



# Newtown Connections

Parking Survey & Analysis\_1 V4.1

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# Contents

1	Introduction .....	4
2	Methodology .....	5
2.1	Data collection .....	5
2.2	Analysis .....	5
3	Outputs .....	6
3.1	Inventory .....	6
3.2	Vehicles .....	10
3.3	Parking duration .....	11
3.4	Parking occupancy .....	13
3.5	Town Centre Parking Areas .....	34

## List of Figures

Figure 1-1 : Extent of Survey area .....	4
Figure 3-1: Inventory (northern area) .....	6
Figure 3-2: Inventory (central area) .....	7
Figure 3-3: Inventory (southern area) .....	7
Figure 3-4: Proportions of parking types .....	9
Figure 3-5: Proportion of vehicle types .....	10
Figure 3-6: Total number of vehicles of each type .....	10
Figure 3-7: Distribution of parked vehicles by stay duration .....	11
Figure 3-8: Proportion of parked vehicles by stay duration .....	11
Figure 3-9: Proportions of vehicles classified as residents .....	12
Figure 3-10: Number of daytime long-stay vehicles .....	12
Figure 3-11: Map showing different areas .....	14
Figure 3-12: Occupancy at 2pm weekday (left) and inventory of parking types (right) for area north of John Street .....	15
Figure 3-13: Inventory of parking types for Newtown west area .....	16
Figure 3-14: Occupancy for Newtown west area from left to right (12-4am, 10am and 6pm) .....	17
Figure 3-15: Inventory of parking types for Newtown east area .....	18
Figure 3-16: Occupancy for Newtown east (weekday 12-4am) .....	19
Figure 3-17: Occupancy for Newtown east (weekday 10am) .....	19
Figure 3-18: Occupancy for Newtown east (weekday 2pm) .....	20
Figure 3-19: Occupancy for Newtown east (weekday 6pm) .....	20
Figure 3-20: Inventory of parking types for Adelaide Road and Rintoul Street .....	22
Figure 3-21: Occupancy for Adelaide Road and Rintoul Street (weekday 2pm) .....	23
Figure 3-22: Occupancy for Adelaide Road and Rintoul Street (weekend 2pm) .....	23
Figure 3-23: Inventory of parking types for Newtown south area .....	24
Figure 3-24: Occupancy for Newtown south (weekday 12-4am) .....	25
Figure 3-25: Occupancy for Newtown south (weekday 10am) .....	25
Figure 3-26: Occupancy for Newtown south (weekday 2pm) .....	26
Figure 3-27: Occupancy for Newtown south (weekday 6pm) .....	26
Figure 3-28: Inventory of parking types for Berhampore area .....	28
Figure 3-29: Occupancy for Berhampore (weekday 12-4am) .....	29
Figure 3-30: Occupancy for Berhampore (weekday 10am) .....	29
Figure 3-31: Occupancy for Berhampore (weekday 2pm) .....	30
Figure 3-32: Occupancy for Berhampore (weekday 6pm) .....	30
Figure 3-33: Inventory of parking types for Adelaide Road south .....	32

Figure 3-34: Occupancy for Adelaide Road south from left to right (4pm weekday and weekend) .....	33
Figure 3-35: Distribution of parked vehicles by stay duration (Newtown town centre) .....	34
Figure 3-36: Distribution of parked vehicles by stay duration (Berhampore town centre) .....	34
Figure 3-37: Occupancy by time of day (Riddiford Street – north of Mein Street) .....	35
Figure 3-38: Occupancy by time of day (Mein Street) .....	35
Figure 3-39: Occupancy by time of day (Riddiford Street – Mein Street to Constable Street) .....	36
Figure 3-40: Occupancy by time of day (Constable Street) .....	36
Figure 3-41: Occupancy by time of day (Riddiford Street – south of Constable Street (east side) and south of Mein Street (west side)) .....	37
Figure 3-42: Figure 3-40: Occupancy by time of day (Berhampore) .....	37

## List of Tables

Table 3-1: Inventory of parking types .....	8
Table 3-2: Parking occupancy for each street .....	13
Table 3-3: Usage of key streets in Newtown west .....	17
Table 3-4: Usage of key streets in Newtown east .....	21
Table 3-5: Usage of key streets in Newtown south .....	27
Table 3-6: Usage of key streets in Berhampore .....	31

# 1 Introduction

A parking survey and analysis have been undertaken in April 2019 to understand the parking capacity and demand in Newtown and Berhampore. A high frequency survey was undertaken for the Berhampore and Newtown town centres with medium frequency surveys in all other areas.

Figure 1-1 below shows the extent of the survey area. The area is split into two for ease of data collection.

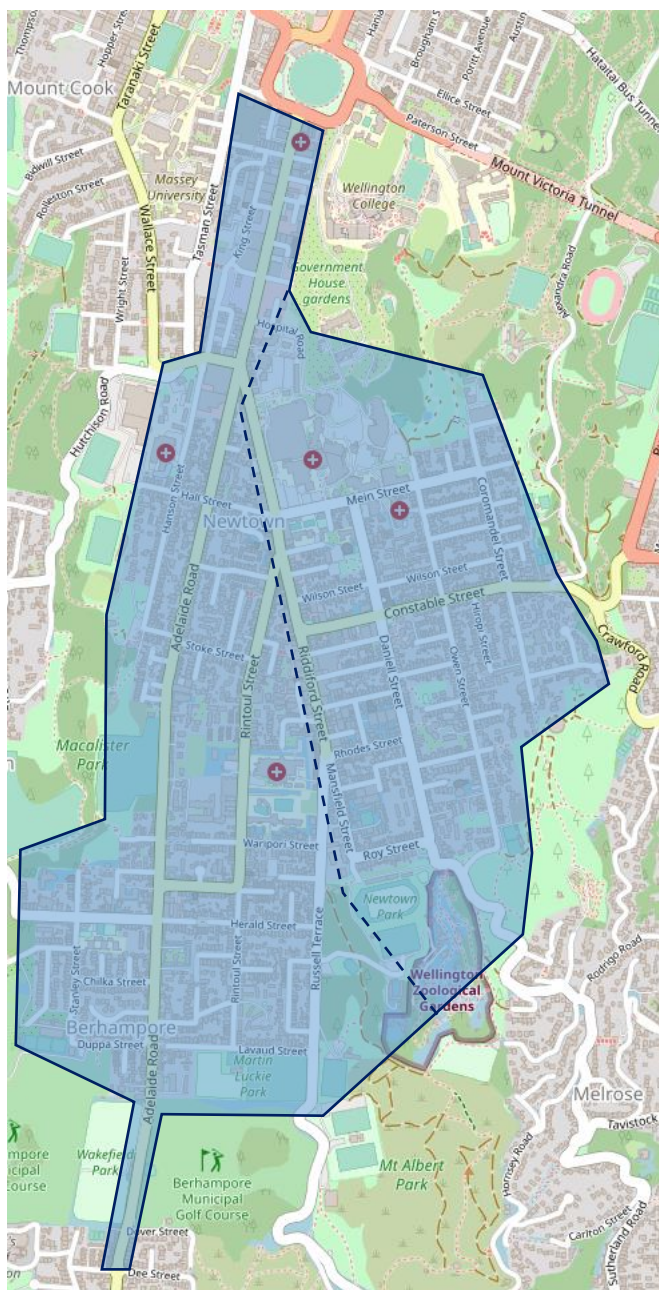


Figure 1-1 : Extent of Survey area

## 2 Methodology

### 2.1 Data collection

Data was collected using:

- dashcam footage (by vehicle)
- manual surveys (by people on foot).

The surveys were undertaken on:

- Wednesday, 3 April (western area)
- Thursday, 4 April (eastern area)
- Saturday, 6 April (western area)
- Sunday, 7 April (eastern area).

The surveys were done hourly between 6am and 10pm and once between 12 midnight and 4am. Around the Newtown and Berhampore town centres, surveys were done every 15 minutes between 8am and 6pm.

The data collected includes:

- parking capacity
- parking type
- parking location (by street and side of street).

A number of errors were identified in the inventory collection. An additional survey of the inventory was undertaken between 4-12 July.

### 2.2 Analysis

The data has been analysed using spreadsheets and Power BI.

Vehicles have been classified as:

- residents
- long-stay visitors, or
- short stay visitors.

Vehicles have been classified as residents if the following criteria were met:

- the vehicle was identified as parking in a residents-only parking area/restriction, and/or
- the vehicle was present between 12 midnight and 4am.

Vehicles have been classified as long-stay visitors if the following criteria were met:

- the vehicle was identified as parking in the same location for more than 4 hours, and
- the vehicle was not identified as a residents vehicle.

Vehicles have been classified as short-stay visitors if the following criteria were met:

- the vehicle was not identified as a resident or long-stay visitor vehicle.

#### 2.2.1 *Illegal parking*

Illegal parking was identified in 26 locations. Other illegal parking (in 48 locations) was also recorded as:

- 29 locations that were identified as no parking

- 15 locations that were identified as bus stops
- 4 locations that were identified as insufficient space to park.

All of the 74 illegal parking locations identified above have been excluded from the total inventory but the demands have been included in the analysis.

### 2.2.2 Motorcycle parking

Motorcycles were counted during the surveys. In one particular location (Douglas Street – outside the Kawasaki Motorcycle Store), about 17 motorcycles were regularly parked in two or three coupon parking spaces. These parks have not been excluded from the analysis.

## 3 Outputs

The following sections provide a brief overview of the findings from the parking analysis. Further detail is available on the [Power BI dashboard](#).

### 3.1 Inventory

Around 5450 car parks were surveyed on 95 streets. Figure 3-1 to Figure 3-3 and Table 3-1 below summarise the types of parking available.

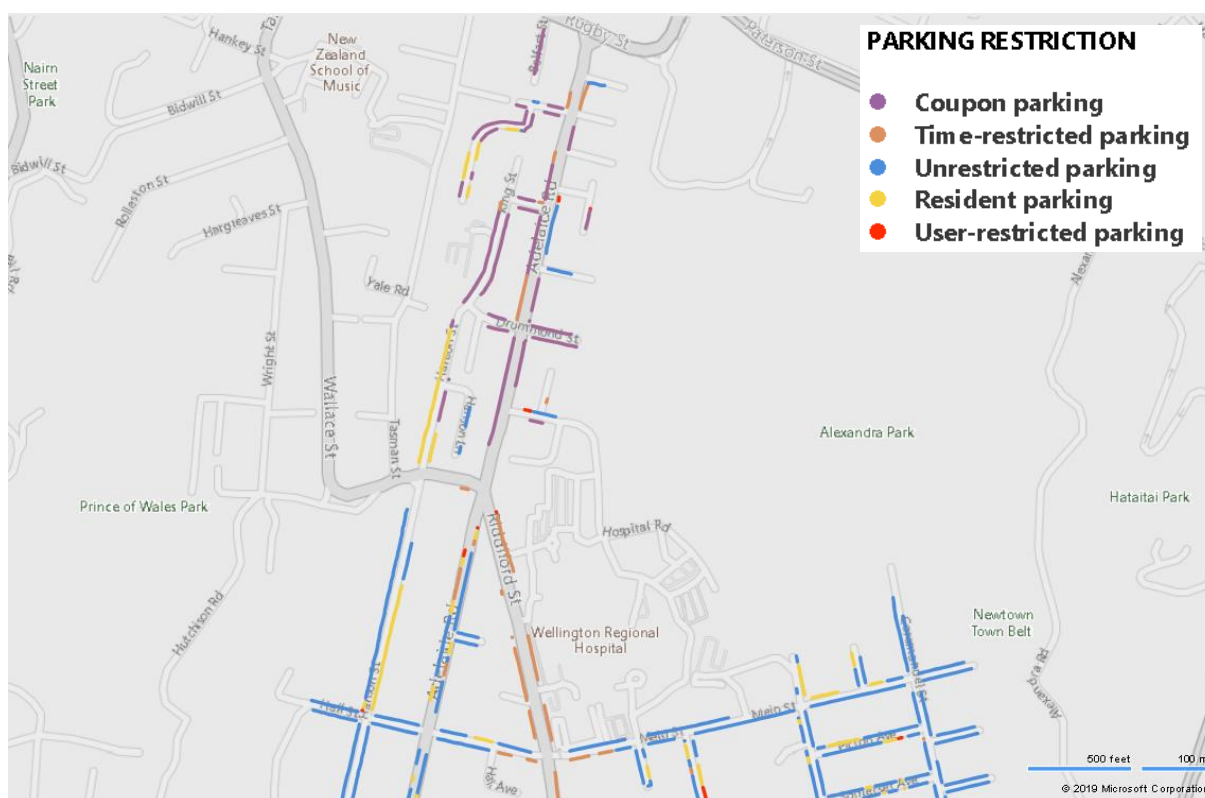


Figure 3-1: Inventory (northern area)



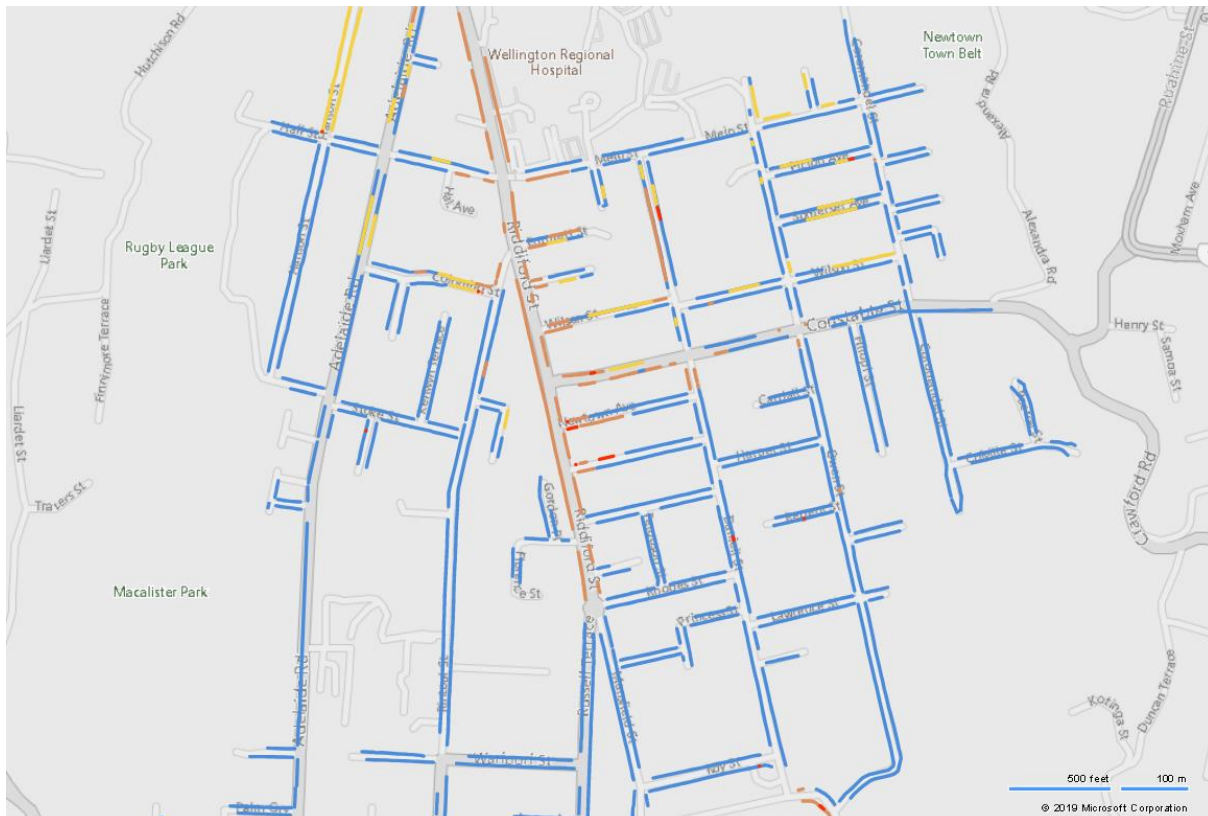


Figure 3-2: Inventory (central area)

