Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Parking Management Plan

Evans Bay Parade Stage 2 (Greta Point to Cobham Drive)

Contents

Introduction

This is a Parking Management Plan (PMP) for stage 2 (NIWA to Cobham Drive) of the Evans Bay Parade project. The wider project starts at the eastern end of Oriental Bay (near the Carlton Gore Road intersection) and finishes at the Cobham Drive intersection where it connects with the recently completed Cobham Drive bike and foot paths. The project has been split into two stages. Both are part of creating Tahitai, an improved walking and biking route between the Miramar cutting and the city. This PMP considers the section between Greta Point (north of NIWA) and the Cobham Drive intersection, which is 1.7 kilometres long. In keeping with improvements already complete and happening in other places around the bays, the new bike path in this area will be bidirectional on the eastern, or harbour side, of the road.

Figure 1: Evans Bay Stage 2 (Greta Point to Cobham Drive) whole route

The Design Report[1], published in November 2017, explains how a two-way bike path on the harbour side of Evans Bay Parade was chosen as the best option. This was approved by Wellington City Council's Strategy and Policy Committee in March 2018[2]. More information on the alignment and design of the path can be found in the overall Design Report or the Supplementary Design Report.

To achieve a high quality and safe route for everyone moving through this area, we need to use the road space in a different way. In narrow areas, this will mean less, or very little, space for on-street parking. Reducing on-street parking provides:

- space for a two-way bike path and dedicated footpath separated from motor vehicle traffic
- appropriate bus stop entry and exit tapers to allow buses to efficiently use bus stops without blocking vehicle movement on the road
- safe visibility entering and exiting driveways
- space for heavy vehicles and buses to travel in both directions without having to cross the centre line.

The reallocation of road space will make things safer and create more space for people. However, the proposed changes will affect some people, particularly residents without off-street parking and people who drive to venues such as the Yacht Club, Sea Scouts hall and Hataitai Beach. This plan provides more information about existing parking use in the area and proposed parking changes.

There are approximately 292 available car parking spaces[3] along Evans Bay Parade between NIWA and Cobham Drive. To improve the area and more fairly balance the needs of people who walk, bike, drive, and use the area in different ways, we propose to reduce the amount of parking by approximately 131 spaces, reducing overall supply by 45 percent. Parking removal is not evenly spread, with most of the parking loss occurring in the tightest section from Hataitai Beach to the public boat ramp on both sides of the road.

There will be a slight increase in parking through Greta Point and around Cog Park. We also propose to make some changes to parking restrictions, including providing more short-term spaces for goods and services vehicles, and drop-offs and pick-ups, which will improve visitor access to business and recreation facilities.

Parking Policy

Wellington City Council's Parking Policy[4] was approved by Councillors in August 2020. The policy sets the objectives and principles for the management of Council-controlled off-street and on-street parking and considers how parking management can support achieving the city's climate change goals and vision for a more sustainable city. It has guided our decision-making on managing parking along Evans Bay Parade between NIWA and Cobham Drive.

[1] https://www.transportprojects.org.nz/assets/Modules/DocumentGrid/EVANS-BAY-Design-Report-DRAFT-Rev-4-p1-compressed.pdf

[2] https://wellington.govt.nz/~/media/your-council/meetings/committees/city-strategy-committee/2018/03/08/cit_20180308_min_3159.pdf

[3] This was measured by dividing the available kerb-side space for parking by six metres, which is the standard length for a marked car parking space.

[4] https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy

Evans Bay Parade is an arterial road (a key transport route). The Parking Policy states that the safe movement of people, goods and vehicles is of highest importance along key transport routes. This includes the movement of people walking, cycling, public transport and general traffic (including freight). Table 1 outlines the benefits of reducing car parking availability for all road users.

