 85% use but stay under 85% throughout most of the day.
- On the Thursday the occupancy peaks at 100% of the inventory. The average occupancy on the weekday is 57%.
- On the Saturday, the parking occupancy fluctuates and peaks at 88%. The average occupancy 57% which is equal with the weekday average.

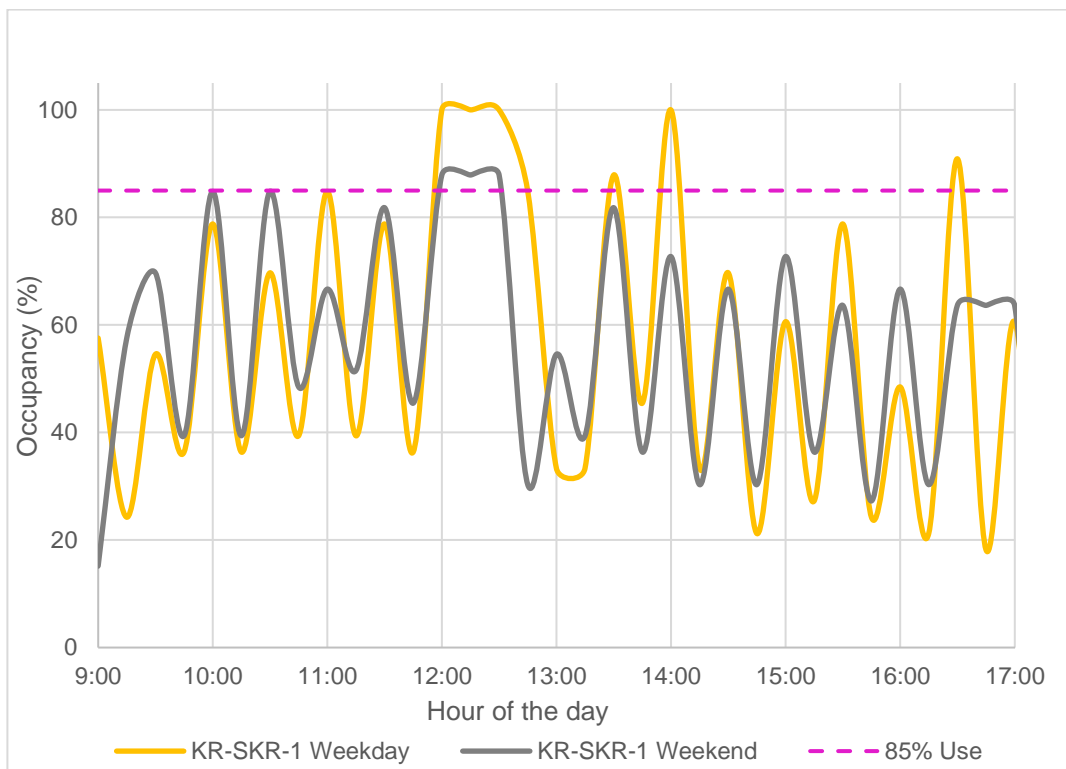


Figure 69: Segment KR-SKR-1 (Campbell St to Chamberlain Rd) Weekday and Weekend AM Parking Occupancy

7.2.3. Duration of Stay

The duration of stay data can be assessed in this section to get a picture of the different user types of the parking. Figure 70 below shows the duration of stay data on both Thursday and Saturday. The key observations are:

- The parking behaviour changes notably across the two days. 191 cars utilised the parking in this section on the weekend compared to 243 cars on the weekday.
- On the Saturday survey, 92% of cars parked displayed short-stay parking behaviour (less than 2 hours) compared to 5% that displayed long-stay behaviour (parking for 4+ hours).
- On the weekday, 95% of cars parked displayed short-stay parking behaviour (less than 2 hours) and 4% displayed long-stay behaviour (parking for 4+ hours).
- This reflects the nature of users being mainly short-term visitors of the shops contained within this segment.

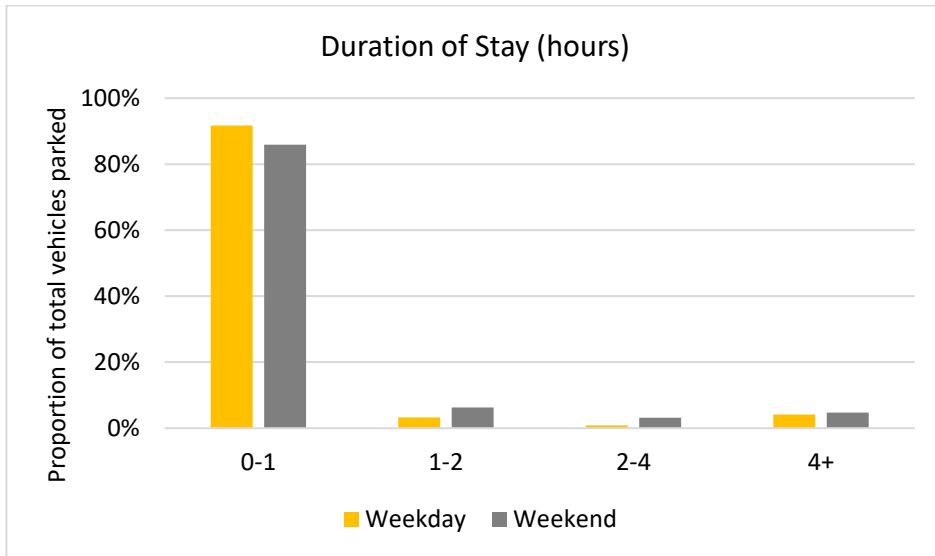


Figure 70: Segment KR-SKR-1 Parking Duration Observed from Weekday and Weekend Surveys

7.2.4. Impact of Karori Connections Project: KR-SKR-1

The existing cross-section is presented in Figure 71 and Figure 72.



Figure 71: Segment KR-SKR-1 Existing Cross Section



Figure 72: Segment KR-SKR-1 Road View

Figure 73 displays the cross-section of KR-SKR-1. The main cross-section change associated with this option is the incorporation of sharrows in the traffic lanes. This change is accompanied with minor safety improvements including improved raised pedestrian crossings and lower speed environment. The selected option removes several time restricted (P30) parking spaces in the direction toward the CBD, where the New World supermarket is located to allow longer entry and exit space for future bus service upgrades. This impact can be considered minimal as the shopping mall provides off street customer parking which is accessed via Raine Street and Parkvale Road.