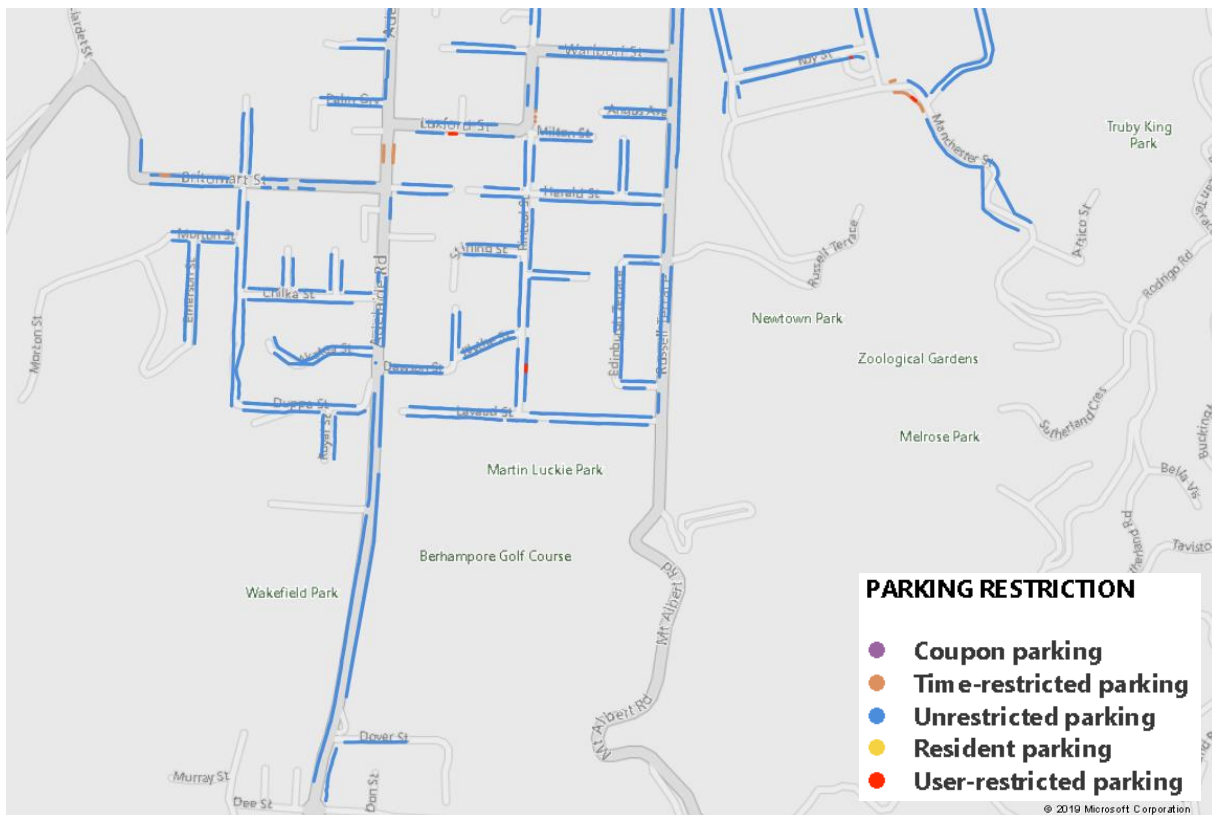


Figure 3-3: Inventory (southern area)



Table 3-1: Inventory of parking types

Type	Number	Proportion of legal parks	Comment
Unrestricted (free) parking	4542	83.3%	
Residents parking	169	3.1%	More than 10 streets
Coupon parking	222	4.1%	9 streets
P180	8	0.1%	Manchester Street
P120	3	0.1%	Colombo Street
P90	3	0.1%	King Street
P60	206	3.8%	More than 10 streets
P30	100	1.8%	6 streets
P20	6	0.1%	Constable Street
P15	27	0.5%	7 streets
P10	31	0.6%	8 streets
P5	18	0.3%	5 streets
Mobility parking	19	0.3%	12 streets
Taxi	6	0.1%	Luxford Street and Newtown Avenue
Loading zone	16	0.3%	4 streets
P30 except for residents vehicles	10	0.2%	Constable Street
P120 except for residents vehicles	70	1.3%	Colombo Street and Hanson Street
<b>Total legal parks</b>	<b>5554</b>	<b>100%</b>	
Various illegal parks as identified above	74	n/a	Refer above

Figure 3-4 below show that:

- the majority of parking is free and unrestricted by time (87%)

- a small proportion (4%) of parking is paid (coupon parking)
- about 6% of parking is restricted to specific user types (predominantly residents, but also includes, mobility parks, loading zones and taxi stands)
- a small proportion (4%) of parking is restricted by time for 30 minutes and under
- about 9% of parking is time restricted over 30 minutes.

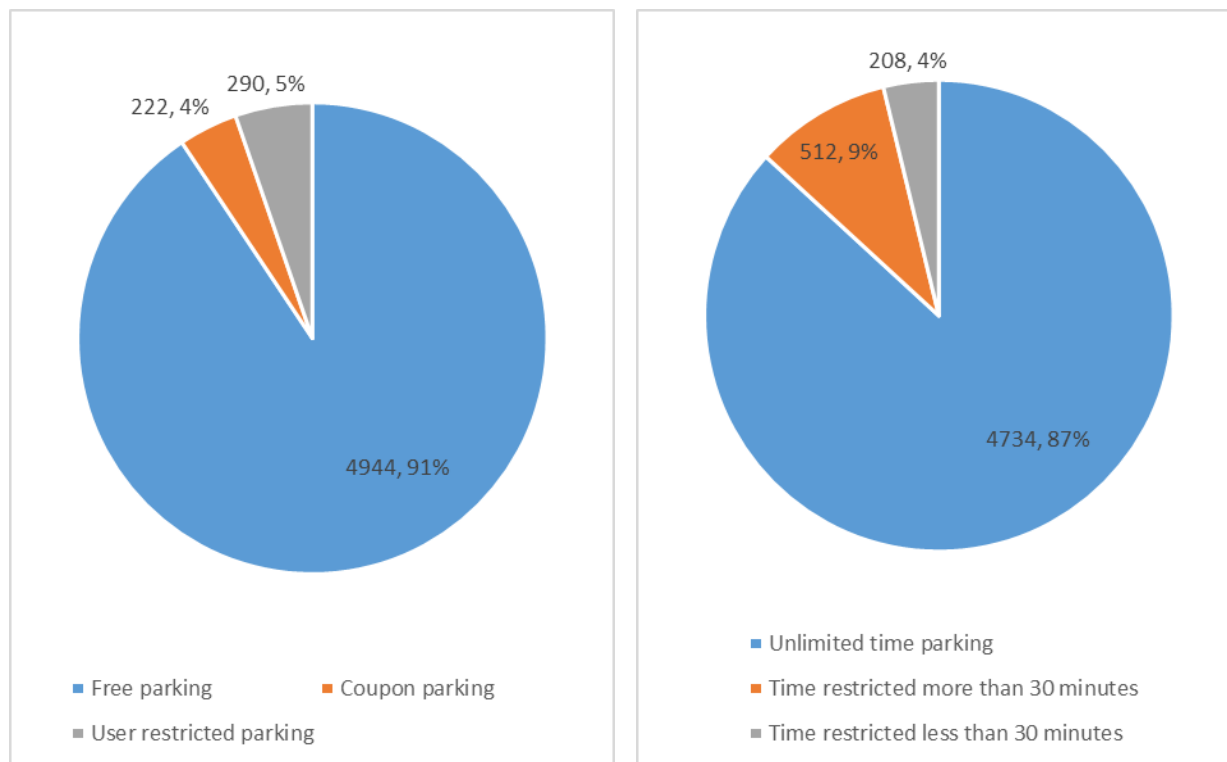


Figure 3-4: Proportions of parking types

### 3.2 Vehicles

Figure 3-5 shows the proportion of vehicles by type in both the weekdays and weekend. The proportion of vehicles classified as residents and short-stay visitors is similar during the weekdays and weekend (but is slightly higher in the weekend). The proportion of long-stay visitors is higher in the weekdays compared with the weekend.

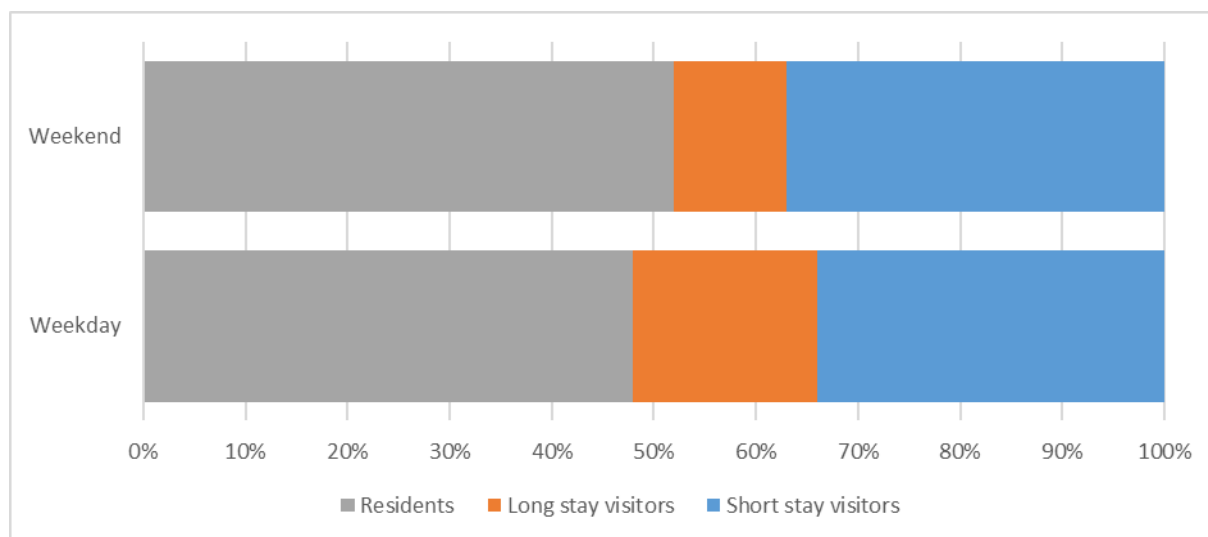


Figure 3-5: Proportion of vehicle types

Figure 3-6 shows the total number of vehicles of each type in each period.

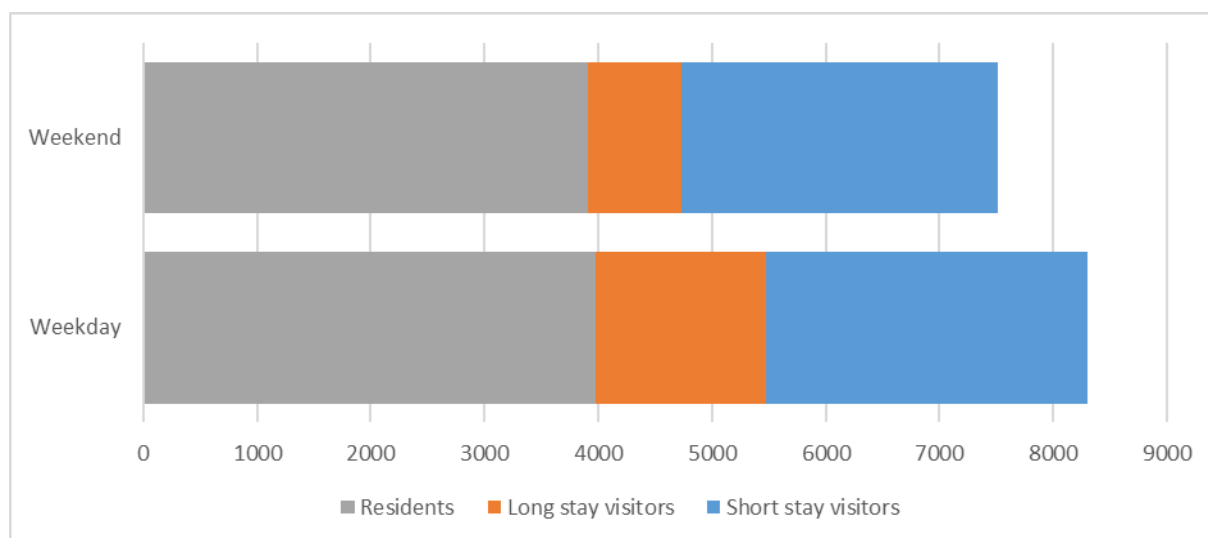


Figure 3-6: Total number of vehicles of each type

Around 8300 unique vehicles were counted in the weekdays and around 7500 in the weekend. A total of about 14,800 vehicles were counted in different locations or times in the weekdays and around 13,800 in the weekend. This indicates that a significant proportion of vehicles were counted more than once at different locations or times within the survey period.

### 3.3 Parking duration

#### 3.3.1 Overall

Figure 3-7 and Figure 3-8 show the distribution of parked vehicles by stay duration as actual number of vehicles (first graph) and proportion (second graph). The figures show that over 30% of vehicles stay two hours or less and over 50% of vehicles stay four hours or less. About 20% of vehicles stay eight hours or more in one location. It should be noted that the actual number of vehicles includes vehicles that have been counted multiple times at different locations.