Table 1: Benefits of reallocation of road space to different users

Mode	Benefits of removing parking
Walking	Extra space available for bike path, reducing shared path conflict with people on bikes and e-scooters.
Cycling and other micromobility such as e-scooters	Extra space available for bike path, reducing shared path conflict with pedestrians, and on-road conflict with vehicles. Encourages more people to ride more often
Public transport	Makes driving through easier and safer Improves visibility Reduces the likelihood of buses needing to cross the centre line Easier access to and from bus stops Improves reliability
General traffic and freight	Makes driving through easier and safer particularly for buses and trucks Improves visibility Reduces the likelihood of vehicles crossing the centre line

Current parking supply and demand

On-street parking occupancy

An on-street parking occupancy survey was undertaken along Evans Bay Parade in December 2020. For full results, please see the report in Appendix A. Parking occupancy and duration was measured along 20 zones, including two sides streets: Belvedere Road and Rata Road. Table 2 describes each of the zones surveyed.

Table 2: Parking zones for occupancy survey[5]

Zone	Site	Side of road	Area	Type	Available spaces
1	Greta Point east side (outside NIWA)	East	Greta Point	Unrestricted	About 19 (unmarked)
2	Greta Point east side (outside apartment complex)	East	Greta Point	Unrestricted	About 12 (unmarked)
3	Greta Point east side (outside Marrakech)	East	Greta Point	P120, 8am-6pm Mon-Fri	About 5 (unmarked)
4	Greta Point east side (opposite Greta Point Café)	East	Greta Point	Unrestricted	About 5 (unmarked)
5	Greta Point east side (opposite Greta Point Café)	East	Greta Point	P120 (no hours specified)	About 6 (unmarked)
6	Cog Park east side	East	Cog Park	Unrestricted	18
7	Cog Park mobility park	East	Cog Park	Unrestricted	1
8	Hataitai Beach east side (up to bus stop 6549)	East	Hataitai Beach	Unrestricted	About 18 (unmarked)
9	Boat sheds east side (between bus stop 6549 and Yacht Club boundary)	East	Boat sheds	Unrestricted	About 28 (unmarked)
10	Marina east side (between Yacht Club boundary and Cobham Drive)	East	Yacht club / boat ramp / marina	Unrestricted	About 78 (unmarked)
11	Opposite marina west side (between Cobham Drive and Belvedere Road)	West	Yacht club / boat ramp / marina	Unrestricted	About 54 (unmarked)
12	Opposite boat sheds west side (between Belvedere Road and bus stop 7549)	West	Boat sheds	Unrestricted	About 9 (unmarked)
13	Opposite Hataitai Beach west side (between bus stop 7549 and Rata Road)	West	Hataitai Beach	Unrestricted	About 10 (unmarked)

[5] Note where parking is unmarked, numbers are approximate based on average car park length of six metres

14	Greta Point Café loading zone	West	Greta Point	P10 for authorised vehicles only	1
15	Greta Point Café west side	West	Greta Point	P60 (no hours specified)	About 3 (unmarked)
16	Greta Point west side (between bus stop 7547 and 312 Evans Bay Parade)	West	Greta Point	Unrestricted	14
17	Greta Point west side (between 312 Evans Bay Parade bus stop 7546)	West	Greta Point	P5 during daycare pick-up/drop-off times (Monday-Friday, 7-9am, 4-6pm)	8
18	Great Point west side (outside High Five)	West	Greta Point	P5 during daycare pick-up/drop-off times (Monday-Friday, 7-9am, 4-6pm)	3
19	Rata Road (between Evans Bay Parade and Rewa Road)			Unrestricted	About 3 spaces
20	Belvedere Road (between Evans Bay Parade and 30 Belvedere Road)			Unrestricted	About 8 spaces

The map below indicates current parking restrictions through Greta Point. All other parking along Evans Bay Parade has no time restriction.

Map 1: Existing Greta Point parking restrictions

The maps below (maps 2 and 3) indicates the weekday and weekend parking occupancy of each of the parking zones, as well as the first 200m or so of side roads, Rata Road and Belvedere Road.

Map 2: Parking occupancy survey maps - weekday average

Map 3: Parking occupancy survey - weekend average

Parking occupancy is highest through Greta Point during weekdays and weekend days, often over 80 percent. Parking occupancy is lowest at the southern end adjacent to the Yacht Club, boat ramp, and marina; averaging below 60 percent on both weekday and weekend days.

Off-street parking

Off-street parking is available at several sites along the eastern side of Evans Bay Parade. This is described in Table 3 below.