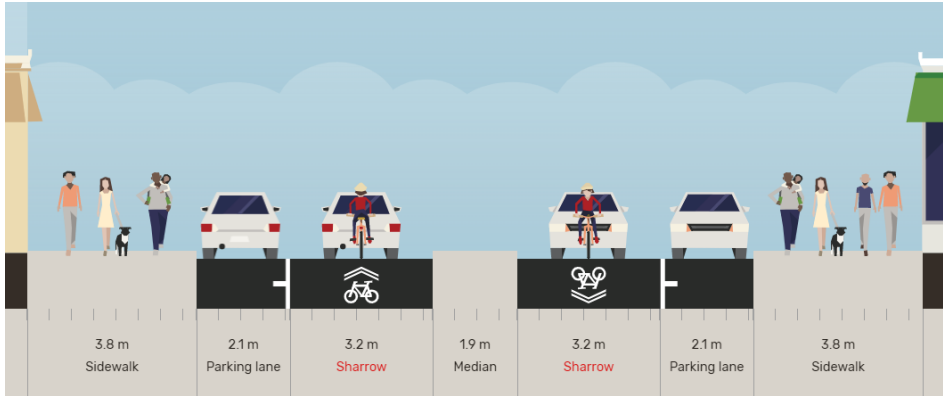


Figure 73: Segment KR-SKR-1 Cross Section Including the Selected Bike and Bus Improvement Design

7.2.5. Parking Impact

The level of impact is determined by identifying what equivalent spaces or parking options are nearby. This section provides analysis to identify the Parking Impact Mitigation.

7.2.5.1. Off-street Survey

The off-street parking supply of the properties contained within segment KR-SKR-1 was determined by conducting a desktop off-street parking survey. It was found that there are 2 major off-street parking sources. The Karori shopping mall, New World, and Countdown contribute to an estimated total of 87 car parks. The Karori library and recreation centre also combine to provide an estimated total of 42 car parks. Along the route it was found that 94% of properties have at least one parking space available. The approximate locations of the described parking spaces are illustrated in Figure 74.

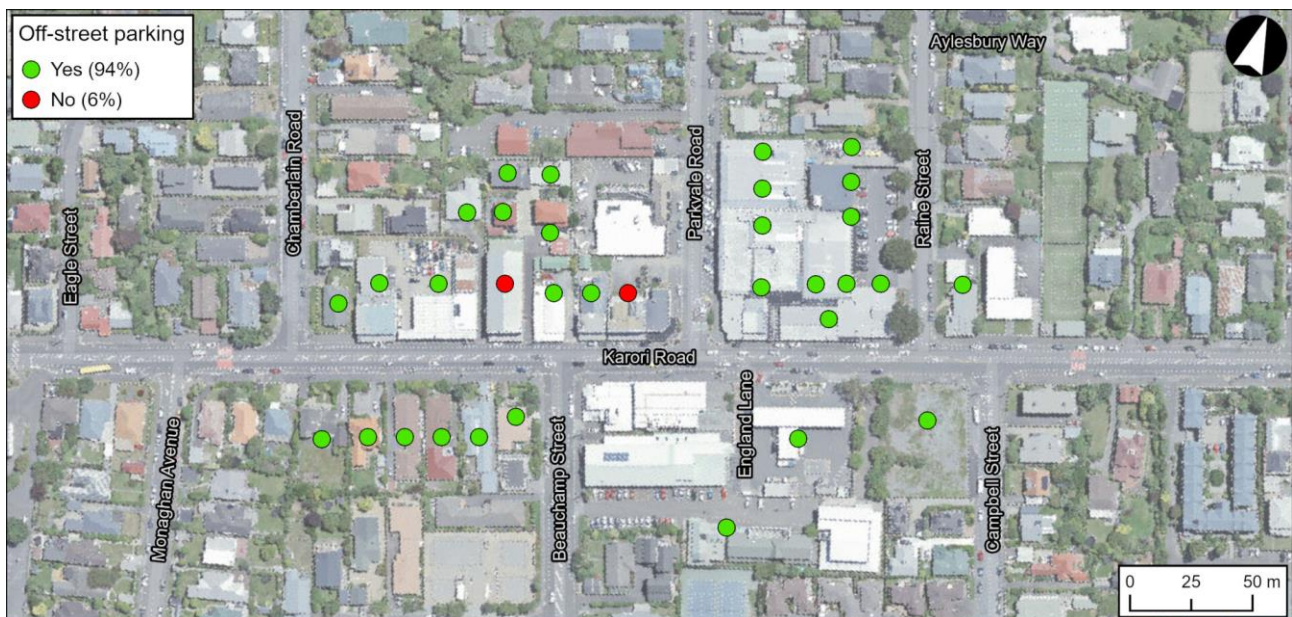


Figure 74: Properties with Off-street Parking for Segment KR-SKR-1

7.2.5.2. Side-street Survey

This segment contains Campbell Street, Raine Street, Beauchamp Street, and Chamberlain Road. Raine Street, Campbell Street, and Beauchamp Street have an occupancy of 35 spaces. Chamberlain Road has an inventory of 40 spaces. The key observations of the survey were:

- Raine Street displays an average of occupancy of 12% on the weekday and 60% on the weekend. The maximum occupancy observed was 64% on the weekday. The duration of

stay indicates an even percent of users displaying short and long stay behaviour on the weekday. On the weekend, 67% of users displays short-stay behaviour.

- Campbell Street displays an average of occupancy of 49% on the weekday and 31% on the weekend. The maximum occupancy observed was 69% on the weekday. The duration of stay data indicates 53% of users parked for 4+ hours. On the weekend 84% of users parked for less than 2 hours displaying short-stay behaviour.
- Beauchamp Street displays an average occupancy of 40% across both survey days. The maximum observed is 51% on the weekend. The duration of stay data indicates 56% of users displayed short-stay behaviour on the weekday and 89% short-stay behaviour on the weekend.
- Chamberlain Road displays an average of occupancy of 35% on the weekday and 20% on the weekend. The maximum occupancy observed was 40% on the weekday. On the weekday 73% of users parked for less than 2 hours displaying short-stay behaviour. On the weekend 54% of users parked for 4+ hours.
- The minimal parking losses on this segment combined with the high capacity of the side streets indicate alternative spaces 1 to 3 minutes away from the removed parking spaces.

7.2.5.3. Overnight Survey

Overnight snapshot surveys (taken on a Thursday) were undertaken to assess the evening occupancy along the primary route. The following key observations are made:

- The occupancy overnight peaked at 55% with a relatively low average occupancy of 36%.
- The majority of the parking in this area is time-restricted parking, which is assumed to apply between 8am-6pm⁴. Outside these times (including overnight parking hours), the expected users include vehicles parking for short-term access the shops, including Karori mall and the supermarket in the evening.
- There may also be resident parking overnight (where it is understood time restrictions do not apply), making up the remainder of the observed overnight parking.
- It is expected that later in the evening the overnight occupancies may decrease, associated with the small number residential properties along this segment.
- The remaining (majority) parking spaces that are unoccupied overnight are likely to be occupied during the day for short-term usage when time restrictions apply.