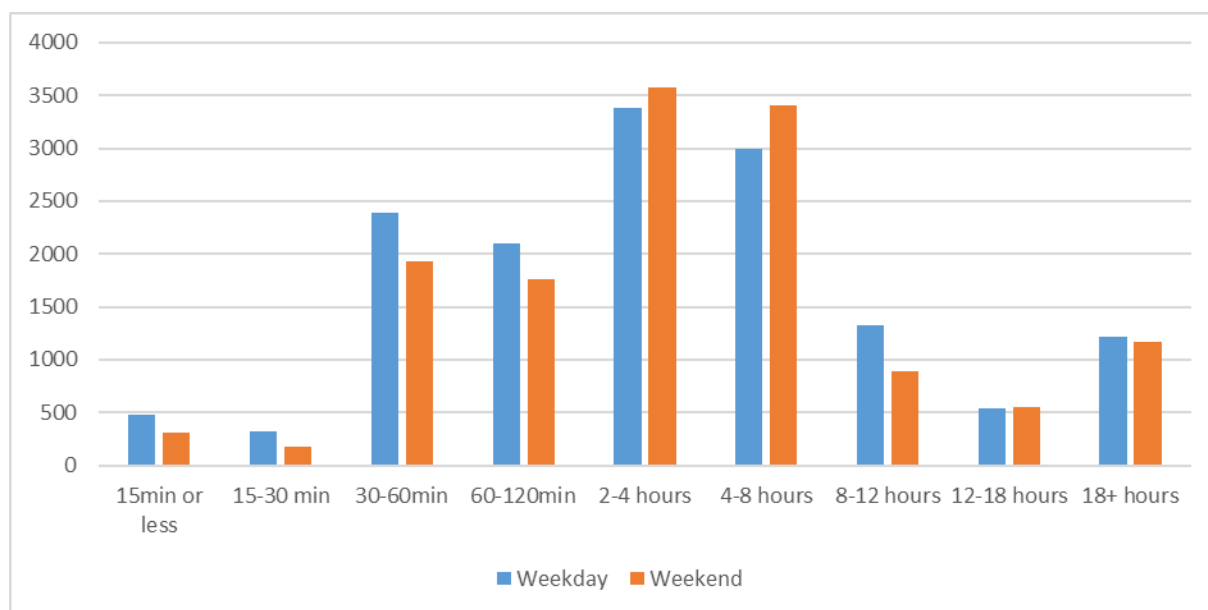


Figure 3-7: Distribution of parked vehicles by stay duration

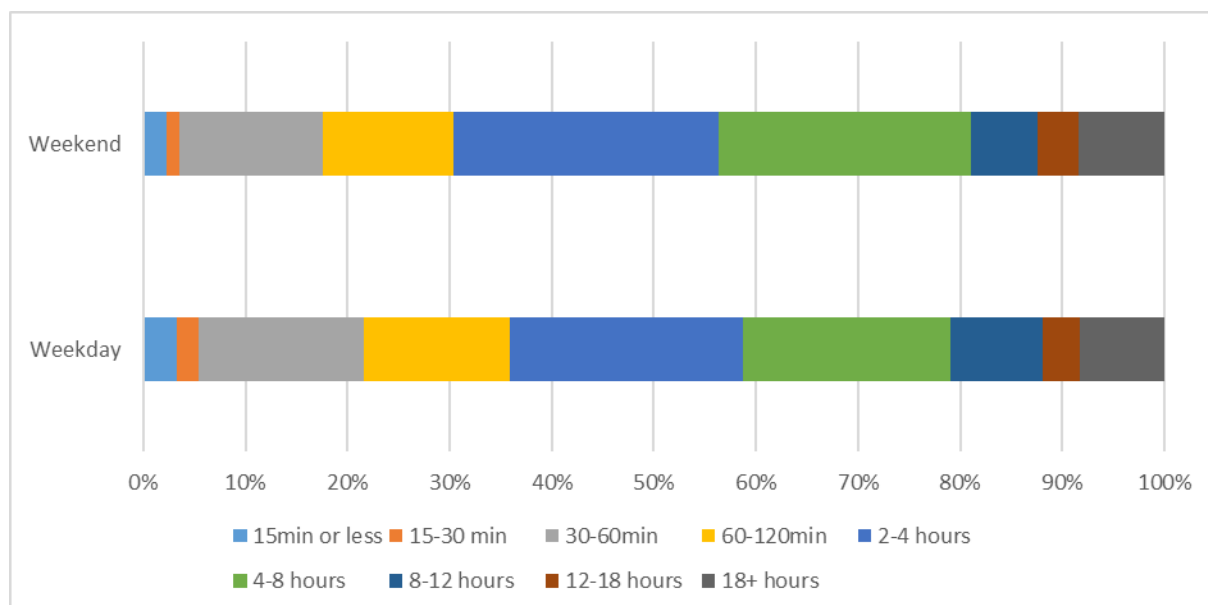


Figure 3-8: Proportion of parked vehicles by stay duration

### 3.3.2 Residents vehicles

Figure 3-9 below shows the vehicles classified as residents (about 3750) for the weekdays and weekend. Around 30% of vehicles stayed 18 hours or more (the entire survey period). About 20% were present between 7pm and 9pm and overnight. About 40% of vehicles were present overnight but didn't satisfy one of the previous criteria (they either arrived before 7pm or after 9pm). The remaining 5-10% were vehicles not already classified as residents that were parked in designated residents parking areas.

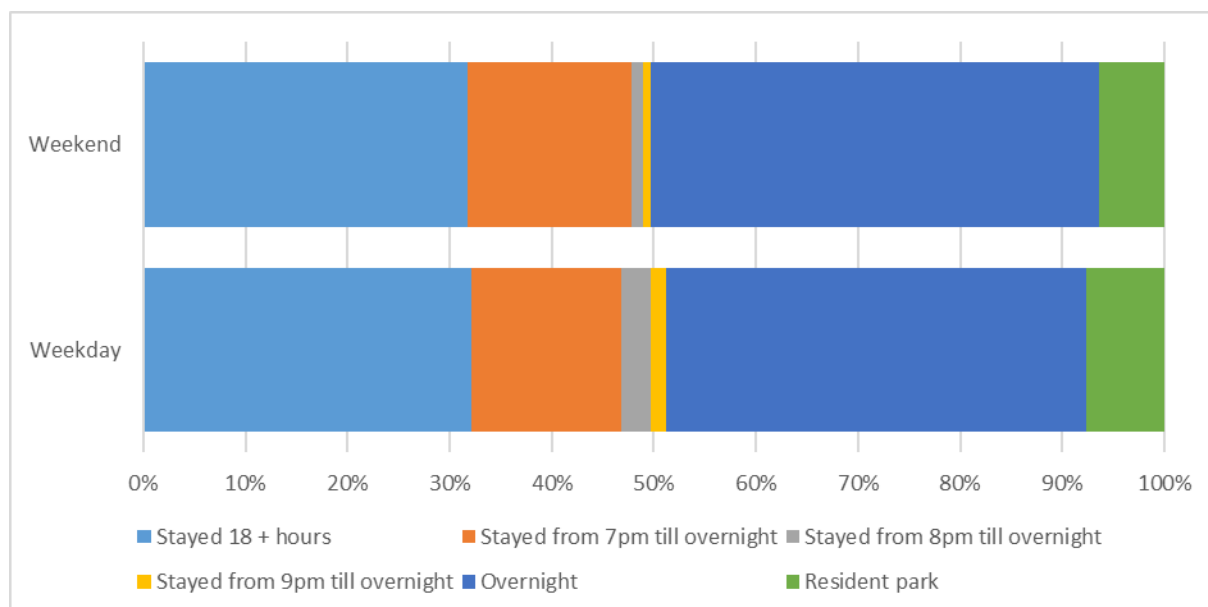


Figure 3-9: Proportions of vehicles classified as residents

### 3.3.3 Daytime long-stay vehicles

Figure 3-10 below shows the number of vehicles staying for long periods during the day. There were significantly more vehicles in these categories during the weekdays than on the weekend.

These vehicles make up about two-thirds of the vehicles classified as long-stay.

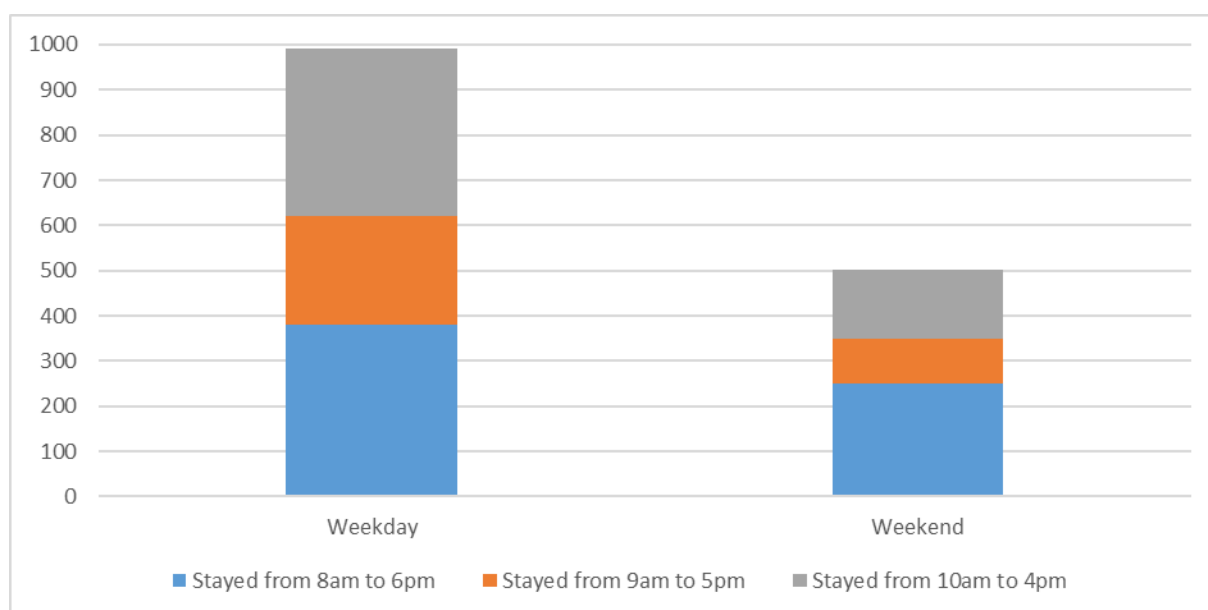


Figure 3-10: Number of daytime long-stay vehicles

### 3.4 Parking occupancy

Table 3-2 below shows the maximum occupancy of streets during the weekend and weekdays (the streets with 10 or fewer parking spaces are identified in blue).

The table shows:

- 17 streets were over 95% occupied at one point during the survey
- 48 streets were over 85% occupied at one point during the survey
- 81 streets were over 70% occupied at one point during the survey.

Table 3-2: Parking occupancy for each street

Street	Capacity	Weekday	Weekend	Street	Capacity	Weekday	Weekend	Street	Capacity	Weekday	Weekend
Adelaide Rd	520	59%	69%	Ferguson St	32	100%	78%	Minerva St	21	71%	71%
Akatea St	46	50%	52%	Florence St	15	80%	87%	Morton St	28	86%	64%
Alfred St	6	100%	100%	Glendavar St	25	92%	92%	Myrtle Cres	57	74%	53%
Angus Ave	30	77%	73%	Gordon Pl	26	96%	85%	Newtown Ave	55	84%	71%
Arney St	12	83%	100%	Gordon St	11	91%	91%	Nikau St	13	100%	85%
Balmoral Tce	32	97%	94%	Green St	30	87%	63%	Normanby St	57	82%	84%
Belfast St	11	100%	82%	Hall St	87	82%	82%	Owen St	289	66%	69%
Blucher Ave	16	94%	94%	Hanson Ln	8	100%	100%	Oxford Tce	14	93%	86%
Blythe St	31	58%	48%	Hanson St	240	83%	78%	Paeroa St	21	76%	86%
Britomart St	84	70%	69%	Harper St	47	96%	81%	Palm Grove	27	93%	85%
Broomhedge St	8	88%	75%	Herald St	89	74%	78%	Picton Ave	46	87%	63%
Burwah St	24	75%	75%	Herald Tce	25	84%	72%	Princess St	20	75%	75%
Cardall St	23	87%	83%	Hiropi St	94	81%	69%	Princess Tce	20	70%	95%
Chatham St	16	75%	75%	Horner St	28	86%	82%	Regent St	34	76%	76%
Chilka St	61	70%	67%	Hospital Rd	13	85%	54%	Rhodes St	50	88%	70%
Colombo St	68	85%	90%	Hugh St	2	50%	0%	Riddiford St	172	74%	71%
Colville St	40	80%	85%	Jeypore St	18	72%	67%	Rintoul St	297	79%	80%
Constable St	119	76%	72%	John St	3	100%	100%	Roy St	56	96%	95%
Coromandel St	187	79%	81%	Kenwyn Tce	54	96%	87%	Royal St	32	75%	78%
Corunna Ave	19	89%	84%	King St	61	92%	80%	Russell Tce	130	58%	54%
Daniell St	226	84%	73%	Lavaud St	120	71%	82%	Seddon Tce	25	92%	92%
Dawson St	31	77%	58%	Lawrence St	62	74%	85%	Somerset Ave	45	89%	84%
Donald Mclean St	52	94%	81%	Luxford St	43	81%	88%	Stanley St	118	69%	57%
Douglas St	14	100%	71%	Manchester St	64	44%	39%	Stirling St	25	60%	56%
Douro Ave	21	100%	57%	Manley Tce	35	94%	94%	Stoke St	63	90%	87%
Dover St	13	69%	85%	Mansfield St	46	96%	85%	Torquay Tce	23	70%	70%
Drummond St	27	89%	78%	Mansfield St(Eastern)	8	100%	100%	Trevor Tce	22	86%	86%
Duppa St	64	42%	45%	Mansfield St(Western)	12	100%	92%	Waripori St	99	83%	88%
Edinburgh Tce	74	77%	78%	Mein St	141	89%	78%	Wilson St	130	82%	77%
Emerson St	54	70%	83%	Millward St	31	81%	74%	Wingate Tce	8	75%	50%
Emmett St	31	87%	55%	Milton St	27	85%	89%				

#### PERCENTAGE OF PARKING OCCUPIED

- 0% - 50%
- 51% - 70%
- 71% - 85%
- 86% - 100%



The following sections look at the occupancy of specific areas:

- A. north of John Street
- B. Newtown west
- C. Newtown east
- D. Adelaide Road and Rintoul Street
- E. Newtown south
- F. Berhampore
- G. Adelaide Road south.

