



Parking Management Plan:

Newtown to Waterfront

Wellington City Council

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

Parking Management Plan: Newtown to Waterfront Wellington City Council

Quality Assurance Information

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Executive Summary

The purpose of this report is to develop a Parking Management Plan as part of the Transition Programme Newtown to Waterfront bike route. For this analysis, the route had been split into three sections: Cambridge Terrace (Wakefield Street to the Basin Reserve), Adelaide Road (the Basin Reserve to John Street), and Riddiford Street (John Street to Mein Street).

For each section, the report:

- examines current parking demand and the main drivers of parking demand on the street;
- considers the impact of the proposed bike route on the number of car parks available and the ability of users to park and access local destinations; and
- proposes options for mitigating the impacts of parking loss such as changing parking restrictions, introducing new parking restrictions, or directing customers to alternative parking locations nearby.

Wellington 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 Wellington's vision. The Council's vision for transport is a system that can accommodate moving more people using fewer vehicles, in line with the city's goal of becoming a zero-carbon capital by 2050. The policy establishes a parking space hierarchy for different parts of the city to ensure that limited parking supply is prioritised appropriately. This hierarchy is used to prioritise the allocation of remaining on-street space available for parking on the Newtown to Waterfront bike route.

Kent and Cambridge Terrace together form a key transport corridor that connects Wellington's central city with the southern and eastern suburbs. It is a main bus route and a primary connection for people on bikes. Kent and Cambridge Terrace have several drivers of parking demand, including dining and entertainment in the Courtenay Place precinct, visitors to local shops, and use by local businesses. The Newtown to Waterfront project is expected to result in the removal of all parking spaces on the east/median side of Cambridge Terrace. Before mitigation, the project is expected to have a high impact on taxi stands, a moderate impact on short-stay parking from Wakefield to Courtenay Place, a low impact on short-stay parking from Courtenay Place to Vivian Street and no impact on short-stay parking from Vivian Street to the Basin Reserve. Short stay parking is high priority and taxi stands are medium priority, according to the Parking Policy. After mitigation, the project is expected to have a moderate impact on taxi stands, a low impact on short-stay parking from Wakefield Street to Courtenay Place, a very low impact on short-stay parking from Courtenay Place to Vivian Street and no impact on short-stay parking from Vivian Street to the Basin Reserve.

Adelaide Road is a key transport route that connects Wellington's central city with the southern suburbs. It is a main bus route and a primary connection for people on bikes. Adelaide Road has several drivers of parking demand, including visitors to local shops and businesses, commuters who work in the area, and use by local businesses. The Newtown to Waterfront project is expected to result in the removal of almost all parking spaces located on Adelaide Road. Before mitigation, the project is expected to have a high impact on commuter parking and very low impact on residents parking, and these types of parking are lower priority according to the Parking Policy. After mitigation, the project is expected to have a very high impact on commuter parking, a high impact on medium-stay parking, a very low impact on short-stay parking, and no impact on residential parking.

Riddiford Street is a regional road in the suburb of Newtown. It is a primary north-south connection for private vehicles, bus passengers and people on bikes, and facilitates access to the Wellington Regional Hospital. Local drivers of parking demand include the Wellington Regional Hospital, medical related facilities, short-term accommodation facilities, and retail shops. The Newtown to Waterfront project is expected to result in the removal of all parking spaces located on Riddiford Street. Before mitigation, the project is expected to have a low impact on taxi stands and a high impact on short-stay parking. Short-stay parking and taxi stands are low priority on Riddiford Street, according to the Parking Policy. After mitigation, the project is expected to have low impact on taxi stands or short-stay parking.

The Newtown to Waterfront bike route removes on-street parking spaces and reallocates on-street road space to support active and public transport, supporting Wellington's vision of moving more people using fewer vehicles. This parking management plan re-prioritises the remaining on-street parking spaces, in-line with the parking space hierarchy for different parts of the city established in the Parking Policy. The mitigation measures presented in this report minimise the impact of parking removal on the ability of users to find a parking space and visit the area.

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1. Introduction

The purpose of this report is to develop a Parking Management Plan as part of the Transition Programme Newtown to Waterfront bike route.

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

For this analysis, the route had been split into three sections: Cambridge Terrace (Wakefield Street to the Basin Reserve), Adelaide Road (the Basin Reserve to John Street), and Riddiford Street (John Street to Mein Street). An overview of parking along Newtown to Waterfront bike route is shown in **Figure 1.1**.

For each section, the report:

- examines current parking demand and the main drivers of parking demand on the street;
- considers the impact of the proposed bike route on the number of car parks available and the ability of users to park and access local destinations; and
- proposes options for mitigating the impacts of parking loss such as changing parking restrictions, introducing new parking restrictions, or directing customers to alternative parking locations nearby.



Figure 1.1 Parking along the Newtown to Waterfront bike route

1.1 Wellington Parking Policy 2020

Wellington 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 Council’s vision for Wellington is built around people and communities. The future city will be a place where people and goods can easily move to and through the city, based on a transport system that can accommodate moving more people using fewer vehicles. The city has also set a goal to be a zero-carbon capital by 2050 and transport will play a key role in achieving this goal.

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 that type of parking space, not the number of spaces. The hierarchy for the central city and key transport routes is applied in the Parking Policy is shown in **Table 1.1** below. This hierarchy is used to prioritise the allocation of remaining on-street space available for parking on the Newtown to Waterfront to city route.

Table 1.1 Parking space hierarchy for central city and key transport routes

Priority	Key transport routes	Central city
Highest priority	Safe and efficient movement of people and goods	Safe and efficient movement of people and goods
High priority	Bus stops	Bus stops Mobility parking Urban design features Bicycle/micromobility parking Loading zone Short-stay (car and motorcycle) Car share
Medium priority		Taxi stands, Small Public Service Vehicle (SPSV) Electric vehicle charging
Low priority	Urban design features Mobility Loading zones Bicycle/micro-mobility Car share Electric-vehicle charging Short-stay (car & motorcycle) Taxi stands, Small Public Service Vehicle (SPSV) parking Coach and bus (short stay)	Coach and bus (short stay) Coach and bus (long stay)
Lower priority	Residents Commuter (car & motorcycle) Coach and bus (long stay)	Residents Commuter (car & motorcycle)
Lowest priority	Long stay parking of private non-motorised vehicles	Long stay parking of private non-motorised vehicles

1.2 Measuring parking impact

For each section, the report considers the impact of the proposed bike route on the number of car parks available and the ability of users to park and access local destinations, before and after mitigation measures. The level of impact is assessed on a six-point scale, as outlined in **Table 1.2**.

Table 1.2 Parking impact scale

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

2. Cambridge Terrace

2.1 About the area

The Newtown to Waterfront project is proposed to use Cambridge Terrace between Wakefield Street and the Basin Reserve.

Kent and Cambridge Terrace work together as one-way pairs, with northbound traffic travelling on Cambridge Terrace and southbound traffic travelling on Kent Terrace. Between Vivian Street and the Basin Reserve, Kent Terrace forms part of the State Highway 1 route from the central city to the eastern suburbs and Wellington International Airport.

Kent and Cambridge Terrace together form a key transport corridor that connect Wellington's central city with the southern and eastern suburbs. It is a main bus route, with bus routes from southern suburbs using the corridor from the Basin Reserve to Courtenay Place and bus routes from the eastern suburbs using the corridor between Elizabeth Street and Courtenay Place. It is a primary connection for people on bikes and is used by people travelling between the central city and both the southern and eastern suburbs. Vehicle traffic is substantially higher on the state Highway 1 section of Kent Terrace, with around 20,000 vehicles per day, while other sections of Kent and Cambridge Terrace have between 8,000 and 10,000 vehicles per day.

Kent and Cambridge Terrace have several drivers of parking demand, including dining and entertainment in the Courtenay Place precinct, visitors to local shops, and use by local businesses.

2.2 Current parking and usage

Parking on Kent and Cambridge Terrace is spread across four parking lanes: Cambridge Terrace – west/kerbside, Cambridge Terrace – east/median, Kent Terrace – west/median, and Kent Terrace – east/kerbside. The supply of parking across the four lanes on Kent and Cambridge Terrace can be viewed collectively as they provide largely equivalent access to local destinations.

There are currently 203 parking spaces on Kent and Cambridge Terrace between Wakefield Street and the Basin. Of these spaces, the large majority (79%) are metered parking spaces. In addition to metered parking, there are also 30 free short-term parking spaces and a taxi stand with 12 parking spaces. **Table 2.1** outlines the number and type of parking spaces on Tinakori Road. **Figure 2.1** shows a map of the current parking types on Kent and Cambridge Terrace.

The Cambridge Terrace – west/kerbside parking lane from the Basin Reserve to Courtenay Place is used as a bus lane from 7:00am to 9:00am and 4:00pm to 6:00pm Monday to Friday. The Kent Terrace – east/kerbside parking lane from Elizabeth Street to the Basin Reserve is used as a bus lane from 4:00pm to 6:00pm Monday to Friday.

Table 2.1 Kent and Cambridge Parking Inventory

Parking type	Charge	Current spaces
P5	Free	2
P30	Free	2
P60	Free	26
P120	\$5.00/hour	36
10-Hour	\$3.00/hour	125
Taxi stand	Free	12
Total		203



Figure 2.1 Current parking on Kent and Cambridge Terrace

Parking occupancy data for Kent and Cambridge Terrace is available for metered spaces, which have parking sensors. Parking occupancy data is unavailable for free parking spaces and taxi stand spaces, which do not have parking sensors.

To analyse metered parking usage, the corridor has been split into three sections: Wakefield Street to Courtenay Place, Courtenay Place to Vivian Street, and Vivian Street to the Basin Reserve. This allows for a more detailed understanding of usage and drivers of parking demand across the corridor.

Data was collected for May 2021, representing 21 weekdays.

May 2021 provides an optimal view of typical parking demand because:

- there were no public holidays during this time-period;
- there were no school holidays (Term 2 began Monday May 3); and
- all of New Zealand was in Covid-19 Alert Level 1 for the entire time-period.