Table 3: Off-street parking provision on Evans Bay Parade

Off-street parking site	Parking provided for
NIWA	Staff and visitors (availability will be limited during NIWA redevelopment)
Greta Point Apartments	Residents and visitors
Cadet Centre	Cadet Centre members, key access required to lower bollard
Yacht Club	Members and visitors
Public boat ramp	Boating visitors, with some set aside for Volunteer Coastguard
Marina	Marina tenants and freedom campers

An occupancy survey of the public boat ramp and marina car park was undertaken in March/April 2021. This survey indicated mostly low occupancy (less than 50%) on non-event days. Occupancy was high on event days, with the boat ramp getting up to 85% occupancy. For other results, please see Appendix B.

Apart from the Te Aro Pā townhouses, there are five properties without off-street parking on the NIWA to Cobham Drive section of Evans Bay Parade, according to Council records. These properties will have on-street parking available within 50 metres of their property post-construction. Initially, we propose that there will be no restrictions placed on remaining on-street parking south of the boat sheds, including no residents' parking schemes or similar. Depending on community feedback following public consultation, we may consider an intervention that provides more priority for residents and their visitors, prioritising those without off-street parking. Any future proposal will be considered in the context of the Council's Parking Policy.

Proposed changes to parking supply and restrictions

Parking areas

We propose a net loss of approximately 131 on-street parking spaces between NIWA and Cobham Drive, reducing overall supply by 45 percent. On-street parking removal is not evenly spread, with most of the parking loss occurring from Hataitai Beach to the boat ramp on both sides of the road. There is a slight gain in available parking spaces through Greta Point and around Cog Park, where parking demand is highest. Table 4 summarises the changes in each parking area.

Table 4: On-street parking proposed change by area

Area	Before	After	Difference	Percentage difference
Greta Point	About 76	About 83	About 7 more	About 9% more
Cog Park	19	21	2 more	11% more
Hataitai Beach	About 28	0	About 28 fewer	100% less
Boat sheds	About 37	About 7	About 30 fewer	81% less
Adjacent to Yacht club / boat ramp / marina	About 132	About 50	About 82 fewer	62% less
Total	**About 292**	**About 161**	**About 131 fewer**	**45% less**

Greta Point – Zones 1-5 and 14-18 in Parking Occupancy Survey

The project designs result in a higher number of available on-street parking spaces through Greta Point, due to:

- the proposed removal of a pair of bus stops (7547 and 6547)
- the proposed removal of the bike refuge island at the northern end (which only existed to help people on bikes transition from the shared path to the road and will no longer be required).

