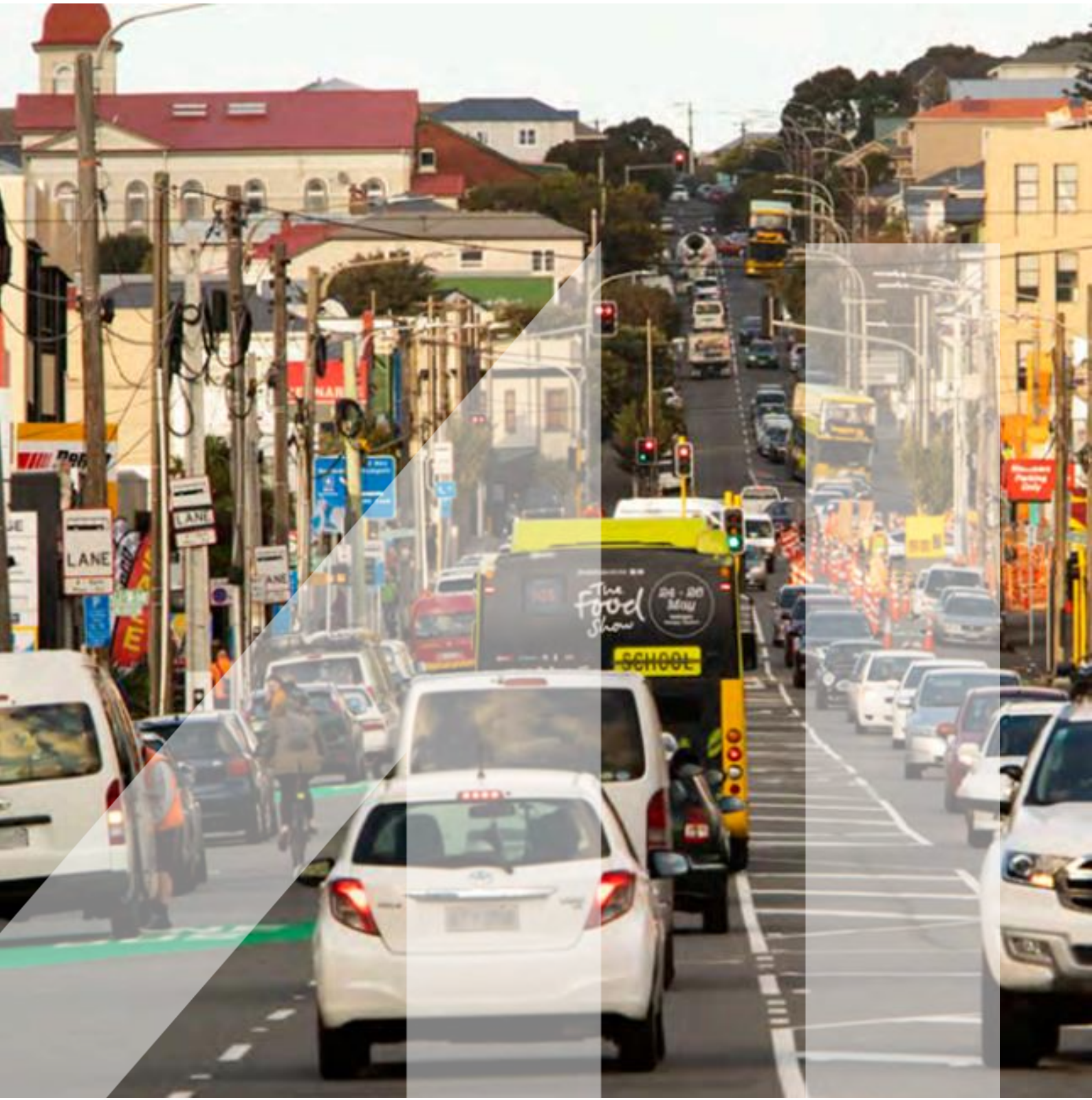


Newtown Parking Management Plan

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Contents

1. Introduction	5
1.1 Purpose of Parking Management Plan	5
1.2 Parking Management Best Principles	5
2. Background	6
2.1 Study Area	6
2.2 Demographics	8
2.3 Precincts	14
3. Strategic Context	22
3.1 Wellington City Council Parking Policy 2020	22
3.2 Traffic and Parking Bylaw	23
3.3 Waka Kotahi National Parking Management Guidance 2021	24
3.4 Operative District Plan	25
4. Planning Context	26
4.1 Wellington Regional Growth Framework – Spatial Plan	26
4.2 Planning for Growth in Wellington	27
4.3 Future Growth in Newtown and Berhampore	29
5. Parking Data	30
5.1 Parking Survey	30
5.2 Parking Inventory by Precinct	30
5.4 Existing Parking Demand Analysis	35
5.5 Future Traffic and Parking Growth	43
5.6 Car Share	44
6. Engagement and Consultation	46
6.1 Overview	46
6.2 Modal Behaviour and Level of Satisfaction	46
6.3 Parking Infringements and Complaints	48
7. Berhampore to Newtown Transitional Walk, Bike and Bus Improvements	49
7.1 Background	49
7.2 Overview of Parking Changes	49
7.3 Off-Street Parking	50
7.4 Summary of Parking Impacts	56
7.5 Alignment with WCC Parking Policy	61
7.6 Newtown Proposed Parking Solution	63
7.7 Travel Demand Management	63

8. Summary of Parking Management Issues	64
8.1 Newtown Parking Analysis	64
8.2 Engagement and Consultation	66
8.3 Berhampore to Newtown Walk, Bike and Bus Improvements	67
9. Mitigation of Parking Impact	68
9.1 Alignment with WCC Parking Policy	68
10. Resident Permits and Parking Allocation	70
10.1 Background	70
10.2 Summary of Newtown Parking Management Business Case	70
10.3 The Proposed Parking Solution	71
10.4 Methodology	71
10.5 Analysis and Recommendations	73
11. Ongoing Monitoring Requirements	75
11.1 Post-Implementation Monitoring	75
11.2 Annual Monitoring	75
11.3 Periodic monitoring	75
12. Conclusions and Recommendations	76
12.1 Conclusions	76
12.2 Recommendations	76

Tables

Table 2.1 Key transport route descriptions	8
Table 2.2 Population count and median age per statistical area	9
Table 2.3 Key demographic statistics per statistical area	10
Table 3.1 Parking space hierarchy for central city and key transport routes	22
Table 3.2 Traffic and Parking Bylaw 2021 – relevant matters	24
Table 5.1 Parking inventory by restriction for the Adelaide Road Residential precinct	31
Table 5.2 Parking inventory per restriction for the Berhampore Commercial precinct	32
Table 5.3 Parking inventory for the Berhampore Residential precinct	32
Table 5.4 Parking inventory for Hospital precinct	33
Table 5.5 Parking inventory per restriction for the Newtown Commercial precinct	33
Table 5.6 Parking inventory per restriction for the Newtown Residential precinct	34
Table 5.7 Parking inventory for the Wakefield Hospital precinct	34
Table 5.8 Summary of parking occupancies by precinct	43
Table 6.1 Summary of parking infringements 2022	48
Table 7.1 Summary of parking changes along Berhampore to Newtown transitional bike and bus route	50
Table 7.2 Resident off-street parking analysis on the proposed upgrade route	50
Table 7.3 Average displaced parking demand by route section	57
Table 7.4 Current and expected average parking occupancy in Adelaide Road Residential	58
Table 7.5 Current and expected average parking occupancy in Wakefield Hospital and Village	59
Table 7.6 Current and expected average parking occupancy in Berhampore Commercial	59

Table 7.7 Current and expected average parking occupancy in Berhampore Residential	60
Table 7.8 Parking management issues for Berhampore to Newtown TC	61
Table 9.1 Summary of resident scheme issue	68
Table 10.1 Summary of study area key issues	70
Table 10.2 The proposed parking solution	71
Table 10.3 Existing and proposed parking restrictions by zone	73

Figures

Figure 2.1 Newtown study area and precincts	7
Figure 2.3 Statistics New Zealand statistical areas	9
Figure 2.4 Journey to work mode share	11
Figure 2.5 Journey to education mode share	11
Figure 2.6 Newtown North departures and arrivals mode share	12
Figure 2.7 Newtown West departures and arrivals mode share	13
Figure 2.8 Newtown South departures and arrivals mode share	13
Figure 2.9 Berhampore departures and arrivals mode share	14
Figure 2.10 Adelaide Road precinct extent	15
Figure 2.11 Berhampore Commercial precinct extent	16
Figure 2.12 Berhampore Residential extent	17
Figure 2.13 Hospital precinct extent	18
Figure 2.14 Newtown Commercial precinct extent	19
Figure 2.15 Newtown Residential precinct extent	20
Figure 2.16 Wakefield Hospital precinct extent	21
Figure 4.1 WRGF identified urban renewal areas	26
Figure 4.2 Map of Transitional Cycleway routes in Newtown	29
Figure 5.1 Number of Mevo customers registered in Newtown and Berhampore	45
Figure 5.2 Number of trips that start or end in the Newtown zone	45
Figure 6.1 Level of satisfaction by daily travel mode	46
Figure 6.2 Parking difficulty for residents by zone	47
Figure 7.1 Berhampore to Newtown transitional walk, bike and bus improvements route	49
Figure 7.2 Off-street parking survey Riddiford Street	51
Figure 7.3 Off-street parking survey Rintoul Street	52
Figure 7.4 Off-street parking survey Luxford Street	53
Figure 7.5 Off-street parking survey Adelaide Road Town Centre	54
Figure 7.6 Off-street parking survey Adelaide Road	55
Figure 8.1 Adelaide Road Residential and Wakefield Park parking management issues	64
Figure 8.2 Hospital and Newtown residential parking management Issues	65
Figure 8.3 Engagement and consultation: issues and opportunities	66
Figure 8.4 Berhampore to Newtown walk, bus and bike improvements: parking management issues	67
Figure 10.1 Council proposed parking permit zones and sub-zones	72

Newtown Parking Analysis Report

Quality Assurance Information

Prepared for	Wellington City Council
Job Number	WCC-J009
Prepared by	Meghan James, Senior Transport Planner, and Jae Morse, Transportation Engineer
Reviewed by	Dave Smith, Technical Director

Date issued	Status	Approved by
31 August 2023	First Draft	DS
4 September 2023	Final	DS

Executive Summary

Purpose

Wellington City Council are updating the Newtown 2020 Parking Management Plan (PMP) to reflect the most recent parking activity levels in the suburb, and to understand the impacts of both the Traffic and Parking Bylaw 2021, the implementation of the Berhampore to Newtown Transitional Walk, Bike and Bus improvements, and the introduction of the P120 (resident exempt) permit parking scheme.

Study Area

The Newtown PMP study area covers the suburbs of Newtown and Berhampore and includes the commercial centres of both areas. The study area has been divided into seven precincts based on the following characteristics: land use, road type and parking restrictions. The precincts were agreed with Council and have been used to inform the parking demand analysis.

The suburb of Newtown lies to the south of Wellington City, neighbouring Vogeltown to the west, Berhampore to the South and Kilbirnie to the east. Newtown is a primarily residential suburb, however Riddiford Street, which runs through the centre of Newtown, is also a busy commercial high street characterised by a variety of bars, restaurants, supermarkets and commercial businesses. Newtown is also home to three hospitals, the largest being Wellington Regional Hospital.

The primary route through Newtown is Riddiford Street, which connects to Constable Street towards Kilbirnie; Russell Street towards Houghton Bay; and Adelaide Road towards Island Bay. Adelaide Road is another key transport route which runs through Berhampore and the west of Newtown to intersect with Riddiford Street near Wellington Regional Hospital.

Strategic and Planning Context

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, having more people walking and using bikes, and fewer people driving and parking in busy areas. Achieving this will necessitate the removal of some on-street parking on key transport routes, reallocating on-street road space to support active and public transport, and re-prioritising the remaining on-street space.

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

Parking Data

Abley undertook parking surveys within the Newtown and Berhampore study area to understand existing car parking supply and demand. These build off and supplement similar surveys collected by WSP in 2019. The data was collected for a typical weekday, weekend and overnight period in August 2022.

The data indicated that most of the parking management issues were found in the Newtown precincts. A summary of the key issues in the study area are as follows:

- **Adelaide Road Residential:** the data indicated parking occupancy in the weekday is consistently above 85% occupied. The overnight data, which can be used as a proxy to understand resident demand, indicated the area had high residential parking demand. The existing area predominantly comprises unrestricted parking, and duration of stay data indicates that most users stay for a duration above four hours in these spaces. During the daytime this could indicate commuter parking.
- **Hospital:** the data showed that streets around Mein Street had high overnight occupancy which is a proxy for understanding resident parking demand. The data also showed that the streets around the hospital were consistently above 85% occupied during the weekday which indicates a conflict between resident, commuter and visitor parking. The survey also observed that short-stay parking non-compliance was evident. The data also showed higher occupancy around the hospital during the Saturday morning, which can likely be attributed to the Newtown Fruit and Vegetable Markets which occurs every Saturday between 07:00–14:00.
- **Newtown Residential:** This precinct comprised mainly of unrestricted spaces. The data indicated high occupancy on residential streets away from the commercial centre. Duration of stay data indicates that most users stay for a duration above four hours in these spaces. Occupancy was also considered to be high towards the north of the precinct which is consistent with feedback from residents who said there is competition for parking with hospital commuters and visitors in the wider Newtown area.

Engagement and Consultation

Wellington City Council (WCC) undertook a survey to enable the Newtown and Berhampore communities to provide feedback on the proposed bus and bike route, and parking in Newtown and Berhampore. The feedback from the bus and bike route and parking topics provide insight into the parking situation in Newtown and Berhampore.

The survey was open between 31 October and 27 November 2022. The survey was distributed using mail, email newsletters and social media. In total, 817 community organisations and individuals responded. Of the 817 responses, 737 included feedback on the proposed bus and bike route and 557 responses included feedback about parking in the area.

A summary of the key issues or opportunities raised from the engagement and consultation are:

- Both residents and non-residents who completed the survey wanted to see more defined parking, including specifying the location of residents' spaces and short-stay parking.
- Respondents reported hospital staff or visitors taking up parking spaces of residents within the hospital zone.
- Respondents who parked near the hospital reported a higher degree of difficulty in finding a parking space than in other areas.
- Respondents expressed that they wished parking restrictions were enforced more.
- Respondents indicated more residents' parking is needed.

Newtown to Berhampore Bus and Bike Improvements

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.

The Berhampore to Newtown transitional walk, bike and bus improvements begins at the intersection of Adelaide Road and Dee Street and continue on Adelaide Road into the Berhampore Commercial centre. The route then turns right onto Luxford Street and continues into Rintoul Street, finally merging with Riddiford Street and ending outside of Wellington Hospital.

WCC have undertaken analysis of the existing parking provision on the bike and bus routes and proposed changes to parking as a result of the bike, walk and bus improvements.

The proposed upgrades will result in a removal of parking along the route. A summary of the key parking management issues which are expected to occur due to parking removal are as follows:

- The displaced users will increase demand in residential areas which already experience high occupancy. This will be worsened by an overall reduction in parking supply.
- A small number of short stay parking spaces removed outside key destinations or commercial areas which could result in users unable to find parking near to their destination. Most short-stay spaces, however, relocated to side streets.
- Displaced users could increase demand around the Hospital which is already constrained.

Newtown Parking Management Business Case

The parking analysis, undertaken by Abley (set out in this PMP) and WSP, and public engagement has sought to understand the key issues in the study area. Using the Parking Policy hierarchy, parking management issues and parking management tools framework, the analysis of the key issues has led Council to support a new P120 (resident exempt) scheme to be the best solution in the study area. This solution also mitigates the impacts of loss of parking due to the Berhampore to Newtown Transitional bike, walk and bus improvements, which results in a shift in parking demand from the bike and bus corridor onto the surrounding residential streets.

This decision is supported by a Business Case for Newtown Parking Management which has been developed by WCC with supporting evidence from Abley and WSP. The purpose of the Business Case is to enable a robust process that captures what the business problem is (the existing parking landscape in Newtown), what investment is required, the available options and associated costs to deliver the preferred solution.

Proposed Parking Solution

The outcome is a parking management solution across Newtown and Berhampore based on a new resident parking scheme which is outlined in WCC's Parking Policy. The proposed solution includes:

- Some on-street parking will be reallocated to P120 (resident exempt) parking restriction. This will provide short-stay parking for visitors or tradespeople. For residents who apply for a permit, they will have increased access to dedicated resident parking. The proportion of on-street parking that will be allocated to P120 (resident exempt) will be proportional to the estimated resident parking demand in that area.
- A proportion of parking in Newtown and Berhampore will remain unrestricted. The proportion of unrestricted parking will differ across the study area, but the overall amount is expected to reduce to discourage commuter parking. This unrestricted parking will provide supply for any parking user.

- A new visitor day pass will be proposed to allow residential visitors to park for more than two hours within the P120 (resident exempt) spaces. This is considered necessary as the supply of unrestricted spaces will reduce.
- Where short-stay parking has been removed through the proposed upgrades, some reallocation of parking restrictions has occurred to accommodate the existing users.

Measuring Success

Data has an essential role in measuring the success of the Newtown PMP following implementation and ensuring that the needs of the public and local businesses and residents are catered for. This requires regular, ongoing data collection and analysis and a feedback loop to strive to improve the parking outcomes for locals.

This PMP recommends the following approaches to ensure continuous monitoring and evaluation of parking in Newtown:

- Post-implementation monitoring
- Annual monitoring
- Periodic comprehensive monitoring.

Council should seek to address key issues raised in the monitoring and evaluation by making changes to permits, parking supply and monitoring as appropriate.

WCC should also work to encourage mode shift through other initiatives, incentives and infrastructure such as improved or increased bicycle parking and increase in car share vehicles.

1. Introduction

1.1 Purpose of Parking Management Plan

Wellington City Council are updating the Newtown 2020 Parking Management Plan (PMP) to reflect the most recent parking activity levels in the suburb, and to understand the impacts of both the Traffic and Parking Bylaw 2021, the implementation of the Newtown to Berhampore Walk, Bike and Bus improvements route, and the introduction of the P120 (resident exempt) permit parking scheme.

1.2 Parking Management Best Principles

The Objective

The overall objective of a parking strategy will inform decision-making on the parking management techniques that are recommended. This will enable parking to be used efficiently, appropriately, and effectively within the wider Newtown area that can support wider transport and urban form outcomes.

Based on the Waka Kotahi NZ Transport Agency (Waka Kotahi) National Parking Management Guidance¹ and Wellington City Council Parking Policy², a parking management plan should enable:

- improvement of cycling and walking infrastructure, that supports a shift in type of transport use
- improvement in the quality of public transport services
- higher quality urban form and safer urban areas which supports city place-making, amenity and safety
- reduced car travel and congestion that supports move to becoming an eco-city
- safer streets and safer movements
- healthier people, as more people choose to take alternative modes of travel
- greater emphasis of equitable access to goods and services
- greater public benefit from public land resources
- more equitable investment in parking resources
- economic outcomes for the local economy that supports the wellbeing of business
- support for the uptake of electric vehicles
- a better parking user experience
- profits from parking fees which are not encouraged but can be invested back into the local area.

It is important to note that WCC are not the only parking provider in Wellington City, with private carparks also in operation. Although WCC cannot directly influence the amount of private parking provided, it has a significant role in shaping the parking environment for Wellington. The Wellington City Council Parking Policy³ states that parking management should be tailored to local areas as often many factors such as transport issues, urban planning decisions, topography, nature of land use, services and facilities all influence parking demand and supply.

¹ <https://www.nzta.govt.nz/assets/resources/national-parking-management-guidance/national-parking-management-guidance.pdf>

² <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/plans-and-policies/a-to-z/parking/files/parking-policy-adopted-august-2020.pdf?la=en&hash=DB018F9C7385EED7EBDFEA8717BB41EFD4AE36B1>

³ <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/plans-and-policies/a-to-z/parking/files/parking-policy-adopted-august-2020.pdf?la=en&hash=DB018F9C7385EED7EBDFEA8717BB41EFD4AE36B1>

The best practice principles based on Waka Kotahi and Council parking policies are to:

1. prioritise public space to deliver the most public good.
2. efficiently use space dedicated to parking to manage the decreasing supply of council-controlled parking.
3. prioritise those with the greatest need for parking and ensure that access to council facilities and suburban centres is inclusive.
4. equitably pay for the costs of parking provision, achieves policy objective and support Let's Get Wellington Moving.
5. ensure parking supports wider transport outcomes and specifically improves public transport, walking, and cycling.
6. ensure parking and its location supports a quality urban form and focuses on prioritising existing space, not on increasing parking supply.
7. make evidence-based decisions.

The policy acknowledges the tension between the competing interests of parking availability, public space and parking affordability. Parking demand is increasing because of population growth, aging population, increasing car ownership and business growth. Due to a loss of parking from earthquake damage, reallocating road space, reprioritising council-manged off-street parking and supporting initiatives to decrease carbon emissions and congestion, parking supply across the region is **decreasing**. These are all important contexts to consider during the preparation of this parking management plan for the Newtown area.

2. Background

2.1 Study Area

The study area includes the suburbs of Newtown and Berhampore and has been divided into seven precincts based on the following characteristics: land use, road type, and parking restrictions. The study area and precincts are illustrated in Figure 2.1.

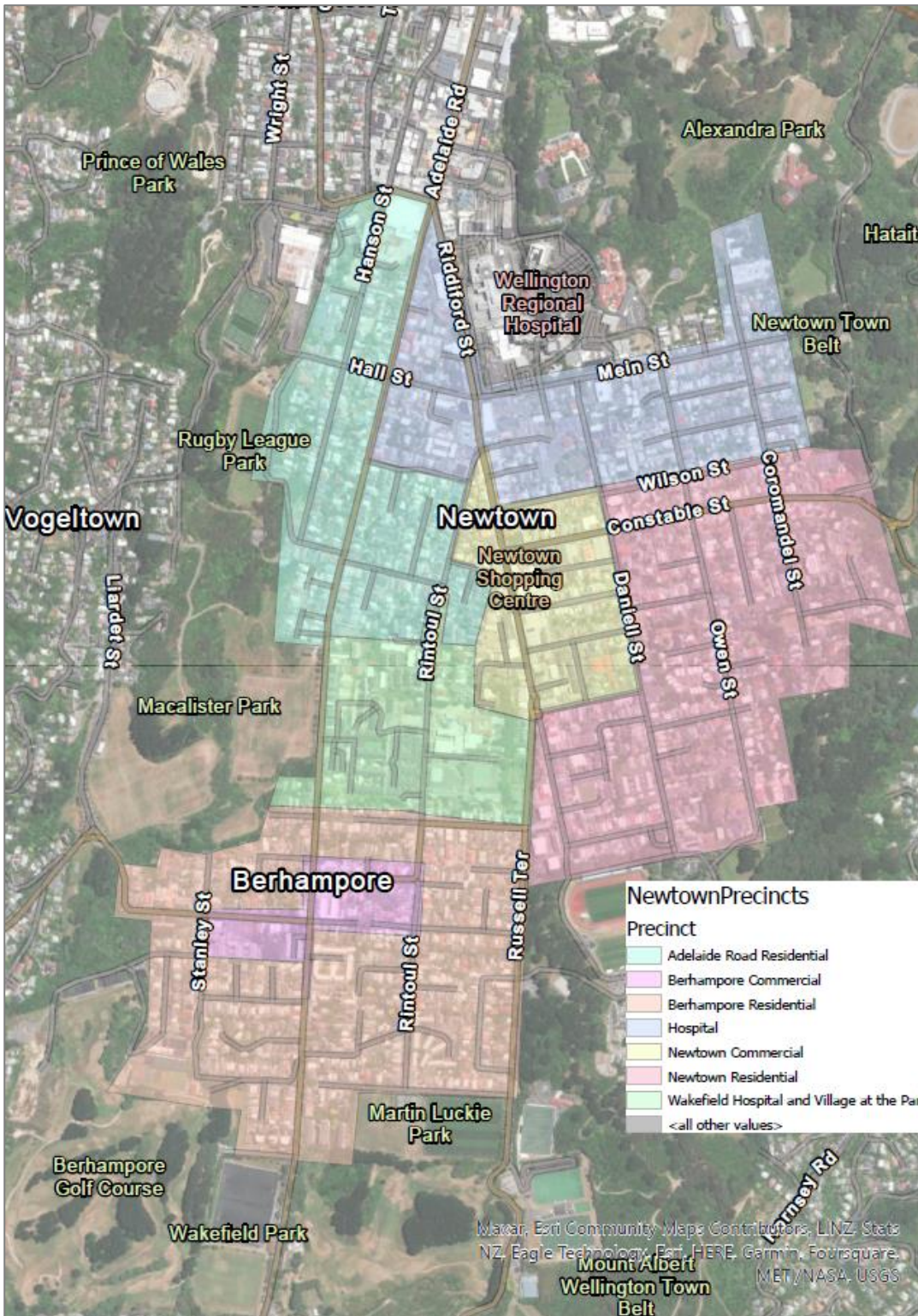


Figure 2.1 Newtown study area and precincts

About the Area

The suburb of Newtown lies to the south of Wellington City with neighbouring Vogelstown to the west, Berhampore to the South and Kilbirnie to the east. Newtown is a primarily residential suburb however

Riddiford Street, which runs through the centre of Newtown, is also a busy commercial high street characterised by a variety of bars, restaurants, supermarkets and commercial businesses. Newtown is also home to three hospitals, the largest being Wellington Regional Hospital.