7.2.5.4. Impact Analysis

Table 33 also describes the potential impact on the users affected by the removal of the different types of parking spaces. The overall removed parking supply on this segment of Karori Road comprises of 9 spaces. The likely level of impact to users has been assessed using the Wellington Parking Policy hierarchy for a suburban centre area. Further commentary has been included where applicable, to describe the impacts on a wider scale.

Table 33: Parking Impact Analysis - Segment KR-SKR-1

Parking Type	Spaces Removed	Expected Parking Users	Potential Impacts	Level of Impact	Comments
Time Restricted (P5)	0	Short stay business visitors	Seven P30 parking spaces	Very Low	The shopping mall at Karori has available off-

⁴ Waka Kotahi (n.d.). Parking signs. Waka Kotahi Road Code. Retrieved July 11, 2023, from <https://www.nzta.govt.nz/roadcode/heavy-vehicle-road-code/road-code/about-driving/stopping-and-parking/parking-signs/>

Time Restricted (P30)	7	accessing cafes, shops, and other small businesses.	along this segment are being removed along the street.	street parking within a 1-minute walk. Only one unrestricted space is being removed, which can be accommodated on the side streets along this segment.
Time Restricted (P60)	0	Residents parking along unrestricted parking spaces.	Decreased availability of unrestricted parking for residents.	
Time Restricted (P120)	0			
Taxi	1			
Unrestricted	1			
Total	9			

7.2.6. Parking Impact Mitigation

The Wellington City Council (WCC) parking policy provides a process to identify and mitigate parking issues based on parking space hierarchies, which justify the removal or reallocation of spaces. Table 34 sets out the WCC Parking Policy parking management issues and a relevant parking management tool for Segment KR-SKR-1.

Table 34: Parking Impact Mitigation – Segment KR-SKR-1

Parking Type (Expected User)	Proposed Mitigation
Time Restricted (Short-Stay)	Encourage the use of alternative travel modes or park at off-street parking providers. Communicate alternative travel modes and off-street parking providers.

Figure 75 displays the parking changes implemented on this segment.

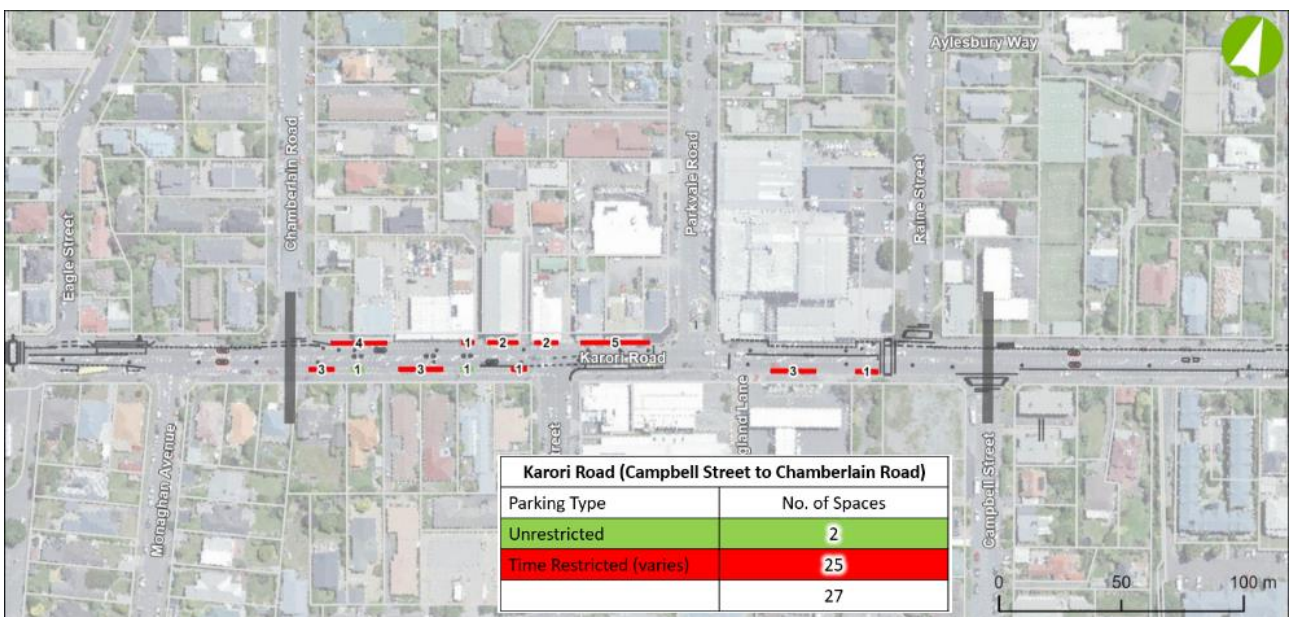


Figure 75: Parking Type and Available Spaces Post Implementation

7.3. Segment KR-SKR-2 – Karori Road: Chamberlain Road to Morley Street

7.3.1. Current Parking

The parking in this section is unrestricted parking. The inventory and type of parking in this section is shown in Table 35.

Table 35: Segment KR-SKR-2 Overall On-street Inventory

Parking Type	Overall Inventory	City-bound Direction	Karori Bound Direction
Unrestricted	47	38	9

7.3.2. Occupancy

The parking occupancy of segment KR-SKR-2 on both days of this survey is shown in Figure 76. This occupancy has been compared to the occupancy threshold of 85%. The key observations are:

- The trend of parking occupancy in this section is relatively similar between the two survey days.
- Both weekday and weekend occupancy are under 85% use.
- On the weekday the occupancy peaks at 70% of the inventory and averages at 47%.
- On the weekend, the parking occupancy mainly fluctuates below the threshold and peaks at 80% at approximately 11:00 hours similar to the weekday. The average occupancy is 46% which is also close to the weekday average.