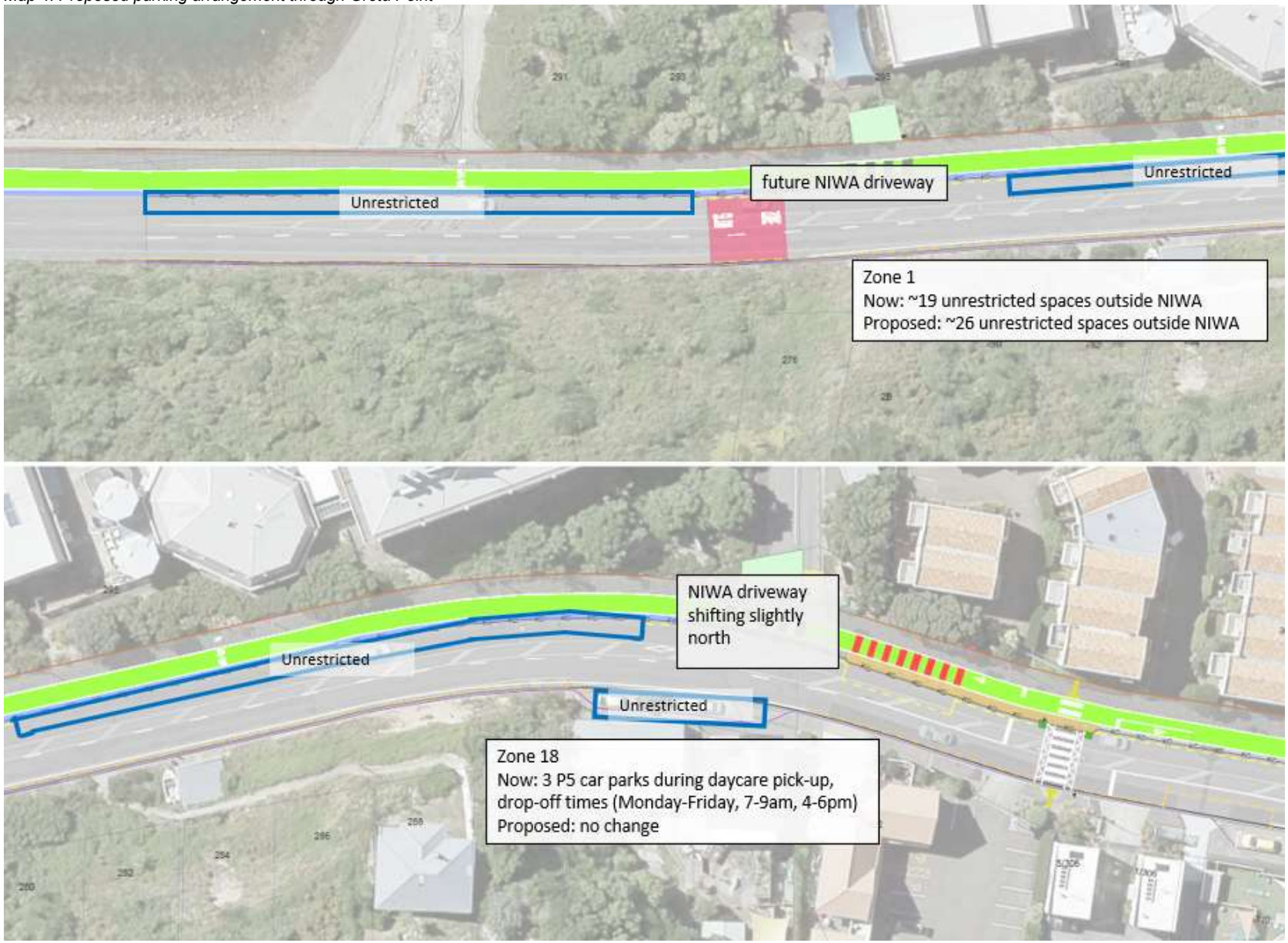
There will be approximately seven extra on-street parking spaces through Greta Point. These will be in Zones 1, 4 and 16. Some zones through Greta Point will however see a small decrease in available on-street parking spaces. This is due to:

- the installation of a raised zebra crossing to allow people to get across the road easily and safely near the Greta Point Café

- a new NIWA driveway planned as part of the planned site redevelopment
- spaces removed to allow for improved visibility for foot and bike path users, and people entering and exiting driveways.

We propose making some changes to parking restrictions in the area to better manage parking availability in line with results from the parking occupancy survey and with feedback we received during discussions with businesses in the area. This includes replacing all P120 restrictions with P90 restrictions. This encourages higher turnover and provides a more consistent approach. This is illustrated in the maps and table below.