The primary route through Newtown is Riddiford Street, which connects to Constable Street towards Kilbirnie; Russell Street towards Houghton Bay; and Adelaide Road towards Island Bay. Adelaide Road is another key transport route which runs through Berhampore and the west of Newtown to intersect with Riddiford Street near Wellington Regional Hospital. Key routes are described in Table 2.1.

Table 2.1 Key transport route descriptions

Route/ Road	Road classification	Speed Limit	Existing on street parking	Bus stop details
Riddiford Street	Regional/ Arterial	40 km/h	On-street parking is permitted in both directions between the intersections of Mein Street and Roy Street. In the central section, parking is typically P30 restricted.	Bus stops serving routes 3, 12 and 18
Russell Terrace	Primary Collector	50 km/h	On-street parking is permitted in both directions between the intersections of Riddiford Street and Te Wharepouri Street. South of Te Wharepouri Street, on street parking is generally restricted to the northbound direction.	Bus stops serving route 29
Constable Street	Arterial	50 km/h	On-street parking is permitted in both directions. Parking restrictions are imposed towards the intersection with Riddiford Street limiting parking stay to 10, 20 and 30 minutes, and mobility parking is available.	Bus stops serving routes 3, 12 and 18
Adelaide Road	Arterial	50 km/h	On-street parking is permitted in both directions between the intersections of Riddiford Street and Stoke Street, and from Chilka Street to the end of the study area. Between the intersection with Stoke Street and Luxford Street on street parking is limited to the northbound direction. On street parking in Berhampore centre varies due to space constraints and proximity to junctions. Parking restrictions include residents only parking and loading zones, in addition to some timing restrictions near commercial centres	Bus stops serving routes 32x and route 1 from Luxford Street south
Rintoul Street – Luxford Street	Arterial	50 km/h	On-street parking is permitted in both directions. Parking restrictions are imposed close to the medical centre and commercial sections limiting parking stay to 5, 10, 15, 30 and 60 minutes.	Bus stops serving route 1

2.2 Demographics

Statistics New Zealand publishes census data with demographic profiles for each statistical area. The study area includes a total of four statistical areas which are overlaid on the study area precincts as shown in Figure 2.2.

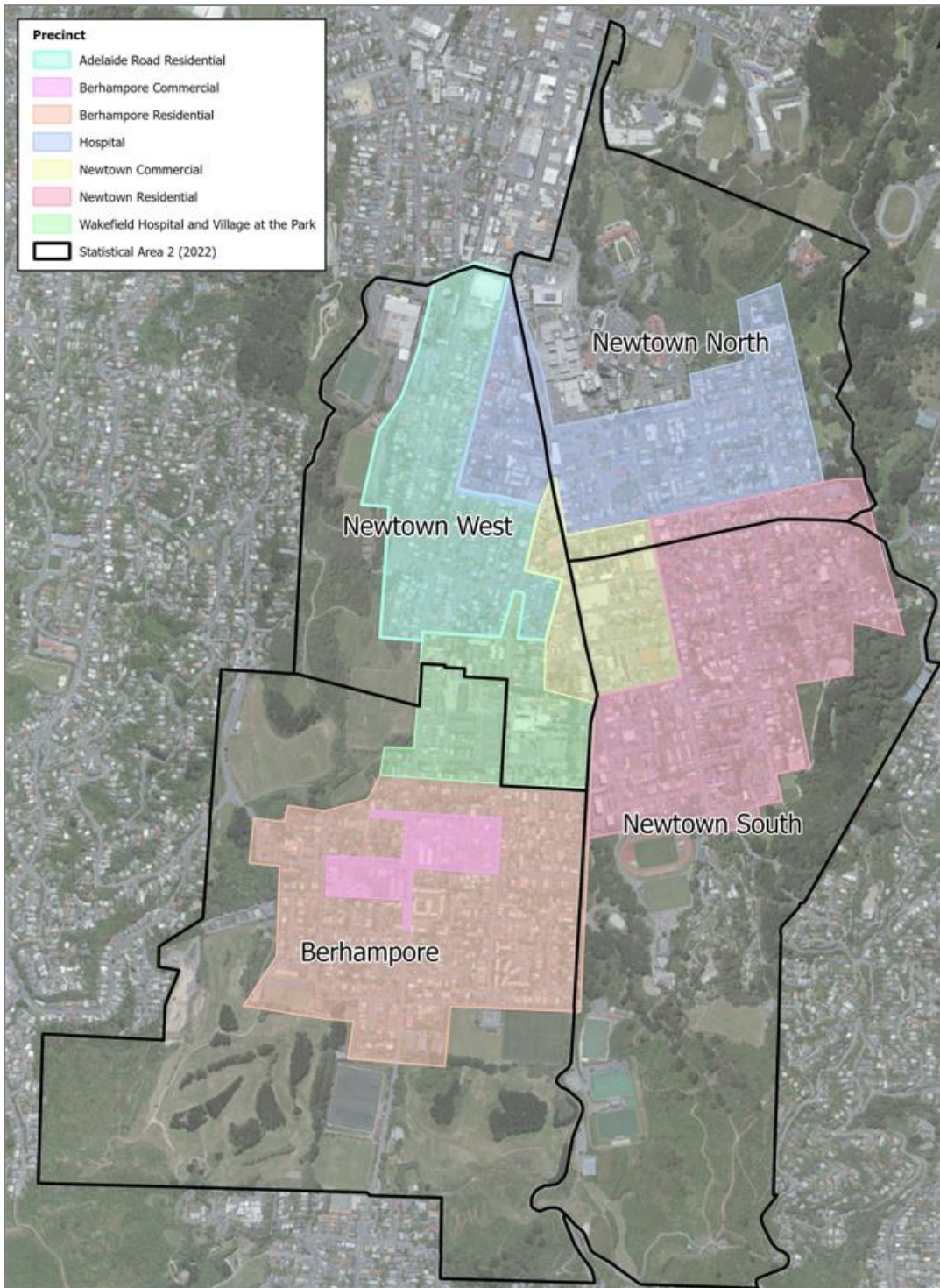


Figure 2.2 Statistics New Zealand statistical areas

The population of the study area has increased over the last few decades as summarised in Table 2.2. The population has grown by 12% from 2006 to 2018 for all four areas, and the greatest growth area was Newtown North with a 21% increase since 2006.

Table 2.2 Population count and median age per statistical area

Statistical Area	2006 (pop count)	2013 (pop count)	2018 (pop count)	Median Age (2018)
------------------	------------------	------------------	------------------	-------------------

Newtown West	2,694	3,138	3,414	29
Newtown North	1,938	2,019	2,124	31
Newtown South	3,249	3,243	3,642	32
Berhampore	3,597	3,609	3,870	35

Table 2.3 shows key demographic statistics from each statistical area. Of note there is a very high dwelling occupation rate with all four areas experiencing an occupation rate above 90%.

Table 2.3 Key demographic statistics per statistical area

	Newtown West	Newtown North	Newtown South	Berhampore
% Māori demographic (2018)	11%	10%	10%	11%
% Female demographic (2018)	53%	55%	52%	53%
Occupied private dwellings	1,272	678	1,410	1,560
Occupied private dwellings (%)	92%	95%	94%	94%
Employed full-time	59%	55%	53%	54%
Unemployed	6%	5%	7%	5%

Figure 2.3 shows the mode share for each statistical area. Car and bus mode share for journey to work trips are relatively high with the statistical areas closer to town generally being less car dependent with a higher percentage of walking trips to work. Cycling for all four areas was consistent at 7% for each statistical area, as was the number of people working from home.

The data indicates the highest proportion of trips to schools or other educational institutions is undertaken by car mode (driver or passenger), ranging between 47% - 53% of trips. In Newtown West, Newtown North and Berhampore, walking is shown to be second most popular mode to travel to education.

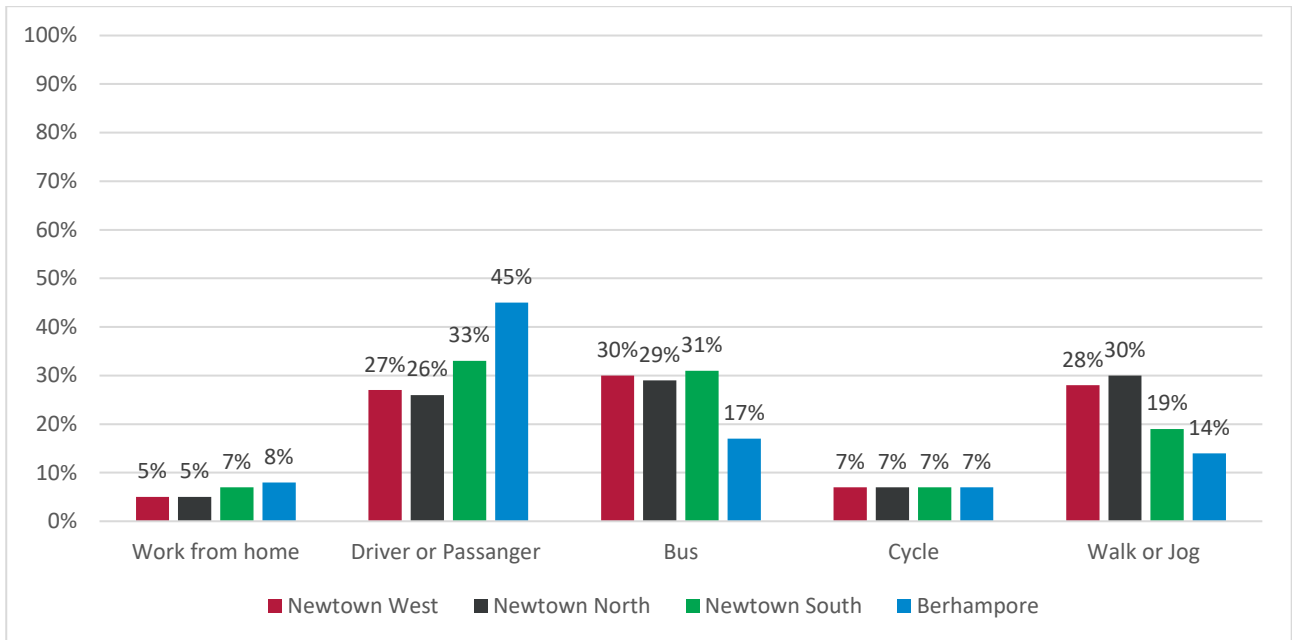


Figure 2.3 Journey to work mode share

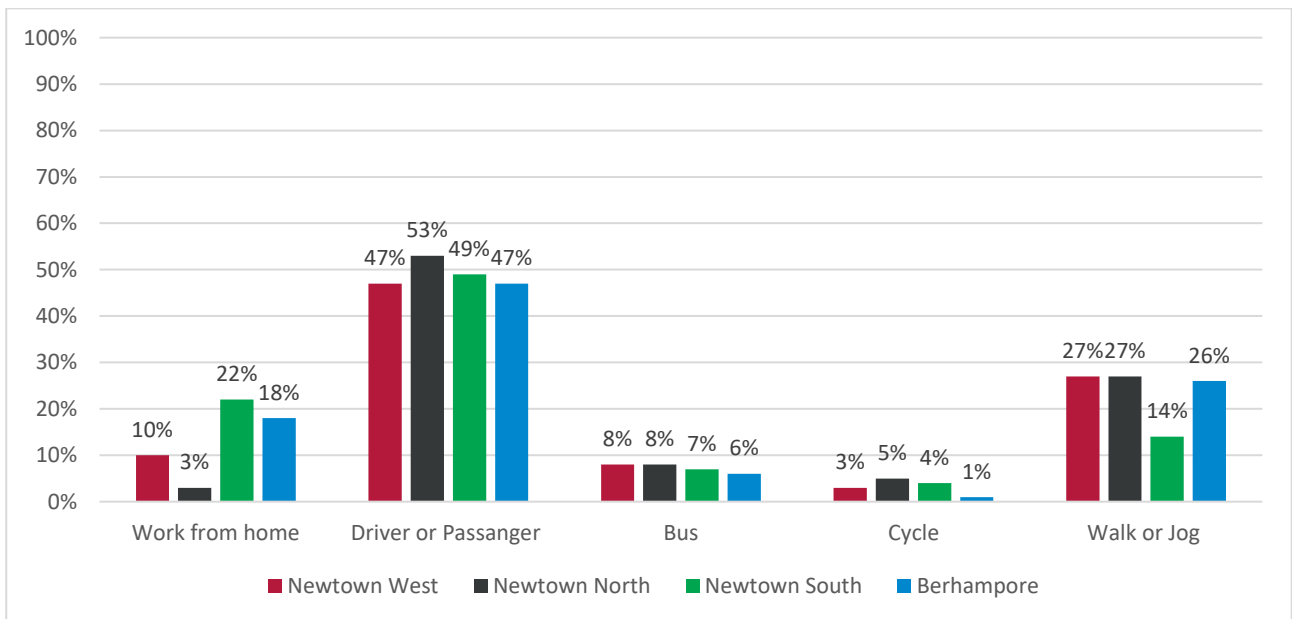


Figure 2.4 Journey to education mode share

Waka Commuter⁴ is a public portal which visualises the Statistics New Zealand journey data. A summary has been produced for each statistical area to differentiate between arrivals, departures and trips which stayed within each areas, as shown in Figure 2.5, Figure 2.6, Figure 2.7 and Figure 2.8.

⁴ <https://commuter.waka.app/>

These demonstrate the high levels of arrivals due to employment destinations in Newtown North, with Newtown West exhibiting a mix of arrivals and departures (as there is a mix of residential and commercial activity) and the remaining statistical areas being dominated by residential activity.

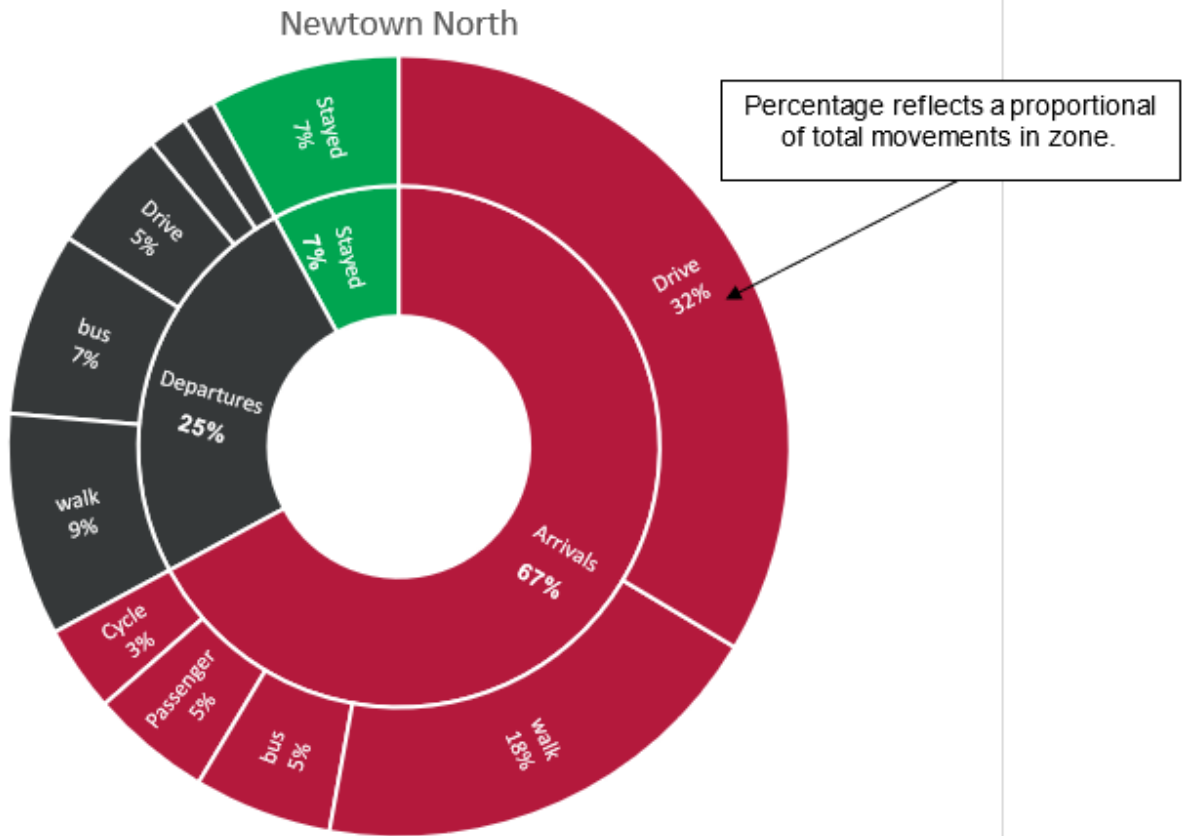


Figure 2.5 Newtown North departures and arrivals mode share

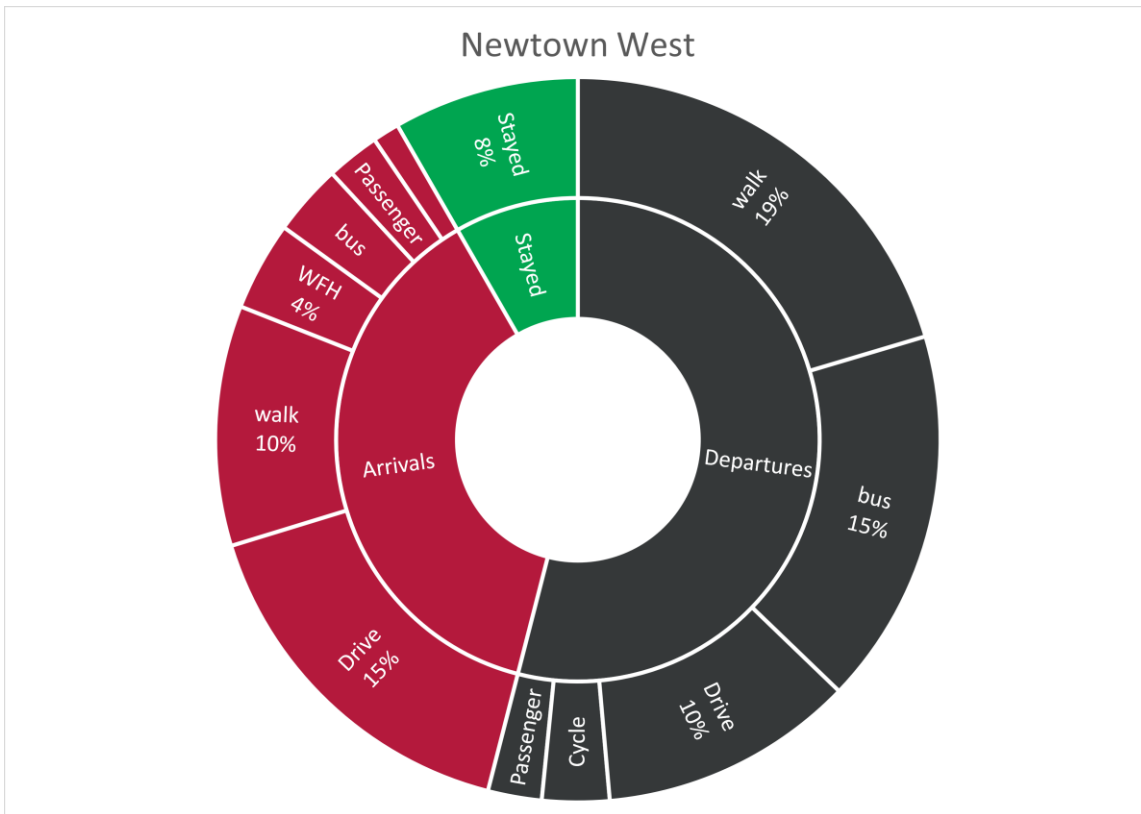


Figure 2.6 Newtown West departures and arrivals mode share

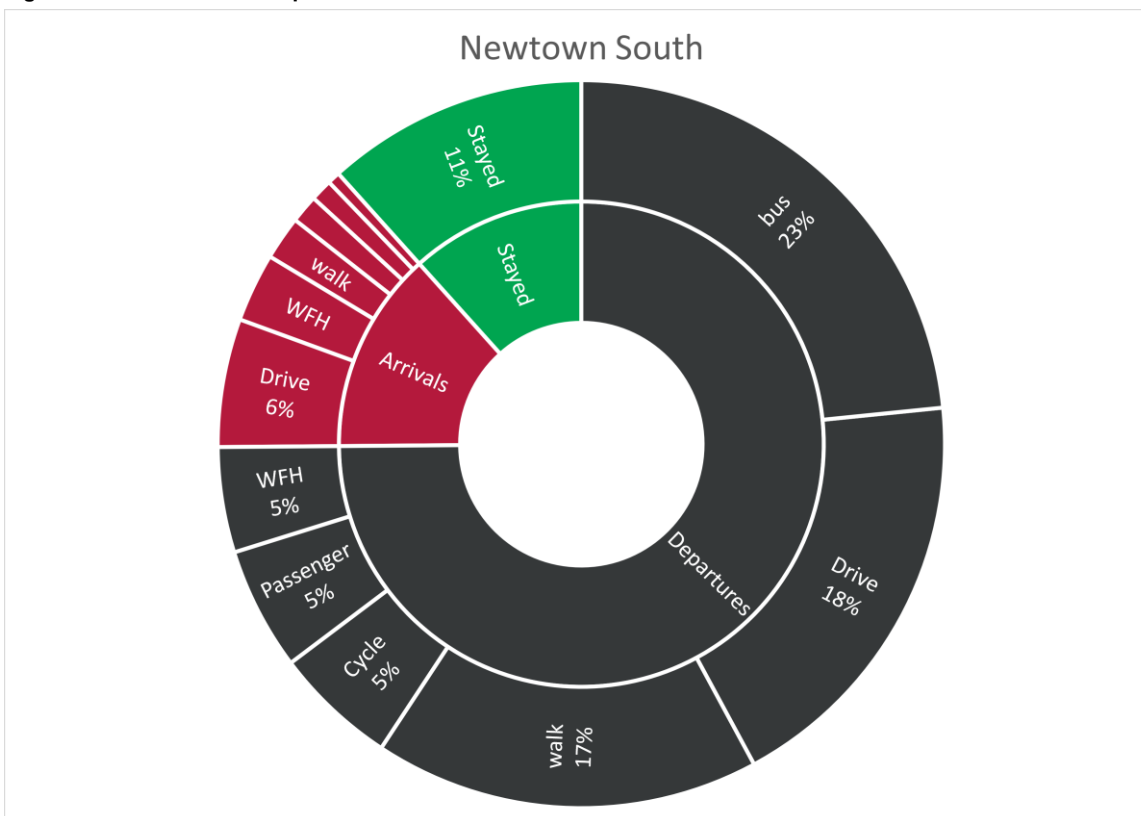


Figure 2.7 Newtown South departures and arrivals mode share

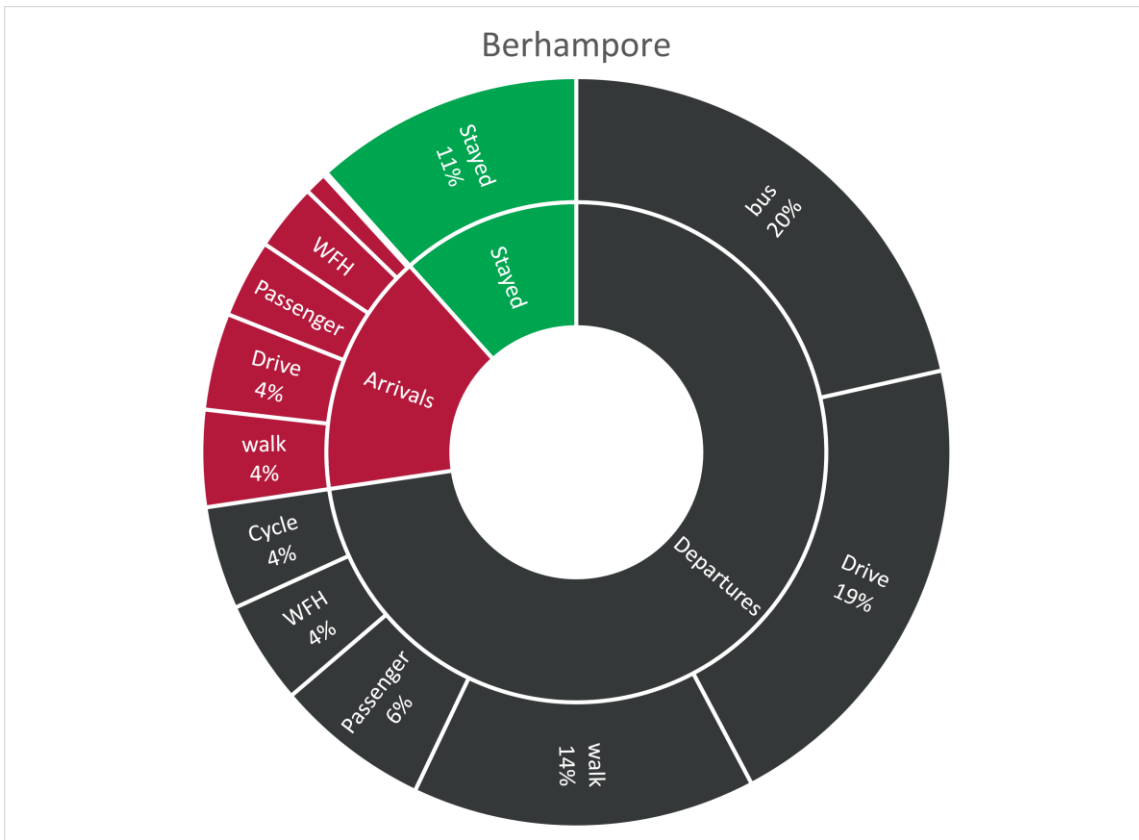


Figure 2.8 Berhampore departures and arrivals mode share

2.3 Precincts

Adelaide Road Residential

The Adelaide Road Residential precinct is a primarily residential area centred around Adelaide Road which is a key transport route connecting Wellington CBD to the south coast. This area includes the John Street Countdown supermarket as well as Southern Cross Hospital. There are multiple off-street parking facilities in this precinct, which are a combination of public and private facilities.