Figure 2.2 shows average weekday parking occupancy for metered spaces across the three sections of Kent and Cambridge Terrace.

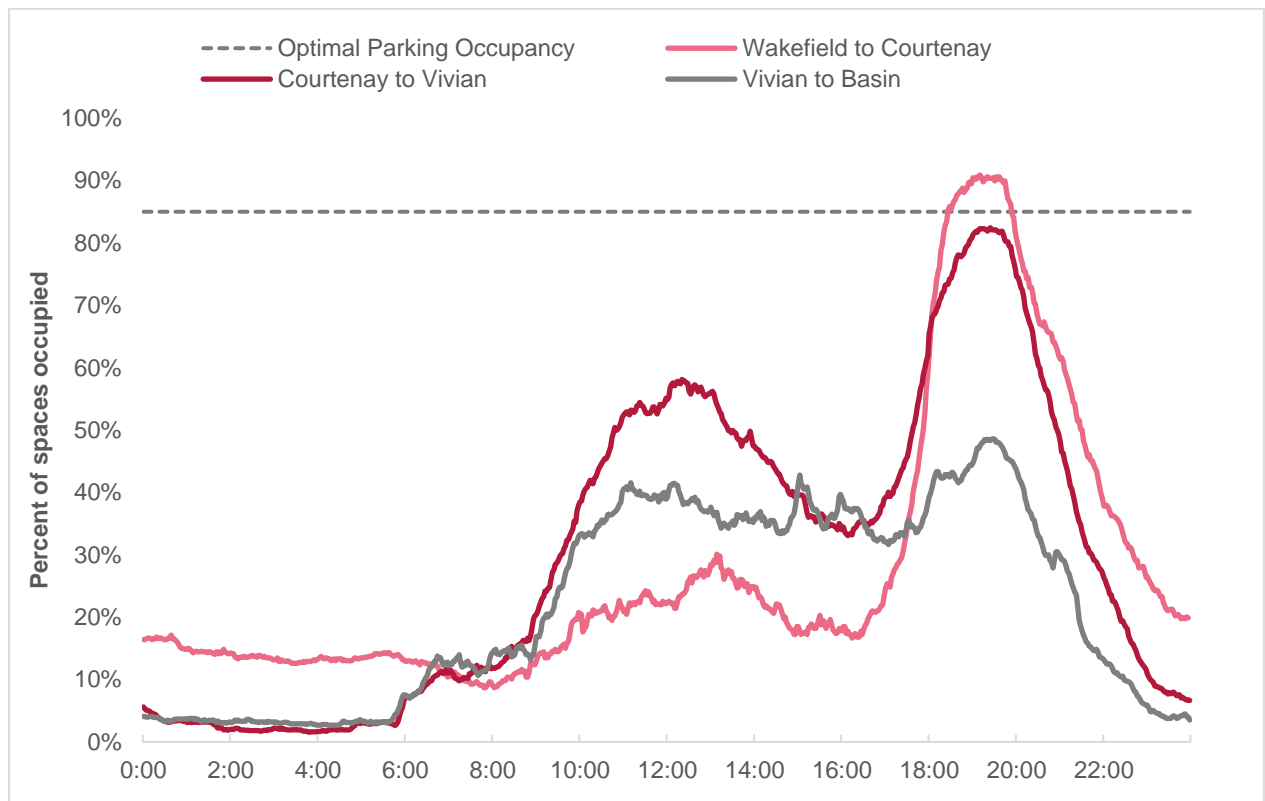


Figure 2.2 Weekday parking occupancy on Kent and Cambridge Terrace

Parking occupancy data shows that across the length of Kent and Cambridge Terrace, demand for metered parking is highest during the evening from 6:00pm to 9:00pm, with low to moderate levels of demand during the daytime.

From Wakefield Street to Courtenay Place, current parking usage is very low during the day (23% occupancy at 12pm) and very high during the evening (90% occupancy at 7pm). On this section, average occupancy levels exceed the optimal 85% occupancy level from around 6:30pm to 9:00pm.

From Courtenay Place to Vivian Street, current parking usage is moderate during the day (55% occupancy at 12pm) and high during the evening (81% occupancy at 7pm). On this section, average occupancy levels never exceed the optimal 85% occupancy level and parking is generally under-used.

From Vivian Street to the Basin Reserve, current parking usage is low during the day (39% occupancy at 12pm) and low during the evening (45% occupancy at 7pm). On this section, average occupancy levels never exceed the optimal 85% occupancy level and parking is generally under-used.

Figure 2.3 and **Figure 2.4** show the average duration of stays for metered spaces across the three sections of Kent and Cambridge Terrace on weekdays during the daytime (8:00am to 6:00pm) and evening (6:00pm to 8:00am). **Figure 2.3** shows that during the daytime (8:00am to 6:00pm) over 80% of visitors stay less than 2 hours and only a small proportion of visitors (between 4 and 6%) stay for more than four hours. **Figure 2.4** shows that during the evening (6:00pm to 8:00am) over two thirds of visitors stay less than 2 hours and only a small proportion of visitors (between 4 and 10%) stay for more than four hours.

While the metered spaces between Elizabeth Street and the Basin Reserve have a 10-hour time limit and can be used by commuters, the duration of stay analysis indicates that almost all visitors using metered spaces are short-term visitors staying less than four hours.

There are 30 free short-term parking spaces with time limits between 5 and 60 minutes. These are intended to facilitate access to local businesses for people with a short duration of stay. The duration of stay analysis indicates that over two thirds of visitors using metered spaces are staying for less than one hour.

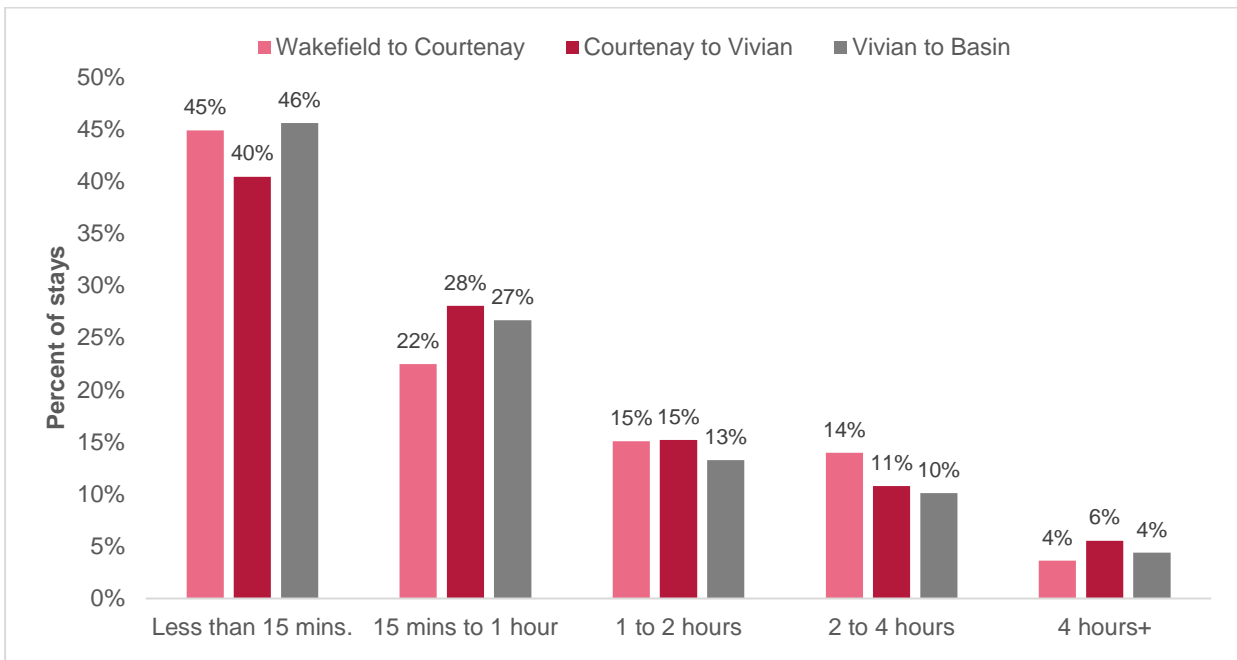


Figure 2.3 Average duration of stays from 8:00am to 6:00pm

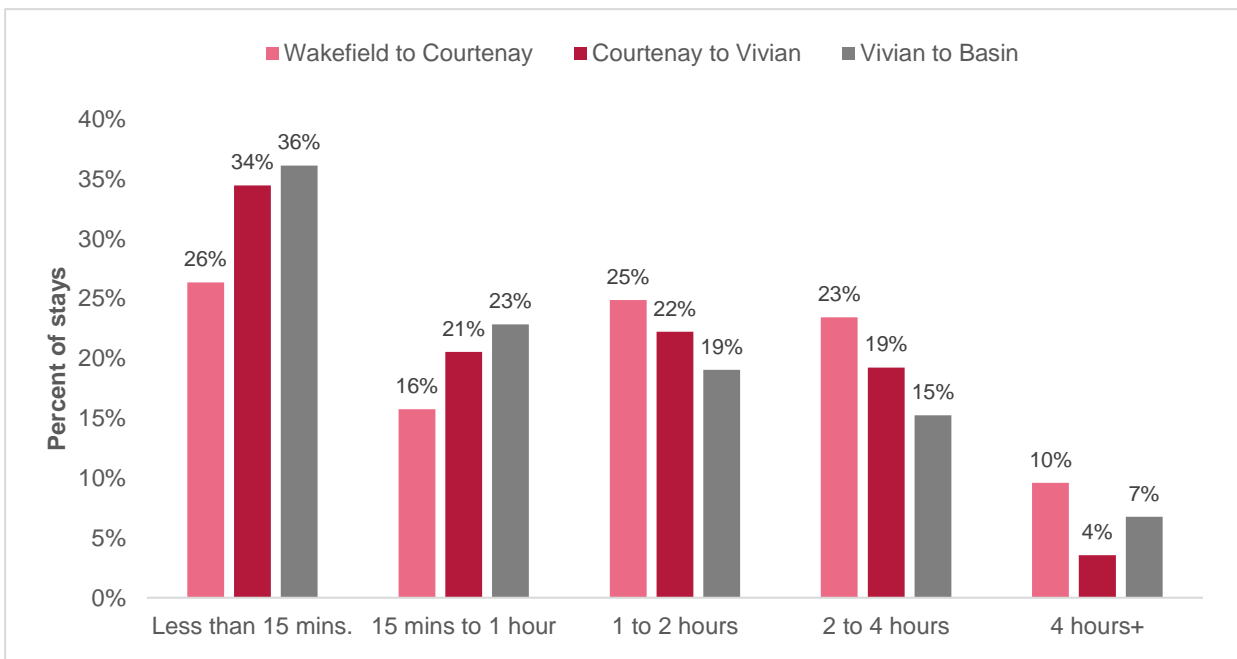


Figure 2.4 Average duration of stays from 6:00pm to 8:00am

2.3 Impact of improvements on parking

The Newtown to Waterfront project is expected to result in the removal of all 56 parking spaces on the east/median side of Cambridge Terrace. Of the spaces removed, 12 are from Wakefield Street to Courtenay Place, 19 are from Courtenay Place to Vivian Street, and 25 are from Vivian Street to the Basin.