Map 4: Proposed parking arrangement through Greta Point



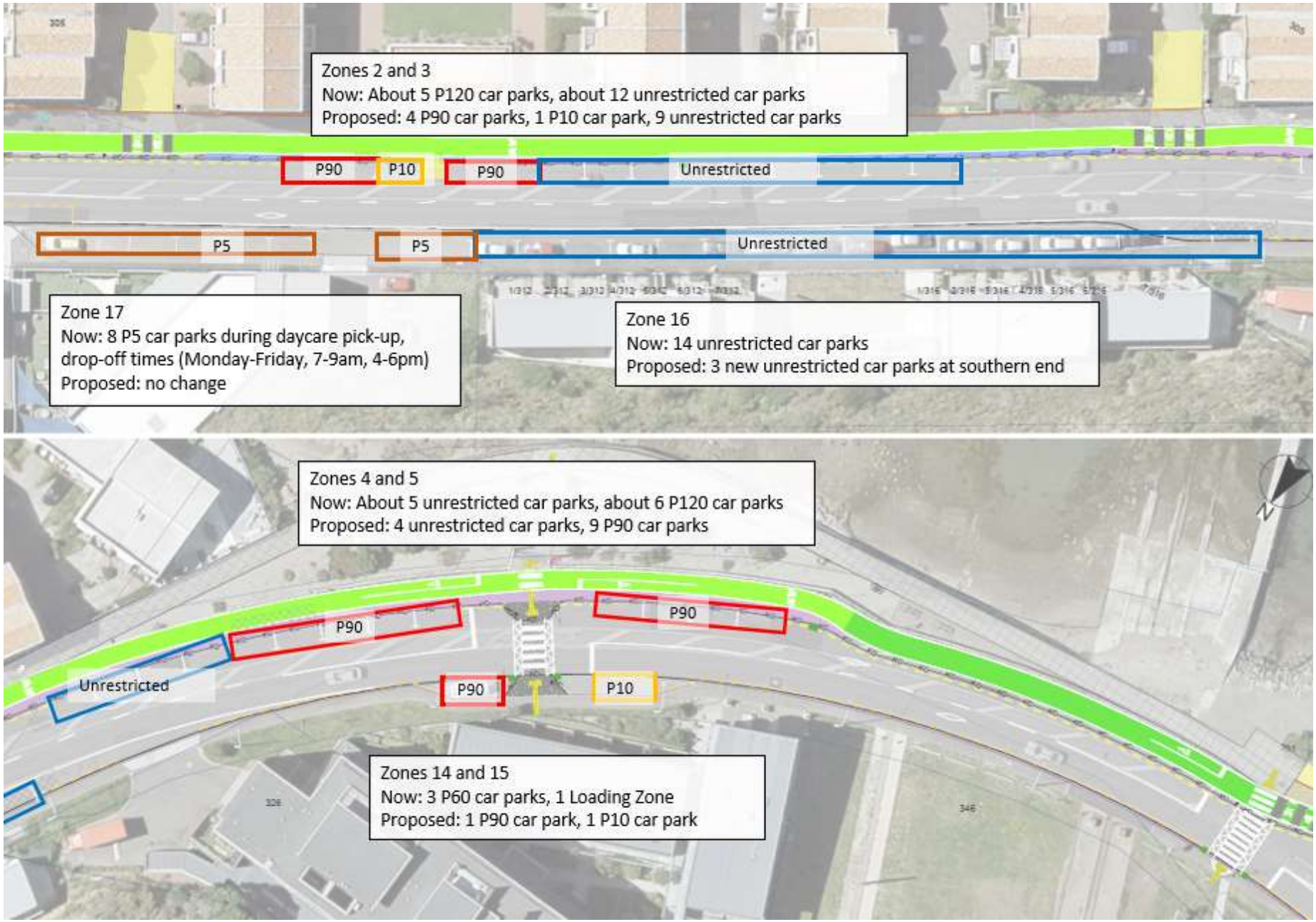

Zones 2 and 3
Now: About 5 P120 car parks, about 12 unrestricted car parks
Proposed: 4 P90 car parks, 1 P10 car park, 9 unrestricted car parks
P90
P10
P90
Unrestricted
P5
P5
Unrestricted
Zone 17
Now: 8 P5 car parks during daycare pick-up, drop-off times (Monday-Friday, 7-9am, 4-6pm)
Proposed: no change
Zone 16
Now: 14 unrestricted car parks
Proposed: 3 new unrestricted car parks at southern end
Zones 4 and 5
Now: About 5 unrestricted car parks, about 6 P120 car parks
Proposed: 4 unrestricted car parks, 9 P90 car parks
P90
P90
Unrestricted
P90
P10
Zones 14 and 15
Now: 3 P60 car parks, 1 Loading Zone
Proposed: 1 P90 car park, 1 P10 car park