Figure 2.9 illustrates the extent of the Adelaide Road Residential precinct, with key destinations and activities shown.



Figure 2.9 Adelaide Road precinct extent

Berhampore Commercial

The Berhampore Commercial precinct includes a mix of residential and commercial land use activity. The precinct includes the shopping area (home to retail shops, takeaways, dairies, and hospitality) in Berhampore in the vicinity of Luxford Street and surrounding residential streets. Berhampore Primary School and Little Makos Swim School are also located in this precinct as are the key transport routes of Adelaide Road and Luxford Street.

Figure 2.10 illustrates the extent of the Berhampore Commercial precinct, with key destinations and activities shown.



Figure 2.10 Berhampore Commercial precinct extent

Berhampore Residential

This precinct is primarily residential and surrounds the Berhampore Commercial precinct. The drivers for parking in this precinct are typically residential; however, there are multiple recreational destinations located here (for example, Wakefield Park, MacAlister Park and Mornington Golf Club) This precinct includes the key transport routes for Adelaide Road and Russell Terrace. Figure 2.11 shows the precinct with key locations identified.

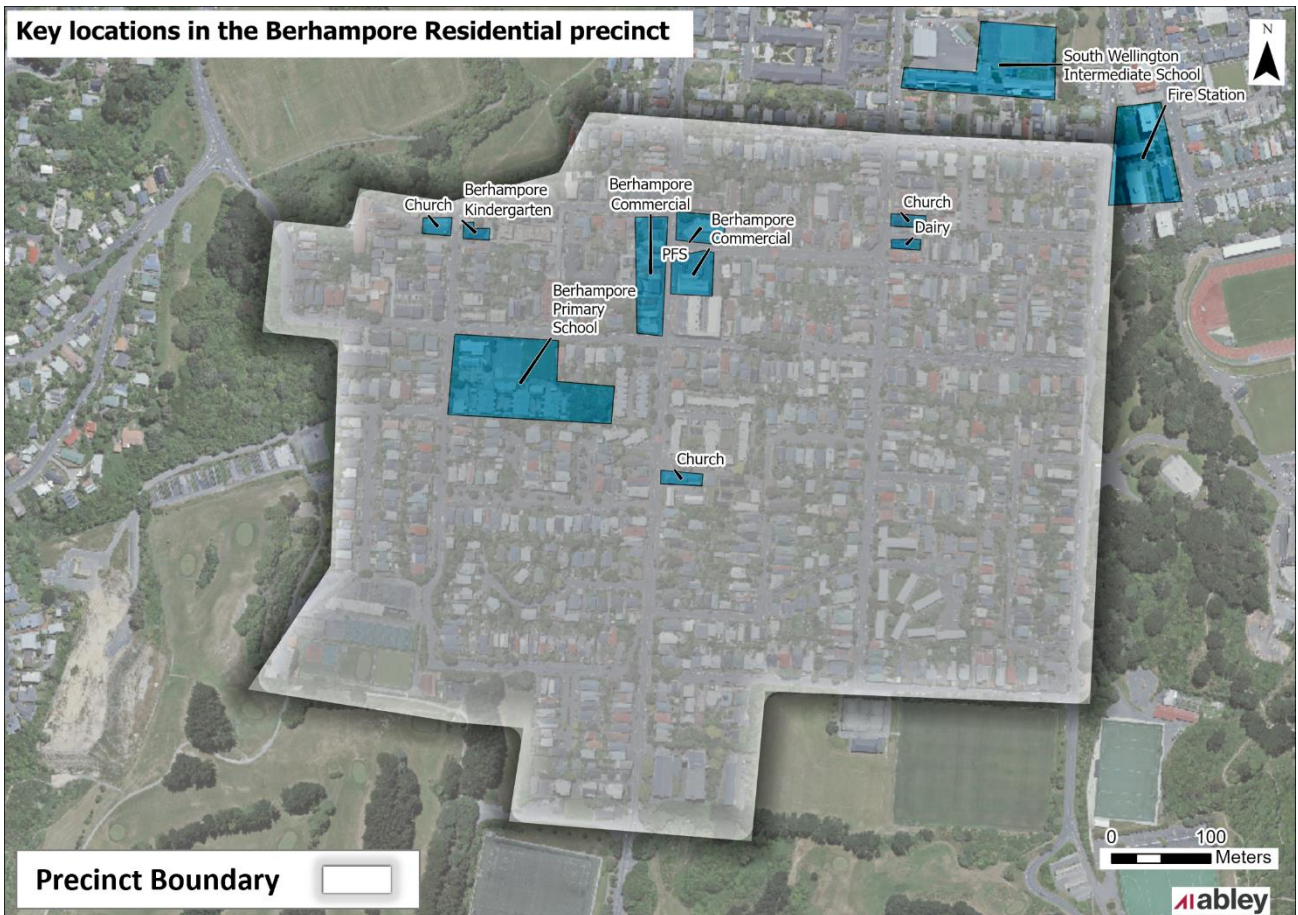


Figure 2.11 Berhampore Residential extent

Hospital precinct

The Hospital precinct covers the road network directly surrounding Wellington Regional Hospital. The west of the hospital is bound by Riddiford Street, a key transport route with bus stops and limited on-street parking. The intersection of Riddiford, Mein and Hall Street marks the start of the commercial centre of Newtown.

The surrounding areas to the south and west of the hospital are predominantly residential, with a local school situated on Daniell Street. The hospital has limited off-street car parking spaces and it has been observed that staff, visitors and patients use the surrounding residential streets for parking.

Figure 2.12 illustrates the extent of the Hospital precinct, with key destinations and activities shown.

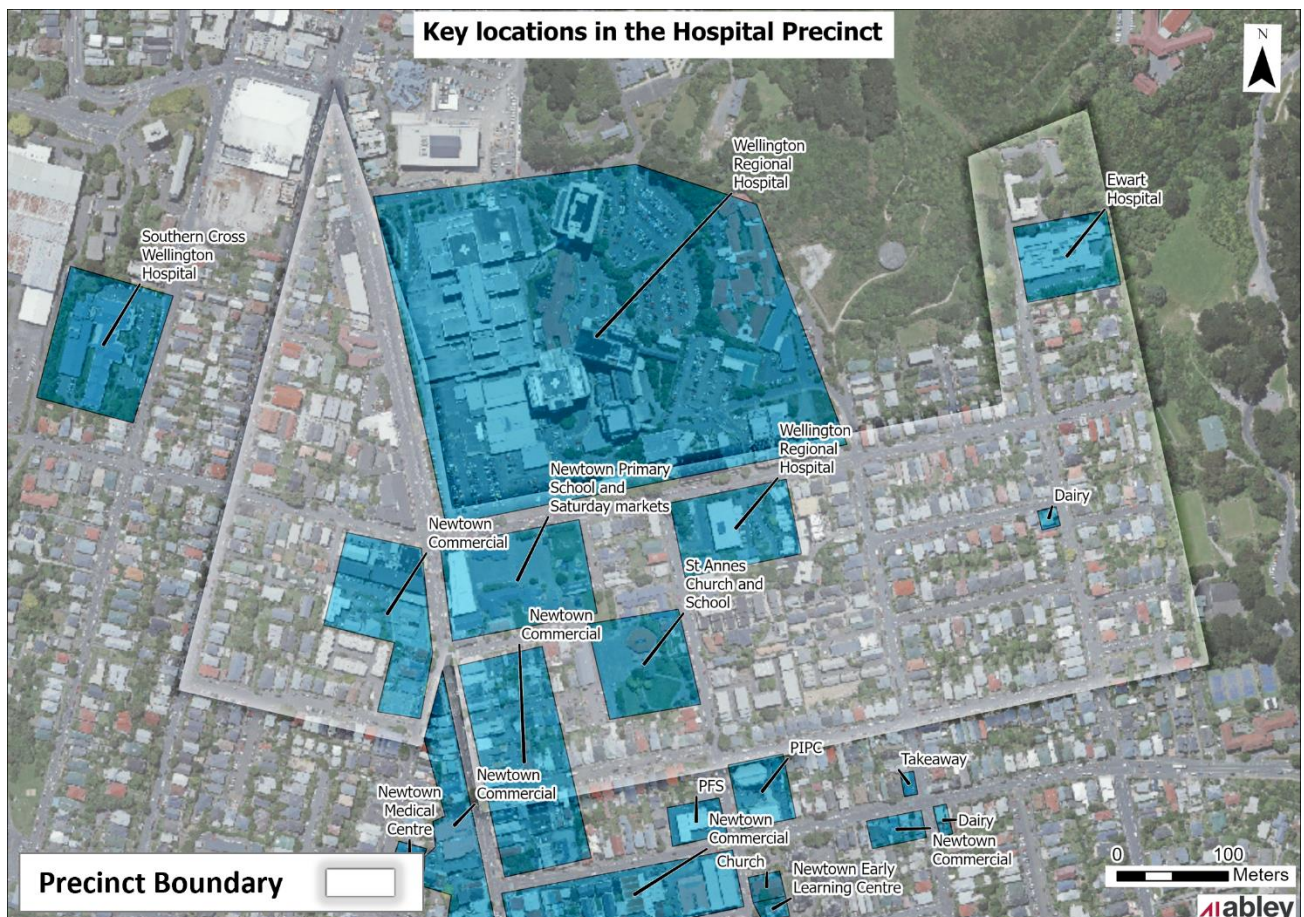


Figure 2.12 Hospital precinct extent

Newtown Commercial

This precinct is the commercial hub of Newtown and is home to a variety of land uses including residential, commercial, retail and industrial activities such that the drivers of parking in this precinct are varied. This precinct includes the key transport routes of Riddiford Street and Constable Street which are key links from Wellington CBD to the eastern suburbs. Figure 2.13 displays the precinct location with key destinations shown.

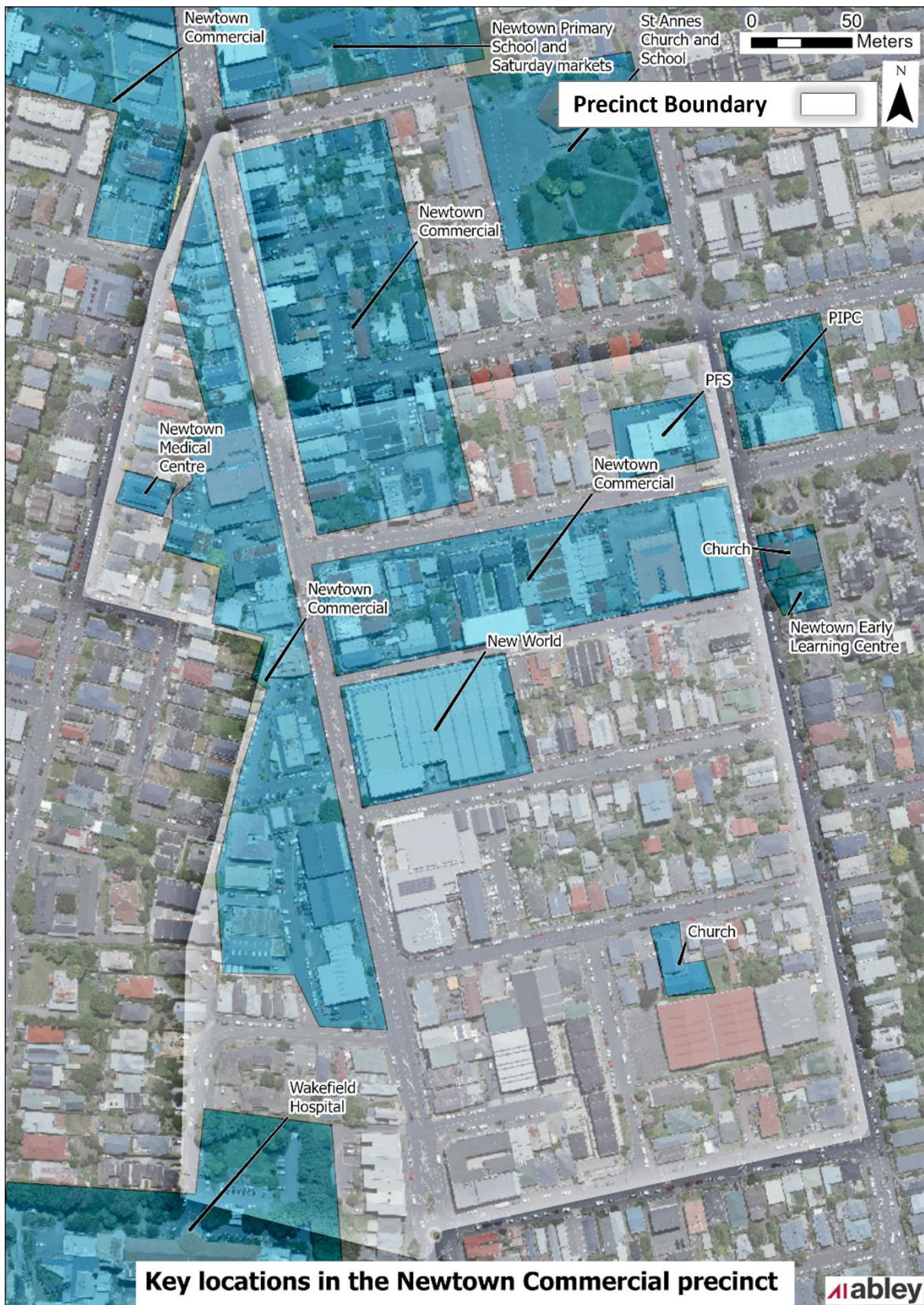


Figure 2.13 Newtown Commercial precinct extent

Newtown Residential

This precinct is a primarily Residential precinct on the southern side of Newtown and has small areas of commercial land use (dairies, takeaways). The precinct has multiple recreation facilities (access to the Wellington Town Belt, Newtown Park) as well as Wellington Zoo. The southern extent of Riddiford Street is included in this precinct, which is a key transport route. The eastern parts of Constable Street are also part of this precinct. Figure 2.14 shows the precinct location with the key destinations shown.

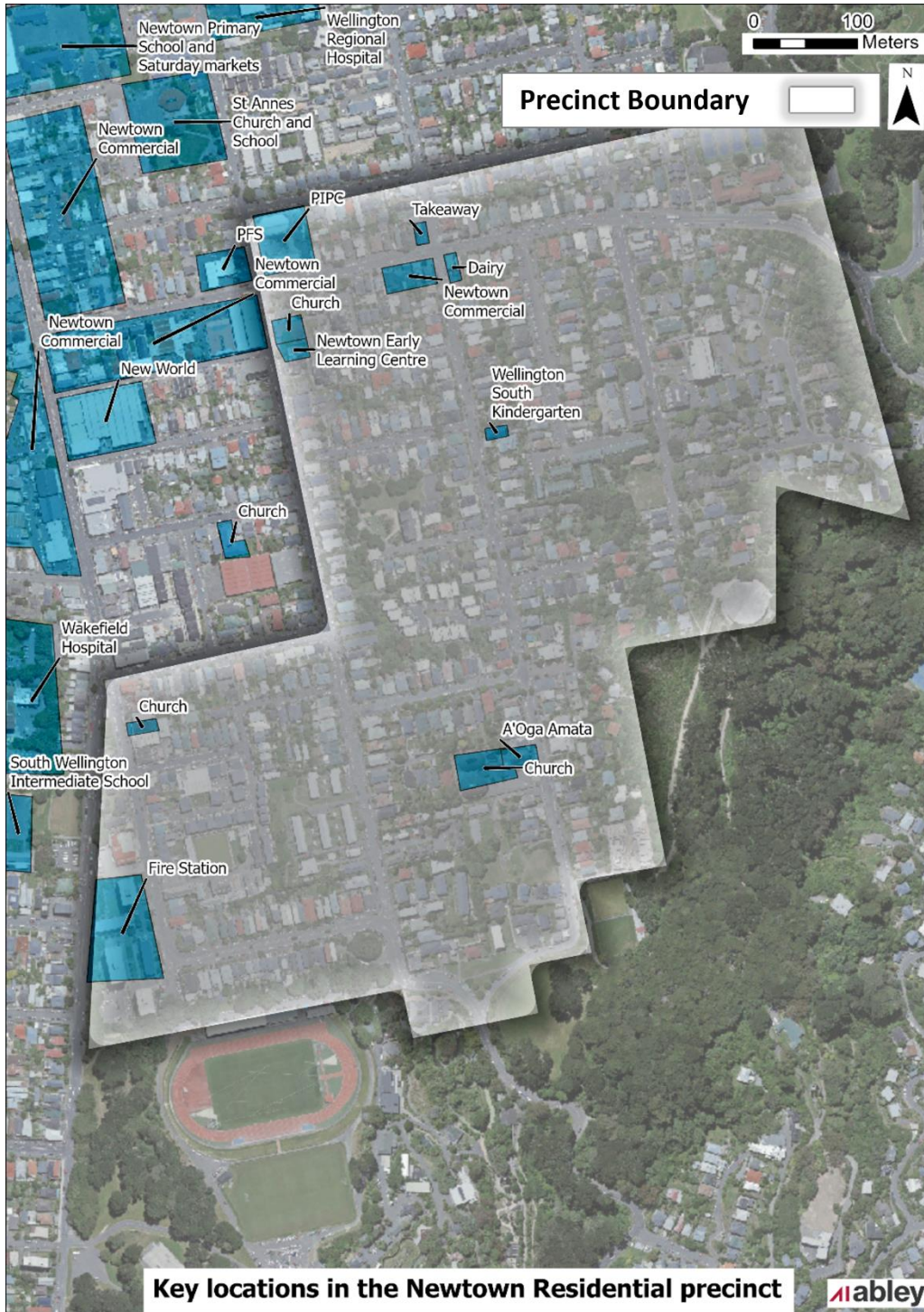


Figure 2.14 Newtown Residential precinct extent

Wakefield Hospital and Village at the park

This precinct is a small, primarily Residential precinct which includes Wakefield Hospital and the retirement home, Village at the Park (see Figure 2.15). This precinct has been separated from the Adelaide Road Residential precinct given the differences in land use activity. A significant number of visitors to the hospital and retirement village are likely to make use of the unrestricted parking in this precinct. This precinct is bound by the key transport routes of Adelaide Road and Rintoul Street.

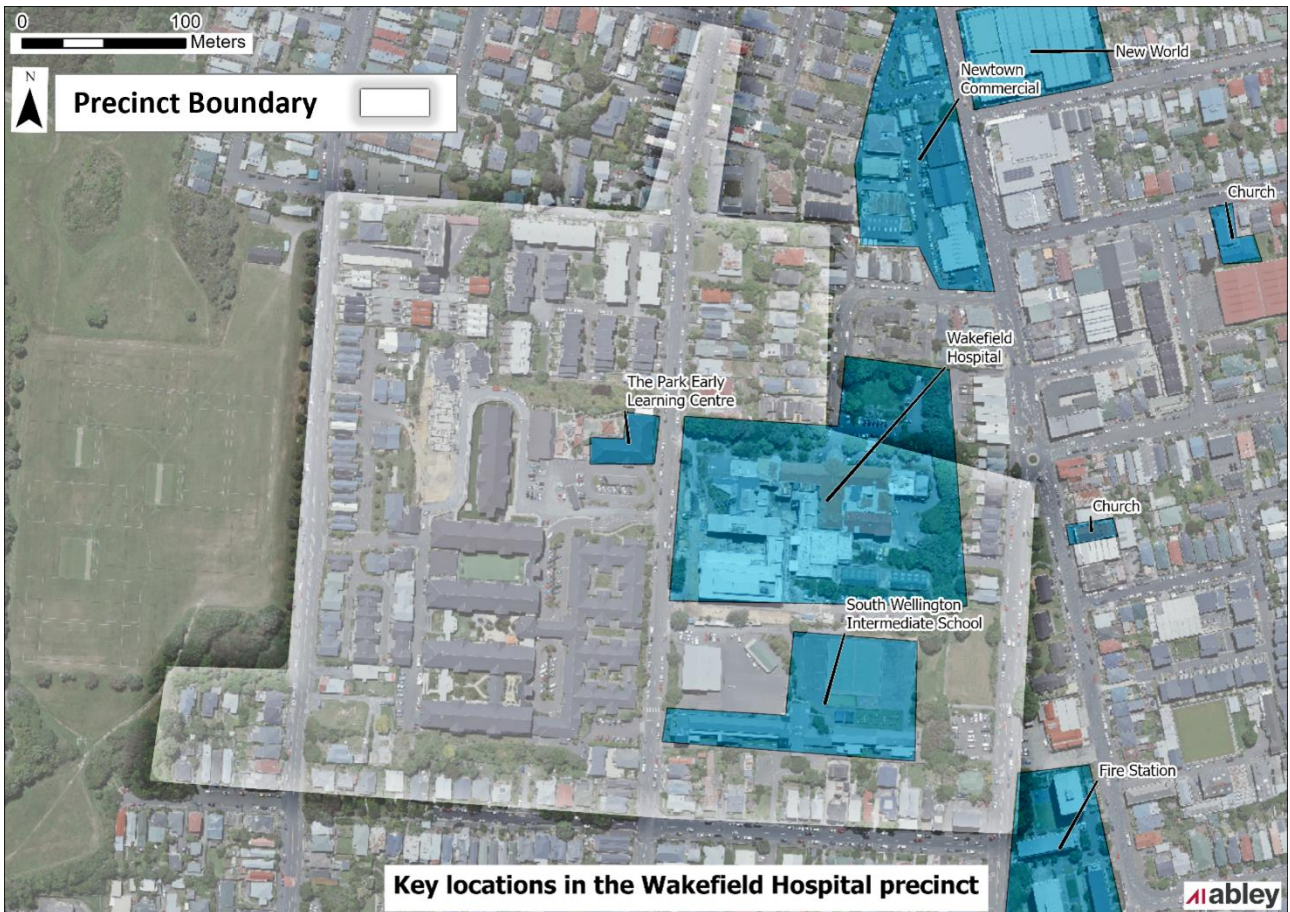


Figure 2.15 Wakefield Hospital precinct extent

3. Strategic Context

3.1 Wellington City Council 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 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 city fringe, residential areas, key transport routes and parks and recreation areas in the policy is shown in Table 3.1.

Table 3.1 Parking space hierarchy for central city and key transport routes

Priority	Key transport routes	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	Safe and efficient movement of people and goods	Safe and efficient movement of people and goods	
High priority	Bus stops	Bus stops Urban design features Residents Car share Bicycle/ micro-mobility	Bus stop Urban design features Residents	Bicycle/ micro-mobility Mobility Short-stay (car & motorcycle) Coach and bus (short and long-stay) Urban design features
Medium priority		Mobility Electric-vehicle charging Short-stay (car & motorcycle)	Car share Mobility Electric-vehicle charging Coach and bus (short-stay)	Car share Electric vehicle charging Commuter (car & motorcycle)

Priority	Key transport routes	City fringe and inner-city suburbs	Outer residential areas	Council parks, sports, recreation and community facilities off-street parking
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)	Loading zones Coach and bus (short-stay)	Short-stay parks (car & motorcycle) Loading zones	
Lower priority	Residents Commuter (car & motorcycle) Coach and bus (long-stay)	SPSV* /Taxi stands Commuter (car & motorcycle) Coach and bus (long-stay)	Bicycle/ micro mobility SPSV*/ Taxi stands Commuter (car & motorcycle) Coach and bus (long-stay)	Loading zones Bus stops Residents SPSV* / taxi stands
Lowest priority	Long-stay parking of private non-motorised vehicles	Long-stay parking of private non-motorised vehicles	Long-stay parking of private non-motorised vehicles	

Section 4.6.5 of the Parking Policy describes parking pressures on city fringe and inner-city suburbs, such as Newtown, due to high demand from residents and commuters. Newtown is also a commercial centre and home to Wellington Regional Hospital, which adds to the parking pressures already in the area.

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

3.2 Traffic and Parking Bylaw

The purpose of the Wellington Traffic and Parking Bylaw 2021 is to “set requirements for parking and control of vehicles, other traffic (including pedestrian traffic), objects and other things on any road or parking area under the care, control, or management of Wellington City Council.”