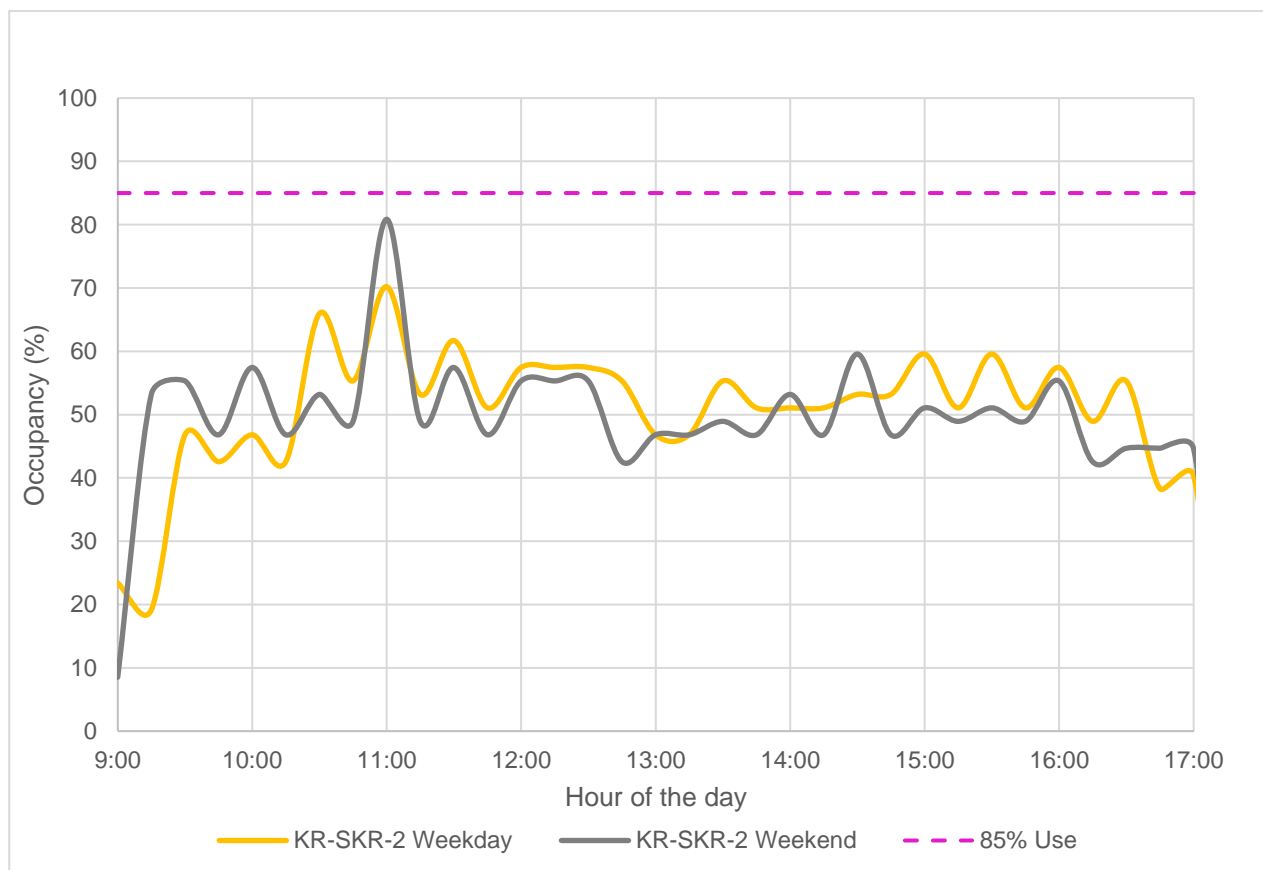


Figure 76: Segment KR-SKR-2 (Chamberlain Rd to Morley St) Weekday and Weekend AM Parking Occupancy

7.3.3. Duration of Stay

The duration of stay data can be assessed in this section to get a picture of the different user types of the parking. Figure 77 below shows the duration of stay data on both the Thursday and the Saturday. The key observations are:

- The parking behaviour changes notably across the two days. 81 cars utilised the parking in this section on the weekend compared to 74 cars on the weekday.
- On the Saturday survey, 72% of cars parked displayed short-stay parking behaviour (less than 2 hours) compared to 26% parking for 4+ hours displaying long-stay behaviour.
- On the weekday, 63% of cars parked displayed short-stay parking behaviour (less than 2 hours) and 30% parked for 4+ hours displaying long-stay behaviour.
- The long term stay portion is likely due to vehicles owned by residents.

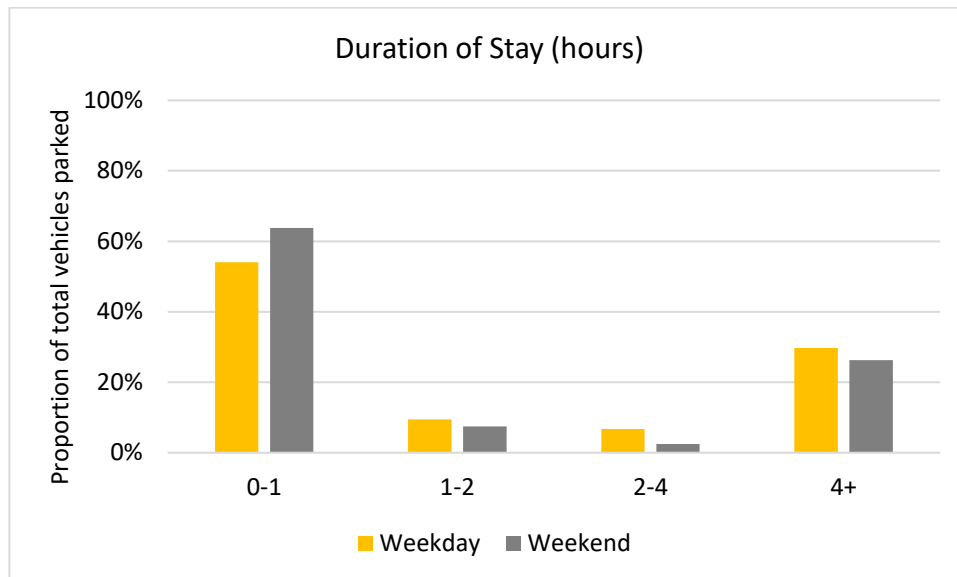


Figure 77: Segment KR-SKR-2 Parking Duration Observed from Weekday and Weekend Surveys

7.3.4. Impact of Karori Connections Project: KR-SKR-2

The existing cross-section is presented in Figure 78 and Figure 79

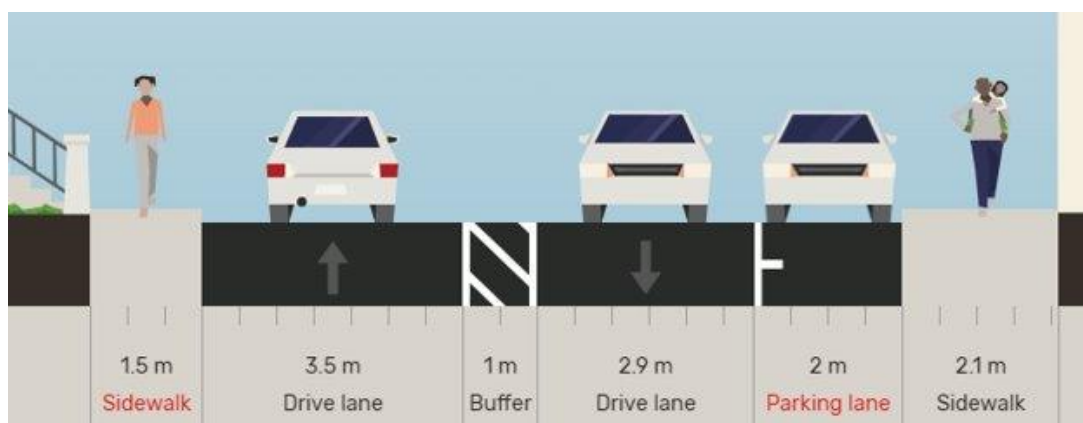


Figure 78: Segment KR-SKR-2 Cross Section



Figure 79: Segment KR-SKR-2 Road View

Figure 80 displays the cross-section of KR-SKR-2. This option involves reconfiguring the parking lane with a separated cycle lane.