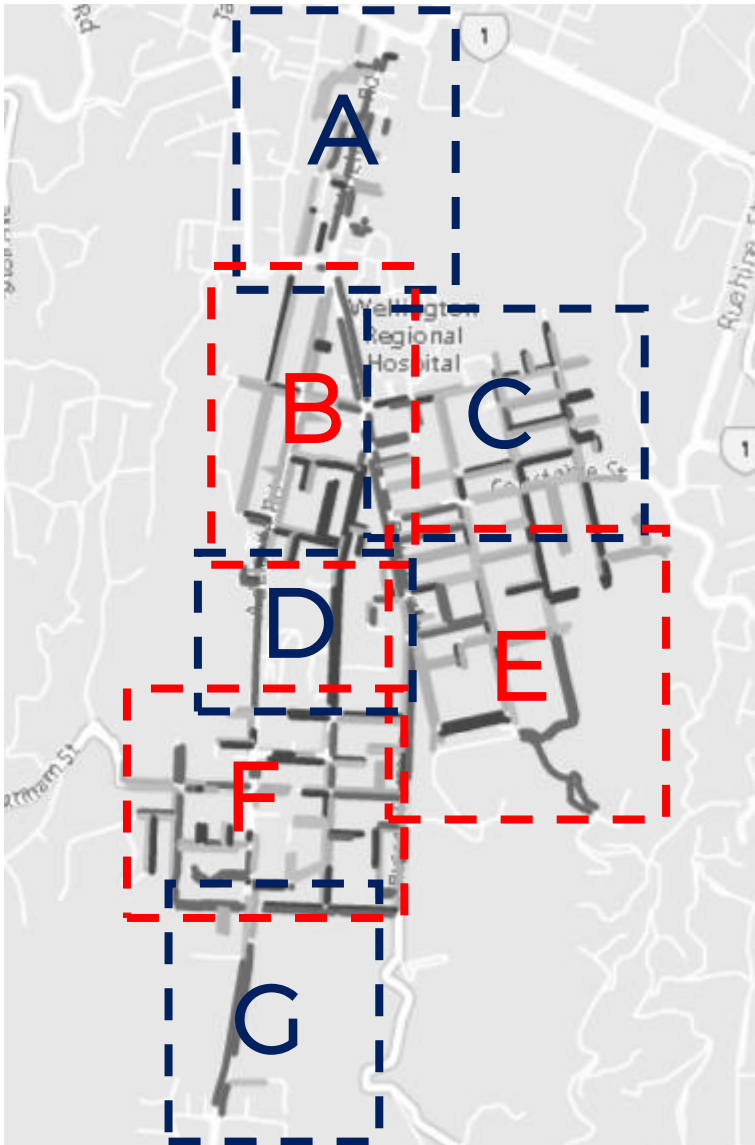


Figure 3-11: Map showing different areas

Key to the maps on the following pages:

**PERCENTAGE OF PARKING  
OCCUPIED**

- 0% - 50%
- 51% - 70%
- 71% - 85%
- 86% - 100%

### 3.4.1 North of John Street

Figure 3-12 below shows a typical pattern of occupancy for the area north of John Street (from 2pm on a weekday). Alfred Street (and the adjacent section of Adelaide Road), Douglas Street, Drummond Street and Hanson Lane are highly utilised at most times of the weekdays and weekend.

Other areas which have sporadic periods of very high use are Hanson Street (south of Drummond Street), the southern section of Adelaide Road and King Street.

The high level of occupancy around Alfred Street, Douglas Street and Adelaide Road is partly due to the motorcycles parking in the coupon parking spaces on Douglas Street (as noted above) and partly due to the location of the Wellington Afterhours Medical Centre on Adelaide Road adjacent to Alfred Street.

The demand on Hanson Lane, Alfred Street and Drummond Street is predominantly residents, whereas Douglas Street is mainly long-stay visitors.

The majority of parks in the area are Coupon parking areas.



Figure 3-12: Occupancy at 2pm weekday (left) and inventory of parking types (right) for area north of John Street

The majority of parks in the Newtown west area are unrestricted but other restrictions exist on specific links (e.g. time-restricted on Riddiford Street).



Figure 3-14 shows the weekday parking occupancy overnight, mid-morning and in the evening. The weekend figures show similar patterns but generally lower occupancy than the weekdays. The figures show that parking demand is variable by time of day/location. Occupancy is highest mid-morning before reducing late in the afternoon to early evening and picking up again overnight.



Figure 3-14: Occupancy for Newtown west area from left to right (12-4am, 10am and 6pm)

Table 3-3 below provides some information on the usage on key streets. The table generally shows a reasonable proportion of long-stay visitors on the weekdays which aren't present at the weekend, indicating commuter use. The proportions in the table are the daily users rather than the proportion of parking usage.

Table 3-3: Usage of key streets in Newtown west

Street	Weekday use	Weekend use
Hanson Street	Mainly residents (~83%) with some long-stay visitors. Close to 85% utilisation for most survey periods.	Mainly residents (~87%) with a mixture of short and long-stay visitors. Under 85% utilisation for all survey periods.
Stoke Street	Mainly residents (~60%) with some long-stay and short-stay visitors. Around 85% utilisation for most survey periods.	Mainly residents (~72%) with some long-stay visitors. Around 85% utilisation for most survey periods.
Hall Street	Mainly residents (~63%) with some long-stay and short-stay visitors. Close to 85% utilisation for most survey periods.	Mainly residents (~65%) with mainly short-stay visitors. Under 85% utilisation for almost all survey periods.
Colombo Street	Mainly residents (~64%) with some long-stay and short-stay visitors. Over 85% utilisation for most survey periods.	Mainly residents (~69%) with some short-stay visitors. Over 85% utilisation for around half of survey periods.

### 3.4.3 Newtown east

Figure 3-15 shows that the majority of parks in the Newtown east area are unrestricted but other restrictions exist on specific links (e.g. time-restricted on Riddiford Street and areas of residents parking on some sections of most streets).



Figure 3-15: Inventory of parking types for Newtown east area

Figure 3-16 to Figure 3-19 below show how the parking occupancy varies by time of day around the Newtown east area in the weekdays.

Roads which are highly utilised in most periods include:

- Mein Street
- Wilson Street (central section)
- Coromandel Street (parts)
- Riddiford Street (west side).



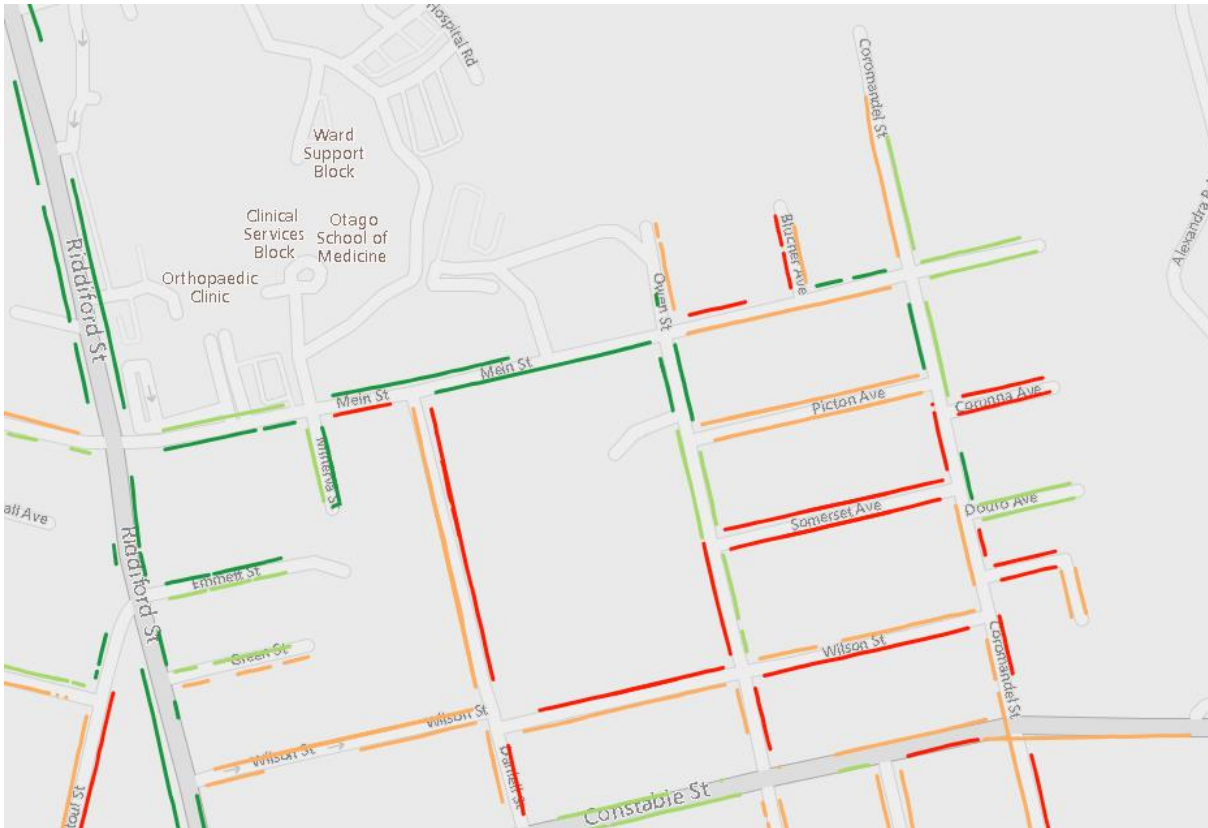


Figure 3-16: Occupancy for Newtown east (weekday 12-4am)

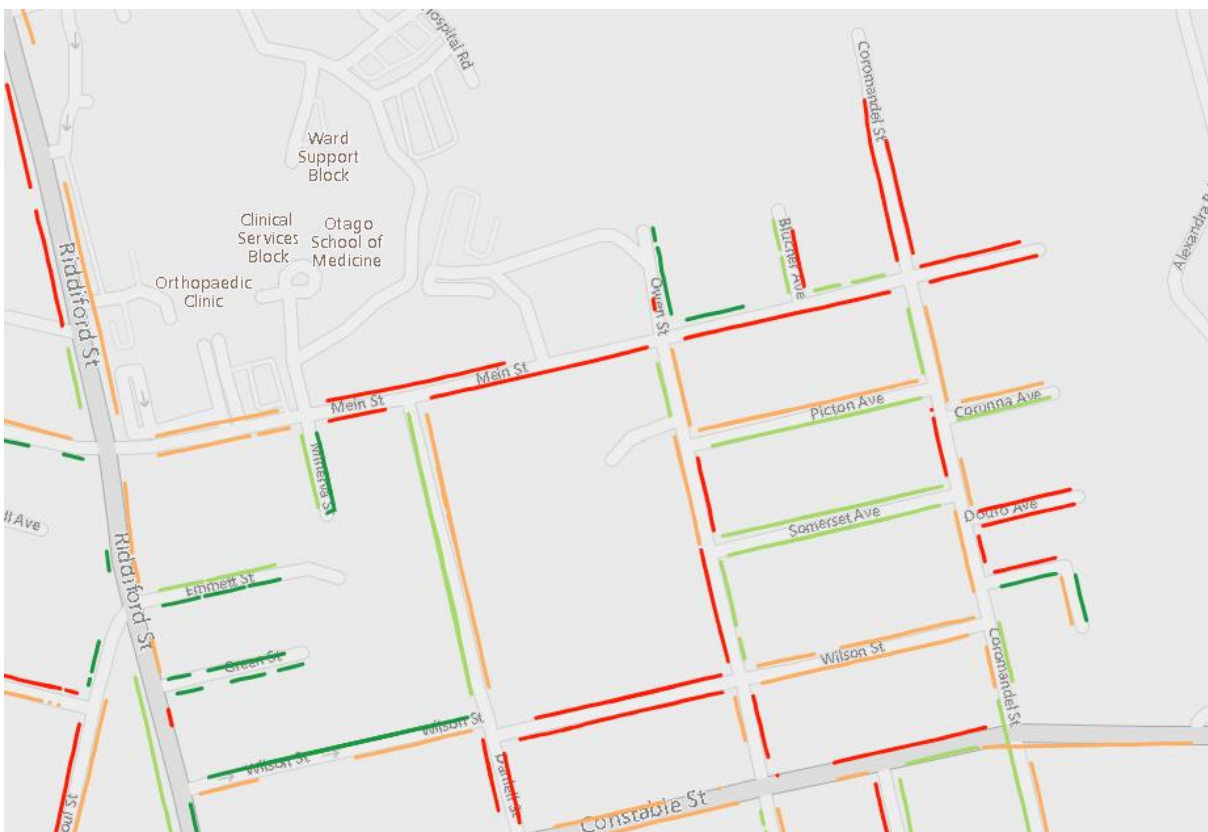


Figure 3-17: Occupancy for Newtown east (weekday 10am)



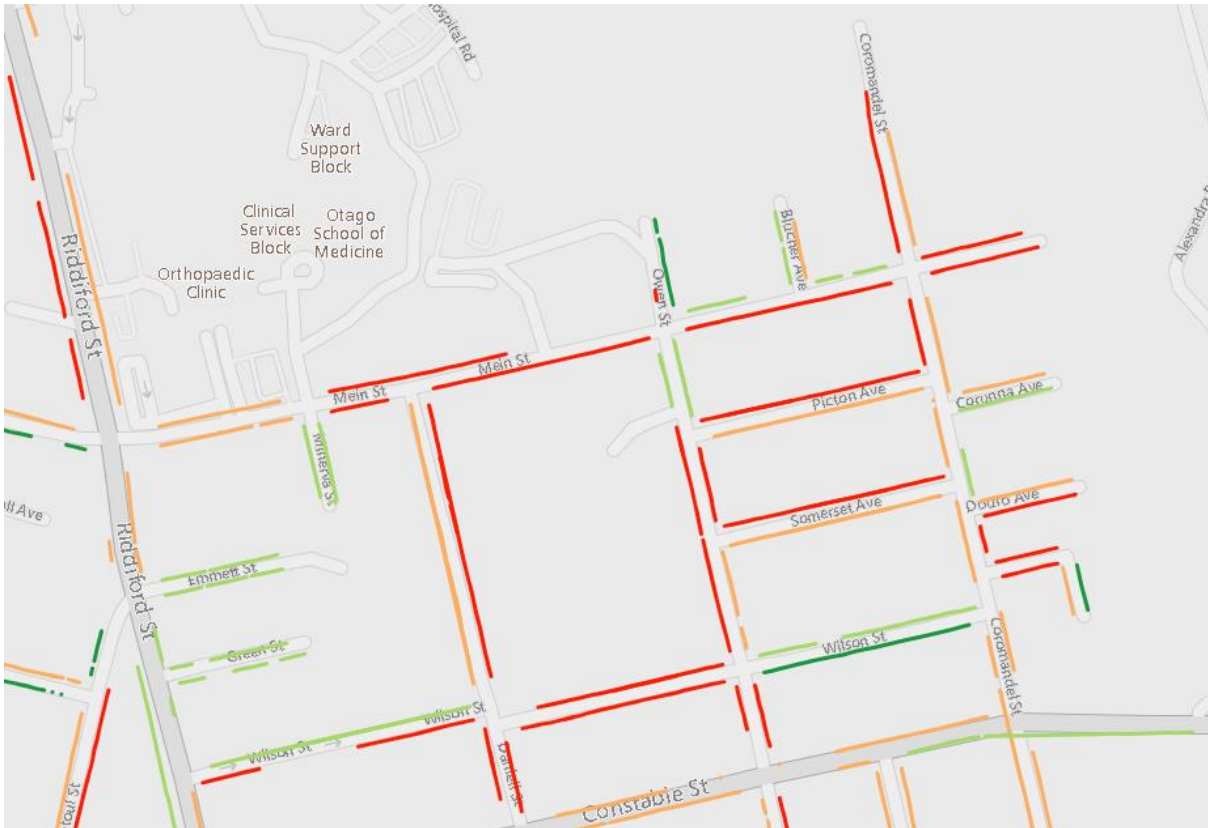


Figure 3-18: Occupancy for Newtown east (weekday 2pm)