Table 5: Great Point - proposed changes to parking

Zone	Site	Side of road	Existing type	Available spaces	Proposed	Reason for change	Before	After	Difference	How to mitigate loss
1	Greta Point east side (outside NIWA)	East	Unrestricted	About 19 (unmarked)	Extend past Greta Point lookout, but accounting for new NIWA driveway, overall increase to about 26 unrestricted, unmarked spaces.	With new bike path, cycle/pedestrian refuge no longer required, freeing up some space.	19	26	7	NA
2	Greta Point east side (outside apartment complex)	East	Unrestricted	About 12 (unmarked)	Nine unrestricted, marked spaces.	Improved visibility at driveways and requirement to avoid fire hydrant. Marked spaces easier to park in a busy area.	12	9	-3	Overall increase in area
3	Greta Point east side (outside Marrakech)	East	P120, 8am-6pm Mon-Fri	About 5 (unmarked)	Four P90 spaces (with standard hours of Mon-Sun 8am-6pm) One P10 space	Loading zone for deliveries and collecting takeaways. Remove hours so that P90 can apply at weekends as well to encourage greater turn over.	5	5	0	NA
4	Greta Point east side (opposite Greta Point Café)	East	Unrestricted	About 5 (unmarked)	Four unrestricted, marked spaces Five marked P90 spaces	New spaces available due to bus stop removal. New P90 spaces to make up for spaces removed on the	5	9	4	NA

Zone	Site	Side of road	Existing type	Available spaces	Proposed	Reason for change	Before	After	Difference	How to mitigate loss
						western side to allow for new crossing. Marking spaces makes parallel parking easier through busy area.				
5	Greta Point east side (opposite Greta Point Café)	East	P120 (no hours specified)	About 6 (unmarked)	Four P90 spaces, marked	Reduction due to spaces removed to allow for raised pedestrian crossing. Marking spaces makes parallel parking easier through busy area.	6	4	-2	Overall increase in area
14	Greta Point Café loading zone	West	P10 for authorised vehicles only	1	P10	Allow pick-up and drop-off by public	1	1	0	NA
15	Greta Point Café west side	West	P60 (no hours specified)	About 3 (unmarked)	One P90 space	Removal of 2 spaces to allow for raised pedestrian crossing, which replaces existing pedestrian refuge. P90 to be consistent with rest of the area.	3	1	-2	Overall increase in area. Provision of pedestrian crossing makes it easier for people to cross to other side.
16	Greta Point west side (between bus stop 7547 and	West	Unrestricted	14	No change to existing unrestricted spaces. Three new	Space for extra 3 spaces due to removal of bus stop	14	17	3	NA

Zone	Site	Side of road	Existing type	Available spaces	Proposed	Reason for change	Before	After	Difference	How to mitigate loss
	312 Evans Bay Parade)				unrestricted, marked spaces.					
17	Greta Point west side (between 312 Evans Bay Parade bus stop 7546)	West	P5 Monday-Friday, 7-9am, 4-6pm	8	No change	NA	8	8	0	NA
18	Great Point west side (outside High Five)	West	P5 Monday-Friday, 7-9am, 4-6pm	3	No change	NA	3	3	0	NA
Total							**76**	**83**	**7**	

Cog Park – Zones 6-7

There are currently 18 unrestricted, marked parking spaces, and one mobility parking space around the perimeter of Cog Park. Occupancy is highest at the weekend when it exceeds 85%.

We propose two extra parking spaces adjacent to Cog Park, one of which is proposed to be a P10 for pick-up/drop-off and for maintenance vehicles servicing the Hataitai Beach toilets and changing rooms.

We also propose introducing a P180 parking restriction to the Cog Park spaces to improve visitor access to the park, particularly at peak times. P180 is a time limit consistent with other recreation facilities. It is also consistent with the average duration of stay during both weekdays and weekend days (about 2.5 hours). Demand for parking here is expected to increase with the proposed removal of parking adjacent to Hataitai Beach.

Proposed changes are illustrated in the map and table below.