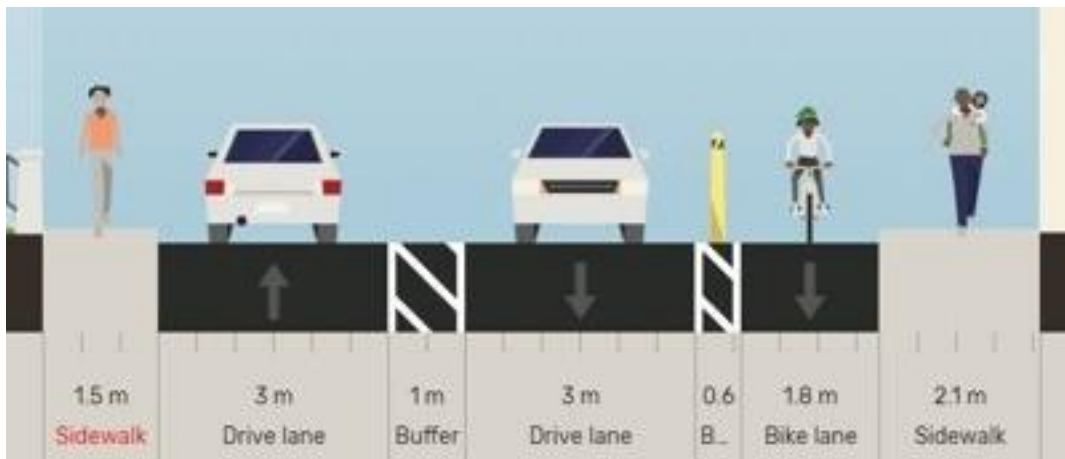


Figure 80: Segment KR-SKR-2 Cross Section Including the Selected Bike and Bus Improvement Design

7.3.5. Parking Impact

The level of impact is determined by identifying what equivalent spaces or parking options are nearby. This section provides analysis to identify the Parking Impact Mitigation.

7.3.5.1. Off-street Survey

The off-street parking supply of the properties contained within segment KR-SKR-2 was determined by conducting a desktop off-street parking survey. It was found that 87% of properties have off-street parking illustrated in Figure 81.



Figure 81: Properties with off-street parking for Segment KR-SKR-2

7.3.5.2. Side-street Survey

The side street surveyed in this segment contains Monaghan Avenue and Morley Street. Morley Street has an occupancy of 14 spaces while Monaghan Avenue has an inventory of 64 spaces. The key observations of the survey were:

- Monaghan Avenue displays an average occupancy of 37% on the weekday and a maximum of 41%. The weekend displays an average occupancy of 31% and a maximum of 38%. The duration of stay data indicates 93% of users display long-stay behaviour on the weekday compared to 59% on the weekend.
- Morley Street displays an equal average and maximum occupancy of 29% on the weekend. The weekday displays an average occupancy of 63% and a maximum of 71%. The duration of stay data indicates up to 100% long-stay behaviour on the weekend compared to 56% on the weekday.
- Monaghan Avenue has extra parking capacity as it has a high inventory and displays low occupancy.
- The location of parking spaces lost on this segment combined with the high capacity of the side streets indicate alternative spaces 3 to 5 minutes away from the removed parking spaces.

7.3.5.3. Overnight Survey

Overnight snapshot surveys (taken on a Thursday) were undertaken to assess the evening occupancy along the primary route. The following key observations are made:

- The occupancy overnight peaked at 57% with a relatively low average occupancy of 38%.
- The overnight parking that is observed is likely to be primarily resident parking, as this area is largely residential properties. There are several apartment blocks and flats along this section, which may require more spacing than is provided for off-street.
- The occupancy during the day is typically around 50%. This suggests that occupancy does not currently reach the capacity provided.
- However, while approximately 60% of spaces are unoccupied overnight based on the survey, the proposed number of available spaces drops to approximately 6% of the existing available spaces. There is the risk that the reduced numbers of parks mean there is

increased competition for resident parking, which may force residents to need to park elsewhere.

7.3.5.4. Impact Analysis

Table 36 describes the potential impact on the users affected by the removal of the different types of parking spaces. The overall removed parking supply on this segment of Karori Road is 44 spaces. The likely level of impact to users has been assessed using the Wellington Parking Policy hierarchy for an outer residential area. Further commentary has been included where applicable, to describe the impacts on a wider scale.

Table 36: Parking Impact Mitigation - Segment KR-SKR-2

Parking Type	Spaces Removed	Expected Parking Users	Potential Impacts	Level of Impact	Comments
Unrestricted	44	Residents parking in unrestricted spaces	Decreased availability of unrestricted parking for residents including residents of multi-family dwellings with no off-street parking.	Moderate to High	Consider introducing car share scheme for residents in apartments with limited parking.
Total	44		Commuter parking (lower priority) likely close to the two bus stops by Monaghan Street (IDs 5328 and 4328).		The side streets provide alternative parking spaces within a 5-minute walk along this segment. Removed parking may increase demand on side streets.

7.3.6. Parking Impact Mitigation

The Wellington City Council (WCC) parking policy provides a process to identify and mitigate parking issues based on parking space hierarchies, which justify the removal or reallocation of spaces. Table 37 sets out the WCC Parking Policy parking management issues and a relevant parking management tool for Segment KR-SKR-2.

Table 37: Parking impact mitigation – Segment KR-SKR-2

Parking Type (Expected User)	Proposed Mitigation
Unrestricted (Residents)	Encourage off-street parking use and side street use. Consider introducing car-share scheme. Ongoing monitoring on the impact on residents and side-streets.
Unrestricted (Commuters)	Encourage the use of alternative travel modes or park at off-street parking providers. Communicate alternative travel modes and off-street parking providers.

Figure 82 displays the implemented parking changes on this segment.



Figure 82: Parking Type and Available Spaces Post Implementation

7.4. Segment KR-SKR-3 – Karori Road: Morley St to S. Karori Rd

7.4.1. Current Parking

The parking in this segment is mostly unrestricted parking. The inventory and type of parking is shown in Table 38.