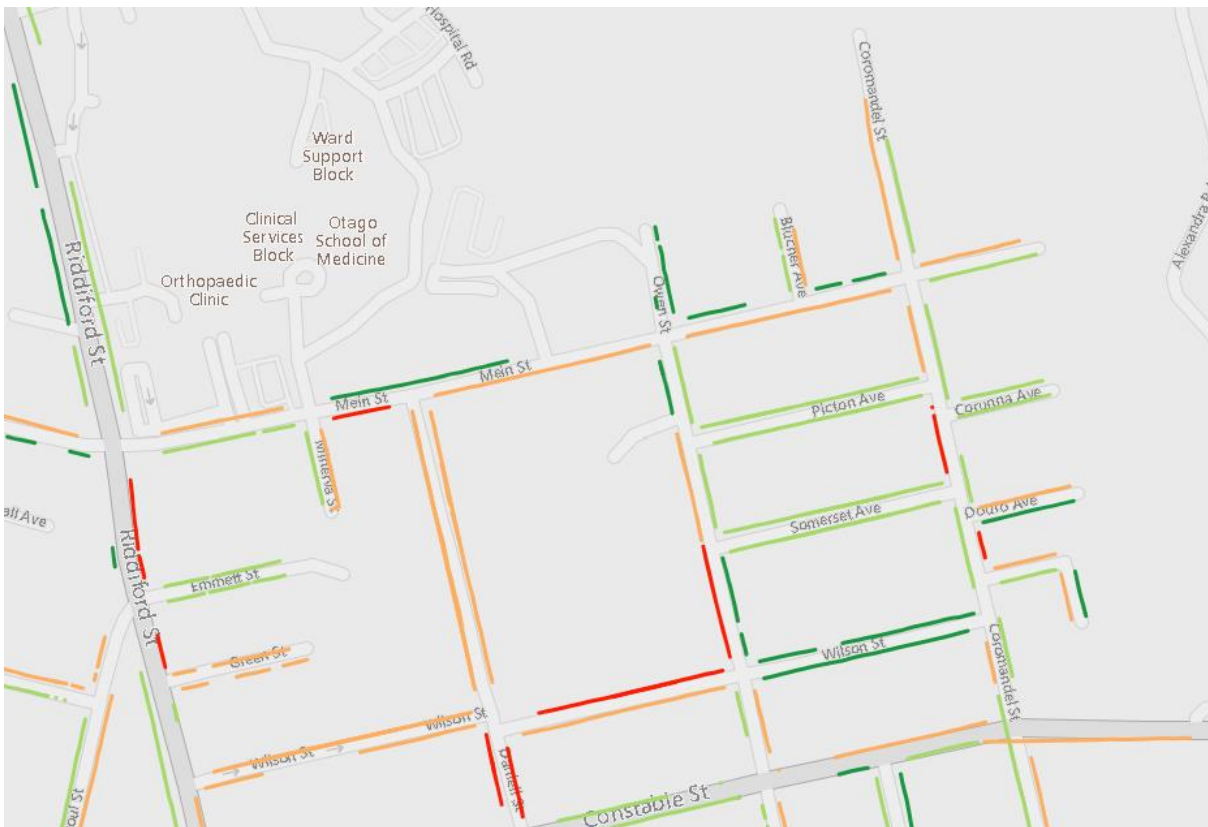


Figure 3-19: Occupancy for Newtown east (weekday 6pm)

Roads which are under-utilised in most periods include:

- Emmett Street
- Green Street
- Wilson Street (west end).

Table 3-4 below provides some information on the overall usage on key streets in the Newtown south area. The proportions in the table are the daily users rather than the proportion of parking usage.

Table 3-4: Usage of key streets in Newtown east

Street	Weekday use	Weekend use
Riddiford Street	Mainly short stay (~86%) with a mixture of long-stay visitors and residents. Under 85% utilisation for all survey periods.	Mainly short-stay (~81%) with a mixture of long-stay visitors and residents. Under 85% utilisation for all survey periods.
Mein Street	Equal split of residents, long-stay and short-stay visitors. Over 85% utilisation for most daytime survey periods.	About half residents (~42%) with equal proportions (~30%) of long-stay and short-stay visitors. Close to 85% utilisation for all survey periods.
Wilson Street	Mainly residents (~60%) with an equal split of long-stay and short-stay visitors. Close to 85% utilisation for all survey periods.	Mainly residents (~70%) with some long-stay and short-stay visitors. Under 85% utilisation for most survey periods.
Daniel Street	Mainly residents (~55%) with an equal split of long-stay and short-stay visitors. Over 85% utilisation for most daytime survey periods.	Mainly residents (~60%) with some short-stay visitors. Under 85% utilisation for all periods.
Owen Street	Mainly residents (~62%) with an equal split of long-stay and short-stay visitors. Around 70% utilisation for most survey periods.	Mainly residents (~72%) with some short-stay visitors. Around 70% utilisation for all weekend periods.
Coromandel Street	Mainly residents (~60%) with a large proportion of long-stay visitors. Close to 85% utilisation for all survey periods.	Mainly residents (~76%) with some short-stay visitors. Under 85% utilisation for most survey periods.

The relatively high proportion of long-stay visitors on Mein Street, Daniel Street, Wilson Street and Coromandel Street during the weekdays suggests potential commuter use, potentially associated with Wellington Hospital.

### 3.4.4 Adelaide Road and Rintoul Street

Figure 3-20 shows all parks on Adelaide Road, Rintoul Street and Wairipori Street in the area shown are unrestricted.



Figure 3-20: Inventory of parking types for Adelaide Road and Rintoul Street

The key routes in this area are Adelaide Road, Rintoul Street and Wairipori Street. The proportions below are the daily users rather than the proportion of parking usage.

This section of Adelaide Road is generally under-utilised (with less than 85% occupancy for most survey periods).

This section of Rintoul Street is generally highly utilised during the weekdays with a noticeable reduction in occupancy late afternoon and early evening. Rintoul Street is less occupied in the weekend compared with the weekdays. In the weekdays the demand on Rintoul Street is mainly vehicles classified as residents (~60%) with some short-stay and long-stay visitors. In the weekend it remains mainly residents (~62%) demand with a greater proportion of short-stay visitors. The weekday pattern suggests some of the long-stay visitor demand is from commuters.

The overall occupancy of Wairipori Street only exceeds 85% during a couple of survey periods. In the weekdays the demand on Wairipori Street is mainly vehicles classified as residents (~68%) with some long-stay and short-stay visitors. In the weekend it remains mainly residents (~69%) demand with a greater proportion of short-stay visitors. The weekday pattern suggests some of the long-stay visitor demand is from commuters.

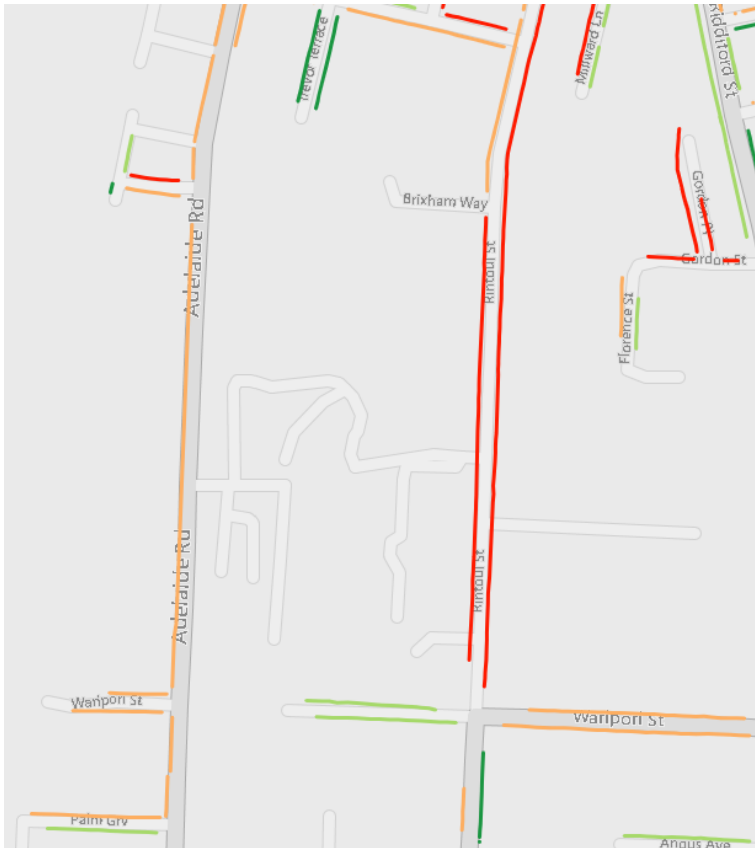


Figure 3-21: Occupancy for Adelaide Road and Rintoul Street (weekday 2pm)

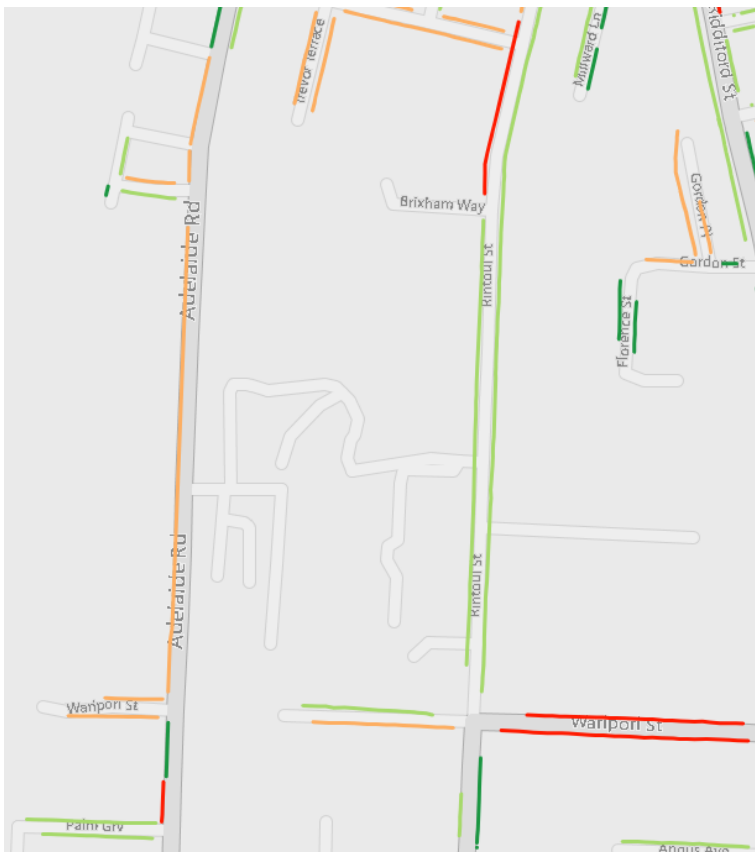


Figure 3-22: Occupancy for Adelaide Road and Rintoul Street (weekend 2pm)

### 3.4.5 Newtown south

Figure 3-23 shows the majority of parks in the Newtown south area are unrestricted but other restrictions exist on specific links (e.g. time-restricted on Riddiford Street).



Figure 3-23: Inventory of parking types for Newtown south area

Figure 3-24 to Figure 3-27 below show how the parking occupancy varies by time of day around the Newtown south area in the weekdays.

Roads which are highly utilised in most periods include:

- Mansfield Street
- Owen Street (parts)
- Coromandel Street (east side)
- Daniel Street (parts).

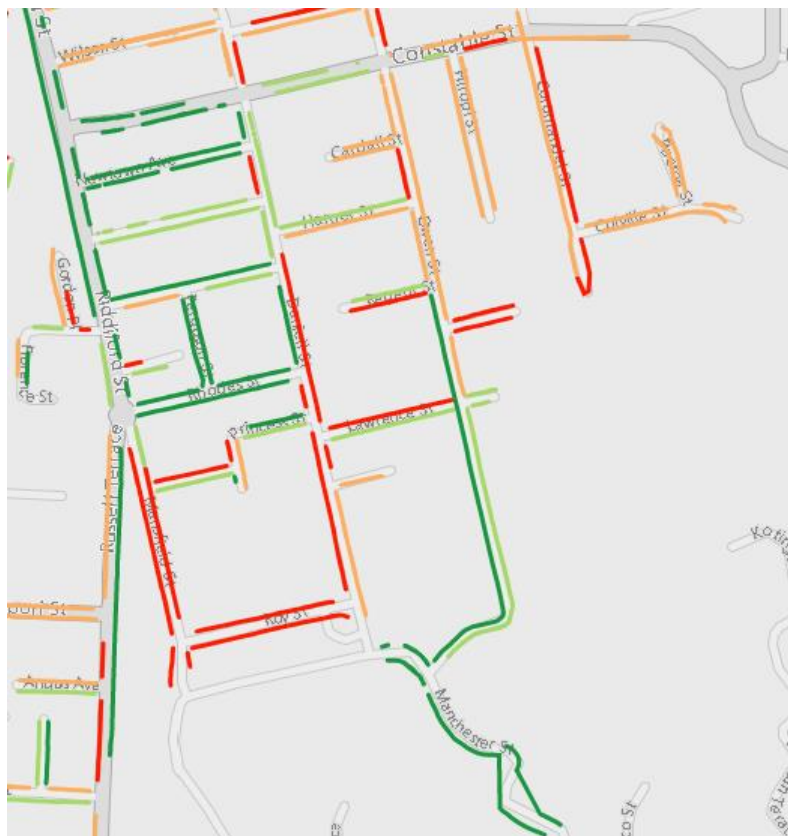


Figure 3-24: Occupancy for Newtown south (weekday 12-4am)

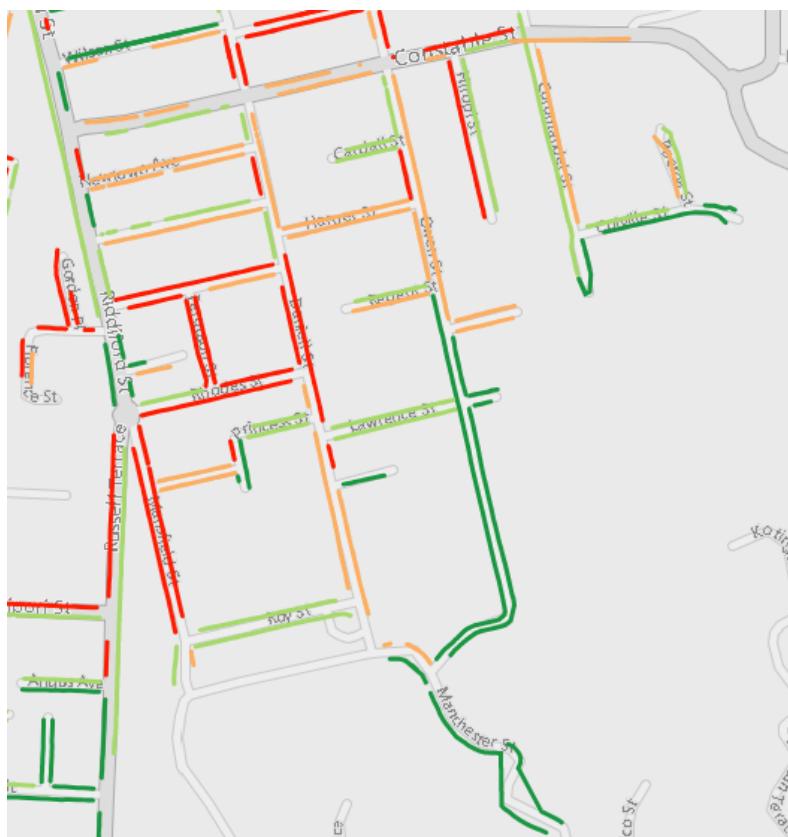


Figure 3-25: Occupancy for Newtown south (weekday 10am)