Table 2.2 outlines the impact of transport improvements by parking types set out in the Parking Policy.

Before mitigation, the project is expected to have a high impact on taxi stands, a moderate impact on short-stay parking from Wakefield to Courtenay, a low impact on short-stay parking from Courtenay Place to Vivian Street and no impact on short-stay parking from Vivian Street to the Basin Reserve. Short stay parking is high priority and taxi stands are medium priority, according to the Parking Policy.

Table 2.2 Impact of improvements on Cambridge Terrace parking by type – before mitigation

Parking type	Priority level	Spaces removed	Level of Impact - before mitigation
Mobility	High	0	N/A
Loading zones	High	0	N/A
Bicycle/micro-mobility	High	0	N/A
Car share	High	0	N/A
Electric vehicle charging	Medium	0	N/A
Short-stay (car & motorcycle)	High	Wakefield to Courtenay - 12	Moderate
		Courtenay to Vivian - 19	Low
		Vivian to Basin - 25	None
SPSV*/taxi stands	Medium	12	High
Coach and bus (short stay)	Low	0	N/A
Residents	Lower	0	N/A
Commuter (car & motorcycle)	Lower	0	N/A
Coach and bus (long stay)	Low	0	N/A

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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Figure 2.5 shows hourly occupancy, the current number of spaces, and future number of spaces from Wakefield Street to Courtenay Place

In this section, the proposed parking removal will:

- have no impact on ability to access the area by car during the day (8:00am to 6:00pm) as the future number of spaces is sufficient to meet demand during this time
- result in a shortfall of around 9 spaces and about 12 spaces compared to the optimal occupancy level, from 6:00pm to 9:00pm. This demand is most likely due to people visiting restaurants in the Courtenay Place area, so will result in a slight reduction in access to dining in the Courtenay Place area.

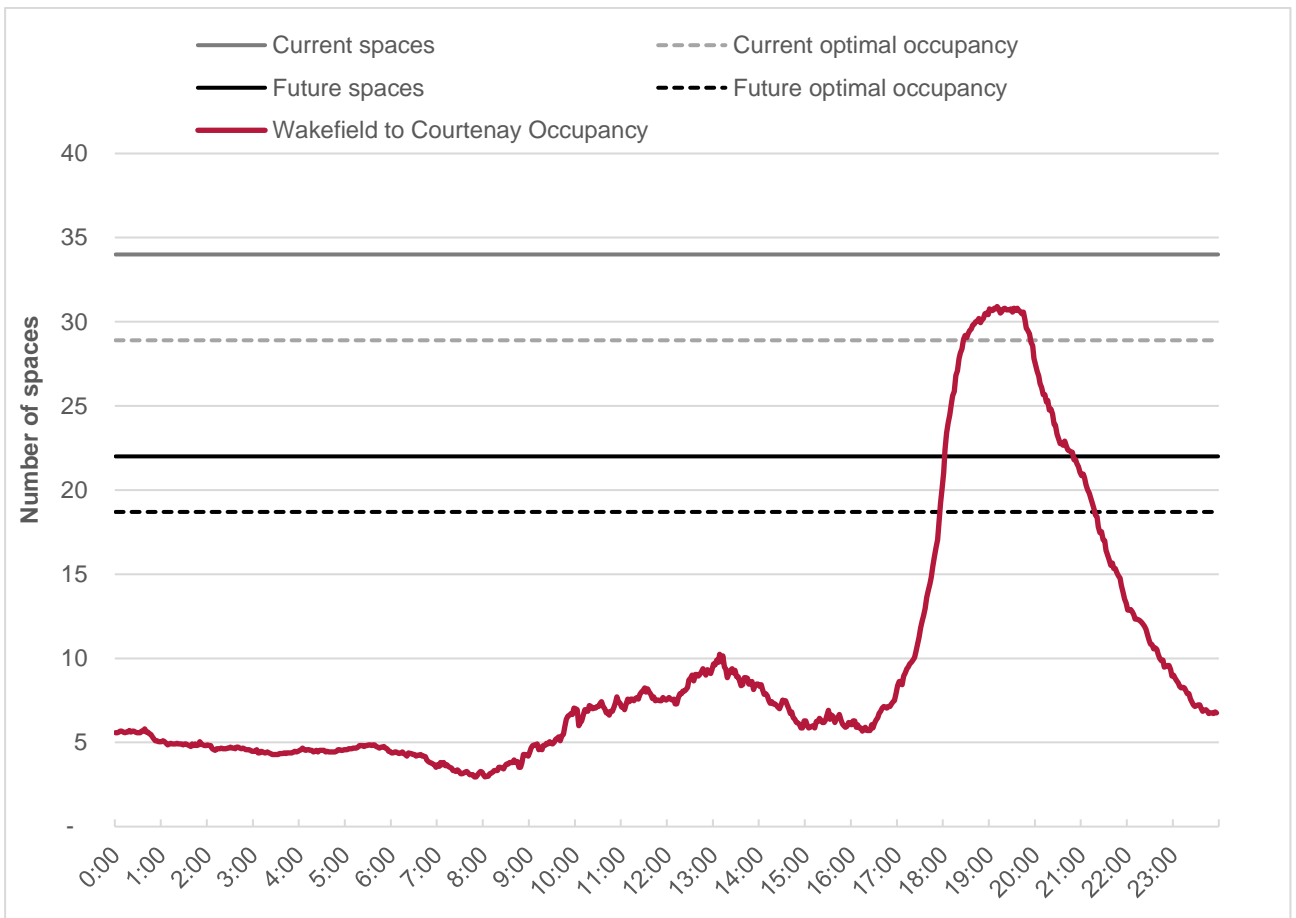


Figure 2.5 Current and future occupancy from Wakefield Street to Courtenay Place

Figure 2.6 shows hourly occupancy, the current number of spaces, and future number of spaces from Courtenay Place to Vivian Street.

In this section, the proposed parking removal will:

- have no impact on ability to access the area by car during the day (8:00am to 6:00pm) as the future number of spaces is sufficient to meet demand during this time
- result in a shortfall of around 5 spaces and about 15 spaces compared to the optimal occupancy level, from 6:00pm to 9:00pm.

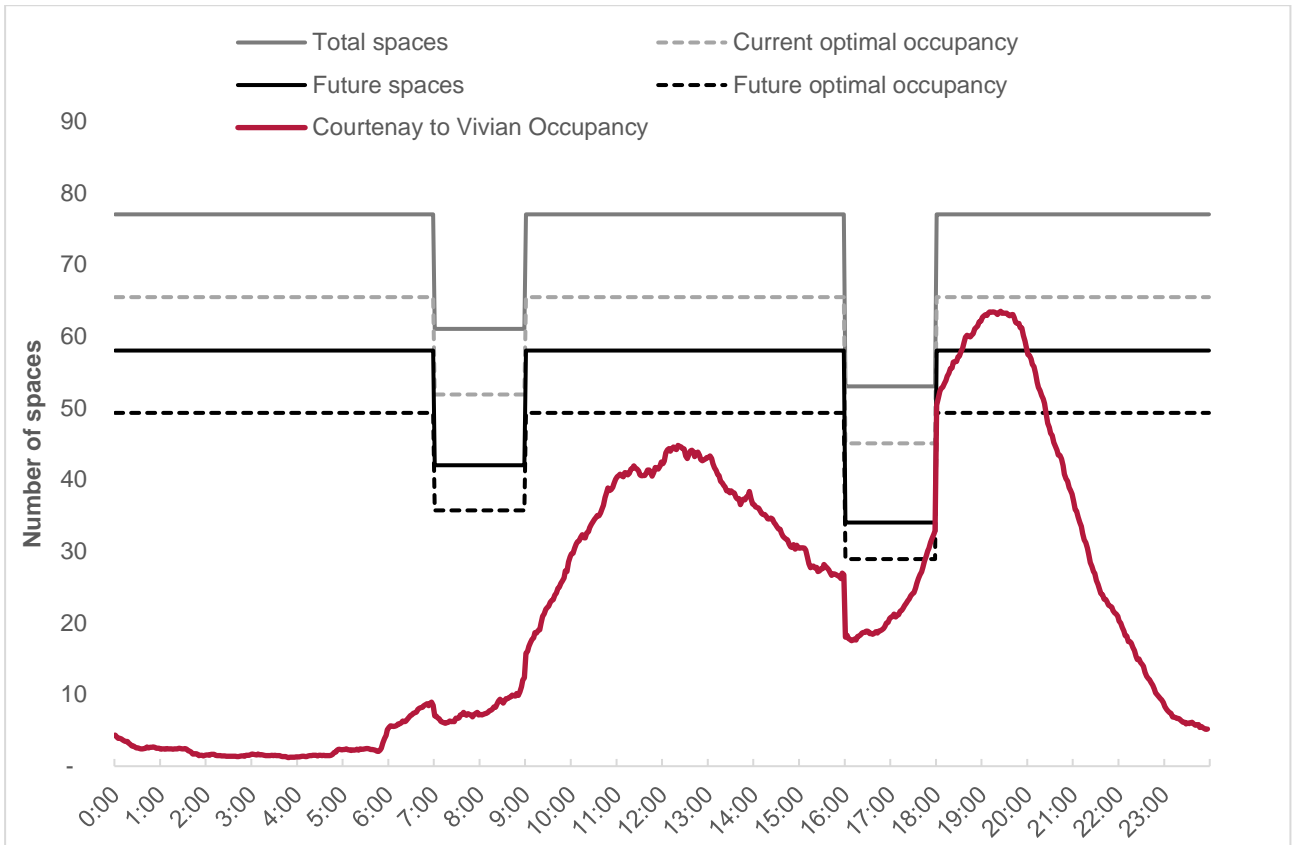


Figure 2.6 Current and future occupancy from Courtenay Place to Vivian Street

Figure 2.7 shows hourly occupancy, the current number of spaces, and future number of spaces from Vivian Street to the Basin Reserve.