Table 38: Segment KR-SKR-3 Overall On-street Inventory

Parking Type	Overall Inventory (parks)	City-bound Direction	Karori Bound Direction
Unrestricted	127	80	47
Time Restricted (P30)	3	3	0
Time Restricted (P5)	2	2	0
Total	132	85	47

Karori Park is also located towards the end of this segment. In catering to visitors arriving by private vehicles, two off-street parking locations are available. The main parking lot is off Karori Road with 53 parks, and another is located to the north via Sunshine Avenue that contains 32 parks. Additionally, Karori Park is accessible by Metlink bus route 2 with several stops conveniently positioned within close proximity to the park's entrance. As recreational activities and events occur throughout the year optimizing parking management and promoting transportation options is key to maintaining enjoyment and access to the park.

7.4.2. Occupancy

The parking occupancy of segment KR-SKR-3 on both days of this survey is shown in Figure 83. This occupancy has been compared to the occupancy threshold of 85%. The key observations:

- The trend of parking occupancy in this section is relatively similar between the two survey days.
- The weekday stays under 85% use, while the weekend peaks above 85% use but stay under 85% throughout most of the day.
- On the weekday the occupancy peaks at 81% of the inventory staying under the threshold. The average occupancy on the weekday is 66%.
- On the weekend, the parking occupancy fluctuates and peaks at 91% at the 15:00 hour. The average occupancy is 65%, which is near equal to the weekday average.

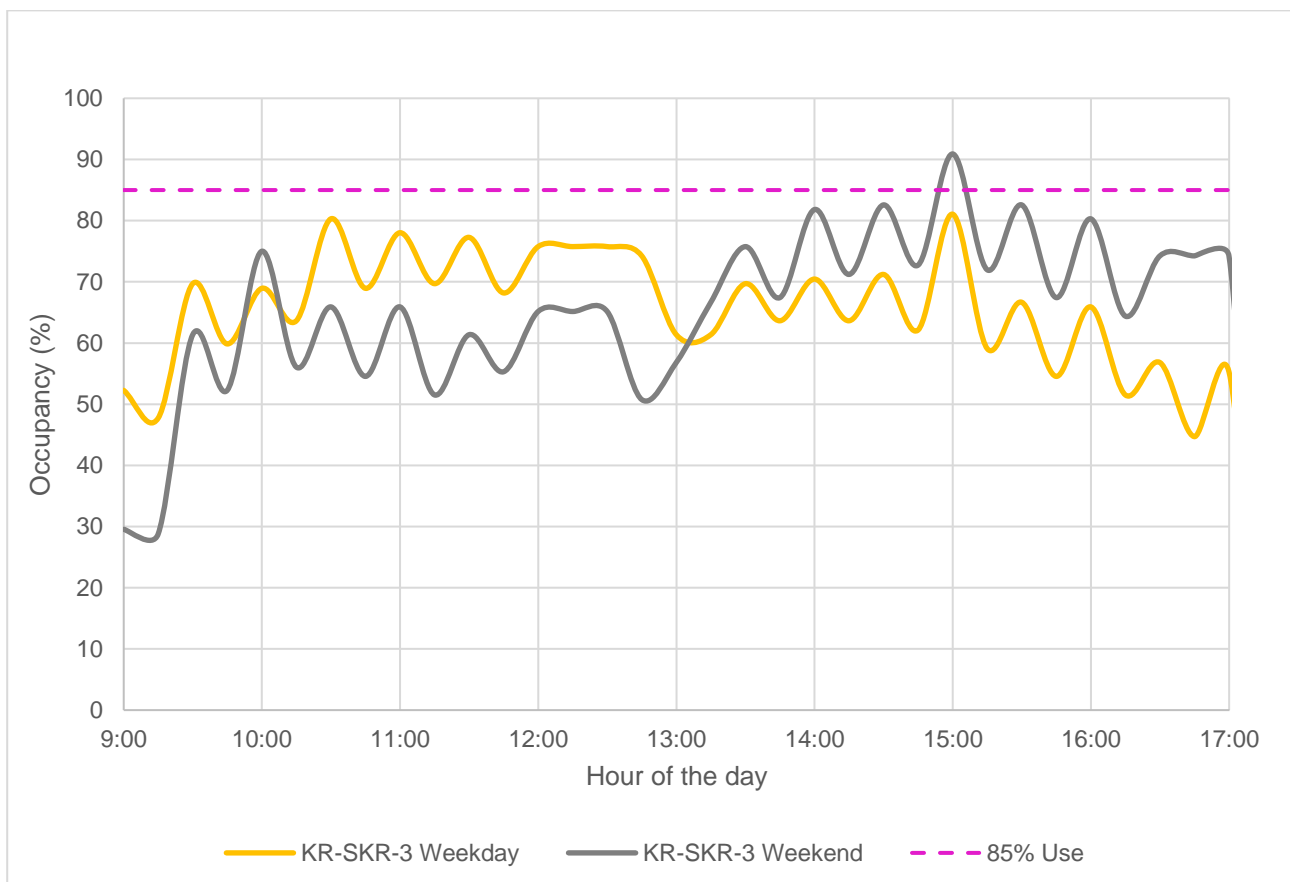


Figure 83: Segment KR-SKR-3 (Morley St to South Karori Rd) Weekday and Weekend AM Parking

7.4.3. Duration of Stay

The duration of stay data can be assessed in this section to get a picture of the different user types of the parking. Figure 84 below shows the duration of stay data on both the weekday and the weekend. They key observations are:

- The parking behaviour changes notably across the two days. 312 cars utilised the parking in this section on the weekend compared to 278 cars on the weekday.
- On the weekend survey, 65% of cars parked displayed short-stay parking behaviour (less than 2 hours) and 24% that displayed long-stay behaviour (parking for 4+ hours).
- Comparatively, on the weekday, 63% of cars parked displayed short-stay parking behaviour (less than 2 hours) and 28% of cars displayed long-stay behaviour (parking for 4+ hours).