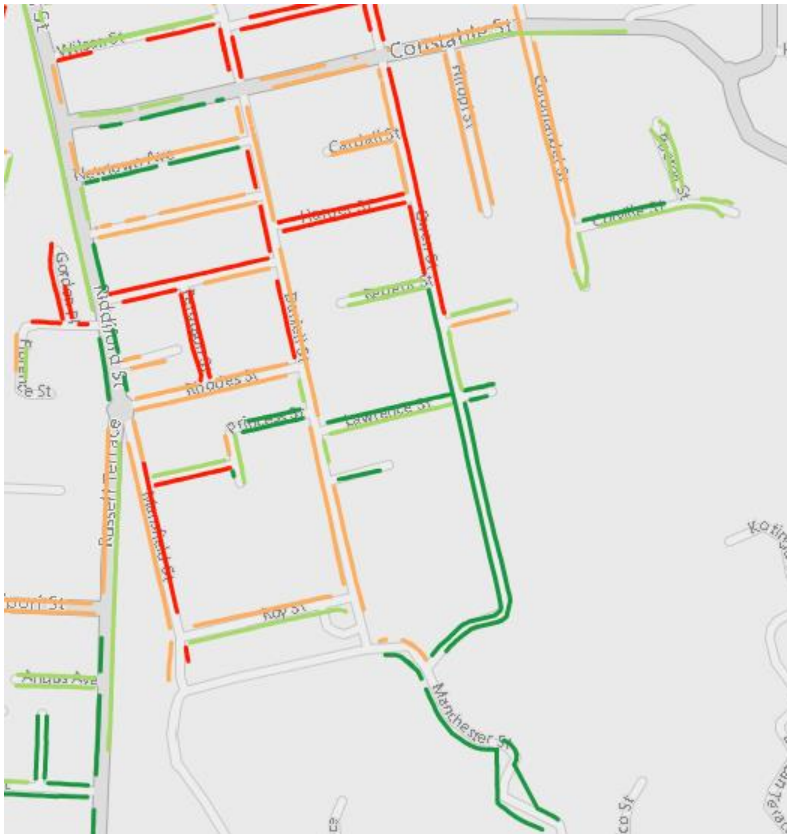


Figure 3-26: Occupancy for Newtown south (weekday 2pm)

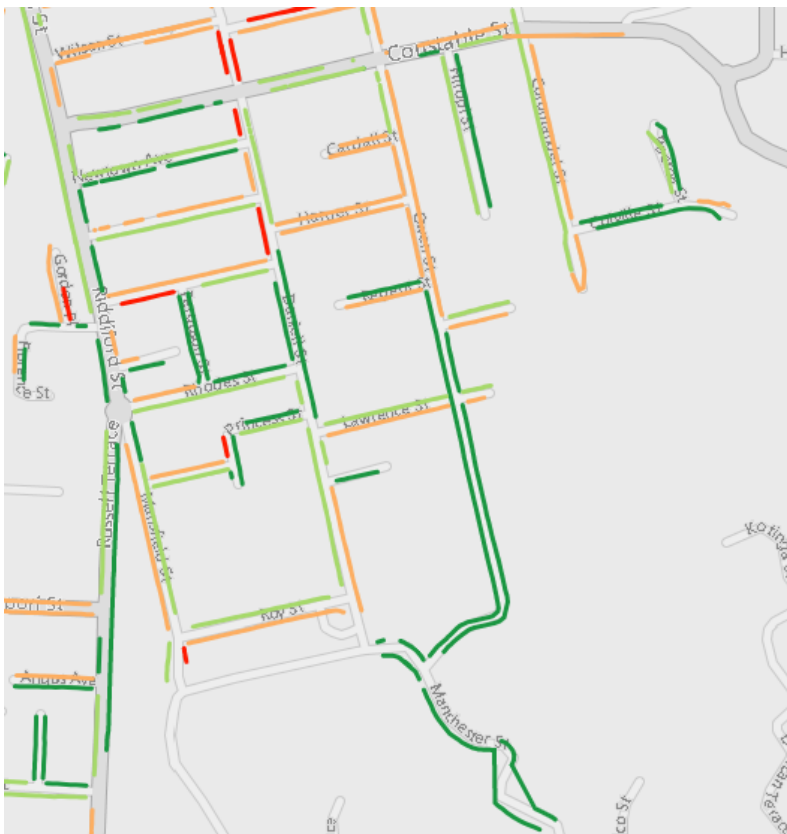


Figure 3-27: Occupancy for Newtown south (weekday 6pm)

Roads which are under-utilised in most periods include:

- Owen Street (south end)
- Riddiford Street (west side)
- Constable Street (west end).

Table 3-5 provides some information on the overall usage on key streets in the Newtown south area. The proportions in the table are the daily users rather than the proportion of parking usage.

Table 3-5: Usage of key streets in Newtown south

Street	Weekday use	Weekend use
Riddiford Street	See Newtown east	
Constable Street	Equal split of residents and short-stay visitors with the remaining (~10%) long-stay visitors. Around 85% utilisation for all survey periods.	Mainly residents (~90%) with some short-stay visitors. Under 85% utilisation for most survey periods.
Mansfield Street	Around half (~49%) residents with short-stay and long-stay visitors. Over 85% utilisation for most survey periods.	Mainly residents (~56%) with mostly short-stay visitors. Under 85% utilisation for all periods.
Daniel Street	See Newtown east	
Owen Street	See Newtown east	
Coromandel Street	See Newtown east	

The relatively high proportion of long-stay visitors on Mansfield Street during the weekdays suggests potential commuter use.

### 3.4.6 Berhampore

Figure 3-28 shows the majority of parks in the Berhampore area are unrestricted.

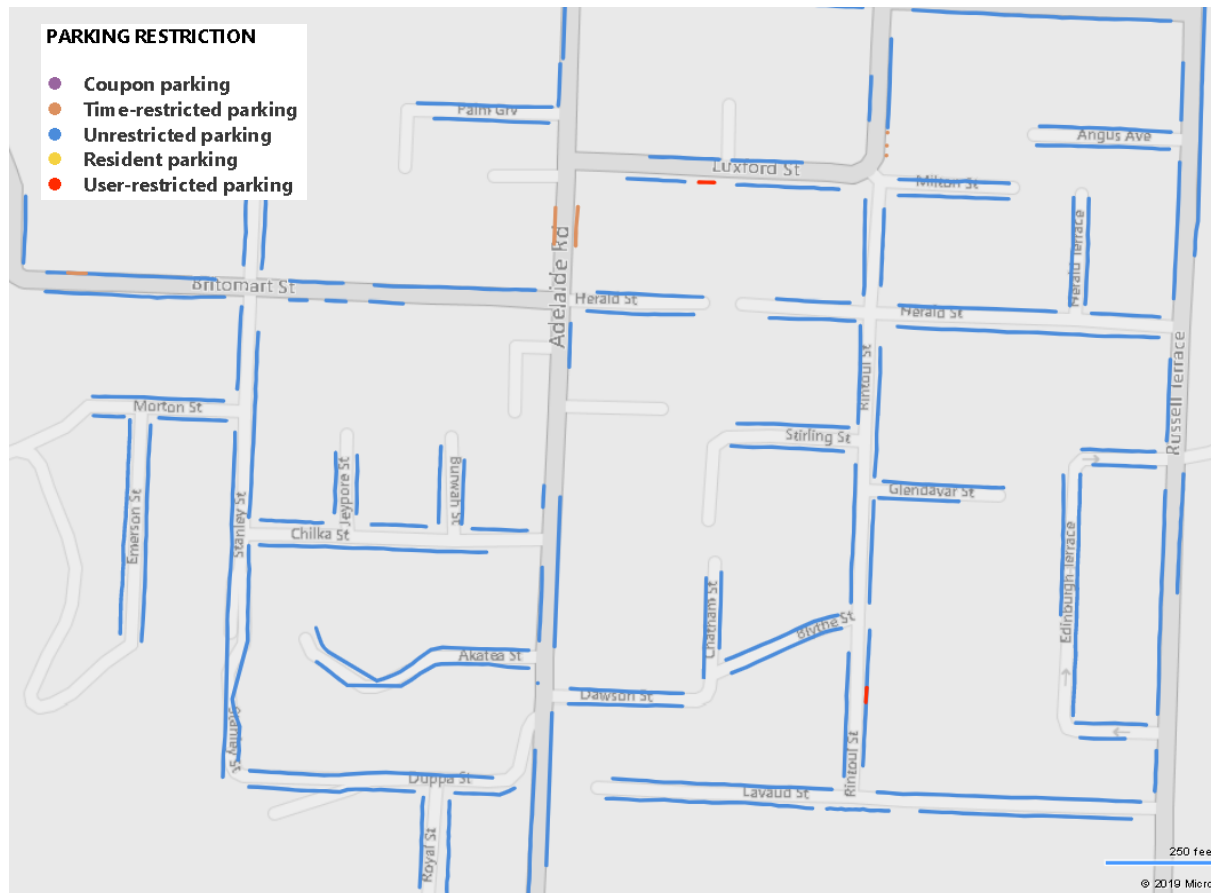


Figure 3-28: Inventory of parking types for Berhampore area

Figure 3-29 to Figure 3-32 below show how the parking occupancy varies by time of day around the Berhampore area in the weekdays.

Roads which are generally highly utilised in all periods include:

- Luxford Street (west end)
- Herald Street (west end)
- Jeypore Street
- Burwah Street
- Dawson Street
- Lavaud Street (north side).

Roads which are generally under-utilised in all periods include:

- Stanley Street (south end)
- Akatea Street
- Duppa Street
- Stirling Street
- Russell Terrace (east side).

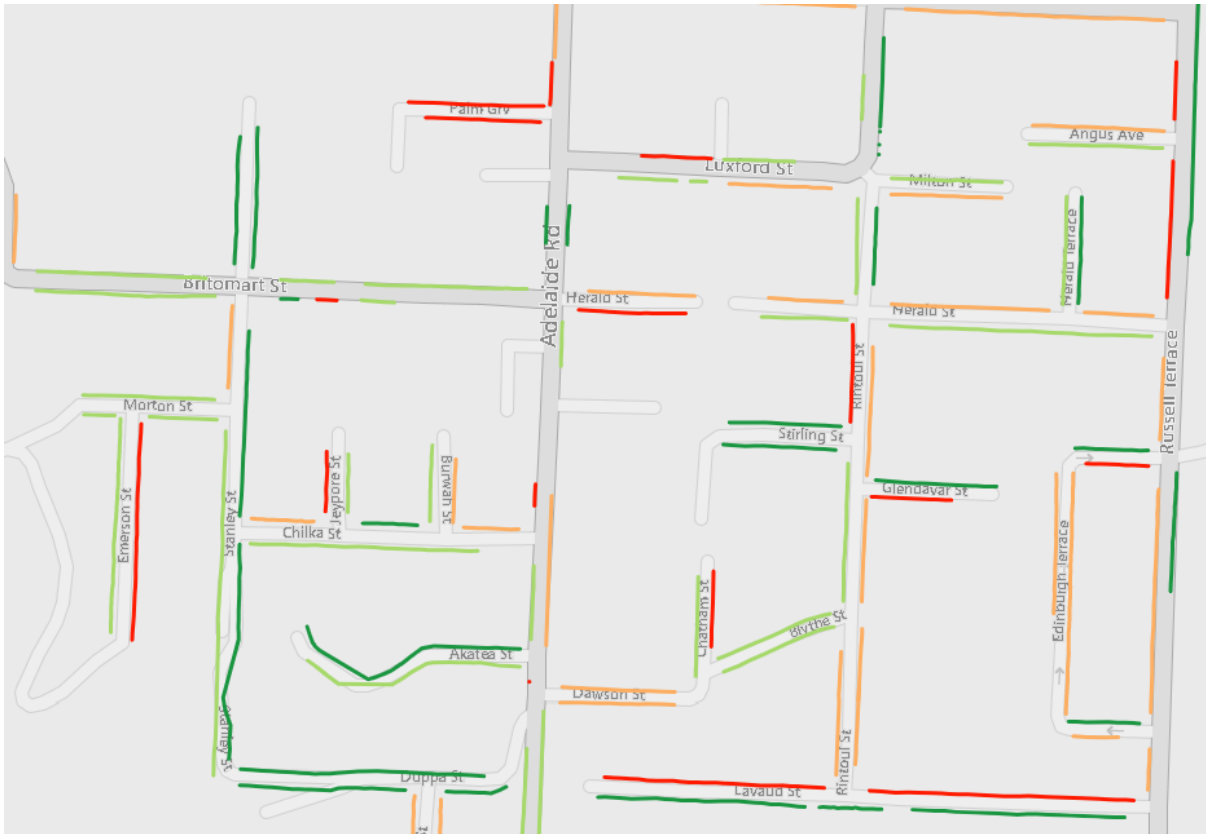


Figure 3-29: Occupancy for Berhampore (weekday 12-4am)

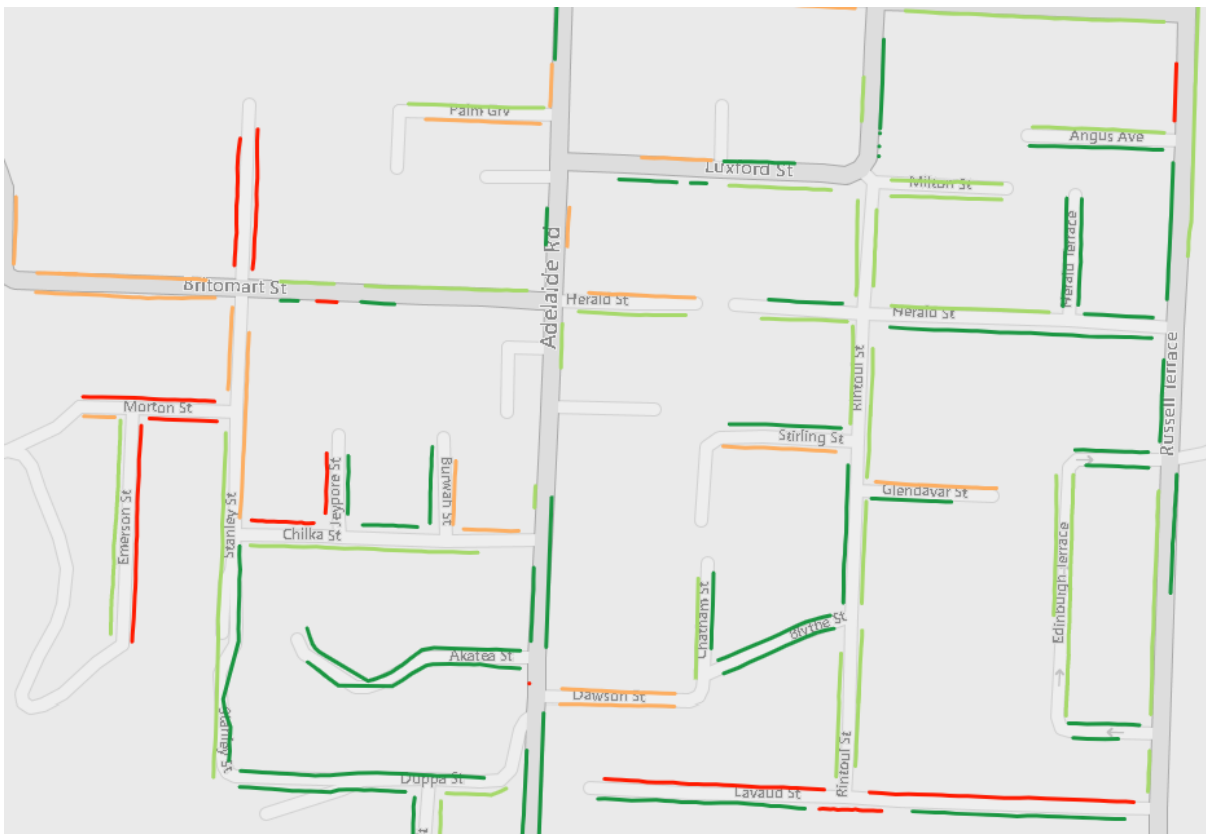


Figure 3-30: Occupancy for Berhampore (weekday 10am)



Figure 3-31: Occupancy for Berhampore (weekday 2pm)



Figure 3-32: Occupancy for Berhampore (weekday 6pm)

Table 3-6 below provides some information on the overall usage on key streets in the Berhampore area. The proportions in the table are the daily users rather than the proportion of parking usage.