In this section, the proposed parking removal has no impact on ability to access the area by car as the future number of spaces is sufficient to meet demand.

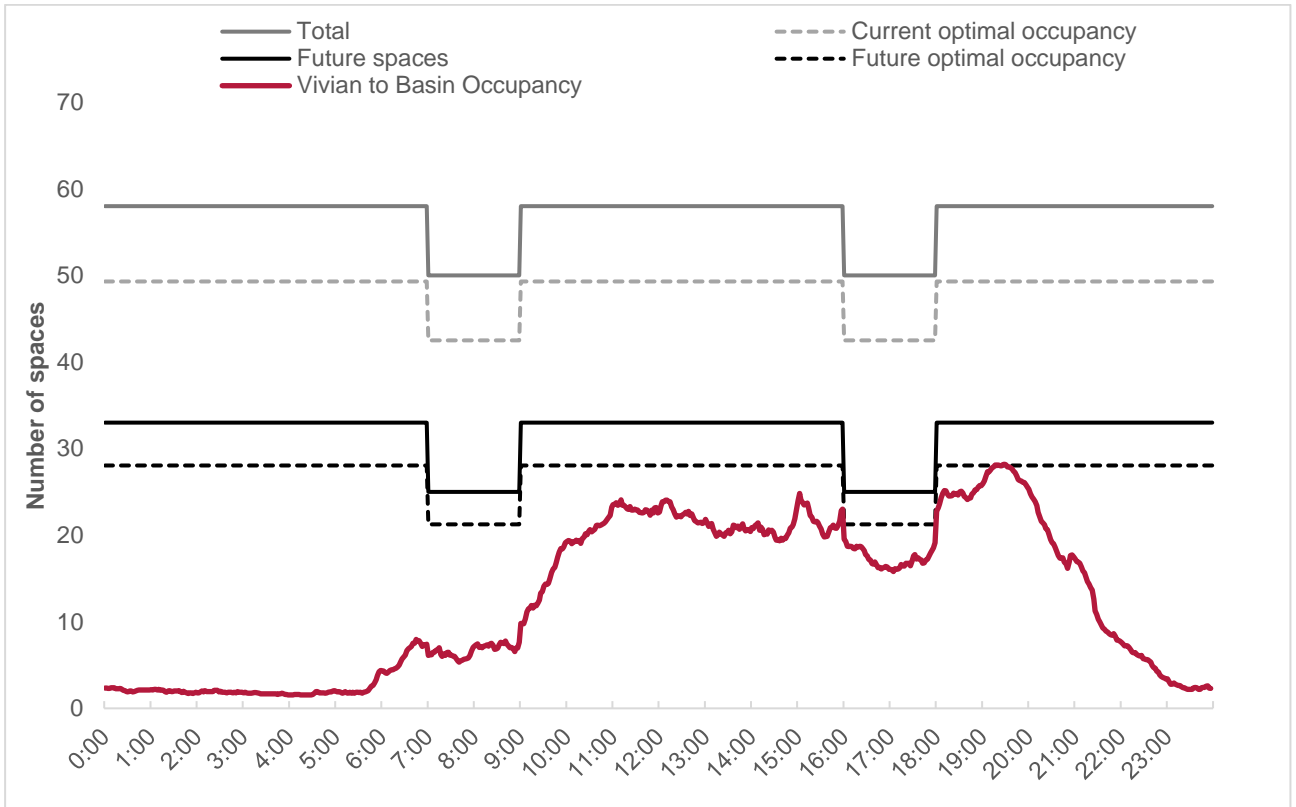


Figure 2.7 Current and future occupancy from Vivian Street to the Basin Reserve

2.4 Mitigation of parking impact

Table 2.3 outlines the proposed measures to mitigate the impact of parking loss and the expected level of impact after mitigation. After mitigation, the project is expected to have a moderate impact on taxi stands, a low impact on short-stay parking from Wakefield Street to Courtenay Place, a very low impact on short-stay parking from Courtenay Place to Vivian Street and no impact on short-stay parking from Vivian Street to the Basin Reserve.

Table 2.3 Proposed mitigation of parking impact on Cambridge Terrace

Parking type	Proposed mitigation	Level of impact - after mitigation
SPSV*/taxi stands	Relocate taxi stand to the kerbside metered spaces on Cambridge Terrace between Tennyson Street and Alpha Street. This will reduce the size of the Taxi stand from 12 spaces to 7 spaces. Its location provides equally good access to Courtenay Place, as compared to the current location.	Moderate
Short-stay – Wakefield to Courtenay	Convert 7 P60 spaces on Roxburgh Street to metered spaces. This will increase turnover, increase compliance with time limits, and increase availability of parking for diners visiting at peak times.	Low
Short-stay – Courtenay to Vivian	Convert 5 P60 spaces on Roxburgh Street to metered spaces. This will increase turnover, increase compliance with time limits, and increase availability of parking for diners visiting at peak times.	Very low
Short-stay – Vivian to Basin	Convert the following time restricted spaces to metered spaces: 2 - P30 spaces Cambridge Terrace (west/kerb side) 10 – P60 spaces Cambridge Terrace (west/kerb side) 16 – P60 spaces Cambridge Terrace (west/kerb side) This change is supported by the duration of stay analysis, which indicates that over two thirds of visitors using metered spaces are staying for less than one hour.	None
Loading zones	Configure metered car parks on the west/kerbside of Cambridge Terrace for use as a loading zone during off-peak times. This will prevent large vehicles from double parking while loading and unloading, and is an improvement on the current state, where there are no loading zones.	None

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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3. Adelaide Road

3.1 About the area

The Newtown to Waterfront project is proposed to run along Adelaide Road from the Basin Reserve to the intersection of John St, Adelaide Road, and Riddiford Street.

Adelaide Road is a key transport route that connects Wellington's central city with the southern suburbs and facilitates access to the Wellington Regional Hospital. It is a main bus route and a primary connection for people on bikes.

Adelaide Road has several drivers of parking demand, including visitors to local shops and businesses, commuters who work in the area, and use by local businesses.

3.2 Current parking and usage

There are 67 parking spaces on Adelaide Road. Of these spaces, almost two thirds (64%) are coupon spaces. In addition to coupon spaces, there are also 20 P60 parking spaces and four P30 spaces. **Table 3.1** outlines the number and type of parking spaces on Adelaide Road.

On Adelaide Road, the west side parking lane is used as a bus lane from 7:00am to 9:00am Monday to Friday and the east side parking lane is used as a bus lane from 4:00pm to 6:00pm Monday to Friday.

Figure 3.1 shows a map of the current parking types on Adelaide Road.

Table 3.1 Adelaide Road Parking Inventory

Parking type	Charge	Number of spaces
Coupon	\$18.00/day, first 2 hours free, annual fee for residents	43
P60	Free	20
P30	Free	4
Total		67

In 2019, Wellington City Council completed a parking occupancy survey for the wider Newtown area, including Adelaide Road. The study took place over two days during the week and two weekend days in April 2019. The 2019 parking occupancy survey is used to assess parking demand on Adelaide Road, as it is the latest data available.

Figure 3.2 shows hourly occupancy and the current number of spaces on Adelaide Road from the Basin Reserve to John Street. Parking occupancy data shows that parking demand is highest on Adelaide Road during the daytime from 9:00am to 2:00pm. Current parking usage is very high during the day (93% occupancy at 11:00am) and low during the evening (49% occupancy at 7:00pm). On this section, average occupancy levels exceed the optimal 85% occupancy level from around 8:00am to 9:00am and 11:00am to 12:00pm.

During the midday peak from 11:00am to 12:00pm:

- Almost half (45%) of spaces are occupied by commuters
- About a third (32%) of spaces are occupied by visitors staying less than one hour
- A small proportion (9%) of spaces are occupied by visitors staying between one and four hours
- A small proportion (7%) of spaces are occupied by residents or other people who have left their car overnight
- A small proportion (7%) of spaces are empty.



Figure 3.1 Current parking on Adelaide Road – John to Basin

The parking spaces on Adelaide Road represent a portion of the parking supply in the area. When considering the wider Adelaide area, Adelaide Road currently provides 28% of the 236 total parking spaces in the area. The side streets that provide parking access to the Adelaide area, include:

- Broomhedge Street: 4 unrestricted spaces
- Douglas Street: 12 coupon spaces
- Myrtle Crescent: 19 Residents spaces, 37 Coupon spaces
- Drummond Street: 27 coupon spaces
- King Street: 56 coupon spaces, and
- Oxford Terrace: 13 coupon spaces, 1 mobility space.

Figure 3.3 shows the shows hourly occupancy and the current number of spaces on side streets in the Adelaide area. Parking occupancy data shows that parking demand is highest on the side streets around Adelaide Road during the daytime from 9:00am to 5:00pm. Current parking usage is optimal during the day (86% occupancy at 1:00pm) and moderate during the evening (67% occupancy at 7:00pm). On these side streets, average occupancy levels are around the optimal 85% occupancy level from around 8:00am to 5:00pm.