Map 5: Proposed parking arrangement around Cog Park

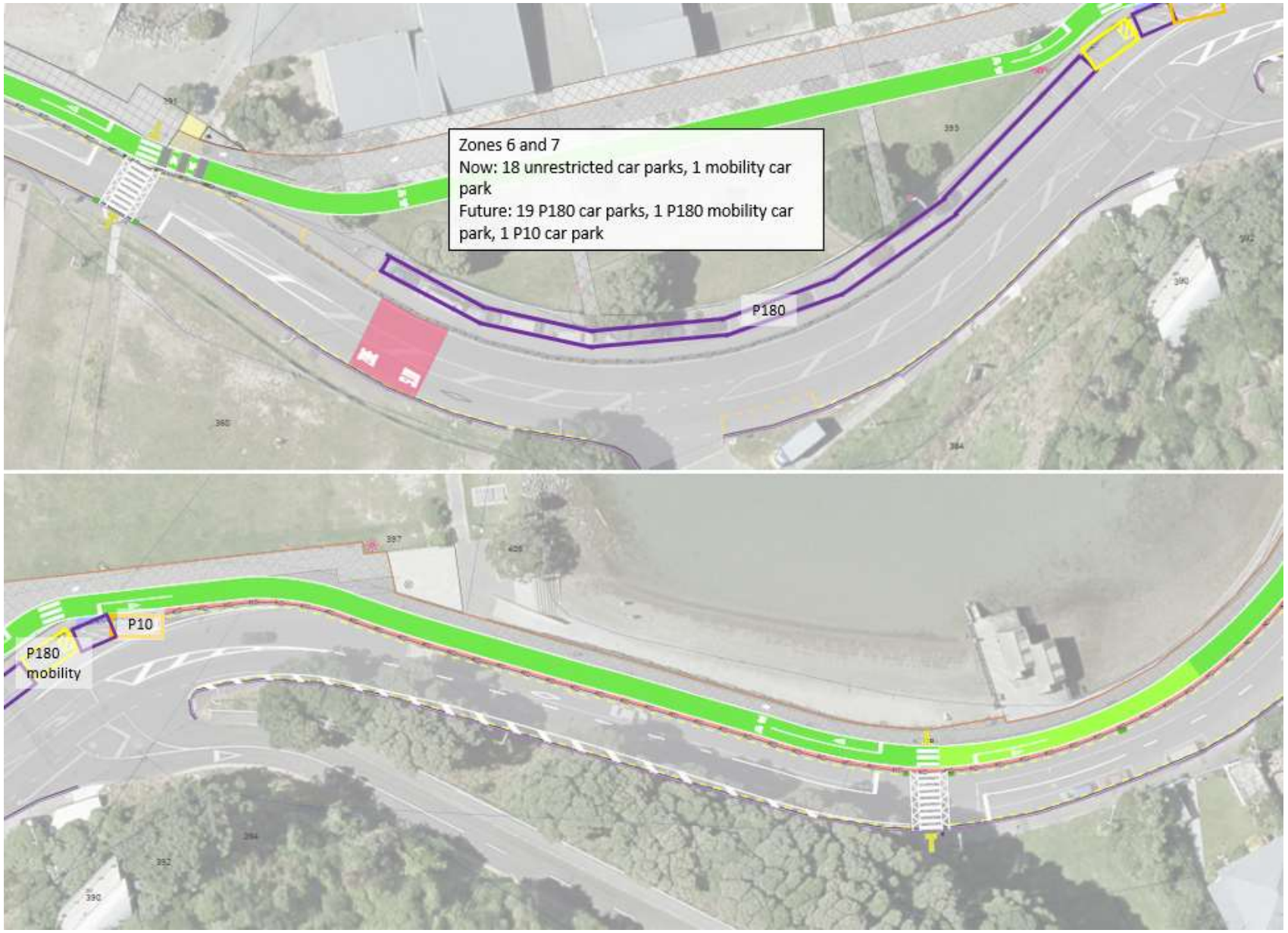


Table 6: Cog Park - proposed changes to parking

Zone	Site	Side of road	Existing type	Available spaces	Proposed	Reason for change	Before	After	Difference	How to mitigate loss
6	Cog Park east side	East	Unrestricted	18	19 P180 One P10 for maintenance vehicles and pick-up/drop-off	P180 restriction introduced to increase turnover in busy recreational area. P180 reflects current parking duration (2.5 hours). P10 for maintenance of Hataitai Beach toilets and changing rooms about 125m walk away), as well as pick-up/drop-off at park or beach.	18	20	2	NA
7	Cog Park mobility park	East	Unrestricted	1	No change	NA	1	1	0	NA
Total							**19**	**21**	**2**	

Hataitai Beach – Zones 8 and 13

Currently, there are approximately 28 on-street parking spaces adjacent to Hataitai Beach on both sides of the road. This includes the ambiguously marked space on the west side of the road between the zebra crossing and Rata Road. There is currently hatched marking, but there are no broken yellow lines. From the Parking Occupancy Survey, we know that it is occupied on busy days, but rarely otherwise.