Table 3-6: Usage of key streets in Berhampore

Street	Weekday use	Weekend use
Luxford Street	Mainly residents (~69%) with some long-stay and short-stay visitors. Around 85% utilisation for all survey periods.	Mainly residents (~68%) with mainly short-stay visitors. Around 85% utilisation for all survey periods.
Britomart Street	Mainly residents (~49%) with a large proportion of short-stay visitors. Under 85% utilisation for all survey periods.	Mainly residents (~54%) with a large proportion of short-stay visitors. Under 85% utilisation for all survey periods.
Herald Street	Mainly residents (~62%) with short-stay and long-stay visitors. Under 85% utilisation for most survey periods.	Mainly residents (~62%) with mainly short-stay visitors. Under 85% utilisation for all survey periods.
Lavaud Street	Mainly residents (~44%) with an even split of long-stay and short-stay visitors. Around 50% utilisation for all survey periods.	Mainly residents with minimal visitors except for a significant demand for short-stay visitor parking (which makes up ~57% of daily users) between 9am and 11am. Under 50% utilisation for the other weekend periods.
Russell Terrace	Mainly residents (~60%) with some long-stay and short-stay visitors. Under 70% utilisation for all survey periods.	Mainly residents (~71%) with mainly short-stay visitors. Around 50% utilisation for all weekend periods.
Stanley Street	Approximately half residents (~44%) with a relatively even split of long-stay and short-stay visitors. Under 85% utilisation for all survey periods.	Mainly residents (~46%) with mainly short-stay visitors. Around 70% utilisation for all survey periods.

The relatively high proportion of long-stay visitors on Britomart Street, Lavaud Street, Russell Terrace and Stanley Street during the weekday period suggests potential commuter use. A portion of the Stanley Street and Britomart Street commuters are potentially associated with Berhampore School and Vincentian Home on Stanley Street. The demand on Lavaud Street is likely to be associated with Martin Luckie Park given the timeframe (8am-12 noon).

The extreme peak in occupancy (made up of short-stay visitors) on Lavaud Street between 9am and 11am on the weekend is also likely to be associated with Martin Luckie Park.



### 3.4.7 Adelaide Road south

Figure 3-33 shows the majority of parks in the Adelaide Road south area are unrestricted.

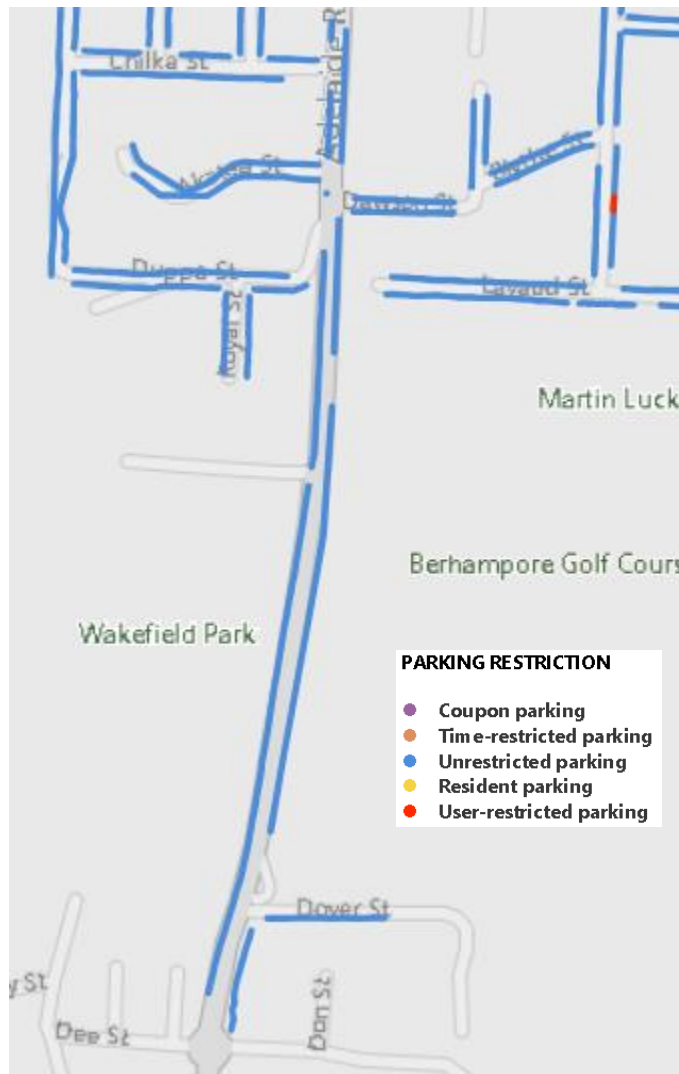


Figure 3-33: Inventory of parking types for Adelaide Road south

This section of Adelaide Road is generally under-utilised (with less than 50% occupancy for most survey periods – as shown in Figure 3-34 below left). The only time that occupancy exceeded 85% was in the afternoon on the weekend (below right) and this is likely to be linked to recreation and sports at Wakefield Park and Berhampore golf course.

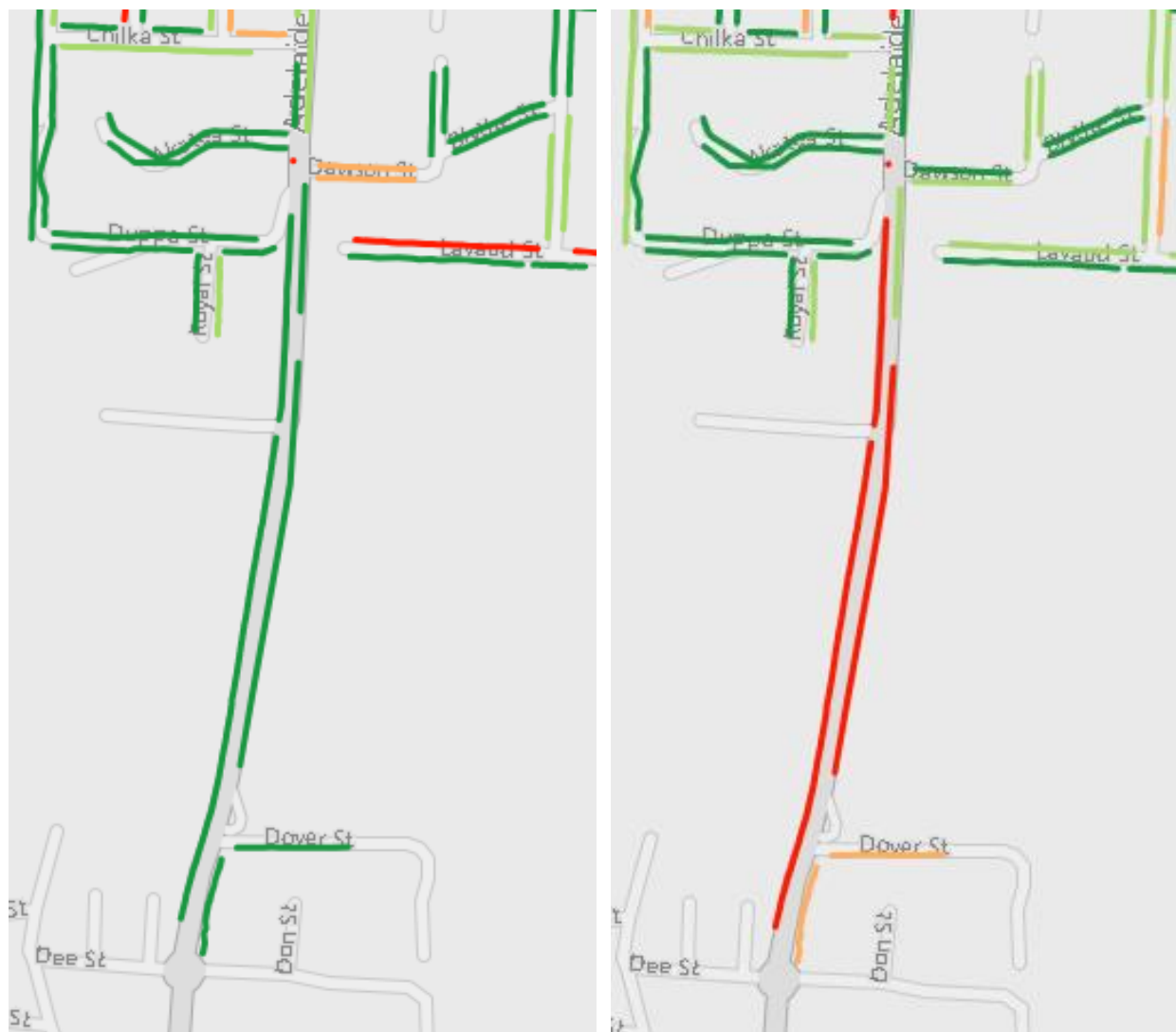


Figure 3-34: Occupancy for Adelaide Road south from left to right (4pm weekday and weekend)

## 3.5 Town Centre Parking Areas

### 3.5.1 Duration

Figure 3-35 below shows the distribution of vehicles parking in the Newtown town centre (Riddiford Street and parts of Mein Street and Constable Street). The distribution shows that 80% of vehicles stay two hours or less and 30-40% of vehicles stay 30 minutes or less.

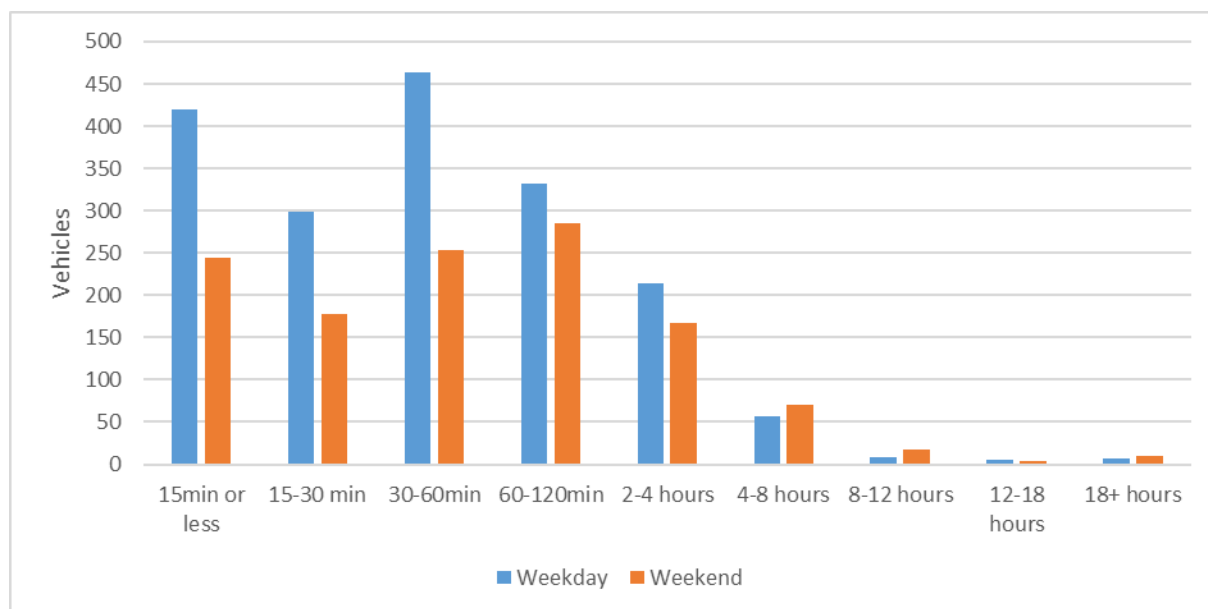


Figure 3-35: Distribution of parked vehicles by stay duration (Newtown town centre)

Figure 3-36 below shows the distribution of vehicles parking in the Berhampore town centre (Palm Grove and parts of Adelaide Road, Luxford Street, Herald Street and Britomart Street). Around 40% of vehicles stay two hours or less and around 20% of vehicles stay 30 minutes or less.

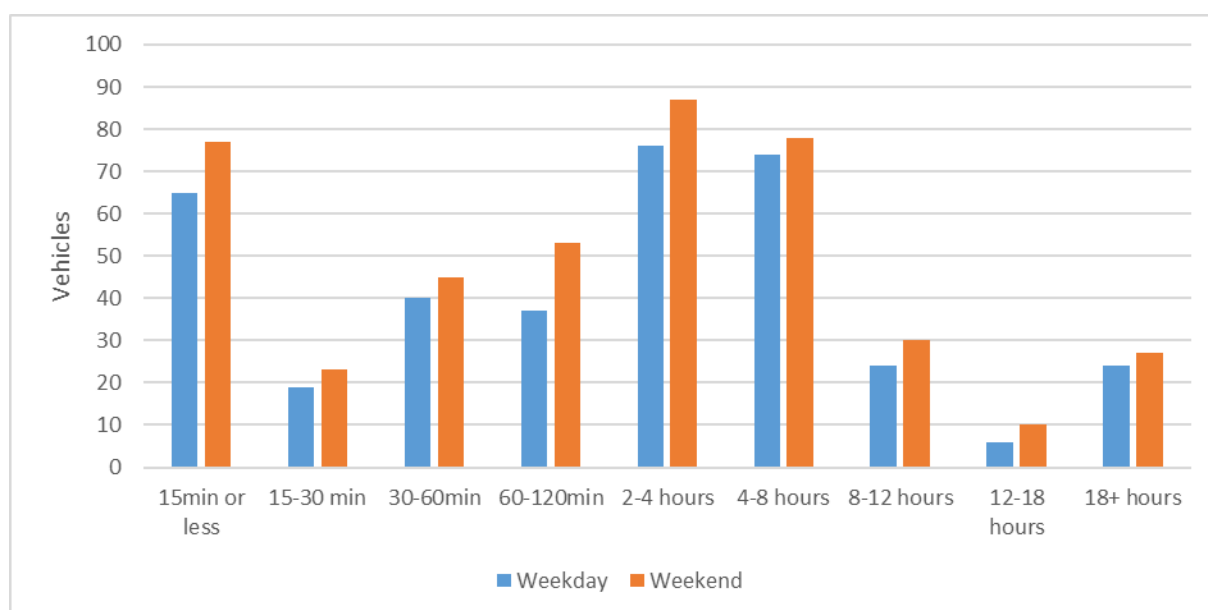


Figure 3-36: Distribution of parked vehicles by stay duration (Berhampore town centre)

The distribution shows that a greater proportion of vehicles generally stay longer in the Berhampore town centre compared to Newtown town centre.