Relevant matters to the preparation of this Newtown PMP from the Traffic and Parking Bylaw are shown in Table 3.2.

Table 3.2 Traffic and Parking Bylaw 2021 – relevant matters

Section Number	Statement
21. Stopping, standing and parking	21.2. A person must not stop, stand or park a vehicle on any road in contravention of a prohibition, restriction or limitation made by the Council
22. Temporary discontinuance of a parking place	22.3. If a disabled parking space is temporarily discontinued, an alternative mobility parking space must be established in the nearest suitable place for the length of time of the discontinuance and signed correctly
23. Time Restricted Parking	23.2. The council may impose any of the following conditions <ul style="list-style-type: none"> - The time or times during which parking restrictions have effect - The number and situation of parking spaces - The maximum allowed time for parking in any space - The fees or other charges to be paid for in that space - The class or description of vehicles that may stop, stand or park - The means of which fees are paid - And any other condition the council sees fit
25. Residents' Parking	25.1. The council may by resolution specify any, part or groupings of roads as: <ul style="list-style-type: none"> - Residents only parking - Residents' exemption parking 25.2. The council can... <ul style="list-style-type: none"> - Apply any fees - Manner by which any fees are paid - The days and times that the parking is applicable - The days and times which the parking space is in effect
27. Other Permits	27.1. The council may by resolution specify the vehicle or classes of vehicles that may or must not use a parking place or area... 27.3 including any fees to be paid, the manner of which they are paid, the days or times and any free period
28. Parking in restricted and line-marked parking spaces.	28.1. No vehicles shall park so that the vehicle is not entering within any markings which indicate the limits of the parking space, or angle park unless a parking space marked for angle parking 28.8. A taxi may not stop, stand or park in any parking space in the taxi restricted parking area, unless is on a designated stand 28.9. A specified class of vehicle may not park in any parking space in a class restricted parking area
29. Parking vehicles on the grass/berm	29.1. No person may stop, stand, or park a vehicle on a berm, verge, kerb, lawn, garden, or other cultivation adjacent to, or forming part of a road
30. Parking vehicles off a roadway	30.1. A person must not stop, stand, or park a vehicle on the side of any road... unless 30.2 that part of the road is designed and constructed to accommodate a parked vehicle
33. Motorhomes, heavy	33.1. No person may park a motorhome, heavy goods vehicle, immobilised vehicle or trailer... for a period exceeding seven days without the prior permission

3.3 Waka Kotahi National Parking Management Guidance 2021

Waka Kotahi developed parking management guidance to promote the consistent and best-practice management of public parking throughout New Zealand. The guidance includes case studies to support proposed concepts and parking management principles to guide road controlling authorities.

The guidance supports a number of overarching national policy and guidance such as:

- Keeping Cities Moving, Waka Kotahi (2019)
- Government Policy Statement on land transport 2021/22-2030/31
- Road to Zero: New Zealand's road safety strategy 2020-2030, Ministry of Transport (2019)

The guidance sets out key principles of parking management which will be considered throughout each stage of the Newtown PMP development. The key principles are as follows:

1. Prioritise public space to deliver the most public good.
2. Efficiently use space dedicated to parking.
3. Prioritise those with the greatest need for parking.
4. Equitably pay for the costs of parking provision.
5. Ensure parking supports wider transport outcomes.
6. Ensure parking and its location supports a quality urban form.
7. Make evidence-based decisions.
8. Provide a high-quality user experience.

3.4 Operative District Plan

WCC currently has two district plans, one operative and one proposed. The proposed district plan is scheduled to become operative by 2025.

Regarding the number of parking spaces, within the current and proposed district plans there are no minimum or maximum requirements for the number of on-street or off-street parking that is required for the Newtown area. This is consistent with the National Policy Statement on Urban Development 2020⁵, which directed Council to remove parking minimums from district plans.

⁵ <https://environment.govt.nz/publications/national-policy-statement-on-urban-development-2020-updated-may-2022/>

4. Planning Context

4.1 Wellington Regional Growth Framework – Spatial Plan

The Wellington Regional Growth Framework (WRGF) is a regional growth partnership between central government, councils from Wellington Region and Mana Whenua. The WRGF developed a 30-year plan for the Wellington-Horowhenua region which was published in July 2021. The purpose of the Framework (as it is also known), is to provide councils and iwi an agreed direction for growth and investment which delivers the government Urban Growth Agenda.

The Framework is the next stage in collaborative strategic planning following the completion of the Wellington Regional Investment Plan (WRIP). The WRGF supports a range of projects focused on transport infrastructure; housing and planning; environment and sustainability; and iwi projects. Let's Get Wellington Moving (LGWM) is listed as one of the Transport Infrastructure projects that has been considered within the context of the Framework.

LGWM is identified in the plan as an Urban Renewal Area (URA). The URA is defined as brownfield developments, including high density developments in all major centres in the regional and medium-density developments at nodes.

The Framework specifically highlights Newtown as an Urban Renewal Area within the wider LGWM corridor, as shown in Figure 4.1, taken from the WRGF document.

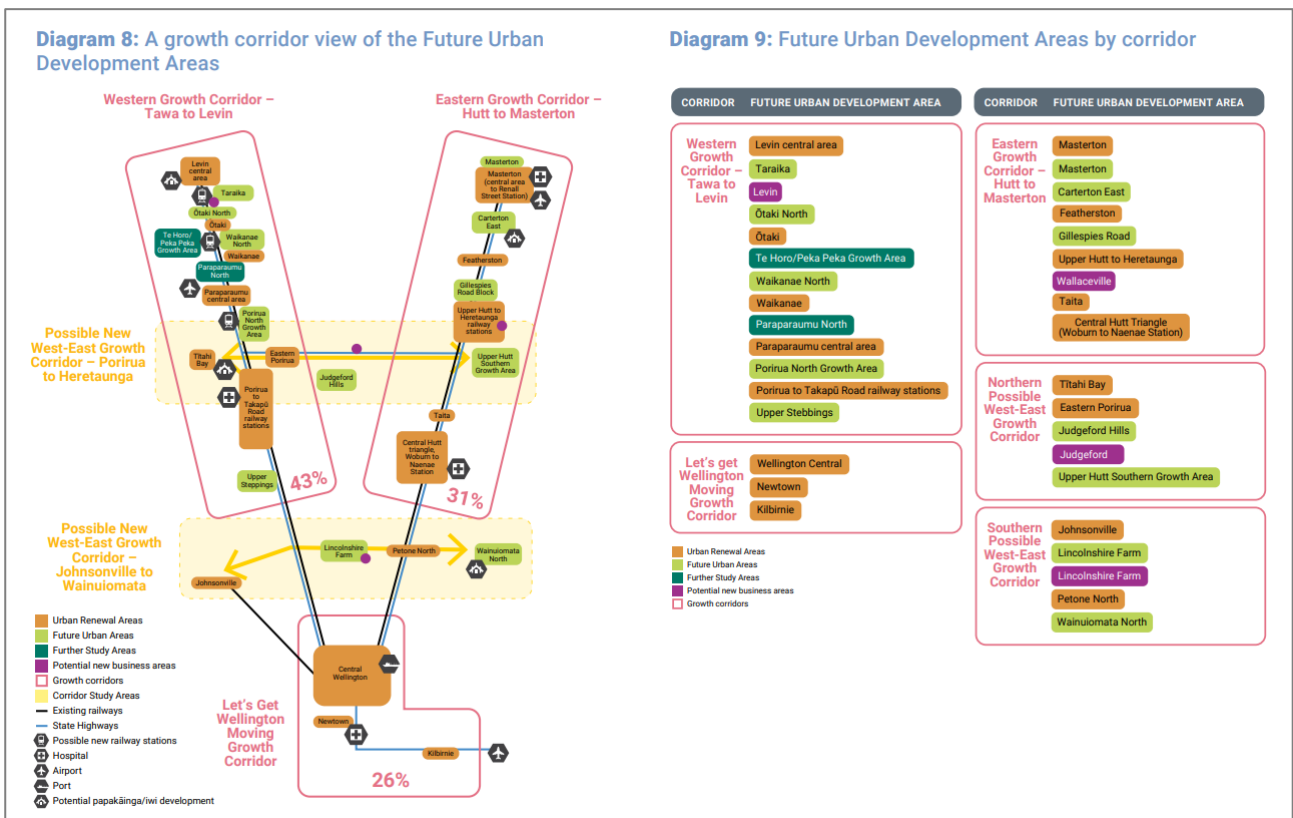


Figure 4.1 WRGF identified urban renewal areas

The Urban Growth Agenda (UGA) is a government-wide programme to improve housing affordability by removing barriers to the supply of land and infrastructure. Wellington City, including the LGWM corridor, is expected to accommodate one-quarter of the housing growth identified within the Framework.

Part 5 of the Framework sets out the spatial framework, identifying areas for growth, development and improvement including transport.

The following key issues and opportunities are identified in the spatial framework:

- Demand for public transport is growing.
- Car use remains the dominant mode of travel for journeys to work.
- Congestion on key multi-modal road corridors is resulting in travel delays and unreliable journey times for people and freight.
- Transport-related carbon emissions are increasing.

Three 10-year targets have been agreed to measure the progress towards addressing these issues. The three targets are as follows:

1. Safety – 40% reduction in deaths and serious injuries on our roads.
2. Carbon emissions - 30% reduction in transport generated emissions.
3. Mode share – increase in active travel and public transport mode share.

4.2 Planning for Growth in Wellington

Our City Tomorrow - Spatial Plan for Wellington City

By 2050, Wellington is expecting an increase in population between 50,000 and 80,000. Newtown and Berhampore are part of Wellington's inner suburbs, located between the central city and the Town Belt. Through the Wellington City Spatial Plan, development and intensification have been signalled in and around city centre and suburban centres, and along public transport corridors. The Spatial Plan identifies areas along the corridor as medium growth areas.

The northern section of the corridor, on Rintoul Street north of Wakefield Hospital, is within the 15-minute walkable catchment to the edge of the City Centre Zone. The walkable catchment concept stipulates that people should be able to meet their needs within a short 15-minute walk from home. The overall liveability and public health will improve when everything is readily accessible, and people rely less on cars. The Proposed District Plan implements the Spatial Plan's directions to enable six storey buildings near the Regional Hospital, Newtown shops and Berhampore shops, and 3-4 storeys in other parts of Newtown and Berhampore. The existing character of some streets with older housing is protected.

Future Development Strategy

The councils in the Wellington Region are preparing their regional Future Development Strategy (FDS) as required by the National Policy Statement on Urban Development. The FDS is a long-term strategic plan setting out how councils intend to achieve well-functioning urban environments, provide enough development capacity, and integrate land use planning decisions with infrastructure planning and funding.

In developing the FDS, the Council estimates that because of new investments in transport, three waters and community infrastructure, combined with more enabling land use controls, there may be around 4,700 more people living in Newtown and Berhampore over the next 30 years. This significant increase in population density will be supported by walking, cycling and bus transport upgrades by the Council and Greater Wellington, and through the MRT project discussed below.

Let's Get Wellington Moving – Overview

Let's Get Wellington Moving (LGWM) is a joint initiative between Wellington City Council (WCC or Council), Greater Wellington Regional Council (GWRC), and Waka Kotahi NZ Transport Agency (Waka

Kotahi). These organisations are supported by our Mana Whenua partners, Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira. The vision for LGWM is to build a great harbour city, accessible to all, with attractive places, shared streets, and efficient local and regional journeys. To realise the vision, the LGWM partners are working together to deliver a transformational city-shaping transport investment programme focused on enabling efficient and effective movement by moving more people with fewer vehicles.

The LGWM programme's geographical scope extends from Ngā Ūranga Gorge to Miramar in the east, including connections to the central city, port, regional hospital and international airport, and a number of core multi-modal corridors connecting the central city with suburbs to the north, south, east and west. However, the programme is set within a wider city and regional context when it comes to trips, networks, land use and outcomes.

To support the expected economic and population growth in Wellington, LGWM has explored mass rapid transit as a transport solution. Two types of modern electric vehicles were considered: light rail or bus rapid transit, with a focus on two key areas with existing and forecast transport issues: to the south from Wellington Railway Station to Wellington Regional Hospital and towards Island Bay; and to the east from the Basin Reserve through Mt Victoria, towards Miramar and the airport.

LGWM – People Friendly City Streets

The LGWM Programme Business Case (PBC)¹, published in June 2019, identified Mass Rapid Transit (MRT) and Strategic Highway Improvements (SHI) as key components of the recommended programme of improvements. Complementing and supporting those key components is a substantial programme of investment in public transport, walking, cycling, safety and amenity/ place making to provide enhanced travel choice with a strong focus on the central city and effective and efficient connections between the central city and key suburban centres. This programme of public transport, walking, cycling, and amenity improvements is collectively known as People-Friendly City Streets.

The approved Indicative Business Case (IBC)² for People-Friendly City Streets identified a programme of 19 corridors for investment in walking, cycling, public transport, safety and placemaking across the city to be delivered in two tranches over ten years.

The Newtown to Berhampore transitional walk, bike and bus improvements corridor was identified in the IBC as a Tranche 1 – Conditional on MRT project. The project aims to identify improvements for public transport, cycling, walking, safety, and amenity along the corridor; and will also look for opportunities for placemaking, for additional greening, and to bring Mana Whenua values and narratives to life.

Transitional Programme

The Wellington City Council Transitional programme delivers interim bike, walking and bus improvements to accelerate the delivery of the Wellington bike network. These transitional improvements avoid significant physical works as much as possible and use adaptable materials that can be tweaked based on feedback.

The Newtown to Berhampore walk, bus and bike route passes through the Newtown PMP study area and is illustrated below in Figure 4.2.

The proposed route covers 2.3km including:

- Riddiford St from Mein St to Rintoul St, 100m
- Rintoul St from Riddiford St to Luxford St, 900m
- Luxford St from Rintoul St to Adelaide Rd, 210m
- Adelaide Rd from Luxford St to Dee St roundabout, 1km

The project has undergone design and will go through public consultation in September 2023, alongside the Berhampore Newtown parking scheme.

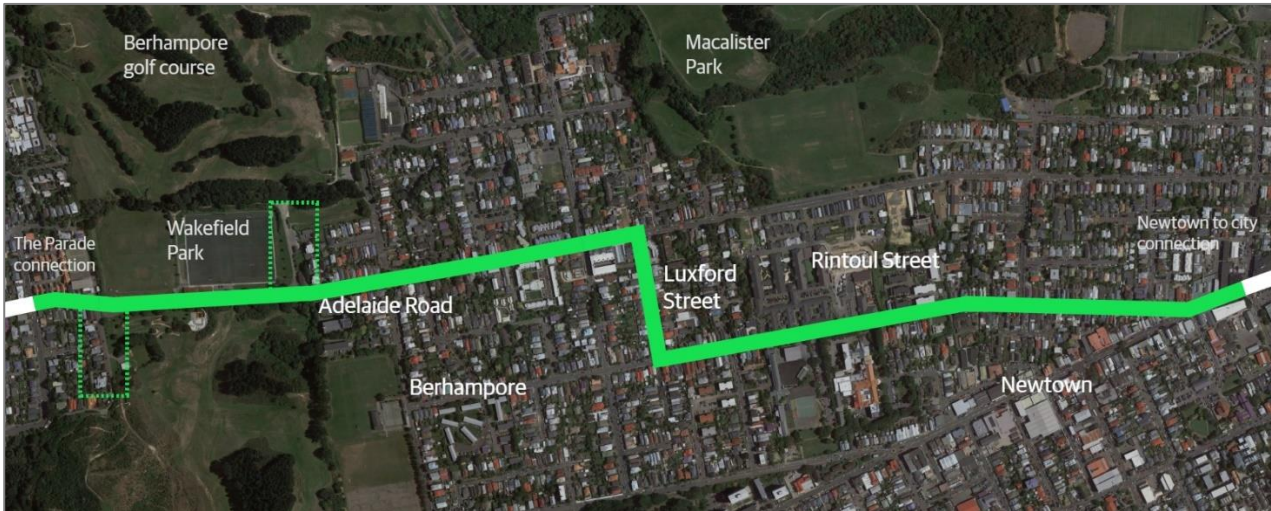


Figure 4.2 Map of Transitional Cycleway routes in Newtown

4.3 Future Growth in Newtown and Berhampore

To understand the likely future growth in demand for parking in the study area, the land use forecasts from the Wellington Transport Strategy Model (WTSM) have been sourced from the Wellington Transport Analytics Unit. The WTSM model is a strategic transport model which converts land use inputs such as households, population and employment figures and converts these into travel demand on the transport network for vehicles and public transport patronage. The model includes current and future forecasts of land use information which are agreed between the model partners including Wellington City Council.

The 2023⁶ and 2033 forecasts for Newtown have been extracted and the following growth is anticipated over the coming 10 year period:

- 8% growth in the number of households;
- 4% growth in population;
- 9% growth in employment

Longer term forecasts follow generally similar growth patterns, and it is noted that this modest level of growth reflects the lack of potential for greenfield development within the study area and is delivered through intensification of residential and commercial activity.

⁶ The 2033 land use scenario received from GWRC on 17th April 2023 is referred to as the "2033 baseline" scenario.

5. Parking Data

5.1 Parking Survey

Surveys were undertaken in August 2022 to capture parking data to enable an understanding of how parking is currently used throughout the study area. This provides important context as to where more parking may be required, where there may be a surplus of parking and how parking assets can be better managed to meet the needs of Newtown and Berhampore residents, businesses, and visitors.

Study Area

The 2022 study area was divided into seven precincts based on the following characteristics: land use; road type; and parking restrictions. The roads within each precinct were then divided up into sections, denoting a change in parking restriction. The scope of the surveys focused on Council-owned on-street parking and did not extend to off-street parking.

Methodology

The parking survey involved a weekday survey and a weekend survey. The weekday survey was completed over two survey days, Wednesday 10 and Monday 15 August. The weekend survey was performed on Saturday 13 August. The survey was undertaken on multiple days to understand the behaviour of the parking during both a weekday (predominantly to understand commuter parking behaviour) and a weekend (where resident, shopping and recreational parking behaviour is more prevalent). The weather across all survey days was fine. This survey does not address the differences in behaviour from winter and summer; however, it is considered to provide an accurate picture of typical parking demand and characteristics in Newtown.

A portion of these surveys were done half-hourly. This was done in areas where there was a high proportion of parking restrictions. This allowed non-compliance rates (vehicles which park for longer than the time restriction) to be determined at a more accurate rate than hourly surveys. Hourly surveys were collected in the residential areas.

Two one-off overnight surveys were also undertaken. These were taken after 8:30pm on a weekday and a weeknight to enable conclusions to be drawn regarding residents' parking behaviour, that is when parking associated with commuters, and shopping and recreational trips are minimal.

Impacts of COVID-19

At the time of surveying, all of New Zealand was operating at the Orange traffic light setting under the COVID-19 Protection Framework. Employment, schools, and commercial locations were fully operational with no restrictions; however, the impact to travel was largely unknown.

Road traffic data and public transport patronage data from pre- and post-pandemic scenarios were compared against similar data for the survey weeks to understand any impact on modal shift, and this is set out in the *Abley Parking Analysis Report* which preceded this PMP. These trends should be considered within the development of the PMP to ensure that any management measures are appropriately robust.

5.2 Parking Inventory by Precinct

This section presents the quantity and type of parking within each precinct in August 2022 when the surveys were completed. The location and type of parking restrictions and more information is available in the Power BI site which is available as an electronic Appendix to this document at <https://app.powerbi.com/groups/me/reports/42b8eeb9-ed95-401b-93ee-6e5ffe135a7a/ReportSection9bc0dba4e373f78fc8a4>.

Adelaide Road Residential – Current parking and usage

The parking in this precinct is primarily residential, with several sections where parking restrictions are imposed near local shopping destinations. There are residential parking schemes present in this area. Table 5.1 shows the parking inventory in this section, broken down by restriction type.

The parking which requires a resident permit has a mix of restrictions.

This includes:

- resident permit holders at all times,
- resident permit holders 8am-6pm weekdays,
- P120 with residents exempt; and
- P30 with residents exempt.

The two time-restricted parking restrictions are only valid 8am–6pm weekdays. The parking occupancy survey did not differentiate between the unrestricted spaces and the resident permit only spaces (nor was the time restricted with residents differentiated from the unrestricted parking). This is because the parking occupancy was observed to be very high throughout the day for all of these parking types, so there would be little added insight gained by separating these two parking types.

Table 5.1 Parking inventory by restriction for the Adelaide Road Residential precinct

Restriction	Inventory
Unrestricted	521
Resident Permit Spaces	39
P30 with Residents exempt	6
P120 with Residents exempt	27
P15	3
P30	12
P60	11
Mobility	1
Total	620

Berhampore Commercial - Current parking and usage

The parking in this precinct is centred around the shopping centres and is a mix of unrestricted parking and time restricted parking. The parking inventory in this section is shown in Table 5.2.

Table 5.2 Parking inventory per restriction for the Berhampore Commercial precinct

Restriction	Inventory
Unrestricted	186
P5	1
P10	8
P30	1
P60	7
Total	203

Berhampore Residential - Current Parking and Usage

Most of the on-street parking in this section is centred around residential land use activity. Table 5.3 shows the parking inventory in this section per restriction.

Table 5.3 Parking inventory for the Berhampore Residential precinct

Restriction	Inventory
Unrestricted	931
Total	931

Hospital - Current Parking and Usage

Parking restrictions in this precinct are focused to the south of the intersection between Riddiford Street, Mein Street and Hall Street where the commercial centre begins. There are also school pick up drop off zones (PUDO) on Daniell Street nearby the local school. The restrictions are shown in Table 5.4. The parking which requires a Residents permit has a mix of restrictions. This includes:

- resident permit holders at all times;
- resident permit holders 8am-6pm weekdays; and
- P120 with Residents exempt (and only valid 8am-6pm weekdays).

The parking occupancy survey did not differentiate between the unrestricted spaces and the Resident permit only spaces (nor was the time restricted with residents differentiated from the unrestricted parking). This is because the parking occupancy was observed to be very high throughout the day for all of these parking types, so there would be little added insight gained by separating these two parking types.

Table 5.4 Parking inventory for Hospital precinct

Parking restriction	Inventory
Unrestricted	616
Resident Permit spaces	91
P120 with Residents exempt	7
P5	3
P10	7
P15	27
P30	14
P60	34
P120	21
PUDO	2
Mobility	1
EV	2
Total	824

Newtown Commercial - Current Parking and Usage

The off-street parking in this precinct is centred around the commercial land use activity on Riddiford Street. This parking includes a mix on unrestricted parking, residents parking spaces and time restricted parking. Table 5.5 shows the inventory in this precinct per restriction.

Table 5.5 Parking inventory per restriction for the Newtown Commercial precinct

Restriction	Inventory
Unrestricted	283
P10	2
P15	3
P20	7
P30	61
P30 Loading	4
P60	84
Mobility	4
Total	448

Newtown Residential - Current parking and usage

The on-street parking in this precinct is primarily focused on residential land uses. There are localised areas where there are parking restrictions specific to the businesses (e.g. outside dairies). Table 5.6 shows the inventory in this section by restriction.

Table 5.6 Parking inventory per restriction for the Newtown Residential precinct

Restriction	Inventory
Unrestricted	927
P10	6
P30	9
P60	2
P180	8
Mobility	2
Electric Vehicle	2
Total	956

Wakefield Hospital and Village - Current Parking and Usage

The parking in this precinct is entirely unrestricted. The parking inventory in this precinct is shown in Table 5.7. It is also worth noting that the Wakefield Hospital and Village at the Park retirement village have off-street parking facilities.

Table 5.7 Parking inventory for the Wakefield Hospital precinct

Restriction	Inventory
Unrestricted	194
Total	194

5.4 Existing Parking Demand Analysis

A survey dashboard summary is presented for each section in this section.

Summary of Adelaide Road Residential

Key Stats	
<ul style="list-style-type: none"> Weekend shows a greater peak than weekday 86% of users stay for 1 hour or less Occupancy above 85% on most streets Highest occupancy peak on Saturdays 7:30am to 2:00pm due to Newtown Fruit and Vegetable Market 	
Peak Occupancy Across the Network	
<p>Weekday Peak</p> <ul style="list-style-type: none"> John Street, Hall Street, Hanson Street, Trevor Terrace, Kenwyn Terrace, Torquay Terrace, Rintoul Street and Millward Street all experienced peak occupancy greater than 81% Stoke Street and Northern half of Adelaide Road experienced occupancy between 61-80% Mudges Terrace, Manley Terrace and southern section of Adelaide Road experienced occupancy less than 60% <p>Weekend Peak</p> <ul style="list-style-type: none"> Same as weekday peak, but with an addition of South and North Adelaide Road and Kenwyn Terrace to greater than 81% occupancy Torquay and Mudges Terrace were the only two streets to have a peak occupancy less than 60% 	
Over Night Parking	Time Restricted Parking
<p>Weekday</p> <ul style="list-style-type: none"> Hanson, Hall, Manley, Kenwyn, Rintoul, Millward and Trevor roads all experienced occupancy greater than 81% <p>Weekend</p> <ul style="list-style-type: none"> Hall West, Hanson South, Adelaide south, Trevor, Kenwyn, Rintoul and Millward experienced occupancy greater than 81% 	<ul style="list-style-type: none"> Less than 85% occupancy weekday Peak in afternoon at 83% on weekdays Occupancy over 85% on weekends Over 80% stayed less than 2 hours on weekends and weekdays
Non-Compliance	Unrestricted Parking
<ul style="list-style-type: none"> P60 – 46% non-compliance weekday P60 – 14% non-compliance weekend P30 – 0% non-compliance weekday P30 – 0% non-compliance weekend 	<ul style="list-style-type: none"> Over 85% occupancy all day 60% of users stayed longer than 4 hours on weekdays compared to 33% on weekends.