During the midday peak from 11:00am to 12:00pm:

- A large proportion (38%) of spaces are occupied by residents or other people who have left their car overnight
- A large proportion (39%) of spaces are occupied by commuters
- A small proportion (4%) of spaces are occupied by short-term visitors staying less than four hours
- Less than one fifth (17%) of spaces are empty.

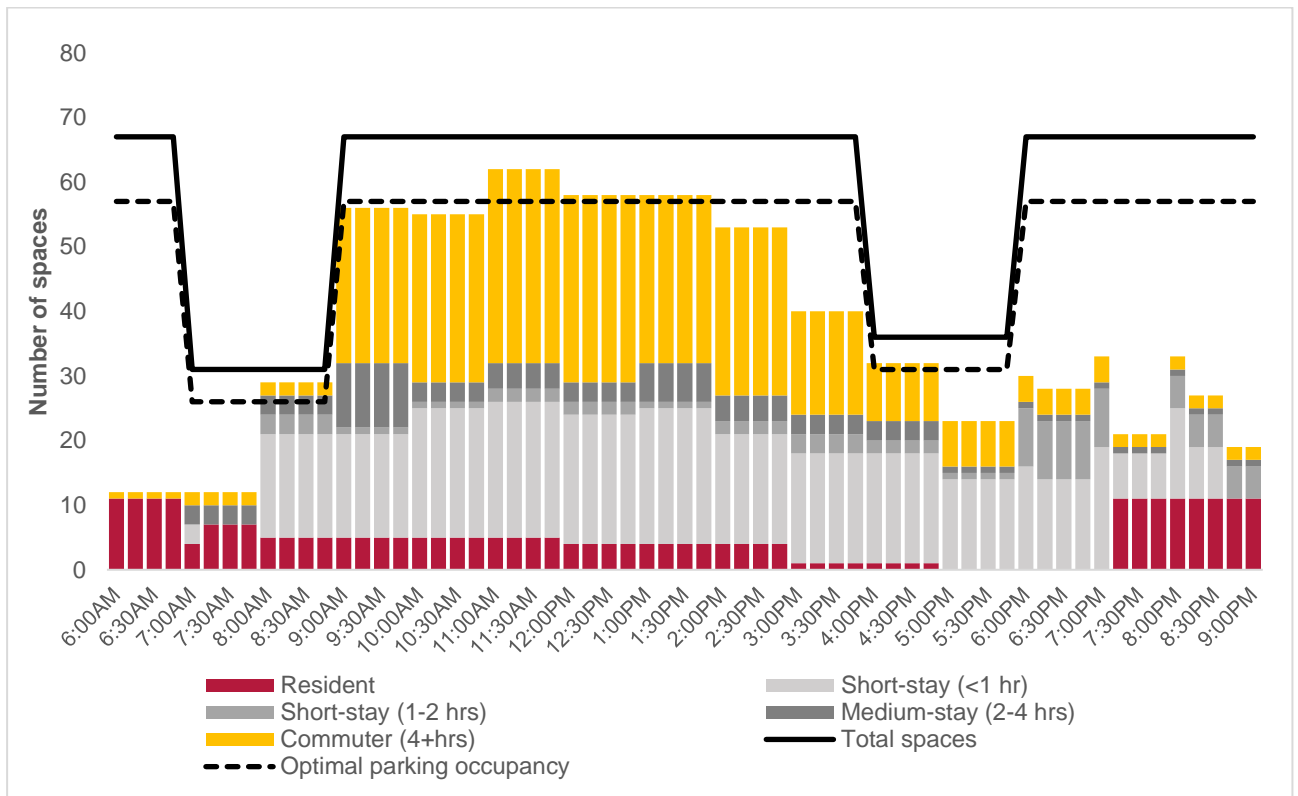


Figure 3.2 Parking usage on Adelaide Road – John St to the Basin Reserve

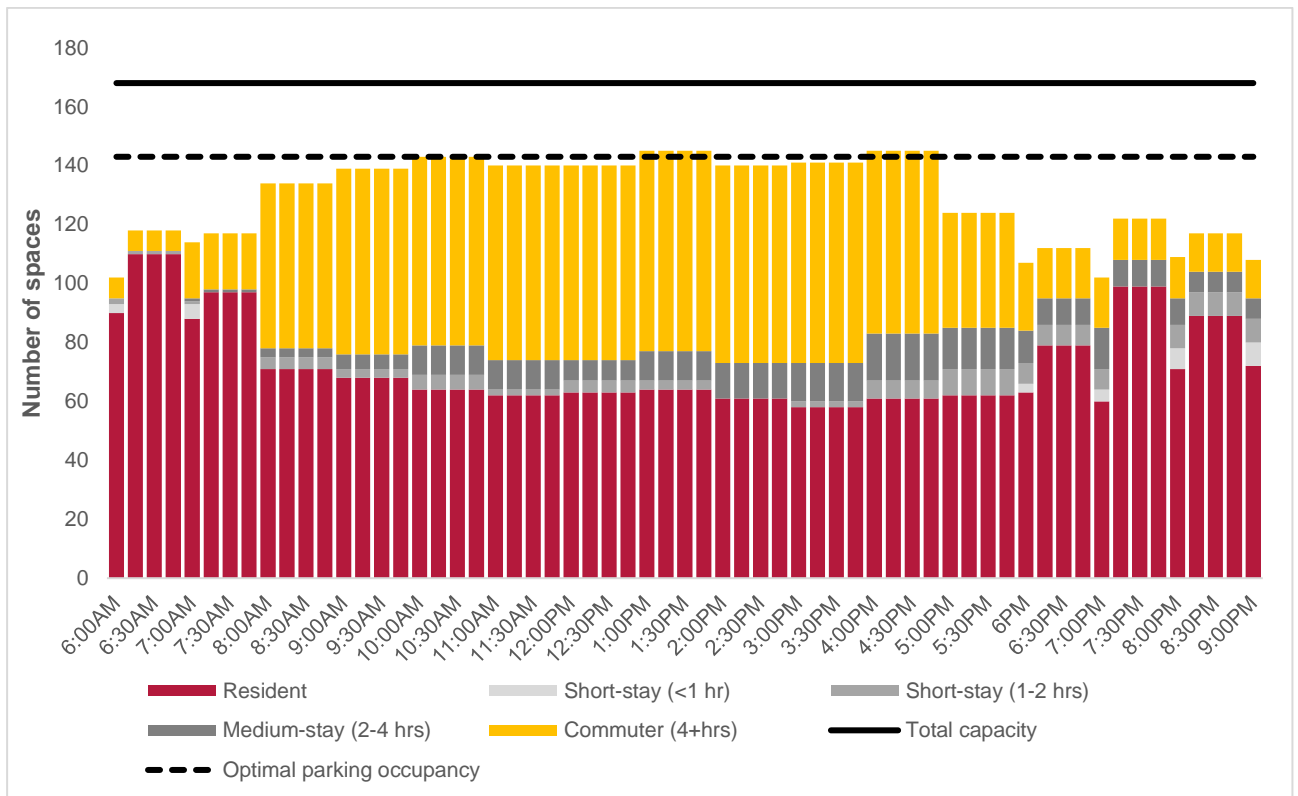


Figure 3.3 Parking usage on side streets near Adelaide Road - John St to the Basin Reserve

3.3 Impact of improvements on parking

The Newtown to Waterfront project is expected to result in the removal of 60 of the 67 parking spaces located on Adelaide Road. The seven P60 parking spaces located outside the Accident and Urgent Medical Centre are proposed to be retained. **Table 3.2** outlines the impact of transport improvements by parking types set out in the Parking Policy.

Before mitigation, the project is expected to have a high impact on commuter parking and very low impact on residents parking, and these types of parking are lower priority according to the Parking Policy. Before mitigation, the project is expected to have a high impact on short-stay parking, which is low priority on Adelaide Road, according to the Parking Policy.

Figure 3.4 shows current demand for parking in the Adelaide area relative to the future number of parking spaces. If demand and parking restrictions did not change, there would be a shortfall of around 25 spaces at peak times, or 50 more than optimal occupancy levels.

Table 3.2 Impact of improvements on Adelaide Road parking by type

Parking type	Priority level	Spaces removed	Level of impact - before mitigation
Mobility	Low	0	N/A
Loading zones	Low	3	N/A
Bicycle/micro-mobility	Low	0	N/A
Car share	Low	0	N/A
Electric vehicle charging	Low	0	N/A
Short stay (car & motorcycle)	Low	43 – Coupon 17 - P30 - P60	High
SPSV*/taxi stands	Low	0	N/A
Coach and bus (short stay)	Low	0	N/A
Residents	Lower	43 – Coupon	Very low
Commuter (car & motorcycle)	Lower	43 – Coupon ¹	High
Coach and bus (long stay)	Lower	0	N/A

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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¹ Coupon parking spaces are available for use by short stay visitors free of charge, for long stay visitors/commuters with a \$18/day coupon, or for residents with a valid permit.