### 3.5.2 Occupancy

Figure 3-37 to Figure 3-42 show the overall occupancy between 8am and 6pm in the different areas. The Newtown town centre area has been broken up into several sections.

The graphs show that generally occupancy is less than the 85% target except for Mein Street and Riddiford Street north of Mein Street. Generally weekday and weekend occupancy patterns are similar except for Riddiford Street north of Mein Street where demand is generally higher in the weekdays.

#### Riddiford Street – north of Mein Street

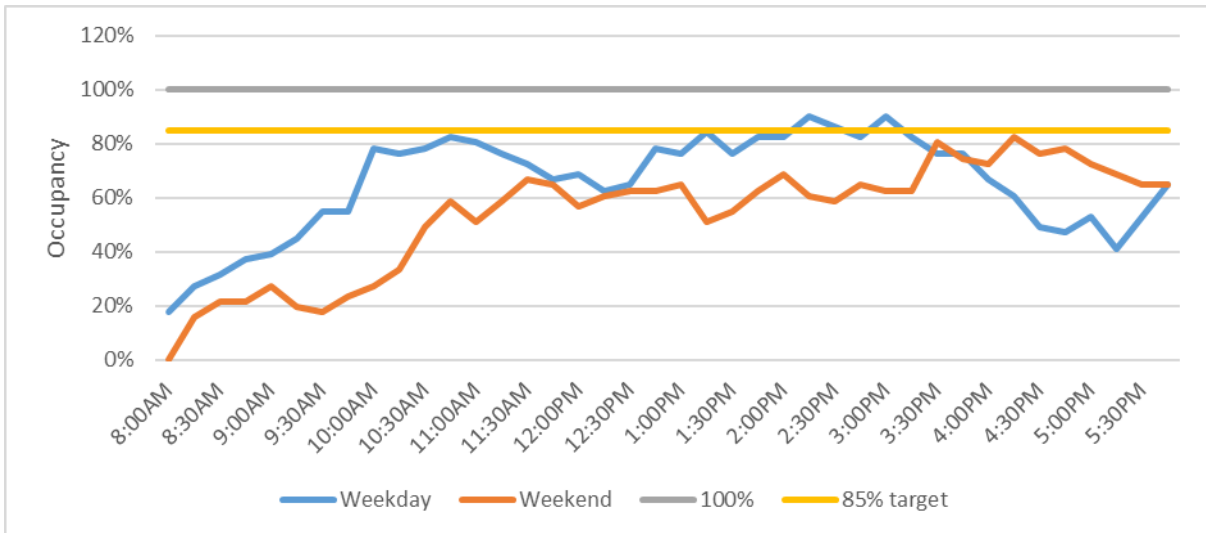


Figure 3-37: Occupancy by time of day (Riddiford Street – north of Mein Street)

#### Mein Street

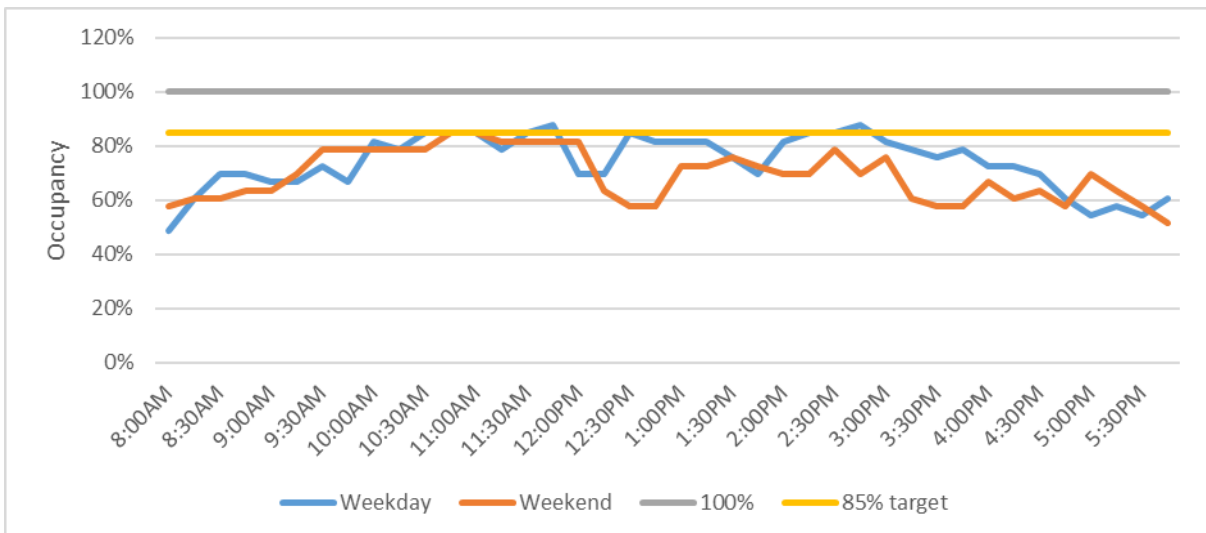


Figure 3-38: Occupancy by time of day (Mein Street)

### Riddiford Street – Mein Street to Constable Street (east side only)

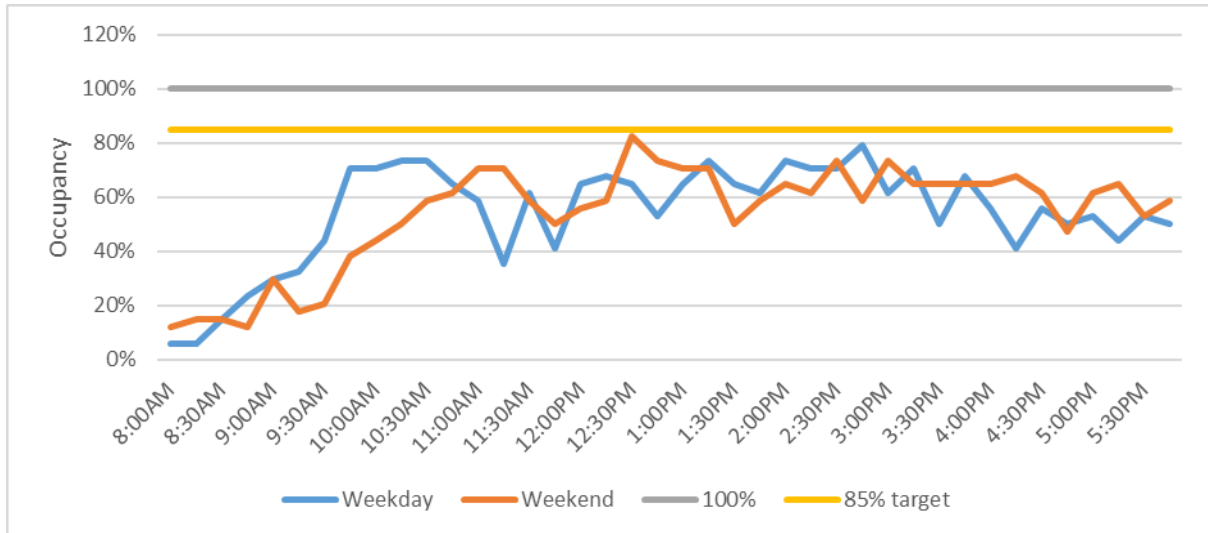


Figure 3-39: Occupancy by time of day (Riddiford Street – Mein Street to Constable Street)

### Constable Street

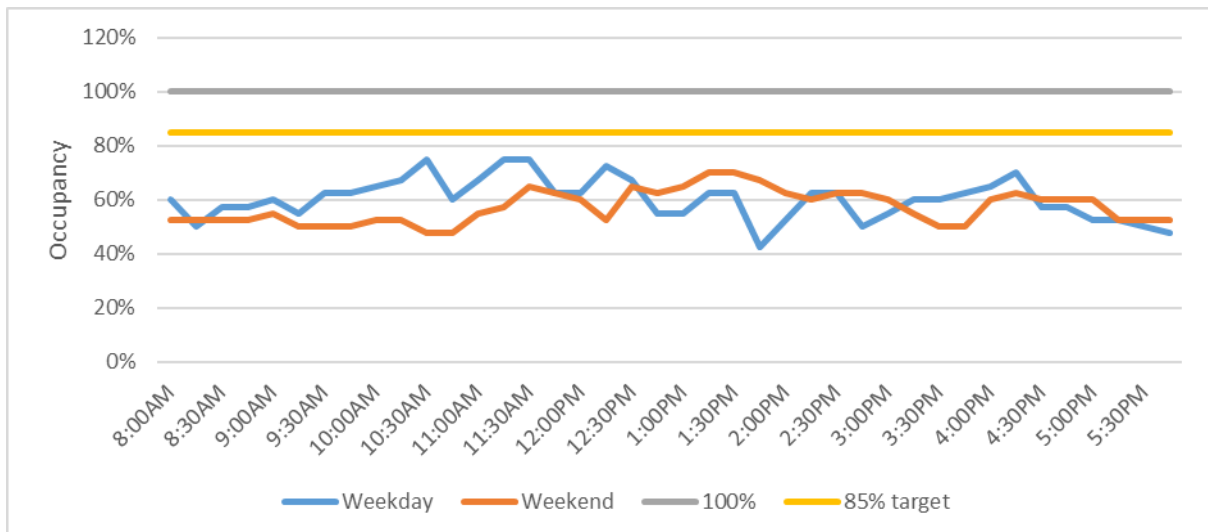


Figure 3-40: Occupancy by time of day (Constable Street)

# Riddiford Street – south of Constable Street (east side) and south of Mein Street (west side)

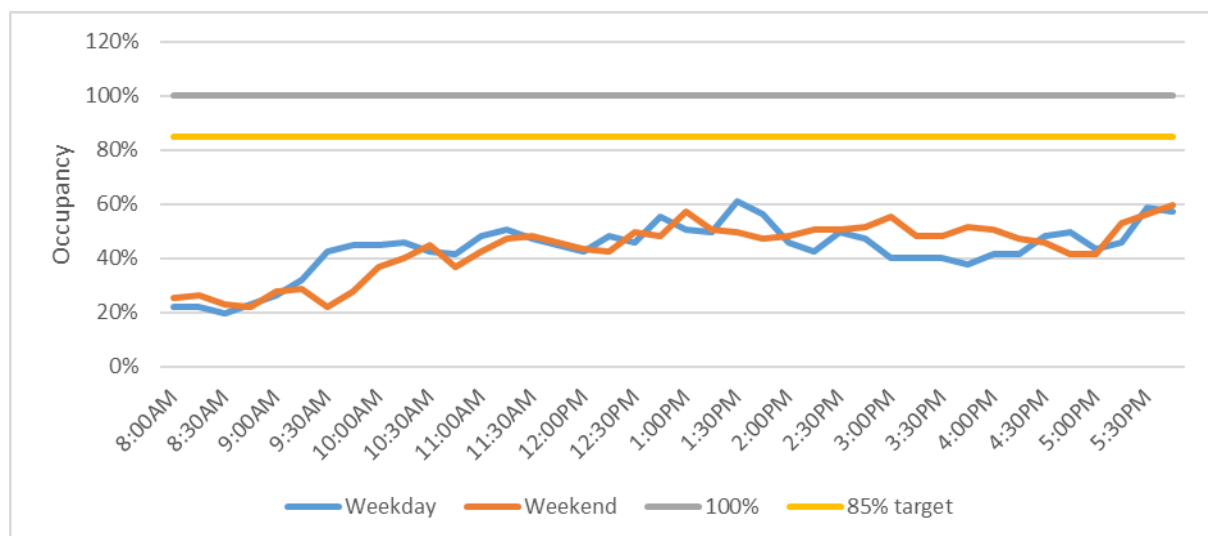


Figure 3-41: Occupancy by time of day (Riddiford Street – south of Constable Street (east side) and south of Mein Street (west side))

## Berhampore

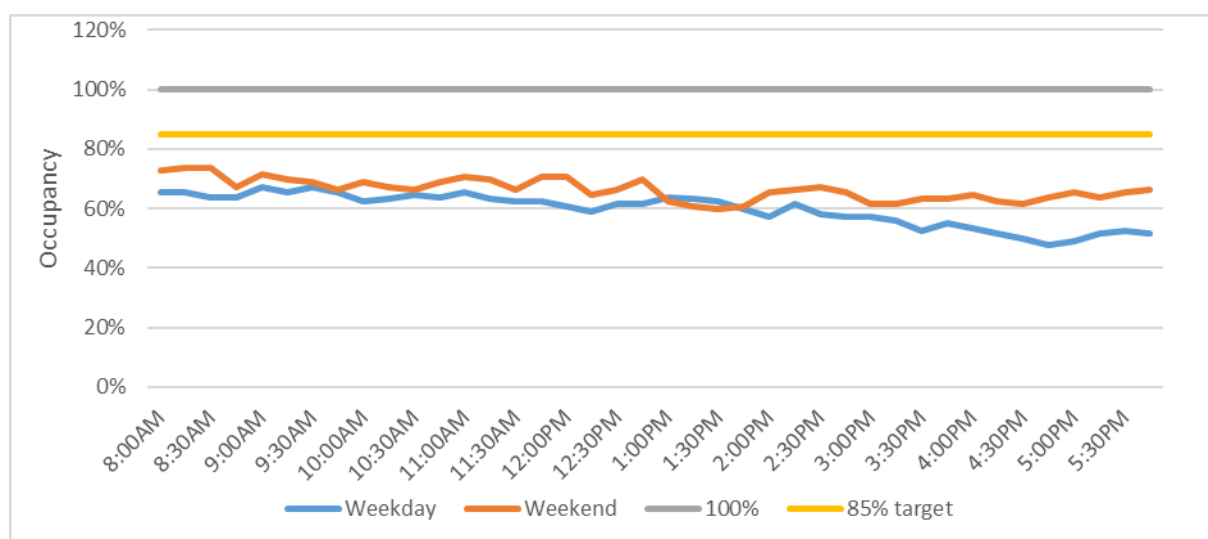


Figure 3-42: Occupancy by time of day (Berhampore)