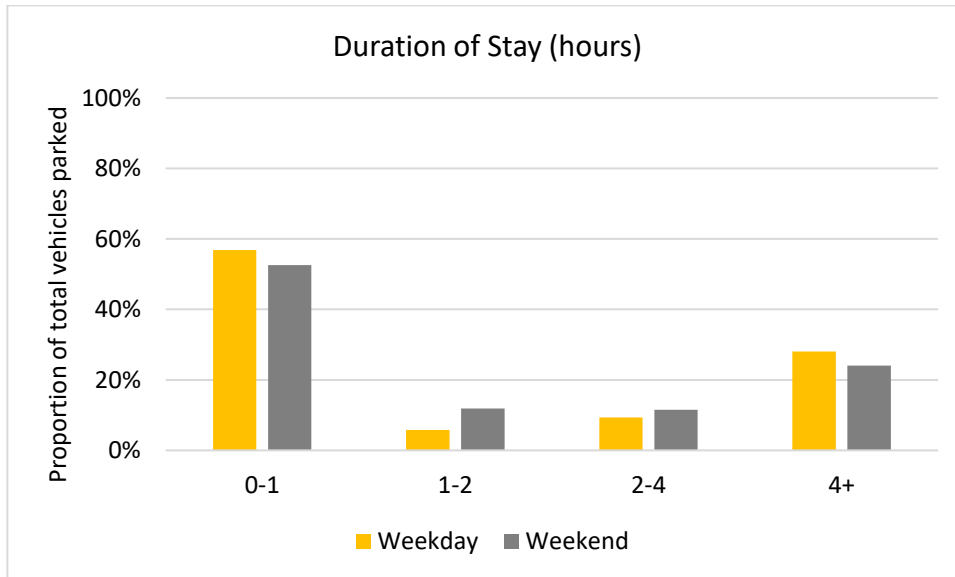


Figure 84: Segment KR-SKR-3 Parking Duration Observed from Weekday and Weekend Surveys

7.4.4. Impact of Karori Connections Project: KR-SKR-3

The existing cross-section is presented in Figure 85 and Figure 86 below.

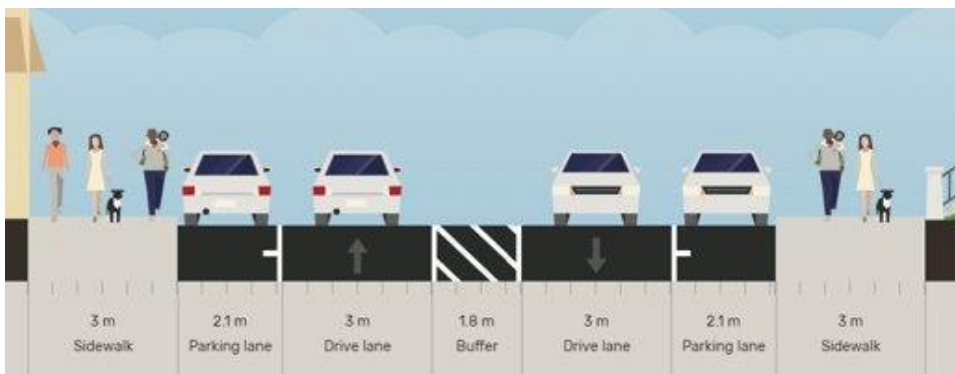


Figure 85: Segment KR-SKR-3 Existing Cross Section



Figure 86: Segment KR-SKR-3 Road View

Figure 87 displays the cross-section of the selected option KR-SKR 3B. This option involves reconfiguring a parking lane on one side of Karori Road with a separated cycle lane towards the CBD direction.



Figure 87: Segment KR-SKR-3 Cross Section Including the Selected Bike and Bus Improvement Design

7.4.5. Parking Impact

The level of impact is determined by identifying what equivalent spaces or parking options are nearby. This section provides analysis to identify the Parking Impact Mitigation.

7.4.5.1. Off-street Survey

The off-street parking supply of the properties contained within segment KR-SKR-3 was determined by conducting a desktop off-street parking survey. It was found that 99% of properties have at least one off-street parking. This is illustrated in Figure 88. Karori Park is considered as one of these properties and provides 51 parking spaces from the Karori Road entrance.



Figure 88: Properties with Off-street Parking for Segment KR-SKR-3

7.4.5.2. Side-street Survey

The sides streets contained within this segment include Tringham Street, Morley Street, Richmond Avenue, Burrows Avenue, and Marshall Street

Tringham Street has an inventory of 15 parking spaces that join Karori Road's north side city-bound direction. Richmond Avenue and Burrows Street have an inventory of 61 and 64 parking spaces respectively that are on Karori's south side Karori bound direction. Marshall has an inventory of 52.

- On the weekday, Tringham Street and Morley showed similar trends with about 63% average occupancy and maximum of 72% occupancy.
- On the weekend, Tringham Street had a 17% average occupancy and maximum of 20%, and Morley Street had a 29% average and maximum occupancy.
- On the weekday, Richmond Avenue had a 26% average and 30% maximum occupancy. Burrows Street had a 22% average and 23% maximum occupancy.
- On the weekend, Richmond Avenue had a 34% average and 41% maximum occupancy. Burrows Street had a 15% average and 25% maximum occupancy.
- Marshall street displayed an average occupancy of 5% on both the weekday and weekend. The maximum occupancy of 10% was observed on the weekend.
- The minimal parking losses on this segment combined with the high capacity of the side streets indicate alternative spaces 1 to 3 minutes away from the removed parking spaces.

7.4.5.3. Overnight Survey

Overnight snapshot surveys (taken on a Thursday) were undertaken to assess the evening occupancy along the primary route. The following key observations are made:

- The occupancy overnight peaked at 55% with a relatively low average occupancy of 35%.
- The overnight parking that is observed is likely to be primarily resident parking, as this area is largely residential properties.
- Daytime occupancy is around 60-70% on average. It is expected that the remaining spaces are occupied for short term use, by commuter vehicles and by people undertaking park & ride type initiatives to the CBD.
- However, while approximately 65% of spaces are unoccupied overnight based on the survey, the proposed number of available spaces drops to approximately 25% of the existing unrestricted available spaces. There is the risk that the reduced numbers of parks mean there is increased competition for resident parking, which may force residents to need to park elsewhere.

7.4.5.4. Impact Analysis

Table 39 describes the potential impact on the users affected by the removal of the different types of parking spaces. The overall removed parking supply on this segment of Karori Road is 72 spaces. The likely level of impact to users has been assessed using the Wellington Parking Policy hierarchy for an outer residential area. Further commentary has been included where applicable, to describe the impacts on a wider scale.

Table 39: Parking Impact Analysis - Segment KR-SKR-3

Parking Type	Spaces Removed	Expected Parking Users	Potential Impacts	Level of Impact	Comments
Unrestricted	72	Residents	Decreased availability of unrestricted parking for residents and park users particularly on the city-bound side of Karori Road.	Moderate	Most properties along this segment are residential and have off-street parking. Unrestricted parking is contained within the side streets.
Time restricted (P30)	0	Commuters accessing bus stops.			
Time restricted (P5)	0	Karori Park visitors			
Total	72				

7.4.6. Parking Impact Mitigation

The Wellington City Council (WCC) parking policy provides a process to identify and mitigate parking issues based on parking space hierarchies, which justify the removal or reallocation of spaces. Table 40 sets out the WCC Parking Policy parking management issues and a relevant parking management tool for Segment KR-SKR-3.