Summary of Berhampore Commercial

Peak Occupancy Across the Network

- Weekday Peak**
- Palm Grove, Luxford Street, Herald Street West and Adelaide Road all between **61-80%** occupancy
 - Herald Street East, Rintoul Street and Britomart Street all greater than **81%** occupancy

- Weekend Peak**
- All streets are greater than **81%** occupancy



<p>Non-Compliance</p> <ul style="list-style-type: none"> ▪ P10 - 40% non-compliance weekday ▪ P10 - 18% non-compliance weekend ▪ P30 - 25% non-compliance weekday ▪ P60 – 29% non-compliance weekday ▪ P60 – 22% non-compliance weekend 	<p>Time Restricted Parking</p> <ul style="list-style-type: none"> ▪ Weekday occupancy peaked at 10-11am, at 65% ▪ Weekend occupancy peaked during 12pm to 2pm at 82%
<p>Over Night Parking</p> <p>Weekday</p> <ul style="list-style-type: none"> ▪ Britomart, Luxford, Rintoul and Adelaide south experienced occupancy greater than 81% <p>Weekend</p> <ul style="list-style-type: none"> ▪ Britomart, Luxford, Rintoul and Herald streets experienced occupancy greater than 81% 	<p>Unrestricted Parking</p> <ul style="list-style-type: none"> ▪ Weekday occupancy around 70% throughout the day ▪ Weekend reaches 85% occupancy during the morning peak between 9am to 11am

Summary of Berhampore Residential

Peak Occupancy Across the Network

Weekday Peak

- Adelaide Road, Herald Street, Glendavar Street, Chilka Street, Burwah Street, Akatea Street, Duppa Street, Roya Street and Te Wharepōuri Street (west) all between **61-80%** occupancy
- Te Wharepōuri Street (east), Milton Street, Rintoul Street (north) and Chilka Street (east) all greater than **81%** occupancy
- 11 streets stayed below an occupancy of **60%**

Weekend Peak

- Occupancy between 61–80% is the same as weekday peak, but with the addition of Adelaide Road (south), Chatham Street, Rintoul Street (north) and Stirling Street
- Occupancy of greater than **81%** occupancy is the same as weekday peak but with the addition of Adelaide Road, Akatea Street, Jeypore Street and Glendavar Street
- 7 streets stayed below an occupancy of **60%**

Key Stats

- ❖ Weekend peak occupancy higher than weekday peak
- ❖ Overall parking occupancy stayed at a satisfactory level between 38-58% at any one time
- ❖ 50% of users stayed for four or more hours
- ❖ Peak occupancy of **59%** occurs on weekends at 9:00–10:00am
- ❖ Weekday peak occupancy occurs at 11:00am–1:00pm at **53%**



Non-Compliance, time restricted, unrestricted

- All parking within this area is unrestricted, therefore no assessment has been made against non-compliances

Over Night Parking

Weekday

- Te Wharepōuri Street (east), Rintoul Street and Milton Street experienced occupancy greater than 81%

Weekend

- Te Wharepōuri Street (east), Rintoul Street, Milton Street, Glendavar Street and Akatea Street experienced occupancy greater than 81%

Summary of Hospital

Peak Occupancy Across the Network

Weekday Peak

- Owen Street, Riddiford Street and Wilson Street (east) all had occupancy **less than 80%**
- Hall Street, Mein Street, Minerva Street, Emmett Street, Green Street, Colombo Street, Daniell Street, Wilson Street, Somerset Avenue, Picton Avenue, Corunna Avenue, Douro Avenue, Seddon Terrace, Coromandel Street and Blucher Avenue all greater than **81%** occupancy

Weekend Peak

- Hall Street, Minerva Street, Daniell Street, Coromandel Street (north), Colombo Street, Green Street and Wilson Street (middle) all had occupancy more than **81%**
- The rest (10 streets) had occupancy rate **lower than 81%**

Note: The weekend survey area was reduced due to staffing shortages

<h4>Key Stats</h4> <ul style="list-style-type: none"> ❖ Weekday occupancy much higher with most streets greater than 81% ❖ Approximately 85% of users stayed for 1 hour or less in time restricted parking ❖ Approximately 72% of users stayed for 4+ hours in unrestricted parking areas ❖ Weekend occupancy stayed between 69% and 96% throughout the day, with a peak at 9:00–9:30am ❖ Weekday occupancy stayed above 80% with the peak at 3:00–3:30pm 	
---	--

<h4>Non-Compliance – Weekday only⁷</h4>	<h4>Unrestricted Parking</h4>
--	-------------------------------

- | | |
|---|--|
| <ul style="list-style-type: none"> ▪ P5 - 3% non-compliance weekday ▪ P10 - 16% non-compliance weekday ▪ P15 - 34% non-compliance weekday ▪ P30 – 59% non-compliance weekday ▪ P60 – 13% non-compliance weekday ▪ P120 – 18% non-compliance weekday | <ul style="list-style-type: none"> ▪ Weekday occupancy between 89–95% occupancy throughout the day. Dropping down to 85% at 4:00pm indicating some commuter travel ▪ Weekend reached 100% occupancy during the morning peak between 9–11am then dropping down to 86% by 4:00pm |
|---|--|

<h4>Over Night Parking</h4>	<h4>Time Restricted Parking</h4>
-----------------------------	----------------------------------

- | | |
|---|--|
| <h4>Weekday</h4> <ul style="list-style-type: none"> ▪ Hall, Colombo, Wilson, Somerset, Picton, Owen, Blucher and Coromandel Streets experienced occupancy greater than 81% <h4>Weekend</h4> <ul style="list-style-type: none"> ▪ Greater than weekday with 12 streets experiencing occupancy greater than 81% | <ul style="list-style-type: none"> ▪ P60 weekday occupancy peaked during 10am–3:00pm at 100%, with <P60 at 71% peak at 10:00am–11:00am ▪ P60 weekend occupancy peaked at 11am at 95% with <P60 at 55% peak at 9:00–10:00am |
|---|--|

⁷ Note: Weekday non-compliances, please refer to parking reports for full data including weekend results

Summary of Newtown Commercial

Key Stats	
<ul style="list-style-type: none"> ❖ Weekdays shows a greater peak than weekend ❖ For weekdays, 86% of users stay for 1 hour or less for restricted parking only, while 39% stayed less than 1 hour in unrestricted spaces ❖ Occupancy above 85% on most streets ❖ Highest occupancy peak of 93% on weekday between 12:00–1:00pm 	
Peak Occupancy Across the Network	
<p>Weekday Peak</p> <ul style="list-style-type: none"> ▪ Riddiford Street, Newtown Avenue, Normanby Street, Donald Mclean Street, Donald Mclean Street, Ferguson Street, Gordon Place, Rhodes Street and Arney Street all experienced peak occupancy greater than 81% ▪ Constable Street, Gordon Street and Florence Street experienced occupancy between 61–80% <p>Weekend Peak</p> <ul style="list-style-type: none"> ▪ Riddiford Street, Newtown Avenue, Normanby Street, Donald Mclean Street, Donald Mclean Street, Ferguson Street, Gordon Place, Constable Street and Arney Street all experienced peak occupancy greater than greater than 81% occupancy ▪ Gordon Place and Gordon Street have a peak occupancy less than 60% 	
Over Night Parking	Time Restricted Parking
<p>Weekday</p> <ul style="list-style-type: none"> ▪ Newtown Avenue, Normanby Street, Gordon and Fergusons Street greater than 81% ▪ Riddiford Street had parking occupancy lower than 60% <p>Weekend</p> <ul style="list-style-type: none"> ▪ Same as weekday overnight parking apart from Donald Mclean Street having an occupancy greater than 81% 	<ul style="list-style-type: none"> ▪ Less than 85% occupancy during weekdays and weekends ▪ Peak at 12:00pm–1:00pm on both weekends and weekdays at 72% ▪ Over 80% stayed 1 hour or less on weekends and weekdays
Non-Compliance	Unrestricted Parking
<ul style="list-style-type: none"> ▪ P15 – 15% non-compliance weekday ▪ P15 – 9% non-compliance weekend ▪ P20 – 35% non-compliance weekday ▪ P20 – 37% non-compliance weekend ▪ P30 – 23% non-compliance weekday ▪ P30 – 32% non-compliance weekend 	<ul style="list-style-type: none"> ▪ Over 85% occupancy all day during weekday, with a peak of 100% from 10:00am–12:00pm ▪ Peak occupancy of 86% during 9:00am–10:00am during weekends

- P30(loading) – 0% non-compliance and 38% non-compliance weekend
 - P60 – 21% non-compliance weekday
 - P60 – 21% non-compliance weekend
- Weekday 39% of users stayed under an hour, while 50% of users stayed less than an hour during weekend

Summary of Newtown Residential

Peak Occupancy Across the Network

Weekday Peak

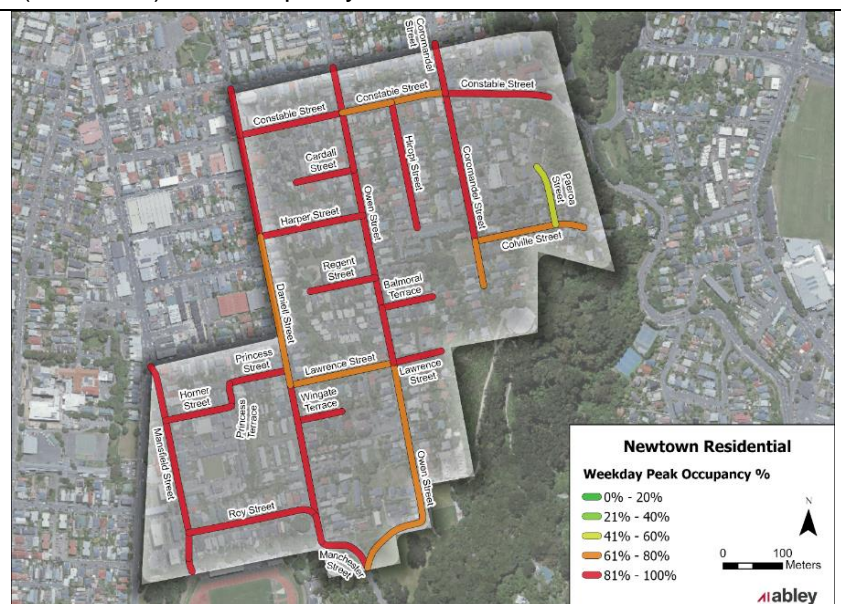
- Daniel Street, Lawrence Street, Owen Street, Colville Street and Paeroa Street all had occupancy **less than 80%**
- All other streets have an occupancy greater than **81%**

Weekend Peak

- Constable Steet (east), Cardall Street, Manchester Street, Mansfield Street, Roy Street, Lawrence Street, Wingate Terrace, Regent Street and Balmoral Terrace all have occupancy greater than **81%**; and the rest (10 streets) had occupancy rate **lower than 81%**

Key Stats

- ❖ Weekday occupancy much higher than weekday peak greater than 85% between 9:00–10:30am
- ❖ Weekend occupancy stayed between 59% and 76% throughout the day
- ❖ High non-compliance percentages with an average non-compliance of 28% on weekday and 56% on weekends
- ❖ Vehicles stayed significantly longer in unrestricted parking areas with 71% of vehicles staying longer than 4 hours during the weekday



Non-Compliance – Weekday only

- P10 – **40%** non-compliance weekday
- P10 – **67%** non-compliance weekend
- P30 – 14% non-compliance weekday
- P30 – **38%** non-compliance weekend
- P60 – 14% non-compliance weekday
- P60 – 29% non-compliance weekend
- P180 – **44%** non-compliance weekday
- P180 – **90%** non-compliance weekend

Unrestricted Parking

- Weekday occupancy between 78% and 89% occupancy throughout the day with the peak at 9:00–10:30am
- Weekend peaked at 76% during 9:00am–10:00am
- 71% of vehicles stayed longer than 4+ hours during weekdays, and 34% stayed longer than 4+ hours on weekends.

Over Night Parking

Weekday

- Nine streets experienced occupancy greater than 81%

Weekend

- Eight streets experienced occupancy greater than 81%
- Average occupancy just over 60%

Time Restricted Parking

- >P60 weekday occupancy peaked at 12:00–1:00pm at 50%. <P60 peaked at 50% peak at 9:00–10:00am.
- <P60 weekend occupancy peaked at 59%
- 71% of vehicles stayed less than 1 hour on weekends and 41% on weekdays

Summary of Wakefield Hospital and Village at the park

Peak Occupancy Across the Network

Weekday Peak

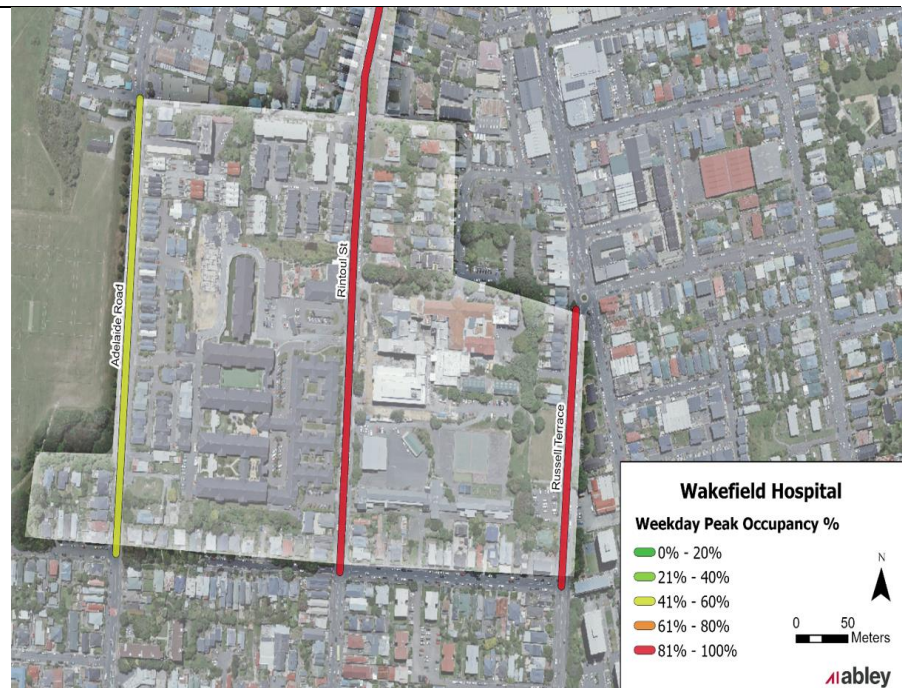
- Rintoul Street and Russell Terrace have an occupancy above **81%**
- Adelaide Road stayed below an occupancy of **60%**

Weekend Peak

- Rintoul Street and Adelaide Road occupancy above **81%**
- Russell Terrace stayed below an occupancy of **60%**

Key Stats

- ❖ Higher parking occupancy occurs on weekdays, with a peak of 87% at 11:00am-12:00pm
- ❖ Weekend occupancy peaked at 78% at 10:00am-11:00am
- ❖ 39% of users stayed for four or more hours during weekdays, and 29% during weekends
- ❖ 39% of users stay for 1 hour or less during the weekends and 34% during weekdays
- ❖ Occupancy on both weekends and weekdays highest in the morning, gradually falls into the afternoon



Non-Compliance, time restricted, unrestricted

- All parking within this area is unrestricted, therefore no assessment has been made against non-compliances

Over Night Parking

Weekday

- Rintoul Street occupancy between **61-80%**
- Adelaide Road and Russell Terrace **less than 60%** occupancy

Weekend

- Rintoul Street occupancy above **81%**
- Adelaide Road and Russell Terrace **less than 60%** occupancy

Summary of Existing Parking Supply and Demand

The key outcomes of the parking surveys are as follows:

- The parking demand in Newtown and Berhampore is 79% on average from the weekday and 70% on average from the weekend.
- There are high non-compliance rates with the parking restrictions, particularly on the weekend throughout much of the study area.
- There is a substantial amount of commuter parking throughout the entire survey area.
- Table 5.8 shows the high-level parking occupancy summary for each precinct. These are highlighted in bold text where the average or peak occupancies exceed the target 85%.
- Notably peak weekday parking occupancy exceeds 85% in five of the seven precincts and average daytime parking exceeds 85% in Adelaide Road Residential and Hospital precincts (with many others in 20-85% range). Overnight weekday parking also exceeds 85% in the Adelaide Road Residential precinct.

Table 5.8 Summary of parking occupancies by precinct

Precinct	Weekday			Weekend		
	Average daytime	Average overnight	Peak	Average daytime	Average overnight	Peak
Adelaide Road Residential	86%	86%	88% (1pm)	76%	82%	82% (9am)
Berhampore Commercial	67%	78%	73% (9am)	76%	79%	82% (10am)
Berhampore Residential	55%	52%	62% (9am)	54%	52%	59% (10am)
Hospital	93%	48%	95% (1pm)	66%	48%	78% (9am)
Newtown Commercial	84%	70%	93% (1pm)	80%	75%	84% (1:30pm)
Newtown Residential	82%	70%	89% (10am)	68%	70%	76% (9am)
Wakefield Hospital and Village at the Park	80%	46%	87% (11am)	66%	72%	78% (10am)
TOTAL Study Area	73%	79%	78% (11am & 1pm)	68%	70%	76% (10am)

5.5 Future Traffic and Parking Growth

The anticipated growth in residential and commercial activity is low with only a 4% and 9% increase in population and employment anticipated over the coming ten years. Whilst it is plausible that traffic growth and growth in parking demand may follow a similar growth trajectory over the same period, this would only occur if the current uptake of transport modes remaining much the same in 2033 as what is experienced today.

The mode shift aspirations of Wellington City Council are evidenced through the Regional Land Transport Plan, Te Atakura (Climate Action Plan) and Let's Get Wellington Moving which seeks to invest in public transport and active modes infrastructure. This will provide more mode choice for

Wellingtonians by supporting safe and efficient travel as an attractive alternative to private vehicle travel. It is noted that this supports national policy direction including Aotearoa New Zealand's First Emissions Reduction Plan (2022) which includes a focus to reduce reliance on cars and support people to walk, cycle and use public transport.

Any growth in travel is expected to be catered for by non-vehicular modes. For this reason, this PMP does not anticipate or address the impacts of any growth in traffic, parking demand or vehicle ownership in Newtown. This is considered an appropriate response to the current policy environment, especially in light of the low levels of residential and commercial growth forecast in Newtown by Wellington City and the other WTSM model partners as documented in Section 4.4. However, it is recommended that ongoing monitoring be undertaken to establish whether parking demand in the study area changes in the future.

5.6 Car Share

Car sharing reduces congestion and fits with Wellington City Council's aims to become a Smart Capital and eco-city. WCC currently provide benefits for car-share vehicle users such as more than 30 dedicated parks and under the new car share guidelines, free floating car share vehicles are permitted to park in resident parking areas.

WCC support car share schemes for the following reasons:

- A high quality diverse transport system is key to Wellington's economic, environmental and social success.
- It will enable Wellington to meet the growth and climate change goals outlined in the city's Draft District Plan and Te Atakura.
- Many privately owned cars sit idle about 95% of the time.
- Evidence from Wellington suggests each car share vehicle takes around 11 cars off the road.
- It supports inner city residents and businesses who may only rarely need a car.
- It gives people greater travel choice.
- It means people can avoid the high cost of car ownership or needing a second car.
- It also supports the use of other modes, with evidence showing people who car share tend to use public transport or a cycle more than those who drive their own car.

There are currently two car share operators in Wellington, Cityhop and Mevo. Cityhop is a station based provider where the vehicle is rented from and returned to the same location. Mevo vehicles are rented from a 'home zone' and returned to anywhere within that zone; for example, it could be rented from the CBD but dropped off at a home zone in Miramar.

Mevo Car Share

Mevo is a car share company that operates across New Zealand, including Wellington. Customers who subscribe to the service are able to see available vehicles nearby through the Mevo app. Users are able to reserve a vehicle or go straight to the vehicle and start using it. All pricing includes insurance, petrol, electricity and regular cleaning. Users can drop off the vehicle anywhere in the Mevo zones. The Newtown zone has been operational since August 2021, with the Berhampore zone recently launched in August 2023.

Figure 5.1 illustrates the number of Mevo customers with registered addresses in Newtown and Berhampore. There are currently 1,107 customers registered in the study area. Figure 5.2 illustrates the number of trips that start or end in the Newtown pick-up/ drop-off zone. The number of trips each month has increased and there are now almost 2,000 trips to and from the zone each month. This equates to approximately 15–20% of Mevo trips which start or end in this zone.

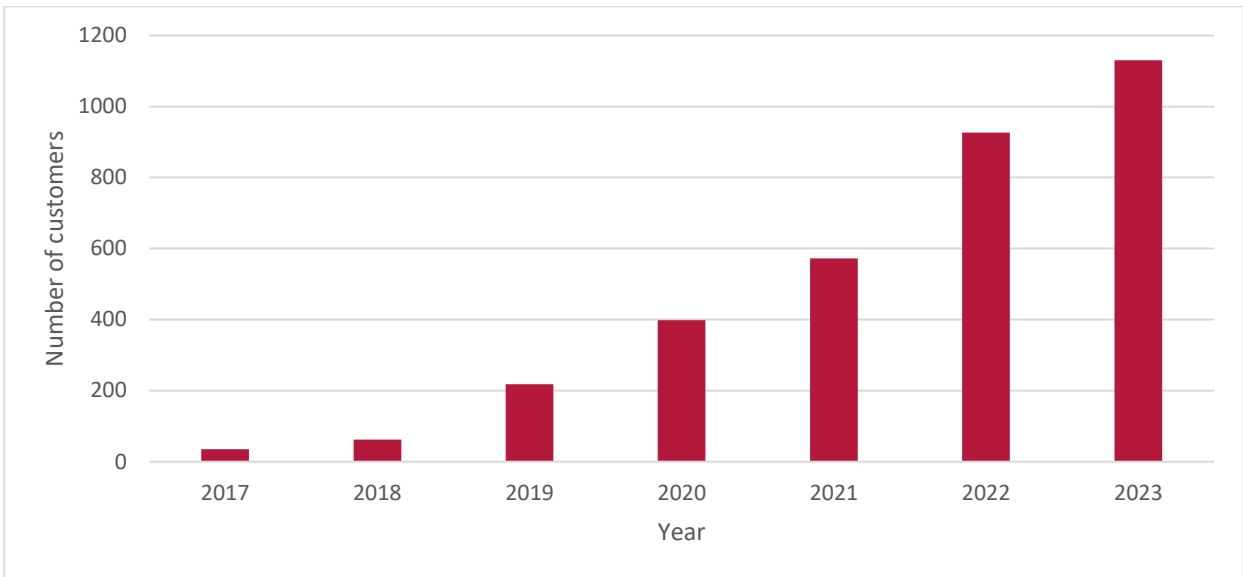


Figure 5.1 Number of Mevo customers registered in Newtown and Berhampore

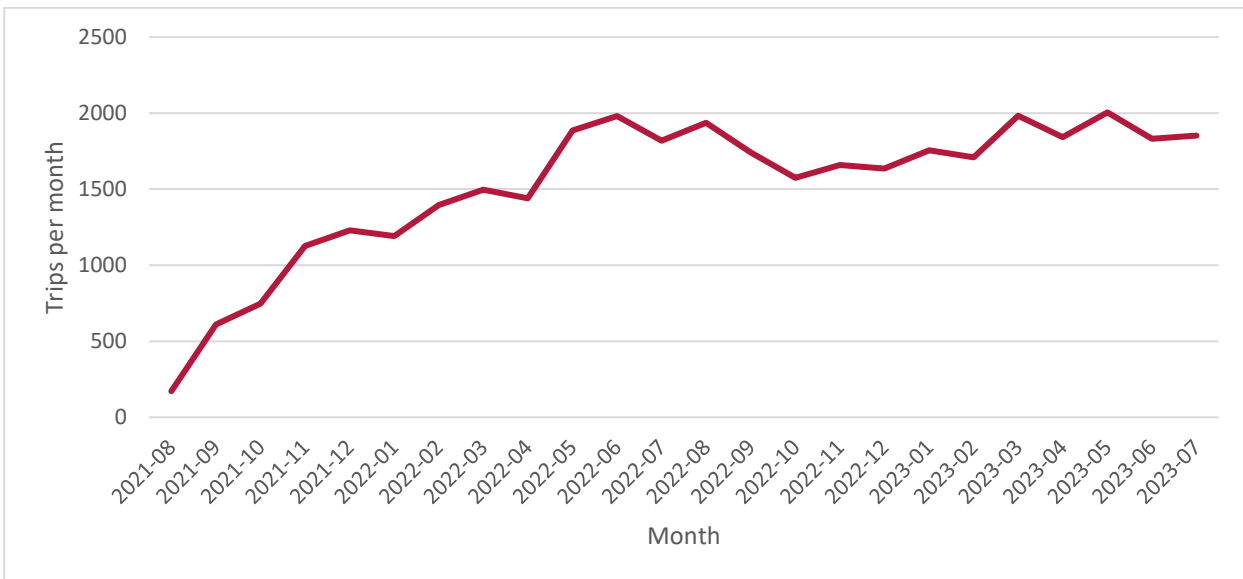


Figure 5.2 Number of trips that start or end in the Newtown zone

6. Engagement and Consultation

6.1 Overview

Council undertook engagement with the community through a survey seeking feedback on items including the proposed bus and cycling improvements and parking in Newtown and Berhampore. The feedback provided insights into how people travel through the study area use and feel about the current parking situation in the study area.