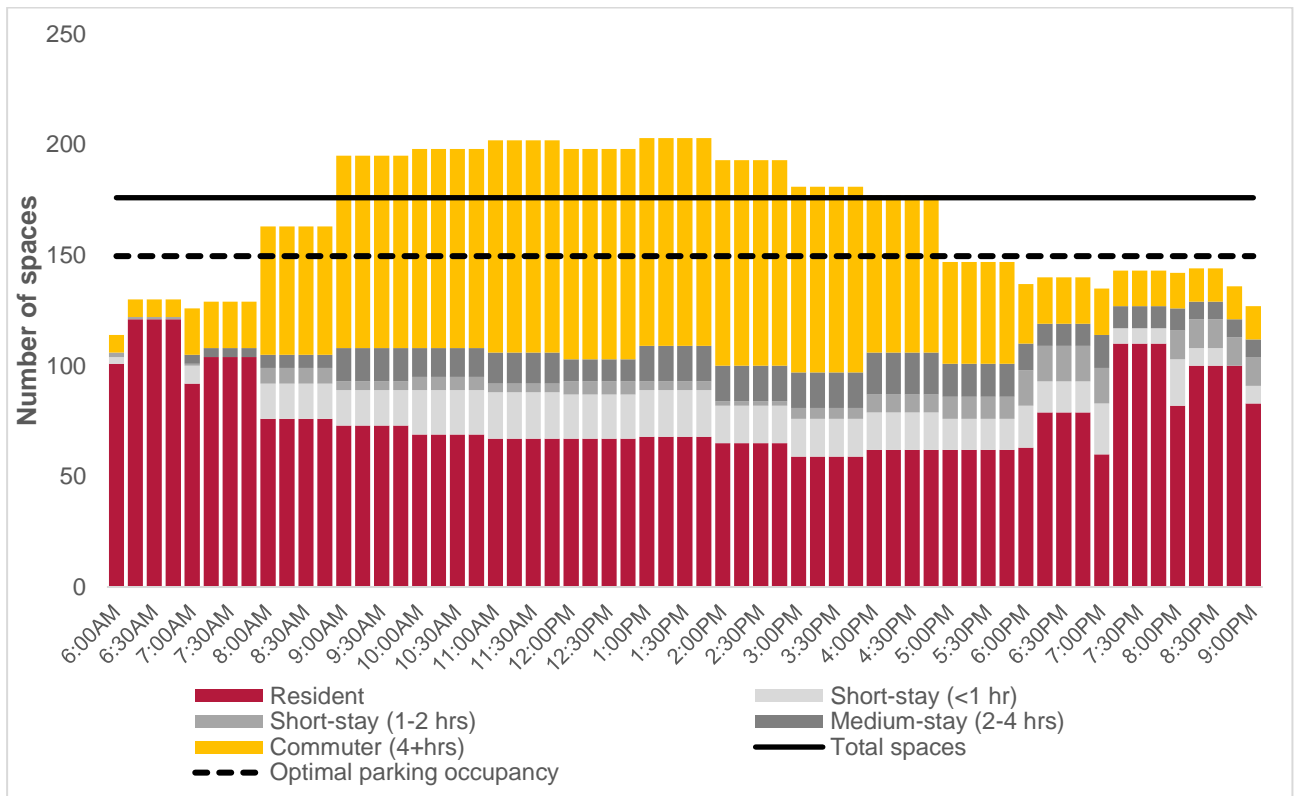


Figure 3.4 Current demand in Adelaide area relative to future number of parking spaces

3.4 Mitigation of parking impact

Table 3.3 outlines the proposed measures to mitigate the impact of parking loss and the expected level of impact after mitigation. After mitigation, the project is expected to have a very high impact on commuter parking, a high impact on medium-stay parking, a very low impact on short-stay parking, and no impact on residential parking.

Table 3.3 Proposed mitigation of parking impact on Adelaide Road

Parking type	Proposed mitigation	Level of impact - after mitigation
Commuter (4 or more hours)	Encourage commuters to use alternative travel modes or park at off-street parking providers. Communicate alternative travel mode options available and locations of off-street parking providers. Conversion of coupon spaces to P120 increases impact on commuters.	Very high
Short-stay (0-2 hours)	Convert 93 coupon spaces to P120 (Monday to Friday 8:00am to 6:00pm) with residents exempt from the time restrictions and residents only in the evenings and weekends. This will avoid the spaces being filled by commuters early in the morning and ensure that short-stay visitors are able to find a parking space throughout the day.	Very low
	Convert 4 unrestricted spaces on Broomhedge Street to P120 spaces. This will increase availability of parking for short-term visitors to local businesses.	
Medium-stay (2-4 hours)	Direct these visitors to use alternative travel modes, use coupon parking or park at off-street parking providers. Communicate alternative travel mode options available and locations of off-street parking providers. Conversion of coupon spaces to P120 increases impact on medium-stay visitors.	Very high
Resident	Convert 93 coupon spaces to P120 (Monday to Friday 8:00am to 6:00pm) with residents exempt from the time restrictions and residents only in the evenings and weekends. This will make more space available for residents relative the current state.	None
	Convert 2 coupon spaces on Drummond Street to car share spaces. Historically, Wellington car sharing has proven to remove as many as 11 cars in each location applied (through sale or deferred purchase). In the long term it may enhance parking availability as more people take up car sharing instead of owning their own vehicle (or a second vehicle).	

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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Table 3.4 shows the number and type of parking spaces in the Adelaide area currently and after the proposed mitigation. The proposed parking type by street is as follows:

- **Adelaide Road:** 7 P60 spaces
- **Broomhedge Street:** 4 P120 spaces
- **Douglas Street:** 12 P120/Residents exempt spaces
- **Myrtle Crescent:** 19 P120/Residents spaces, 37 Coupon spaces
- **Drummond Street:** 25 P120/Residents exempt spaces, 2 Car share spaces
- **King Street:** 56 P120/Residents exempt spaces
- **Oxford Terrace:** 13 Coupon spaces, 1 Mobility space.

Table 3.4 Adelaide area parking spaces, current and after mitigation

Parking type	Charge	Current spaces	Spaces after mitigation
Coupon	\$18.00/day, first 2 hours free, annual fee for residents	188	50
Resident	Annual fee for residents	19	0
P60	Free	20	7
P30	Free	4	0
P120	Free	0	4
Unrestricted	Free	4	0
P120 / Residents Exempt	P120 free, annual fee for residents	0	112
Mobility	Free	1	1
Car share	Free for customers. Operators priced according to Car Share policy	0	2
Total		236	176

The projected impact by user type, relative to the current state, is as follows:

- **Resident:** Ability to find a car park is improved as conversion of coupon spaces to P120 / Residents Exempt will increase the availability of car parks available for residents.
- **Short-stay** (0-2 hours): Ability to find a car park is improved as conversion of coupon spaces to P120 / Residents Exempt will increase the availability of car parks available for short-term visitors. People visiting Adelaide Road will have to walk to their destination from parking located on side streets.
- **Medium-stay** (2-4 hours) and **Commuter** (4 or more hours): Ability to find a car park is substantially reduced. About 60 people who currently drive to the area and park on the street will need to travel to the area by alternative modes or park privately.

4. Riddiford Street

4.1 About the area

The Newtown to Waterfront project is proposed to run along Riddiford Street between the John Street and Adelaide Road intersection and the Mein and Hall Street intersection.

Riddiford Street is a regional road in the suburb of Newtown. It is a primary north-south connection for private vehicles, bus passengers and people on bikes. Riddiford Street facilitates access to the Wellington Regional Hospital, which has several access points along the east side of Riddiford Street.

Local drivers of parking demand include the Wellington Regional Hospital, medical related facilities (e.g. the Cancer Society), short-term accommodation facilities, and retail shops clustered south of the the John Street and Adelaide Road intersection.

4.2 Current parking and usage

There are currently 59 parking spaces on Riddiford Street. Almost all the spaces are short-term car parks, with time limits between 10 minutes and 60 minutes. There is also a small taxi-stand with three parking spaces. **Table 4.1** outlines the current number and type of parking spaces on Riddiford Street.

Figure 4.1 shows a map of the current parking types on Adelaide Road.

Table 4.1 Riddiford St Street Parking Inventory

Parking type	Charge	Current spaces
P10	Free	3
P15	Free	15
P60	Free	38
Taxi stand	Free	3
Total		59

The 2019 parking occupancy survey is used to assess parking demand on Riddiford Street, as it is the latest data available.

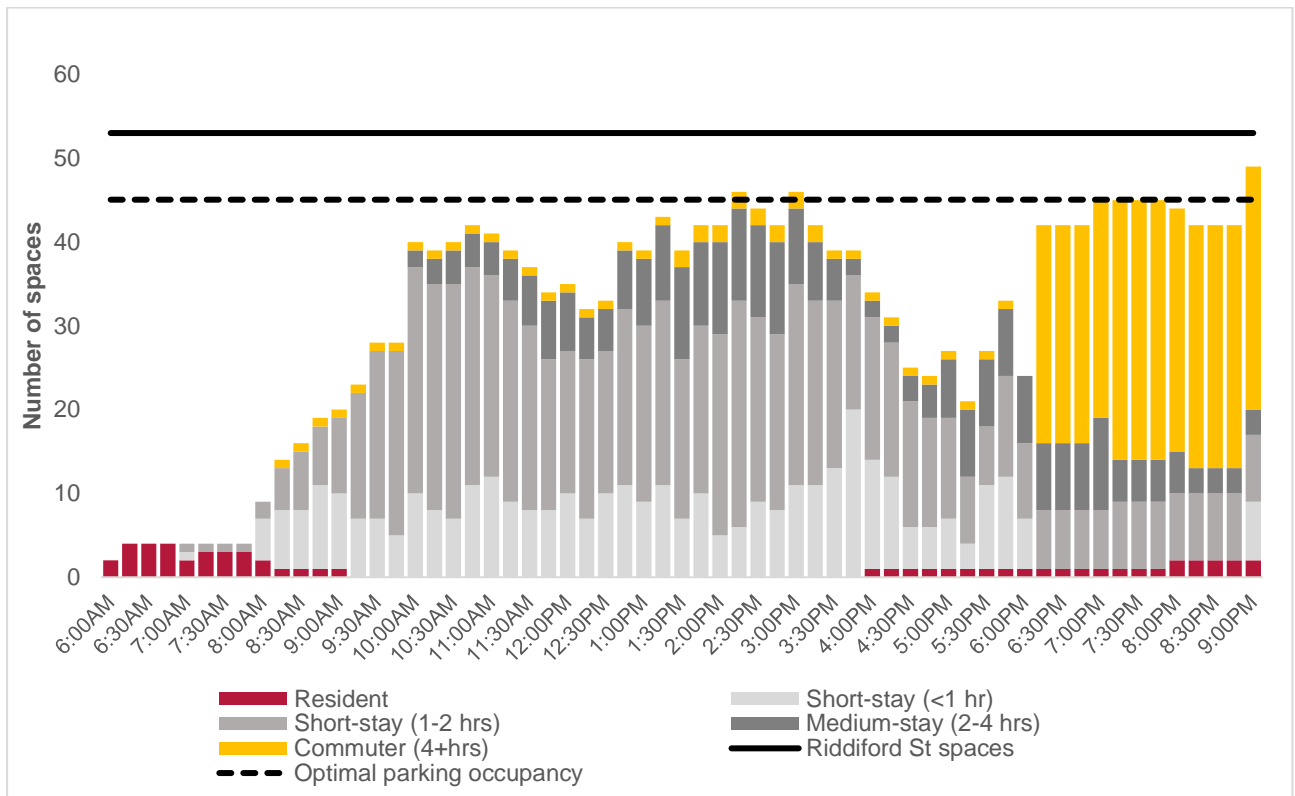


Figure 4.2 shows hourly occupancy and the current number of short-stay spaces on Riddiford Street. Parking occupancy data shows that parking demand is highest on Riddiford Street during the evening at 7:00pm. Current parking usage is moderate during the day (74% occupancy at 1:00pm) and optimal during the evening (83% occupancy at 7:00pm). On this section, average occupancy levels do not exceed the optimal 85% occupancy level.