Table 40: Parking Impact Mitigation – Segment KR-SKR-3

Parking Type (Expected User)	Proposed Mitigation
Unrestricted (Residents)	Encourage off-street parking use and side street use.
Unrestricted (Commuters)	Encourage the use of alternative travel modes or park at off-street parking providers. Communicate alternative travel modes and off-street parking providers.
Unrestricted (Karori Park Visitors)	Encourage the use of alternative travel modes or park at alternative off-street parking. Communicate alternative travel modes and off-street parking space off Sunshine Avenue. Consider introducing time-restricted parking at Karori Park. Consider adding conveniently located bike parking in off-street parking sites.

Figure 89 displays the parking changes implemented on this segment.

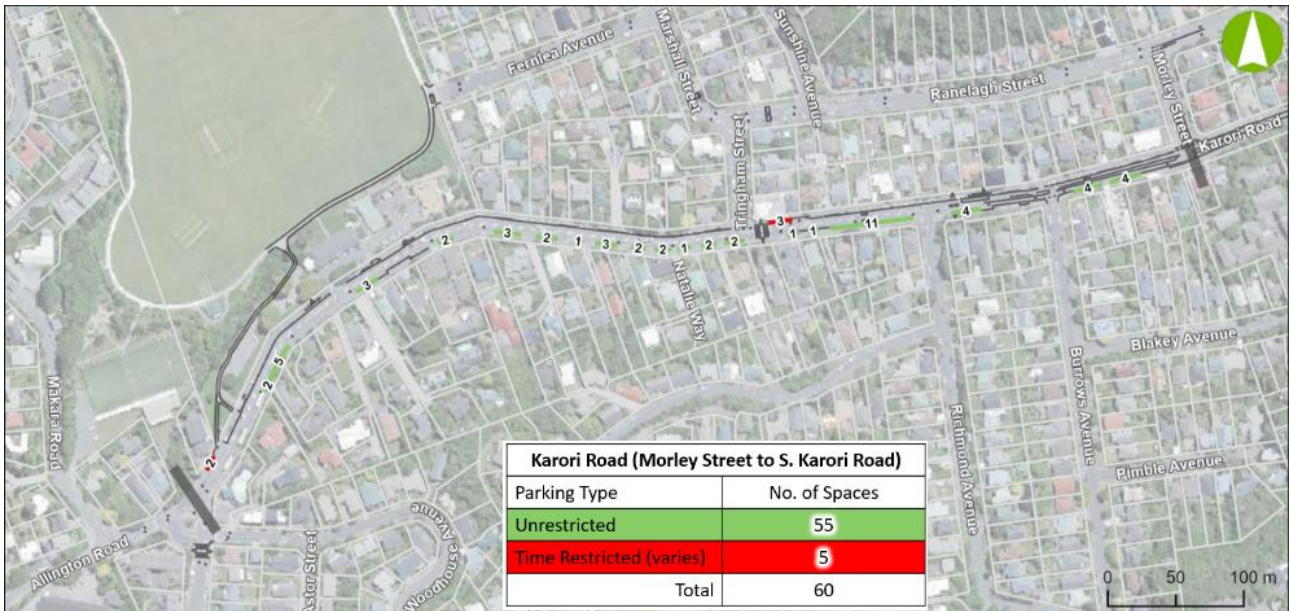


Figure 89: Parking Type and Available Spaces Post Implementation

8. Summary and Recommendations

This report assesses the Karori Connections route that propose bike and bus improvements and its effects on parking supply. The bike and bus improvements allow reprioritising space where on-street parking is located along Glenmore Street, Chaytor Street and Karori Road for the movement of people, resulting in the removal of parking. This will result in an initial transfer of parking demand to roads within the study area adjacent to the route.

A summary of key issues and recommendations are described below:

Section 1 – Glenmore Street: Botanic Gardens entrance to Karori Tunnel

- A total of 256 out of 350 parking spaces are proposed to be removed and is considered as a moderate to high impact.
- Residents that park along Glenmore are considered higher priority and enhancing a residents' parking scheme should be considered particularly to accommodate houses with no off-street parking. Residents are also added to serve tennis court visitors and allow P120 short stay parking.
- Commuters that park in this area are lowest priority and re-allocating some parking spaces from coupon to short stay parking should be considered particularly to accommodate Botanic Garden users.
- Encourage and promote travel demand management opportunities to maximise the various travel options to the Botanic Gardens including public transit options, to change how people get to the Gardens over time. Prioritise space for people with disabilities and provide information about available off-street parking sites in close proximity to the Gardens.

Section 2 – Chaytor Street: Karori Tunnel to Nottingham St (Karori Road)

- A total of 25 out of 63 parking spaces are proposed to be removed and overall is considered a low impact to this section.
- Commuter parking, considered lowest priority, was mainly observed.
- Removed parking is anticipated to have low impact as there are fewer residential properties within this section. There is a high level of off-street parking associated with residential properties.
- Public engagement has revealed a need for a new mobility parking space.
- Encourage and promote alternate travel mode options.

Section 3 – Karori Road: Nottingham St to Campbell Street

- A total of 76 out of 136 parking spaces are proposed to be removed and considered a low to moderate impact on this section.
- Parking spaces near Marsden Village shops are maintained and side streets are anticipated to provide alternative parking options to accommodate demand.
- Implement changes to unrestricted parking to time limited parking during school hours for drop-off and pick-up near school locations.
- A high percentage of residential properties have off-street parking.
- Monitor overall parking demand and consider tweaks to parking arrangement where required.

Section 4 – Karori Road: Campbell Street to South Karori Road

- A total of 125 out of 215 parking spaces are proposed to be removed and are considered a moderate impact to this section.
- Parking spaces near Karori shopping mall will be removed to allow for enhanced bus stop spacing and service. Karori mall has available off-street parking and several side streets

adjacent to the mall (Parkvale Road and Raine Street) have short stay, time restricted parking.

- A high proportion of residential properties along this segment have off-street parking. For residents in apartments with no off-street parking consider introducing car share scheme.
- Side streets along this segment observed to accommodate potential demand.
- Considerations for parking removed near Karori Park include introducing time restricted parking, conveniently located bike parking, encouraging alternate modes, and communicating parking location options.

The conclusions of this PMP are based on an analysis of current parking demand. However, it's important to note that the analysis only considers the worst-case scenario and doesn't consider any potential changes in transportation choices and mode shift. In reality, the introduction of bike, bus and other improvements to transportation and infrastructure are expected to encourage people to use active modes of transport or public transportation instead of relying solely on cars. As a result, with the implementation of these improvements, the overall need for parking is expected to decrease over time, requiring less space for parking along the corridor.

In conclusion, the parking management plan presented outlines a comprehensive strategy to effectively address the challenges associated with parking within the designated area or organization. By implementing this plan, the aim is to optimize parking resources, improve accessibility, reduce congestion, promote sustainable transportation options, and enhance overall parking operations.

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

<https://wellington.govt.nz/parking-roads-and-transport/transport/cycling>