The survey was open between 31 October and 27 November 2022. The survey was distributed using mail, email newsletters and social media. In total, 817 community organisations and individuals responded. Of the 817 responses, 737 included feedback on the proposed bus and bike route and 557 responses included feedback about parking in Newtown and Berhampore.

6.2 Modal Behaviour and Level of Satisfaction

The survey found that approximately 80% of respondents have indicated their daily means of travel to be either car, bike or walk. Approximately the same number of users take each mode. A similar pattern is shown for those who travel a few times a week, and about once a week. Figure 6.1 summarises the results.

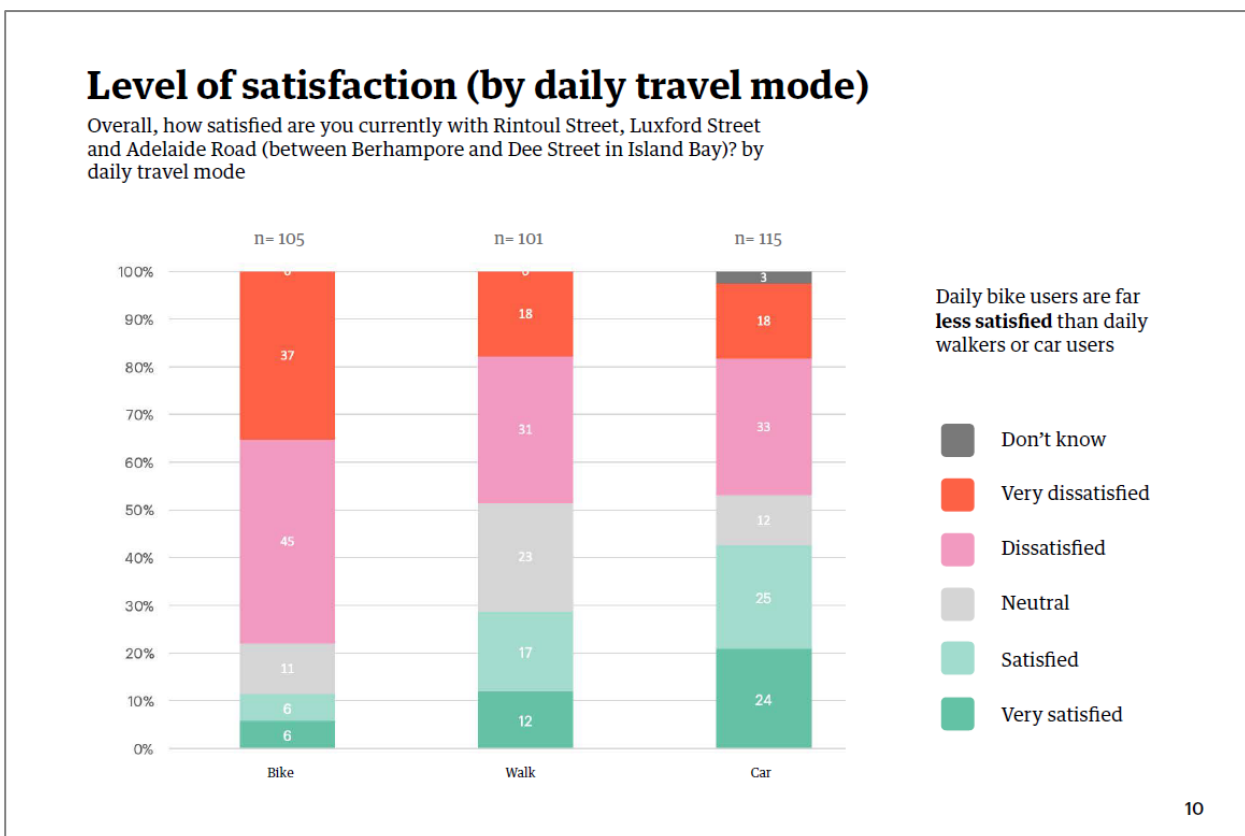


Figure 6.1 Level of satisfaction by daily travel mode

Most users of the Berhampore to Newtown route (56%) have identified they are dissatisfied or very dissatisfied with the current situation. This increases to approximately 78% of bicycle users being dissatisfied. For daily drivers the dissatisfaction level sits just below 50%. A majority at 76% of non-vehicle respondents identified a difficulty getting around the area. One of the main themes of this is “too many parked cars”.

Road safety

A key concern is that 44% of respondents have had a crash or near miss along the Berhampore to Newtown route. The large majority of these related to a car passing too close (noting this is most likely to be from cyclists). Of the reported crashes/ near misses, only 11 of these were reported as crashes. The most dangerous locations identified from these crashes/ near misses were the Rintoul St/ Te Wharepōuri St intersection and the Rintoul St/ Luxford St intersection.

On-street parking

In relation to parking, 37% of respondents use on-street parking in the Newtown and Berhampore area every day. Of the respondents who identified they use on-street parking, 54% do not live in the Newtown/ Berhampore area.

When the reason for using off-street parking was considered, approximately 8% of respondents identified they commute to the area. This suggests that those who commute to the area, which is expected to be high given the proximity to the hospital, were not heavily involved in this survey.

Residents and non-residents were asked to provide feedback on their main issues with parking in the study area. Whilst the purpose of parking may be different, the outcomes sought are similar. Respondents would like to see dedicated car parking for specific purposes in the area, including short-stay, residents and commuters (all day) parking. Additionally, respondents seek more bike parking, more EV charging spaces and better sustainable travel options.

Respondents seeking parking closer to the hospital experienced more difficulty locating parking than in other areas, as shown as Figure 6.2. Of note, these respondents raised the issue of hospital staff/ visitors taking up space, as well as a requirement for more resident's parking and enforcement of current parking restrictions in the vicinity.

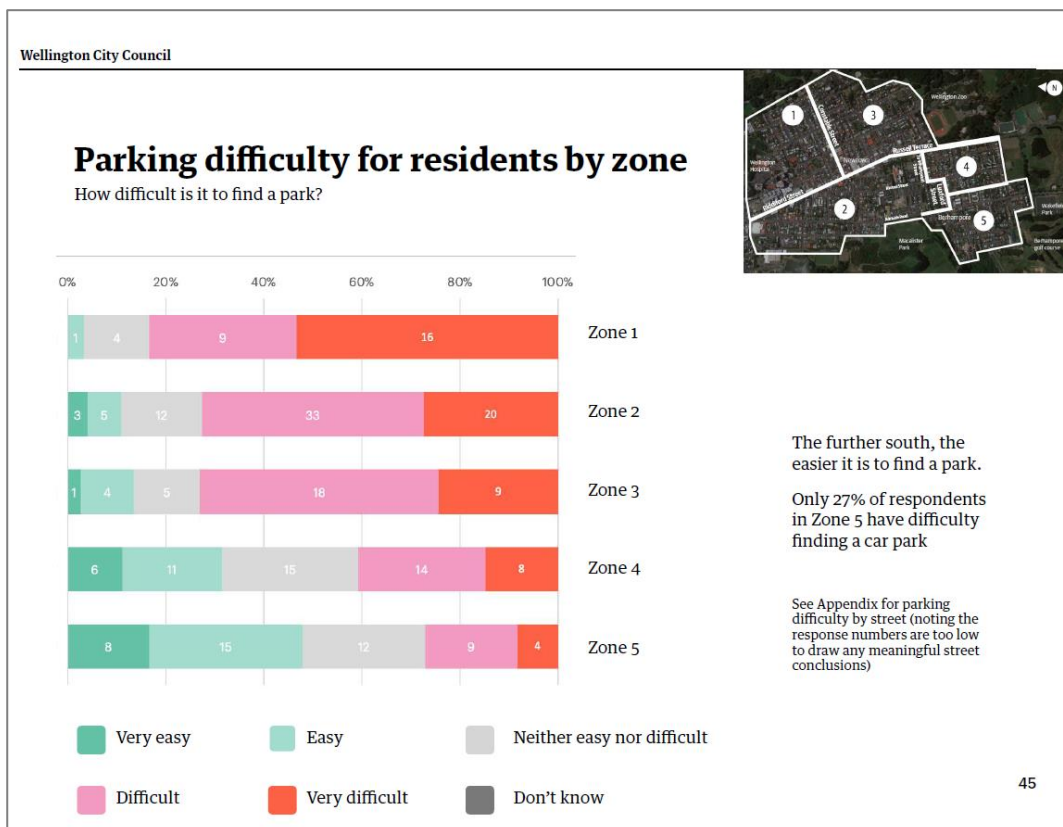


Figure 6.2 Parking difficulty for residents by zone

6.3 Parking Infringements and Complaints

Data summarising parking infringements issued, and complaints received by Council in 2022 has been assessed to understand themes. In 2022, there were 8392 traffic infringements issued in Newtown and Berhampore. When only the parking type infringements are analysed (not including bus lane use, expired WOF and licence, etc.) the number of tickets decreases to 4525 across both suburbs. The parking infringement data can be broken down into different ticket types. The infringement data is summarised in Table 6.1.

Table 6.1 Summary of parking infringements 2022

Ticket type	Berhampore tickets issued	Newtown tickets issued	Total tickets issued
Blocking footpath/ berm	42 (1%)	531 (12%)	573 (13%)
Blocking vehicle entrance	25 (1%)	207 (5%)	232 (5%)
Broken yellow lines	65 (1%)	432 (10%)	497 (11%)
Illegal use of a mobility space	0	15 (0%)	15 (0%)
Overstaying time restriction	38 (1%)	1825 (40%)	1863 (41%)
Illegal use of resident spaces	1 (0%)	617 (14%)	618 (14%)

The infringement data shows the most frequent infringement is overstaying of time restrictions in Newtown. Most parking restrictions in Newtown are centred around Riddiford Street. The second most common infringement in Newtown is for illegal use of resident parking spaces, noting that resident parking is mainly in the Hospital Precinct and the Adelaide Road precincts.

Key themes arising from complaints made to Council include parking on yellow lines, over accessways and 'inconsiderate parking' (over 50% of all complaints are about these three issues). Approximately 14% of complaints received were about parking associated with residents' spaces, and 10% related to overstaying time restrictions.

7. Berhampore to Newtown Transitional Walk, Bike and Bus Improvements

7.1 Background

The Transitional Programme, led by Council and alongside Let’s Get Wellington Moving (LGWM), takes 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.

The Berhampore to Newtown transitional walk, bike and bus improvements (referred to going forward as the “proposed upgrades”) route begins at the intersection of Adelaide Road and Dee Street and continues on Adelaide Road into Berhampore centre where the route turns right onto Luxford Street and continues into Rintoul Street, finally merging with Riddiford Street and ending outside of Wellington Hospital. To aid with readability of this report, the route for the proposed upgrades is outlined in Figure 7.1. The proposed upgrades are currently in the final stages of design and proposes some changes to parking.

Council have undertaken analysis and provided Abley with information about the existing parking provision on the bike and bus route and proposed changes to parking as a result of the improvements. The analysis uses data collected by Abley in 2022 (summarised in Section 5.1).

The proposed upgrade route crosses through the Newtown Precinct PMP study area, and as such, the impact to parking in the study area has been accounted for in this PMP. The purpose of Chapter 7 is to summarise the analysis undertaken by Council as part of the proposed upgrades and identify any impacts on parking supply in the study area.

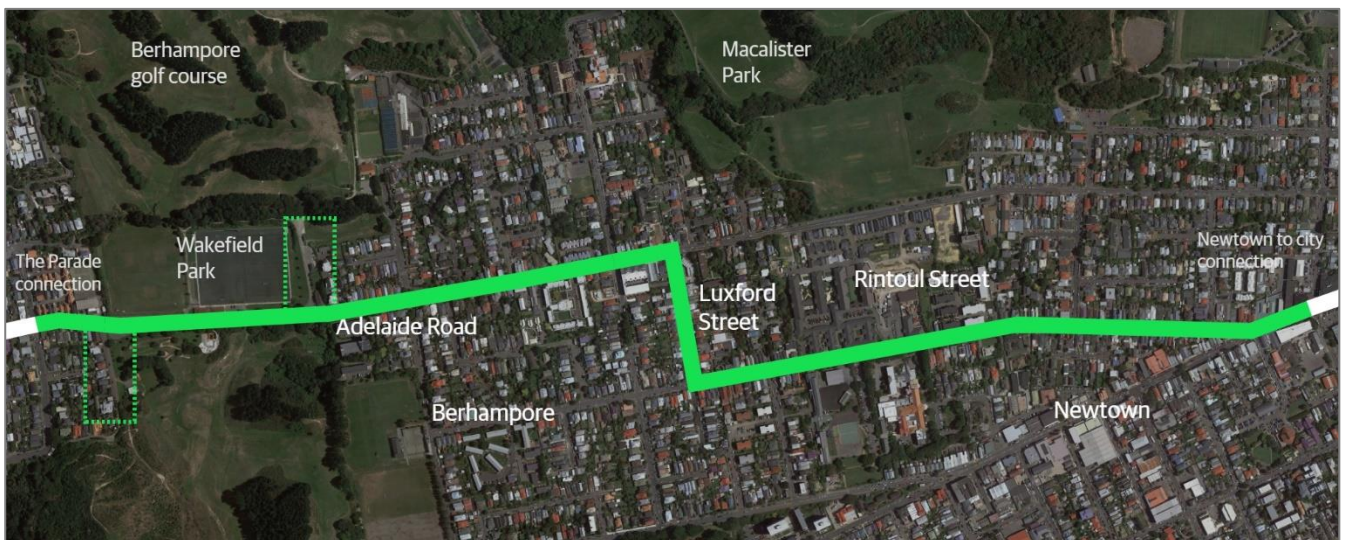


Figure 7.1 Berhampore to Newtown transitional walk, bike and bus improvements route

7.2 Overview of Parking Changes

A summary of the parking changes resulting from the proposed upgrades is shown in Table 7.1. The parking removed is a mix of different parking types. Where time restricted parking has been removed, an attempt to re-instate this restriction as close as possible to the existing location has been made. This is not always possible, particularly on Riddiford Street, where there is limited parking.

Table 7.1 Summary of parking changes along Berhampore to Newtown transitional bike and bus route

Section	Current inventory	Inventory after upgrades	Net change
Riddiford Street (includes Emmett St)	P5 - 4 P10 - 0 P10/P60 - 3 P15 - 2 P60 - 12 P90 - 0 Loading zone - 0 Resident - 7 Unrestricted - 14	P5 - 0 P10 - 4 P10/P60 - 0 P15 - 0 P60 - 8 P90 - 1 Loading zone - 3 Resident - 7 Unrestricted - 14	P5 - 4 removed P10 - 4 added P10/P60 - 3 removed P15 - 2 removed P60 - 4 removed P90 - 1 added Loading zone - 3 added Resident - 7 Unrestricted - 14
Rintoul Street	P5 - 1 P10 - 1 P30 - 1 P60 - 3 P60 (Mobility) - 1 P120 - 0 Unrestricted - 157 Loading zone - 0	P5 - 1 P10 - 1 P30 - 1 P60 - 0 P60 (Mobility) - 1 P120 - 1 Unrestricted - 65 Loading zone - 1	P5 - no change P10 - no change P30 - no change P60 - 3 removed P60 (Mobility) - no change P120 - 1 added Unrestricted - 92 removed Loading zone - 1 added
Luxford Street	Unrestricted - 36	Unrestricted - 14	Unrestricted - 22 removed
Adelaide Road (Luxford St to Britomart St)	P10/ clearway - 5 Loading zone - 0	P10/ clearway - 0 Loading zone - 1	P10/ clearway - 5 removed Loading zone - 1 added
Adelaide Road (Britomart St to north of Wakefield Park)	Unrestricted - 82	Unrestricted - 17	Unrestricted - 65 removed

7.3 Off-Street Parking

Council undertook a survey of houses along the route with private off-street parking available (in the form of garaging and driveways). The quantity of off-street parking on any individual property was not estimated, however a summary of the number of properties with access to at least one off-street park is included in Table 7.2. The data indicates that, of those houses surveyed along the route from Adelaide Road to Rintoul Street, greater than 50% of residents have access to off-street parking.

Table 7.2 Resident off-street parking analysis on the proposed upgrade route

Route section	Residents with off-street parking	Residents without off-street parking	% residents with off-street parking	% residents without off-street parking
Riddiford	4	7	36%	64%
Rintoul	72	31	70%	30%
Luxford	17	13	57%	43%
Adelaide Road Town Centre	12	2	86%	14%
Adelaide Road	33	23	59%	41%
Total	138	76	64%	36%

WCC have developed figures to illustrate the existing off-street parking along the proposed upgrades route. The off-street parking for each route section can be seen in Figure 7.2 to Figure 7.6.