During the midday peak from 11:00am to 12:00pm:

- About a third (32%) of spaces are occupied by visitors staying 1 to 2 hours
- About one fifth (19%) of spaces are occupied by visitors staying less than one hour
- A small proportion (13%) of spaces are occupied by visitors staying two to four hours
- A very small proportion (2%) of spaces are occupied by visitors staying more than four hours
- About a third (32%) of spaces are empty.

Occupancy data suggests that time limits are not well aligned with demand, as there is low compliance with the time limits and most spaces are occupied by vehicles exceeding the time limits.

At 9:00pm, a large proportion (55%) of spaces are occupied by vehicles staying longer than four hours. As the spaces are vacated at 6:00am, these are unlikely to be residents, and are likely commuters working the overnight shift at the Wellington Regional Hospital.

The parking spaces on Riddiford Street represent a portion of the parking supply in the area. When considering the wider Hospital area, Riddiford Street currently provides under one third (31%) of the 193 total parking spaces in the area. The side streets that provide parking access to the Hospital area, include:

- **Adelaide Road (John St to Hall St):** 13 Residents spaces, 38 Unrestricted spaces, 1 P10 space, 3 P15 spaces
- **Mein Street (Riddiford St to Owen St):** 6 P60 Spaces, 4 P10 Spaces, 23 Unrestricted spaces
- **Hall Street (Riddiford St to Adelaide Rd):** 4 Residents spaces, 28 Unrestricted spaces, 3 P5 spaces
- **Nikau Street:** 11 Unrestricted spaces

Figure 4.3 shows the shows hourly occupancy and the current number of spaces on side streets in the Hospital area. Parking occupancy data shows that parking demand is moderate across the day. Current parking usage is moderate during the day (76% occupancy at 12:00pm) and moderate during the evening (68% occupancy at 7:00pm). On these side streets, average occupancy levels do not exceed the optimal 85% occupancy level.

During the midday peak at 12:00pm:

- Almost half (46%) of spaces are occupied by residents or other people who have left their car overnight
- Over a quarter (28%) of spaces are occupied by commuters
- A small proportion (2%) of spaces are occupied by short-term visitors staying less than four hours
- About a quarter (24%) of spaces are empty



Figure 4.1 Current parking on Riddiford Street – John St to Mein St

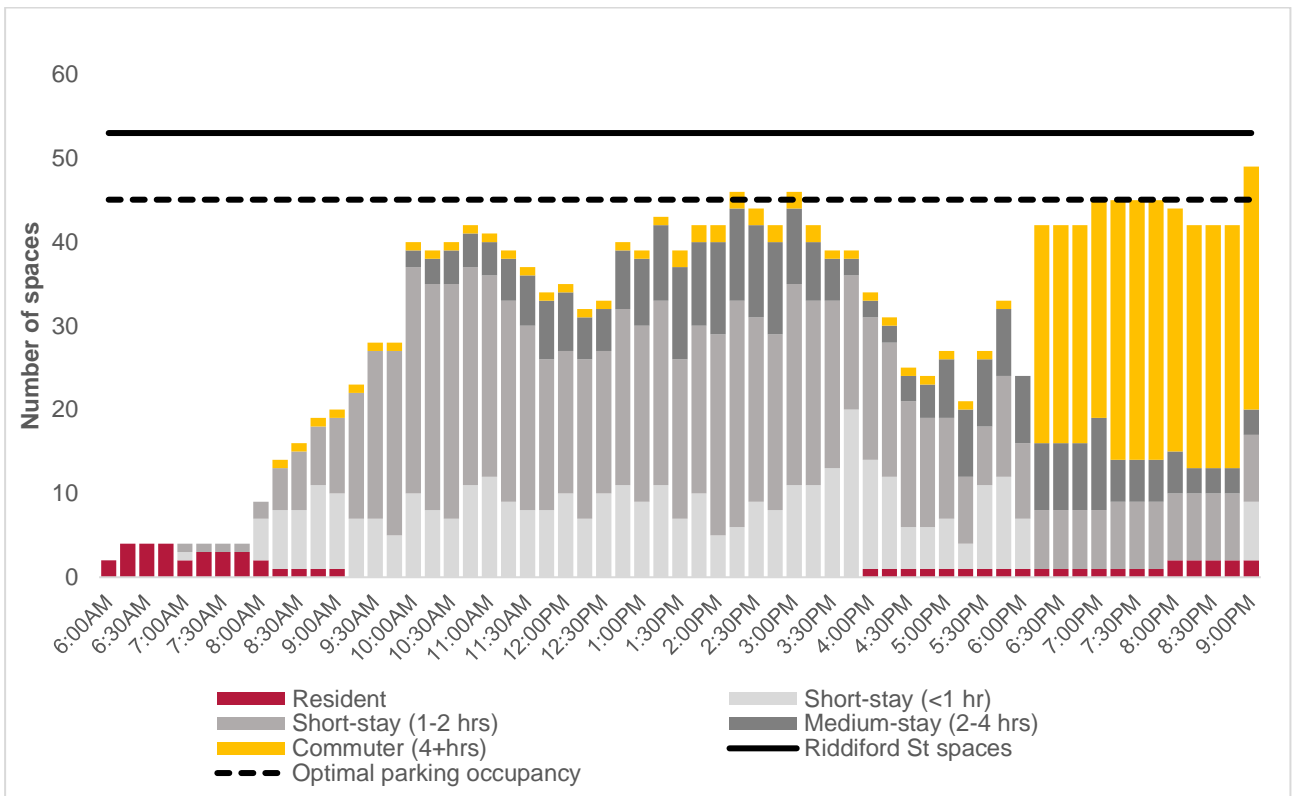


Figure 4.2 Parking usage on Riddiford St (John St to Hall St)

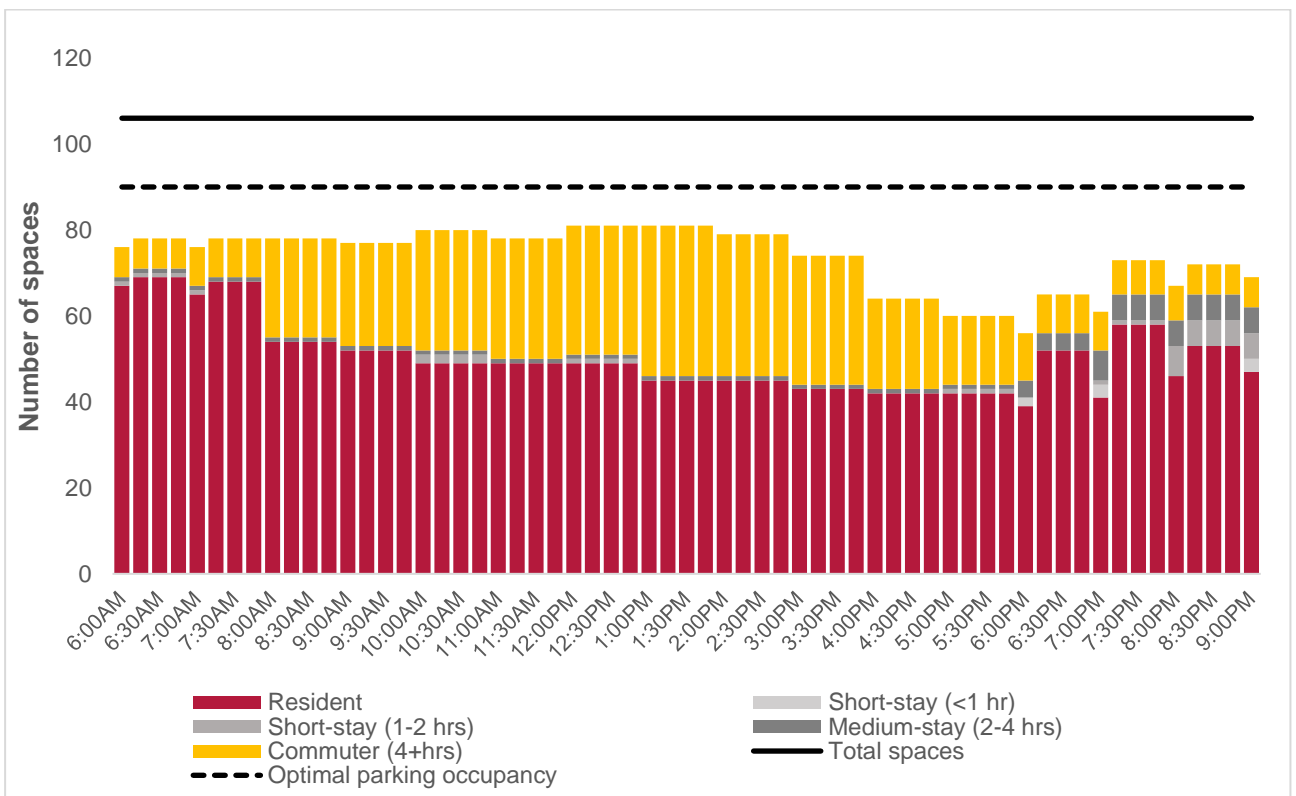


Figure 4.3 Parking usage on side streets near Riddiford St (John St to Hall St)

4.3 Impact of improvements on parking

The Newtown to Waterfront project is expected to result in the removal of all 59 parking spaces located on Riddiford Street. **Table 4.2** outlines the impact of transport improvements by parking types set out in the Parking Policy.