Figure 7.2 Off-street parking survey Riddiford Street

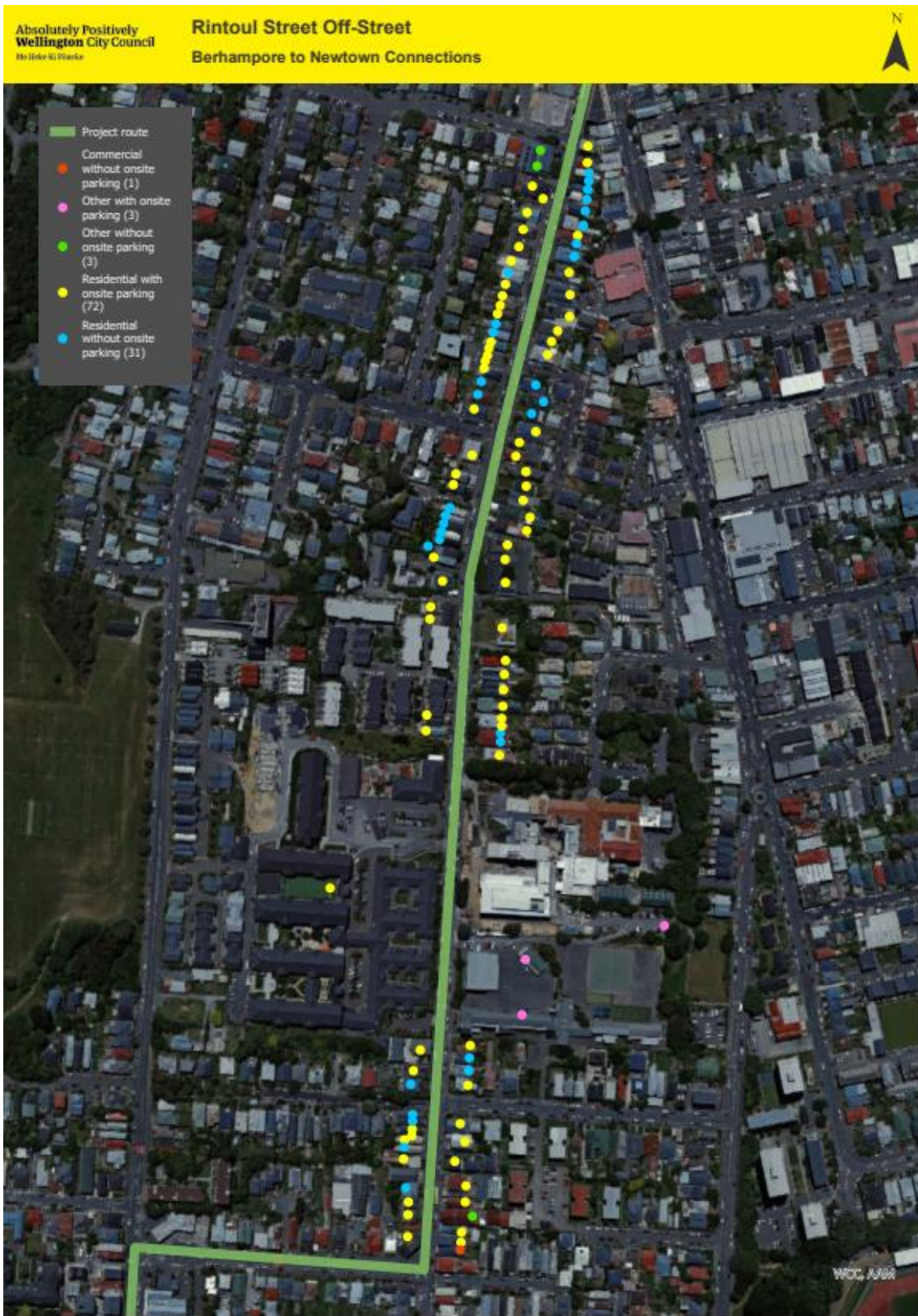


Figure 7.3 Off-street parking survey Rintoul Street

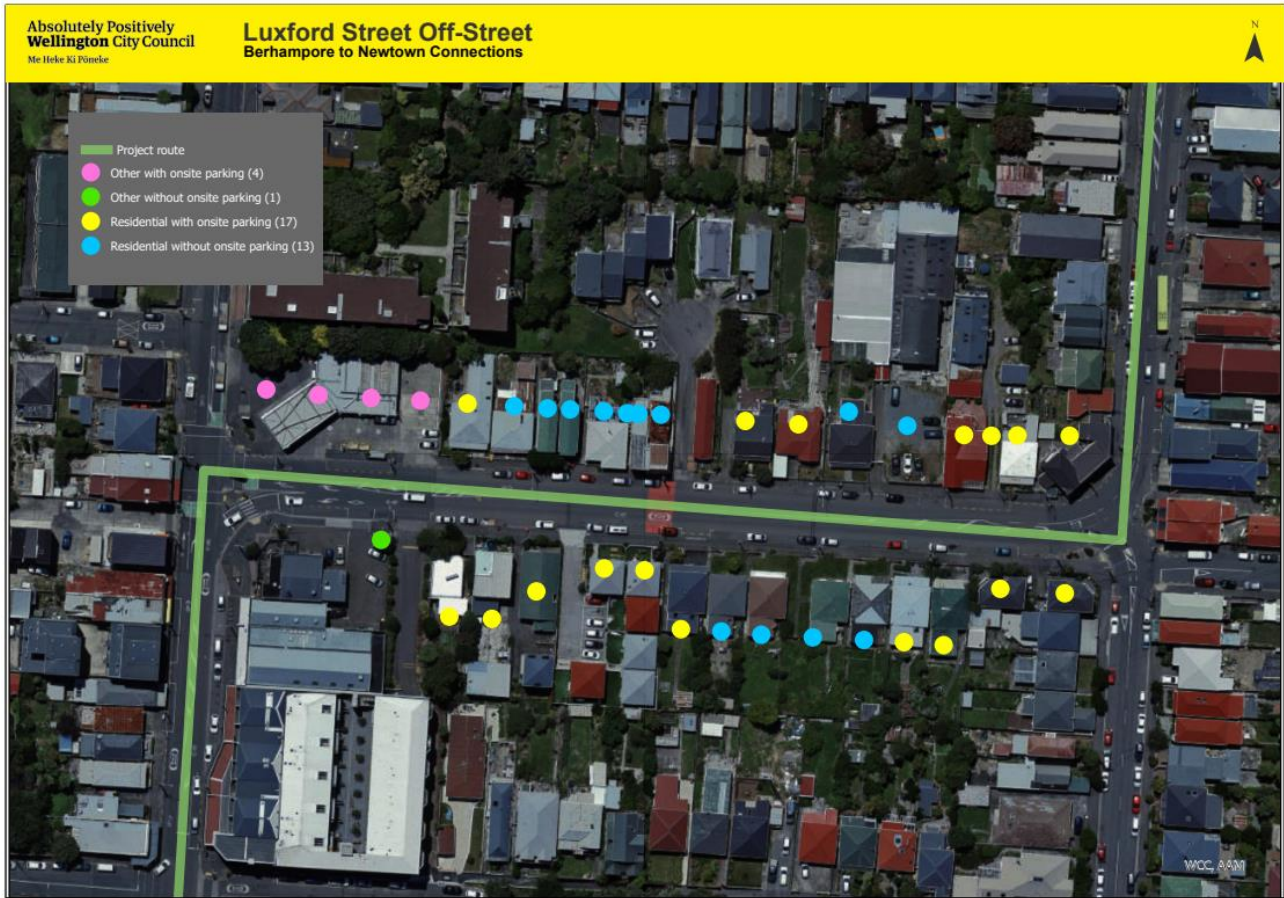


Figure 7.4 Off-street parking survey Luxford Street

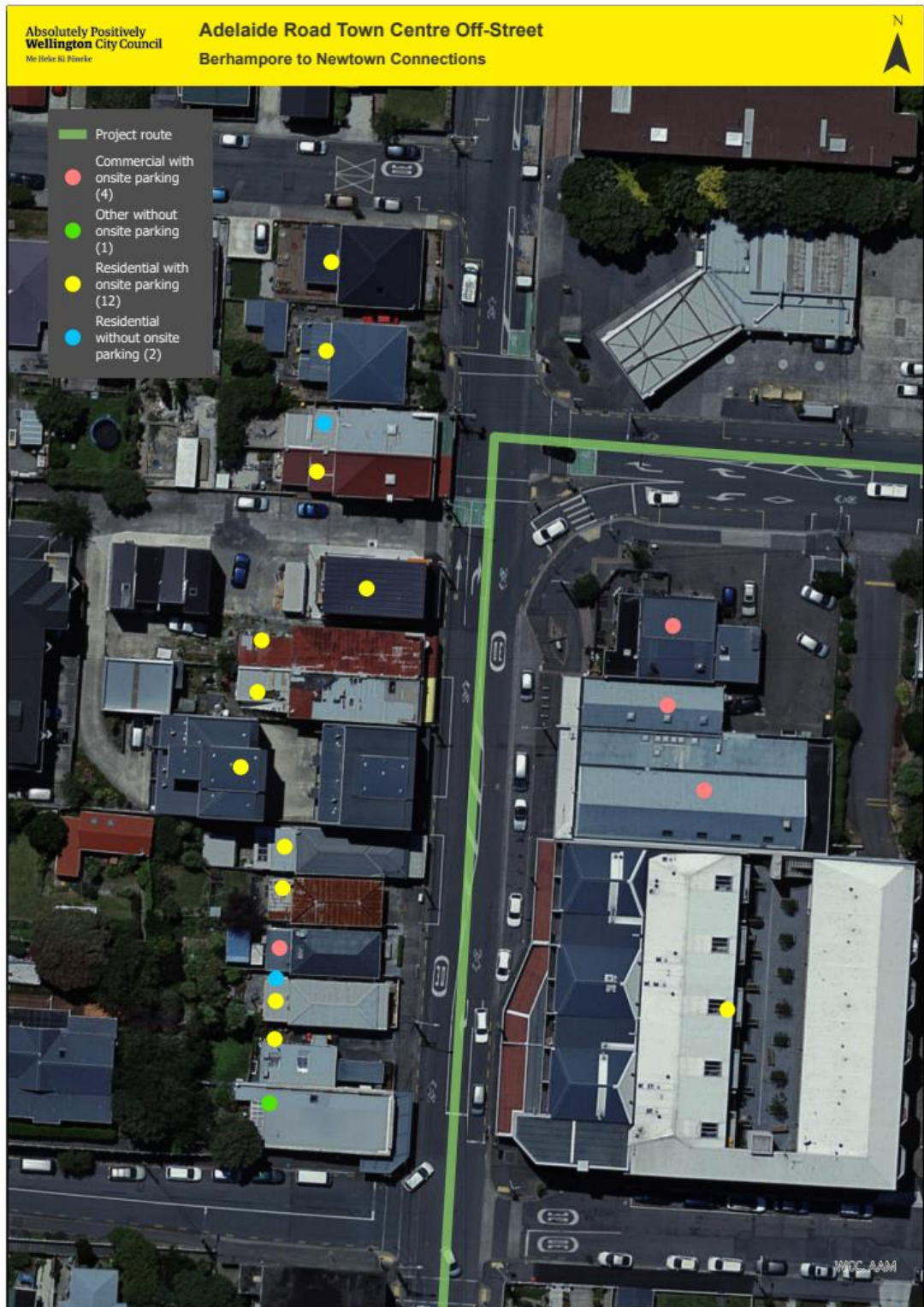


Figure 7.5 Off-street parking survey Adelaide Road Town Centre

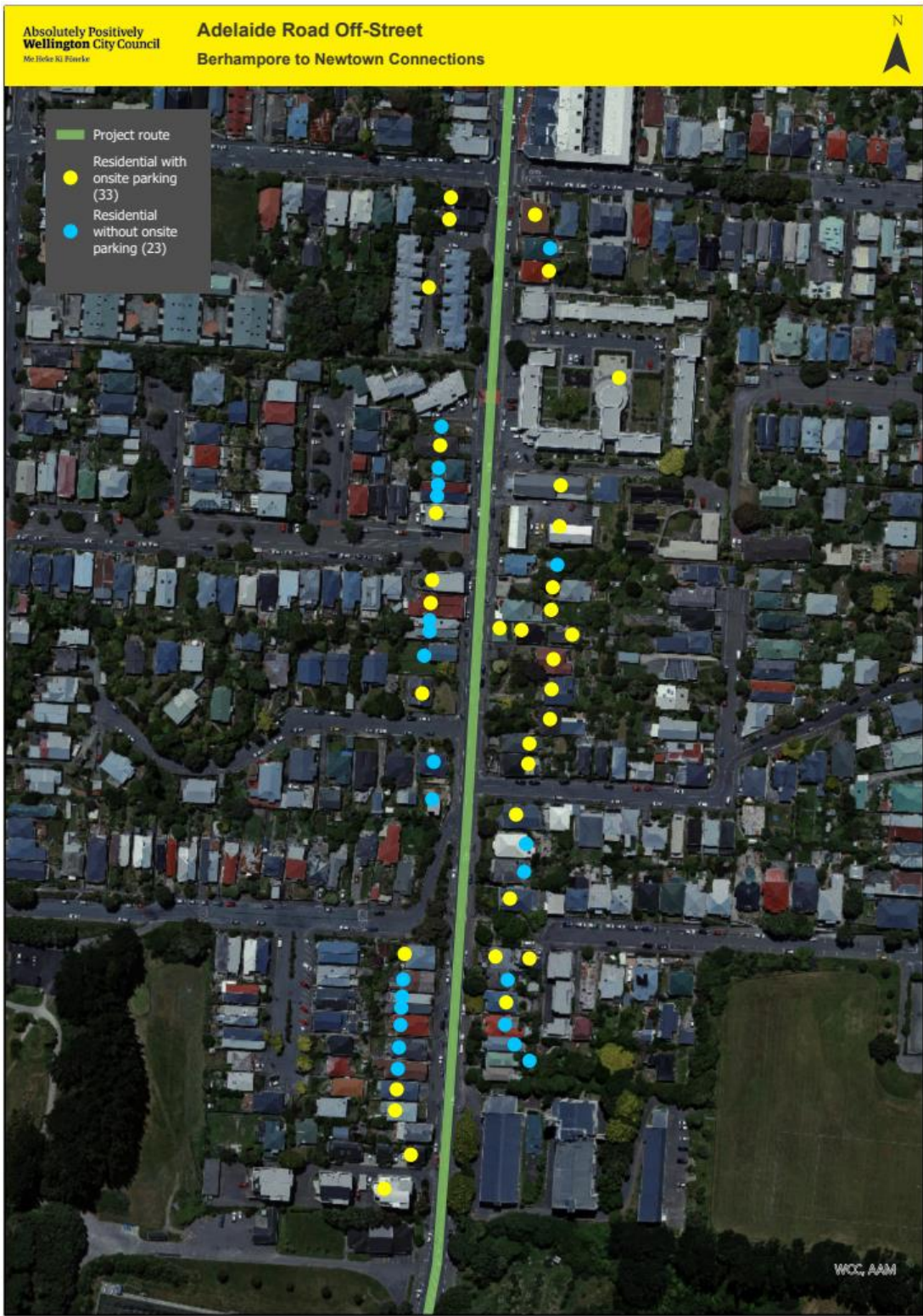


Figure 7.6 Off-street parking survey Adelaide Road

7.4 Summary of Parking Impacts

Council have undertaken analysis of the existing parking supply, existing parking occupancy and proposed parking supply. Using the information provided by Council outlining parking that would be removed as a result of the proposed upgrades, it is possible to understand the impact of displaced parking demand along the route.

By subtracting the average occupancy from the proposed parking supply, it is possible to estimate the number of users who will be displaced from their original parking location and will need to find alternative parking in the Newtown Precinct PMP study area, utilise private off-street parking or shift to alternative modes of transport.

The average displaced parking demand from each of the Route sections is set out in Table 7.3, along with the precincts where the displaced users are expected to find alternative parking. It is worth noting that this exercise is based on average occupancy data, and it is expected that the displaced parking demand will be greater during peak times throughout the week.

Overall, the removal of parking due to the proposed upgrades has implications on the parking occupancy in the wider study area, and the impacts are summarised on a precinct-by-precinct basis in this section of the report.

Table 7.3 Average displaced parking demand by route section

Proposed upgrades route section	Newtown PMP precinct impacted	Average displaced parking demand			
		Weekday	Weekend	Overnight weekday	Overnight weekend
Riddiford Street (includes Emmett St)	Adelaide Road Residential Hospital Newtown Commercial	All restrictions – 3	All restrictions – 1	All restrictions – 6	All restrictions – 5
Rintoul Street	Adelaide Road Residential Hospital Newtown Commercial Wakefield Hospital and Village at the Park Berhampore Residential Berhampore Commercial	P5, P10, P30 - 0 P60 – 2 P60 (Mobility) – 0 P120 – 0 Unrestricted – 86	P5, P10, P30 - 0 P60 – 2 P60 (Mobility) – 0 P120 – 0 Unrestricted – 59	All restrictions – 64	All restrictions – 76
Luxford Street	Berhampore Residential Berhampore Commercial	Unrestricted – 5	Unrestricted – 16	Unrestricted – 16	Unrestricted – 18
Adelaide Road (Luxford St to Britomart St)	Berhampore Residential Berhampore Commercial	P10 - 2	P10 – 3	P10 – 3	P10 – 1
Adelaide Road (Britomart St to north of Wakefield Park)	Berhampore Residential Berhampore Commercial	Unrestricted – 13	Unrestricted – 21	Unrestricted – 49	Unrestricted – 40

Adelaide Road Residential

The impacts on the Adelaide Road Residential (ARR) precinct come from the removal of short-stay spaces on Riddiford Street and the removal of both unrestricted and short-stay spaces on Rintoul Street.

The changes to Riddiford Street propose the removal of 11 parking spaces, and the reallocation of four P60 and three P15 spaces. The three P60 spaces will become two loading zones, one P10 and one P90. The removed P15 spaces will become one loading zone and three P10 spaces. The loading zones are not able to be used for public parking, therefore 13 total spaces are treated as removed. It is expected that this precinct will not account for all the removed spaces, as the Hospital and Newtown Commercial precincts are likely to see overspill from parking removals also. For the purposes of this assessment, it is assumed the displaced parking demand will be split evenly between all three precincts. Overall, the maximum displaced demand from the Riddiford Street section of the proposed cycleway is four users. It is expected that two of these users will be displaced to this precinct.

The Rintoul Street section of the proposed upgrades proposes the removal of 93 spaces overall, of which 43 spaces are in the Adelaide Road residential section. It is assumed only the users removed within this precinct will be displaced to this precinct. The removal of 43 spaces is approximately 50% of the spaces removed. The removal of three P60 spaces outside 37 Rintoul Street is expected to cause an issue for users of the adjacent medical centre. This has been accounted for with the P120 scheme, as visitors to the adjacent medical centre will have P120 carparks available.

Table 7.4 summarises the existing parking occupancy with the current supply and the expected parking occupancy when parking is removed/ reallocated. The analysis indicates the overall occupancy in the precinct will increase and remain above 85% during the weekday and overnight. This may also put pressure on surrounding precincts.

Table 7.4 Current and expected average parking occupancy in Adelaide Road Residential

	Weekday	Weekend	Overnight weekday	Overnight weekend
Current occupancy	86%	76%	86%	82%
Expected occupancy	94%	83%	94%	90%

Wakefield Hospital and Village at the Park

This precinct is expected to be impacted by the removal of unrestricted parking on Rintoul Street due to the Berhampore to Newtown proposed upgrades. Of the 93 spaces removed, 46 spaces are removed from this precinct.

Table 7.5 summarises the existing overall occupancy in the precinct and the expected occupancy once the parking supply is reduced.

The analysis indicates that some users will be unable to find spaces within this precinct when the bike and bus improvements are implemented, with the occupancy exceeding the supply during the weekday.

This is particularly an issue for the residents of the properties within this precinct. The variation in parking occupancy between the daytime and overnight parking implies a reasonable amount of commuter demand in this precinct. Therefore, it is expected that the removal of parking is likely to increase pressure on unrestricted spaces used by residents.

Table 7.5 Current and expected average parking occupancy in Wakefield Hospital and Village

	Weekday	Weekend	Overnight weekday	Overnight weekend
Current occupancy	80%	66%	46%	72%
Expected occupancy	105%	87%	60%	94%

Berhampore Commercial

The removal of spaces on Luxford Street and Adelaide Road (between Britomart St and Luxford St) are expected to impact on this precinct with 20 unrestricted spaces removed on Luxford St and five short-stay spaces removed on Adelaide Road.

Table 7.6 summarises the existing overall occupancy in the precinct and the expected occupancy once the parking supply is reduced.

The proposed upgrades increase the expected occupancy in this precinct by approximately 10%. It is expected all displaced users will be accommodated within the precinct. However, the pressure on the existing unrestricted parking (which is typically used by residents) is expected to increase.

Table 7.6 Current and expected average parking occupancy in Berhampore Commercial

	Weekday	Weekend	Overnight weekday	Overnight weekend
Current occupancy	67%	76%	78%	79%
Expected occupancy	76%	87%	89%	90%

Berhampore Residential

The bike and bus improvements on Rintoul Street and Adelaide Road (between Britomart St and north of Wakefield Park), results in the removal of four spaces on Rintoul Street (unrestricted) and 54 spaces on Adelaide Road (unrestricted).

Table 7.7 summarises the existing overall occupancy in the precinct and the expected occupancy once the parking supply is reduced.

Even though there is expected to be a greater displaced demand overnight (implying a high proportion of residents parking), there is not expected to be significant pressure on the entire precinct (occupancy is expected to stay below 60%). This is due to the relatively low occupancy on the streets in the precinct that do not have proposed changes from the bike and bus improvements.

Table 7.7 Current and expected average parking occupancy in Berhampore Residential

	Weekday	Weekend	Overnight weekday	Overnight weekend
Current occupancy	55%	54%	52%	52%
Expected occupancy	59%	58%	55%	55%

Hospital, Newtown Commercial and Newtown Residential

The parking removal associated with the proposed upgrades is not expected to impact the parking occupancy in the Hospital, Newtown Commercial or Newtown Residential zones directly. It is possible that increases in demand in some precincts will put pressure on parking in these neighbouring precincts.

7.5 Alignment with WCC Parking Policy

Table 7.8 summarises the parking management issues in the study area as a result of parking removal from the proposed upgrades and discusses the alignment to the WCC Parking Policy.

Table 7.8 Parking management issues for Berhampore to Newtown TC

Newtown Precinct	WCC parking management issue	Comments	Parking hierarchy considerations
Adelaide Road Residential	Displaced users from the bike and bus improvements overflowing into the Adelaide Road Residential precinct, limiting the ability for residents to find spaces	The occupancy of the entire precinct is expected to increase to more than 80%. This puts increased pressure on the existing spaces. The occupancy in this precinct is high throughout all survey periods, which implies a high proportion of residents parking existing. The proximity of this precinct to the Hospital implies there is also a significant amount of commuter parking occurring.	<p>The highest priority in City Fringe and inner-city suburbs is the safe and efficient movement of people and goods. The proposed bike and bus improvements adhere to how Council prioritise the reallocation of road space.</p> <p>Resident parking is high priority in City Fringe suburbs.</p> <p>Commuter parking is lower priority.</p> <p>It is expected residents of this precinct will experience more difficulty in finding spaces when the proposed upgrades are completed. This will increase conflict for parking between residents and commuters.</p> <p>It is recommended that the number of unrestricted spaces is reduced to reduce the parking supply for commuters and increase the amount of parking supply where residents can park with a permit.</p>
Wakefield Hospital and Village at the Park Precinct	Increased pressure being put on resident spaces in this precinct	The proposed upgrades remove approximately 25% of the parking spaces in this precinct. This is expected to put significant pressure on the parking throughout the precinct.	<p>The highest priority in City Fringe and inner-city suburbs is the safe and efficient movement of people and goods. The proposed bike and bus improvements adhere to how Council prioritise the reallocation of road space.</p> <p>Resident parking is high priority in City Fringe suburbs.</p> <p>Short-stay parking is Medium Priority.</p> <p>Commuter parking is lower priority.</p> <p>There is a significant amount of variation in parking occupancy during the overnight surveys and the daytime surveys. This implies that a significant number of commuter/ short-stay parking is occurring. This is expected given the proximity of both the hospital and the retirement community.</p> <p>The proposed resident scheme (see Section 10.3) is expected to ease the pressure on residents in this precinct.</p>

Newtown Precinct	WCC parking management issue	Comments	Parking hierarchy considerations
Berhampore Commercial	Increased pressure being put on resident spaces in this precinct.	The proposed upgrades result in the occupancy in this precinct increasing significantly. The parking occupancy in this precinct is typically higher overnight than during the day, implying a high number of residents. Therefore, the removed spaces are expected to put increased pressure on residents in this precinct	<p>The highest priority in City Fringe and inner-city suburbs is the safe and efficient movement of people and goods. The proposed bike and bus improvements adhere to how Council prioritise the reallocation of road space.</p> <p>Short-stay parking is high priority in suburban centres.</p> <p>Commuter and resident parking is lower priority.</p> <p>It is recommended that the surrounding unrestricted spaces should be re-prioritised to time restricted spaces to account for the removal of short-stay spaces on Adelaide Road.</p> <p>The high proportion of resident parking occurring currently implies a blanket resident scheme will not solve the issues occurring here. The proposed scheme (see Section 10.3) prioritises users without off-street parking ahead of those with off-street parking. This, in-turn, is expected to encourage residents who can park off-street to use this where possible. This is expected to lower the pressure on the limited on-street residents parking. This is not a significant issue given the priority of resident parking in Suburban centres.</p>
Berhampore Residential	Increased pressure being put on parking which residents use in this precinct, as a result of displaced parking from adjacent precincts.	The proposed upgrades result in high occupancies in both the Wakefield Hospital and Village at the Park precinct and the Berhampore Commercial precinct. Whilst it is hard to quantify how many vehicles are expected to transfer over to the Berhampore Residential precinct, it is expected that the overall demand will not exceed the proposed supply in the area, although this is expected to increase pressure on the unrestricted spaces in this precinct, which are typically used by residents.	<p>The highest priority in City Fringe and inner-city suburbs is the safe and efficient movement of people and goods. The proposed bike and bus improvements adhere to how Council prioritise the reallocation of road space.</p> <p>Resident parking is high priority in City Fringe suburbs.</p> <p>Short-stay parking is Medium Priority.</p> <p>Commuter parking is lower priority</p> <p>The proposed resident scheme will allow displaced users of the unrestricted spaces on Adelaide Road and Rintoul Street who are residents to have priority on the restricted spaces on the adjacent streets.</p>

7.6 Newtown Proposed Parking Solution

The parking impacts associated with the proposed upgrades and parking removal/ reallocation are expected to be mitigated within the wider Newtown Parking Management Plan and proposed solutions.

7.7 Travel Demand Management

The implementation of the proposed upgrades and wider transport and infrastructure improvements is expected to incite mode shift away from single car use to active or public transport modes. With the implementation of the proposed upgrades, the overall parking demand in the area is expected to reduce and less parking mitigation required.

It is recommended that Council continue to increase the amount of cycle parking to support more people cycling to the destinations within the study area.

8. Summary of Parking Management Issues

The following sections aggregate key parking challenges arising from the 2022 surveys, engagement with the community and the impacts of the Berhampore to Newtown bike, walk and bus improvements.

8.1 Newtown Parking Analysis

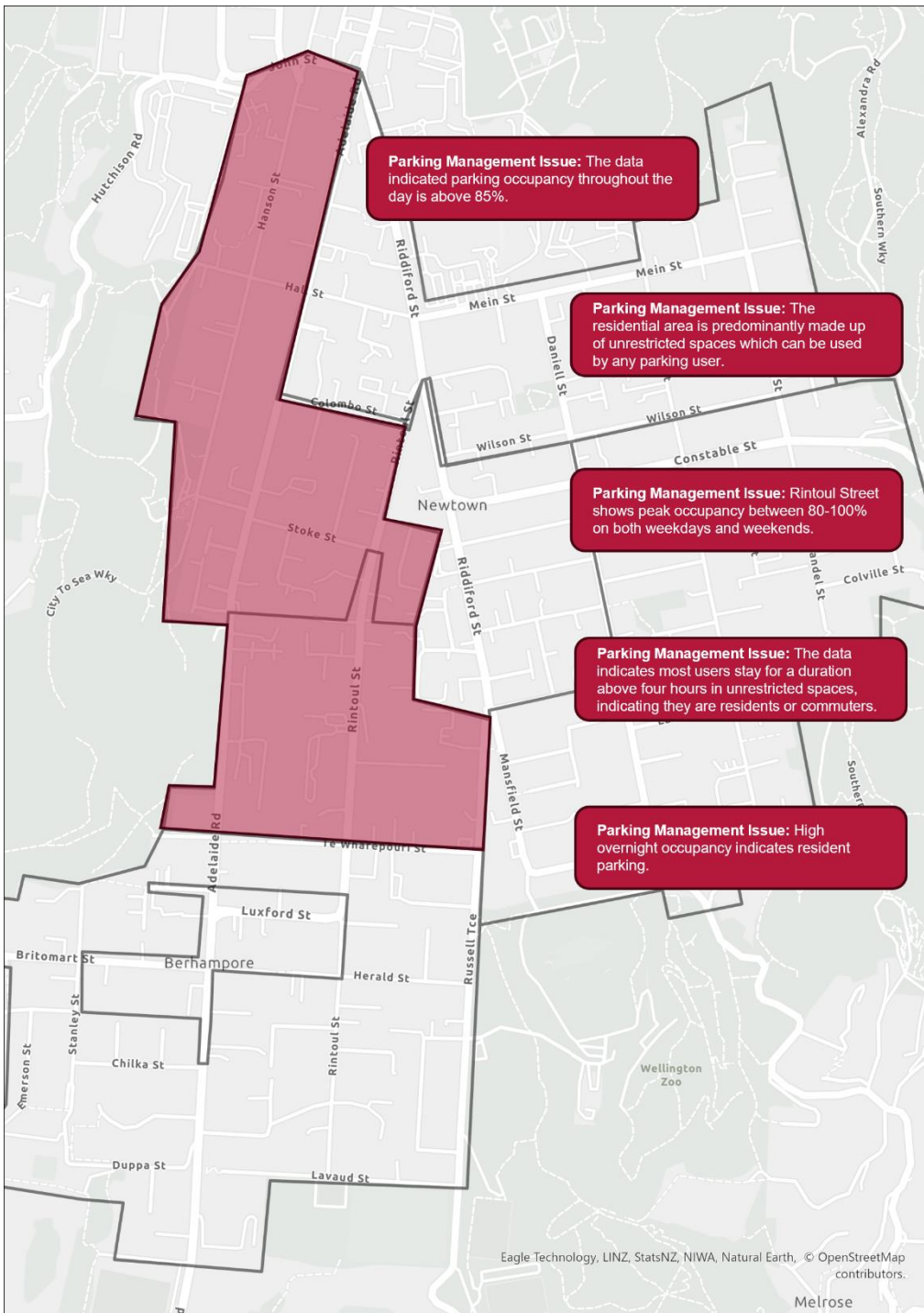


Figure 8.1 Adelaide Road Residential and Wakefield Park parking management issues

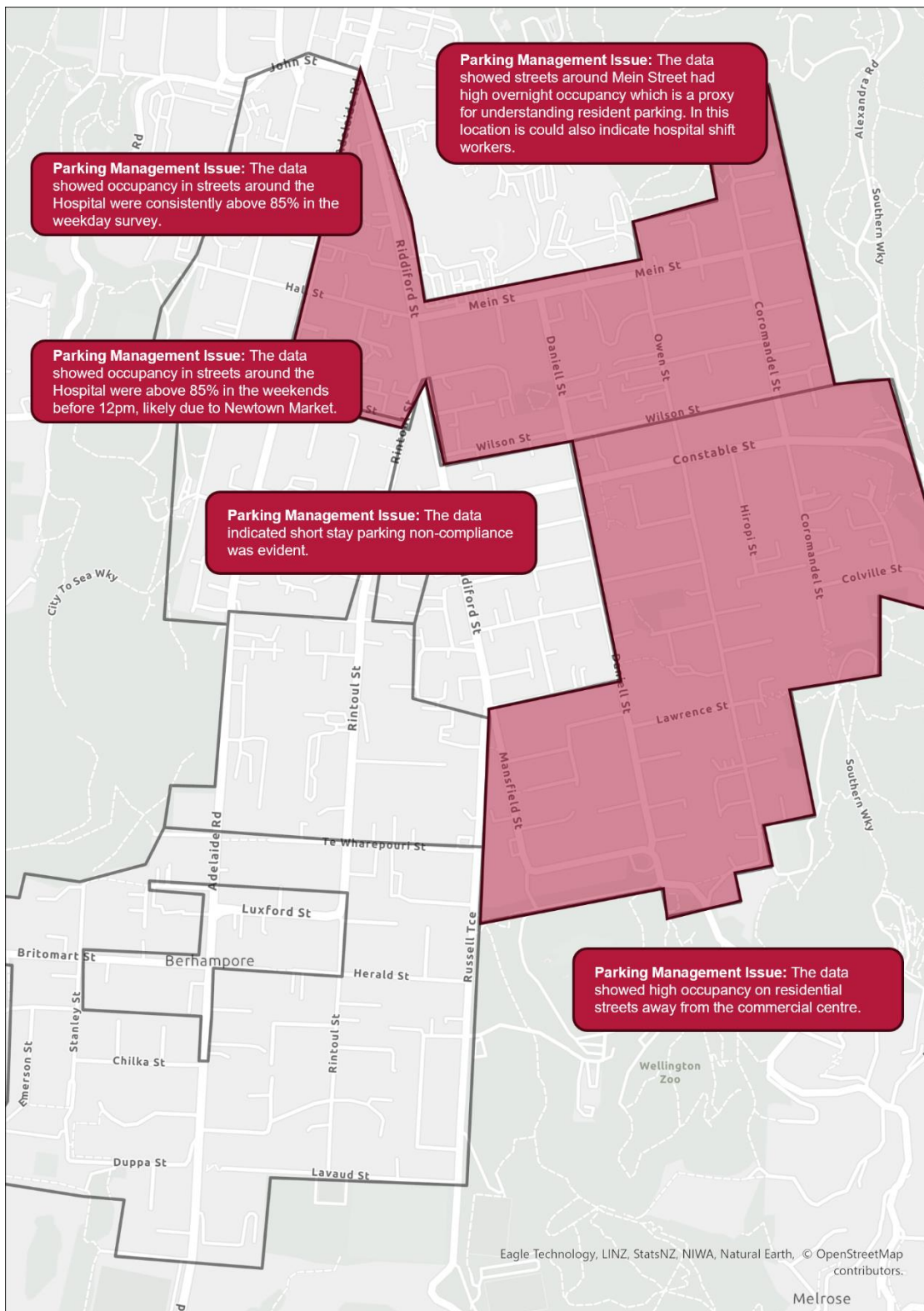


Figure 8.2 Hospital and Newtown residential parking management Issues

8.2 Engagement and Consultation



Figure 8.3 Engagement and consultation: issues and opportunities

8.3 Berhampore to Newtown Walk, Bike and Bus Improvements



Figure 8.4 Berhampore to Newtown walk, bus and bike improvements: parking management issues

9. Mitigation of Parking Impact

9.1 Alignment with WCC Parking Policy

The Wellington City Council Parking Policy provides a process to identify and mitigate parking issues based on parking space hierarchies, which justify the removal or reallocation of on-street parking space. The policy sets out parking management issues and corresponding parking management tools for each parking management area. The study area for this PMP covers three parking management areas: Key Transport Routes, City Fringe and Inner City Suburbs and Outer Residential. As such, the list of parking management tools would differ across the study area. The majority of the study area falls under the City Fringe and Inner City Suburbs parking management area; this is also where there are a greater number of parking management issues.

In City Fringe and residential areas where population density and parking demand are high, the policy proposes a two-stage approach to address the issue with parking supply.

The first stage of the approach addresses areas where the severity of the parking situation is moderate. This can be where occupancy is approaching or beginning to exceed 85% regularly, the parking restrictions do not address the parking turnover of the area or parking non-compliance is high. The policy provides a framework of tools to address worsening parking issues in different parking management areas.

Where the parking demand is consistently high, or the effect is severe or suggested tools are unable to manage the parking issue, the second stage of the approach is enacted. The second stage of the approach is to introduce a new resident parking scheme. The scheme is designed to address insufficient on-street parking for residents with no off-street parking, insufficient on-street parking for visitors and competition for space with daily, predominantly weekday, commuters.

The design feature of the scheme is to move and or reduce the amount of coupon parking (where this exists) and increase supply for residents and parking turnover for short-stay visitors.

The new resident parking scheme is based on a short-stay (P120) approach with 'resident exempt' permits for eligible residents. The policy follows the Auckland Transport permit model introduced in 2016. The scheme enables short-stay users such as tradespeople and visitors but discourages daily commuters from parking where there are existing parking conflicts between commuters and residents.

It is well known in the community that Newtown experiences an issue with parking and without intervention this will be exacerbated by the proposed transport upgrades. This is supported by the parking data and engagement which highlight issues including competition between residents and commuters, consistently high occupancy and difficulty finding parking for short-stay visits. Therefore, following the guidance set out in the WCC Parking Policy, the parking management solution in Newtown meets the criteria for a new resident parking scheme.

The resident parking scheme would be designed and tailored to address specific parking objectives or overcome parking issues. Table 9.1 summarises these parking issues and the evidence of the issues in Newtown study area.

Table 9.1 Summary of resident scheme issue

WCC Parking Policy Resident Scheme Issue/ Parking Objective	Evidence of issue in Newtown study area
Insufficient on-street parking for residents with no off-street parking for residents or visitors. Competition for space with daily, predominantly weekday, commuters.	It is understood that a proportion of residents relying on on-street parking. Parking survey data indicates the parking demand during weekdays comprises a high proportion of commuters.

	<p>This leads to competition in parking spaces between residents and commuters.</p> <p>The implementation of the Berhampore to Newtown proposed upgrades will remove on-street parking which is used by residents who live along the route and commuters. This will reduce parking supply for residents.</p>
<p>Large resident parking zone areas resulting in people driving within zone to be closer to the central city/ shop/ other amenities or people "storing" secondary cars away from their home.</p>	<p>The current resident parking scheme in Wellington is split into resident parking areas. The Newtown permit area is restricted to key streets in and around Riddiford Street. Eligible residents can only park within marked residents' parking spaces in the Newtown Resident parking area. The current resident zone is not beneficial to residents across the entire study area. A new scheme should consider changing the permit parking zone.</p>
<p>Enable closer management of supply and demand, but with enough scope to support short-term visitors and tradespeople.</p>	<p>Trade parking coupons can be purchased to allow tradespeople to park their goods vehicle near to the place of work in resident permit areas. However, there is currently no corresponding scheme for visitors. They are expected to find unrestricted or short-stay parking spaces if they need to come into the area.</p> <p>Engagement and consultation feedback indicates issues with tradespeople finding suitable parking spaces.</p> <p>There is also an existing issue where the number of permits requested and issued exceeds the supply of resident parking spaces.</p>
<p>Improve scheme administration efficiency and costs. Inappropriate use of permits. Provide reasonable access by private vehicle for visitors and tradespeople.</p>	<p>Tradespeople are currently able to buy a coupon which allows them to park in resident permit areas, however visitors do not currently have an equivalent permit scheme.</p>
<p>Support accessibility for disabled residents with limited alternative transport options.</p>	<p>The high parking demand in Newtown, plus the competition between residents and commuters can make it difficult for disabled residents to find parking within a reasonable distance to their home.</p>

10. Resident Permits and Parking Allocation

10.1 Background

The parking analysis undertaken by Abley (set out in this PMP) builds on previous surveys and analysis commissioned by Council in 2019. The assessment, combined with the outcomes of public engagement, has sought to understand the key issues in the study area. Using the Parking Policy hierarchy, parking management issues and parking management tools framework, the analysis of the key issues has led Council to consider a new P120 (resident exempt) scheme to be the best solution in the study area. This solution is also effective mitigation of the impacts of the Berhampore to Newtown Transitional Cycleway which proposes to remove on-street parking in the study area, resulting in a shift in parking demand to the surrounding residential streets.

This decision is supported by a Business Case for Newtown Parking Management which has been developed by Council with supporting evidence from Abley and WSP. The purpose of the Business Case is to enable a robust process that captures what the business problem (the existing parking landscape in Newtown) what investment is required, the available options and associated costs to deliver the preferred solution.

10.2 Summary of Newtown Parking Management Business Case

The long list to short list process was undertaken through a Multi Criteria Analysis (MCA) process. The MCA was delivered by Abley and moderated by Council.

Newtown's preferred option rollout discussion focused mainly on areas that are under pressure – especially the Hospital zone and those affected by the transitional bike, bus and walking improvements. Parking is less congested in the Berhampore residential area, although it may also be impacted by the transitional improvements.

Based on the first round of MCA results, it was recommended by Abley that Option 13 be approved. After a second round of MCA results, a new proposal was presented to the Parking Governance Board on 19 April 2023. This was due to the transitional transport improvements becoming increasingly critical and the possibility that coupon parking could negatively impact hospital staff, raising questions about the validity of choosing Option 13 in the initial MCA and posing reputational risks for the Council.

There was an agreement that coupon parking be deferred until a later date in discussion with Councillors. Options 13 and 14 extend the zone for paid parking into the suburban area. This would have been subject to a separate Councillor approval through a long-term-plan engagement process. A revised preferred option (Option 2B) was proposed, which is a variation on Option 2:

- Short-stay parking spaces, most of which will be P120 spaces, will be introduced to an area. Eligible residents or businesses can apply for a parking permit that will exempt their vehicle from the time limit. Priority allocation criteria will be introduced and a cap on total permits issued will be set at 85% of available spaces. It is proposed under Option 2B that 30% of the on-street parking in the Newtown west zone will be unrestricted, 40% in Newtown east and 69% in Berhampore zones as defined in the parking management plan.

It was agreed by the Parking Governance Board at its April 2023 meeting that parking in P120 is free, but resident parking requires a permit, as informed by the Project Team in August 2023. There will still be some unrestricted parking spaces for commuters in Newtown and Berhampore (to the extent allowed by the scheme).

Table 10.1 summarises the key issues across the study area and how a P120 (resident exempt) scheme would address these issues.

Table 10.1 Summary of study area key issues

Key Parking Management Issues	How the P120 (resident exempt) scheme addresses the key parking management issues
Conflict between residents and commuters for parking supply	The scheme will reduce unrestricted parking, which will discourage commuter parking by reducing the parking supply, and increase the amount of permit resident parking, ensuring residents are able to find on-street parking where off-street parking is not available to them.
Short-stay visitors to residential areas unable to find parking	P120 parking will ensure regular turnover of parking spaces and reduce commuter parking, increasing the likelihood of available spaces.
Long-stay parking in streets around the hospital where short-stay parking is required for visitors	The allocation of P120 around the hospital will mean that short-stay visitors are more likely to find parking.
Visitors to Newtown markets on Saturday increasing parking demand around the Hospital	There will be a greater amount of P120 parking across Newtown for visitors to the commercial centre. This is expected to reduce the pressure around the hospital.
Non-compliance – exceeding time restrictions	There will be a greater number of spaces available to residents and is expected that the introduction of P120 spaces will keep parking turnover high so that visitors are more likely to find a space. Providing the right spaces for the right user reduces the likelihood of non-compliance.
Non-compliance – illegal parking	The scheme is expected to help residents, visitors and other parking users to find parking more easily, by reallocating parking space to the needs of Newtown. This is expected to reduce illegal parking, which is likely a result of users struggling to find a parking space.

10.3 The Proposed Parking Solution

The proposed parking solution is an approach including permit parking, parking restrictions and unrestricted parking. A summary of the key components is described in Table 10.2. The parking solution is set out in more detail in the Newtown Parking Management Business Case.

Table 10.2 The proposed parking solution

P120 (resident exempt) Parking Spaces	Unrestricted parking	Visitor day pass
Some on-street parking will be reallocated to P120 (resident exempt) parking restriction. This will provide short-stay parking for visitors or tradespeople. For residents who apply for a permit, they will have increased access to dedicated resident parking.	A proportion of parking in Newtown and Berhampore will remain unrestricted. The proportion of unrestricted parking will differ across the study area, but the overall amount is expected to reduce to discourage commuter parking.	A new visitor day pass will be proposed to allow residential visitors to park for more than two hours within the P120 (resident exempt) spaces. This is considered necessary as the supply of unrestricted spaces will reduce.

10.4 Methodology

Council undertook analysis of WSP’s 2019 and Abley’s 2022 parking survey data to determine the number and location of P120 (resident exempt) parking spaces throughout the study area. The remaining parking space in each of the three zones would be allocated as unrestricted parking. In line with WCC Parking Policy, a scheme design feature of the proposed P120 (resident exempt) scheme is

to design smaller exemption zone areas. Council undertook an exercise to determine new zones and sub-zones which are illustrated in Figure 10.1.

The study area has been split into three residential zones: Newtown East, Newtown West and Berhampore. Commercial centres have been excluded from these zones as land use determines the quantity and type parking demand, and the proposed P120 (resident exempt) scheme would not be applicable. No changes are proposed to the commercial areas as the existing parking restrictions in these areas are considered sufficient to manage parking demand

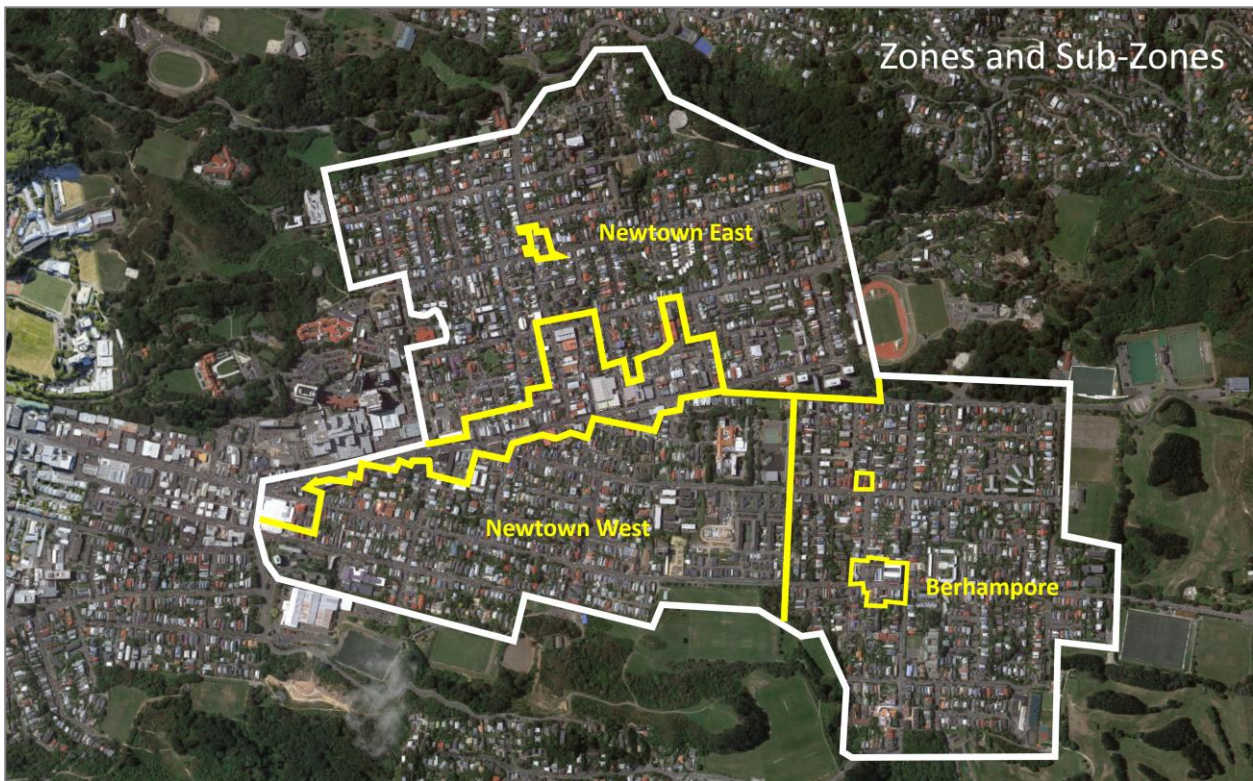


Figure 10.1 Council proposed parking permit zones and sub-zones

Council undertook the following methodology which builds on the findings of the earlier 2019 WSP parking survey and analysis as well as the 2022 Abley survey, to determine the location and number of parking spaces which would be allocated as P120 (resident exempt) under the proposed scheme:

1. Collate WSP 2019 and Abley 2022 parking occupancy data for each street and street section.
2. Determine a representative time during the weekday where occupancy is representative of resident occupancy. The time of 6pm was chosen as a proxy to understand how many residents would need to apply for a permit.
3. Street sections that were considered under pressure were identified. The criteria for identifying these street sections was based on occupancy, proximity to the hospital and commercial centre and professional judgement based on knowledge of the area.
4. Street sections were then identified that were considered to become under pressure as a result of displaced demand from the Berhampore to Newtown proposed upgrades scheme. This includes most of the side streets along Luxford Street and Rintoul Street.
5. The number of proposed P120 (resident exempt) spaces required was calculated by multiplying the occupancy at 6pm (a proxy for resident demand) for each street section that was considered currently under pressure or under pressure once the Berhampore to Newtown proposed upgrades is implemented, that is 117%. This percentage corresponds to the number of permits that can be issued as per the WCC Parking Policy.

6. Where the Berhampore to Newtown proposed upgrades scheme would displace parking onto side roads, the amount of displaced parking demand had been totalled for each street section. This additional residential parking demand was then included (summed) in the total number of P120 (resident exempt) spaces required. This was to ensure the impacts of the Berhampore to Newtown proposed upgrades were considered.
7. If street sections were not considered under pressure currently or in the future, no P120 (resident exempt) spaces were proposed then the section would continue to operate as unrestricted spaces as they currently are.

10.5 Analysis and Recommendations

The outcome of the analysis is a plan of proposed P120 (resident exempt) and unrestricted parking spaces across the Newtown and Berhampore study area.

The final allocation of P120 (resident exempt) was finalised after an iterative process between Council and their consultants WSP who are undertaking the Traffic Resolution works. The existing and proposed parking restrictions across the study area are summarised in Table 10.3. The parking supply has been broken down into the proposed Resident parking scheme permit zones.

The P120 (resident exempt) scheme is not operational in the existing scenario and will replace the existing residential parking scheme in the proposed parking scenario.

Table 10.3 Existing and proposed parking restrictions by zone

Zone	Parking restriction	Existing parking	Proposed parking
Newtown East	Unrestricted	2107	900
	Existing Resident Parking		
	Short-stay Restrictions/ Mobility	200	200
	P120 (resident exempt)		1207
	Total	2307	2307
Newtown West	Unrestricted	992	279
	Existing Resident Parking		
	Short-stay Restrictions/ Mobility	100	100
	P120 (resident exempt)		638
	Total	1092	1017
Berhampore	Unrestricted	1424	949
	Existing Resident Parking		
	Short-stay Restrictions/ Mobility	33	33
	P120 (resident exempt)		458
	Total	1457	1440

Newtown East Zone

The Newtown East zone has the highest existing parking supply in the study area. The Newtown East zone encompasses the Hospital precinct and the residential area east of Newtown.

The proposed parking allocation provides a high number of P120 (resident exempt) spaces near the hospital and the commercial area of Newtown. This spatial allocation of spaces has been considered to address issues near the Hospital; ensuring residents are able to find parking and provide short-stay parking for visitors.

Approximately 40% of total parking supply in the zone remains unrestricted.

Newtown West Zone

The Newtown West zone covers the Adelaide Road Residential area and includes the proposed bike and bus improvements on Rintoul Street. Newtown West will see an overall reduction in parking supply across the zone as the proposed upgrades will remove parking on Rintoul Street.

Almost 60% of parking spaces in this zone will be P120 (resident exempt) spaces. This is considered necessary as Newtown West is primarily a residential zone, and with the removal of parking on Rintoul Street, it is important to ensure residents in the zone are able to find parking (if they apply and are successful at obtaining a permit).

Almost 30% of parking will remain unrestricted.

Berhampore Zone

The Berhampore zone covers the Berhampore residential area and streets directly around the Berhampore Commercial area. The zone includes part of the proposed bike and bus improvements on Luxford Street and Adelaide Road which will result in an overall reduction in parking supply across the zone as proposed upgrades will remove parking along the route.

The Berhampore zone has the lowest percentage of P120 (resident exempt) parking spaces, with just over 30% of the overall parking supply allocated. This is considered appropriate as the residential parking demand in Berhampore is lower compared to the other permit zones and the data indicates occupancy is currently well managed.

The proposed changes will be beneficial to displaced users of parking on Adelaide Road and Luxford Street.

11. Ongoing Monitoring Requirements

The development of this PMP has been founded on a comprehensive parking survey undertaken in April 2023. The collection and analysis of recent on-ground parking data is considered an essential input to support the implementation of Council's wider parking strategy across the city.

Similarly, data has an essential role in measuring the success of the Newtown PMP following implementation and ensuring that the needs of the public are catered for including local businesses and residents. This requires regular, ongoing data collection and analysis, and a feedback loop to strive to improve the parking outcomes for locals.

11.1 Post-Implementation Monitoring

Following the roll-out of this scheme, an initial and immediate stocktake of the number and location of resident's parking permit requests should be undertaken to determine the adequacy of the P120 residents exempt parking provision and allocation of permits. This may require some fine-tuning and it is recommended that this is reviewed within three months of implementation.

11.2 Annual Monitoring

It is recommended that the following monitoring be undertaken annually:

- Review parking complaints received from the public to identify areas for improved management and enforcement.
- Review parking infringement data and subsequent trends that point to where parking provision is clearly inadequate to meet local demands.
- Review crash data to identify safety hazards that may be associated with on-street parking in the vicinity.
- Continue to engage with the public through regular forums and identify any residual parking issues including receiving feedback on the success and adequacy of the residential parking permit scheme.
- Engage with key businesses in Newtown including the Wellington Hospital to understand needs and pain points with respect to the management of parking.

This monitoring provides regular and frequent inputs to respond to the needs of the community.

11.3 Periodic monitoring

Additionally, a more comprehensive survey such as the set of April 2022 surveys reported in section 5.1 of this report should be undertaken on a regular basis, potentially every 5 years. The requirement for this survey will in part be informed by the annual monitoring and wider consideration of changes in underlying land use activity and infrastructure in the study area.

Should a comprehensive survey be undertaken, it is recommended that it be scheduled for the same time of year (ie March/ April noting that it should not take place during school holidays or adjacent to public holidays such as Easter) with a similar methodology and specification as per the 2022 Abley parking surveys.

A full review of any potential data gaps should be undertaken as part of the survey design process to identify any additional data that would respond to changes in the study area or provide better outcomes for the community. This may include mode share surveys which record the number of persons travelling by private vehicle, car share, public transport, walking and cycling, to demonstrate the robustness of the assumption that growth in travel demand will be met through non-vehicle modes. This would also support the monitoring of mode shift in the area.

12. Conclusions and Recommendations

12.1 Conclusions

This PMP sets out the existing parking supply and demand of Newtown and Berhampore. The plan seeks to understand proposed changes to the parking supply and demand, through an understanding of the planning context and infrastructure changes including the Berhampore to Newtown proposed upgrades. Analysis of the existing and future parking situation has allowed key parking management issues to be identified.

The parking management issues have informed a range of proposed parking solutions in Newtown. These parking management solutions have undergone multi criteria analysis (MCA) as part of the WCC Newtown Parking Management Business Case. The business case was supported by data collected by Abley and WSP.

The outcome of the MCA was a parking management solution across Newtown and Berhampore based on a new resident parking scheme which is outlined in WCC Parking Policy. The proposed solution is summarised below:

- Some on-street parking will be reallocated to P120 (resident exempt) parking restriction. This will provide short-stay parking for visitors or tradespeople. For residents who apply for a permit, they will have increased access to dedicated resident parking.
- A proportion of parking in Newtown and Berhampore will remain unrestricted. The proportion of unrestricted parking will differ across the study area, but the overall amount is expected to reduce to discourage commuter parking. This unrestricted parking will provide supply for any parking user.
- A new visitor day pass will be proposed to allow residential visitors to park for more than two hours within the P120 (resident exempt) spaces. This is considered necessary as the supply of unrestricted spaces will reduce.
- Where short-stay parking has been removed through the proposed upgrades, some reallocation of parking restrictions has occurred to accommodate the existing users.

12.2 Recommendations

Data has an essential role in measuring the success of the Newtown PMP following implementation and ensuring that the needs of the public are catered for including local businesses and residents. This requires regular, ongoing data collection and analysis, and a feedback loop to strive to improve the parking outcomes for locals.

This PMP recommends the following approaches to ensure continuous monitoring and evaluation of parking in Newtown:

- Post-implementation monitoring
- Annual monitoring
- Periodic comprehensive monitoring.

Council should seek to address key issues raised in the monitoring and evaluation by making changes to permits, parking supply and monitoring as appropriate.

WCC should also work to encourage mode shift through other initiatives, incentives and infrastructure such as bicycle parking and increase in car share usage.

Auckland

Level 1/70 Shortland Street
Auckland 1140
Aotearoa New Zealand

Wellington

Level 1/119-123 Featherston Street
Wellington 6011
Aotearoa New Zealand

Christchurch

Level 1/137 Victoria Street
PO Box 36446, Merivale
Christchurch 8146
Aotearoa New Zealand

hello@abley.com

+64 3 377 4703

abley.com