Before mitigation, the project is expected to have a low impact on taxi stands and a high impact on short-stay parking. Short-stay parking and taxi stands are low priority on Riddiford Street, according to the Parking Policy.

Figure 4.4 shows current demand for parking in the Adelaide area relative to the future number of parking spaces. If demand and parking restrictions did not change, there would be a shortfall of around 20 spaces and 40 spaces above the optimal number of spaces from around 10:00am to 4:00pm.

Table 4.2 Impact of improvements on Riddiford Street parking by type

Parking type	Priority level	Spaces removed	Level of Impact - before mitigation
Mobility	Low	0	N/A
Loading zones	Low	0	N/A
Bicycle/micro-mobility	Low	0	N/A
Car share	Low	0	N/A
Electric vehicle charging	Low	0	N/A
Short stay (car & motorcycle)	Low	56	High
SPSV*/taxi stands	Low	3	Low
Coach and bus (short stay)	Low	0	N/A
Residents	Lower	0	N/A
Commuter (car & motorcycle)	Lower	0	N/A
Coach and bus (long stay)	Lower	0	N/A

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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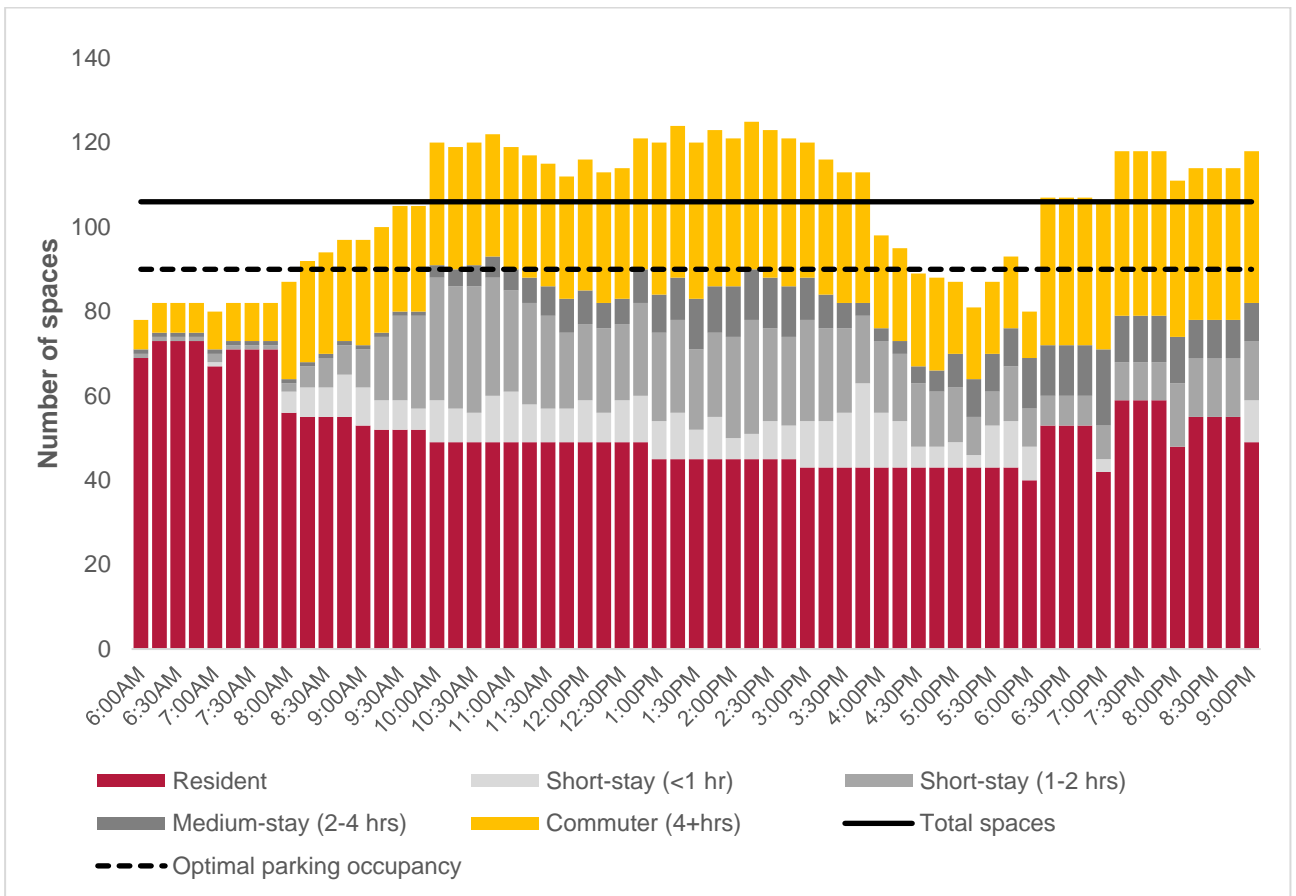


Figure 4.4 Current demand in Adelaide area relative to future number of parking spaces

4.4 Mitigation of parking impact

Table 4.3 outlines the proposed measures to mitigate the impact of parking loss and the expected level of impact after mitigation. After mitigation, the project is expected to have a low impact on taxi stands and a very low impact on short-stay parking.

Table 4.3 Proposed mitigation of parking impact on Riddiford Street

Parking type	Proposed Mitigation	Level of Impact - after mitigation
Short-stay	<p>Mein Street (Riddiford to Minerva St): Convert 12 unrestricted car parks on the north side of Mein Street to P120 car parks. This more than offsets the loss of 12 P60 spaces on Riddiford St between the Emergency Department entry and Mein St and the time restriction is better suited to visitor stay patterns.</p>	Very low
	<p>Hall Street (Riddiford to Adelaide): Convert 28 Unrestricted car parks and 4 Residents car parks to P120 (Monday to Friday 8:00am to 6:00pm) with residents exempt from the time restrictions and residents only in the evenings and weekends. This will avoid the spaces being filled by commuters early in the morning and ensure that short-stay visitors are able to find a parking space throughout the day and residents are able to find a car park in the evening.</p>	
	<p>Adelaide Road (John to Hall): Convert 38 unrestricted car parks and 13 Resident car parks to P120 (Monday to Friday 8:00am to 6:00pm) with residents exempt from the time restrictions and residents only in the evenings and weekends. This will avoid the spaces being filled by commuters early in the morning and ensure that short-stay visitors are able to find a parking space throughout the day and residents are able to find a car park in the evening.</p> <p>Publicise availability of public car parks available at Countdown Supermarket.</p> <p>Direct users of P10 and P15 spaces on Riddiford Street to P10 and P15 spaces on the west side of Adelaide Road, which are about 60 meters/less than one minute walk away.</p>	
	<p>Nikau St: Convert 11 unrestricted car parks to P120 (Monday to Friday 8:00am to 6:00pm) with residents exempt from the time restrictions and residents only in the evenings and weekends. Improving wayfinding and amenity on pedestrian pathway connecting Nikau Street and Riddiford Street to facilitate visitors to Riddiford Street to use parking on Nikau Street and Adelaide Road.</p>	
Taxi stand	Encourage taxi operators to use the taxi stand located at the Wellington Regional Hospital.	Low

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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Table 3.4 shows the number and type of parking spaces in the Hospital area currently and after the proposed mitigation. The proposed parking type by street is as follows:

- **Adelaide Road (John St to Hall St):** 51 P120/Resident Exempt spaces, 1 P10 space
- **Mein Street (Riddiford St to Owen St):** 18 P120 Spaces, 4 P10 Spaces, 11 Unrestricted spaces
- **Hall Street (Riddiford St to Adelaide Rd):** 32 P120/Resident Exempt Spaces, 3 P10 spaces
- **Nikau Street:** 11 P120/Resident Exempt Spaces

Table 4.4 Adelaide area parking spaces, current and after mitigation

Parking type	Charge	Current spaces	Spaces after mitigation
Resident	Annual fee for residents	17	0
P5	Free	3	0
P10	Free	8	8
P15	Free	18	3
P60	Free	44	0
P120	Free	0	18
Unrestricted	Free	100	11
P120 / Residents Exempt	P120 free, annual fee for residents	0	94
Taxi	Free	3	0
Total		193	134

The projected impact by user type, relative to the current state, is as follows:

- **Resident:** Ability to find a car park is significantly improved as conversion of coupon spaces to P120 / Residents Exempt will increase the availability of car parks available for residents.
- **Short-stay (0-2 hours):** Ability to find a car park is significantly improved as conversion of coupon spaces to P120 / Residents Exempt will increase the availability of car parks available for short-term visitors. Total number of car parks available for use by short-stay visitors increases by 26. People visiting Riddiford Street will have to walk to their destination from parking located on side streets.
- **Medium-stay (2-4 hours) and Commuter (4 or more hours):** Ability to find a car park is substantially reduced. About 50 people who currently drive to the area and park on the street will need to travel to the area by alternative modes or park privately.

5. Conclusions

This report has developed a Parking Management Plan as part of the Transition Programme Newtown to Waterfront bike route. The Newtown to Waterfront bike route removes on-street parking spaces and reallocates on-street road space to support active and public transport, supporting Wellington's vision of moving more people using fewer vehicles. This parking management plan re-prioritises the remaining on-street parking spaces, in-line with the parking space hierarchy for different parts of the city established in the Parking Policy. The mitigation measures proposed minimise the impact of parking removal on the ability of users to find a parking space and visit the area.

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