To accommodate a 2m footpath, a 3m bike path, and to allow safe vehicle tracking, we propose that all the current on-street parking be removed. This is the narrowest section of the route. There is relatively little demand for parking here most of the time. However, on sunny, warm days, the beach is popular, resulting in high demand for parking. Implementing P180 parking restrictions at Cog Park will help turnover for access to the beach on those high-demand days. The provision of a high-quality walking and cycling route and bike parking will provide more visitors with the choice to get to the beach by active transport modes.

Proposed changes are illustrated in the map and table below.

Map 6: Proposed parking arrangement for Hataitai Beach

Table 7: Hataitai Beach - proposed changes to parking

Zone	Site	Side of road	Existing type	Available spaces	Proposed	Reason for change	Before	After	Difference	How to mitigate loss
8	Hataitai Beach east side (up to bus stop 6549)	East	Unrestricted	About 18 (unmarked)	All parking removed.	Space required for separated bike and footpath, and to enable vehicles to travel through here without crossing the centre line.	18	0	-18	Cog Park parking restrictions. Provision of good quality bike path and bike parking.

13	Opposite Hataitai Beach west side (b/w bus stop 7549 and Rata Road)	West	Unrestricted	About 10 (unmarked)	All parking removed.	Space required for separated bike and footpath and to enable vehicles to travel through here without crossing the centre line.	10	0	-10	Cog Park parking restrictions. Provision of good quality bike path and bike parking.
Total							**28**	**0**	**-28**	

Adjacent to boat sheds – Zones 9 and 12

Currently, there are approximately 37 on-street parking spaces adjacent to the boat sheds on either side of the road. As well as serving the boat shed owners (including the Sea Scouts), these are also used by nearby residents. It's proposed approximately 7 spaces will be available following project completion. This is to provide:

- a 2m footpath and 3m bike path
- enough visibility for vehicles entering and exiting driveways on the western side of the road
- enough space for large vehicles to travel through here with reduced need to cross the centre line.

We propose to convert two of the remaining spaces to a P10 time restriction. This is so the Sea Scouts and the boat shed owners can pick up and/or drop off people and equipment.

Proposed changes are illustrated in the map and table below.

Map 7: Proposed parking arrangement adjacent to boat sheds

Table 8: Boat sheds - proposed changes to parking

Zone	Site	Side of road	Existing type	Available spaces	Proposed	Reason for change	Before	After	Difference	How to mitigate loss
9	Boat sheds east side (between the bus stop 6549 and Yacht Club boundary)	East	Unrestricted	About 28 (unmarked)	One P10 loading zone with space for about two vehicles About 5 provisionally unrestricted, unmarked spaces. Depending on consultation feedback, we may propose some resident-exempt parking restrictions.	Space required for separated bike and footpath, and to enable vehicles to travel through here without crossing the centre line. P10 to assist Sea Scouts and boat shed owners with equipment and people pick-up/drop-off.	28	7	-21	Provision of P10 space to assist with pick-up /drop-off of people and/or equipment. Depending on consultation feedback, we may propose some resident-exempt parking restrictions.
12	Opposite boat sheds west side (between Belvedere Road and bus stop 7549)	West	Unrestricted	About 13 (unmarked)	All parking removed.	Space required for separated bike path and to enable large vehicles to travel through here without crossing the centre line.	9	0	-9	Provision of P10 space to assist with pick-up /drop-off of people and/or equipment. Depending on consultation feedback, we may propose some resident-exempt parking restrictions.
Total							**37**	**7**	**-31**	

Adjacent to Yacht Club, boat ramp and marina – Zones 10 and 11

Currently, there is on-street parking for approximately 132 vehicles. Occupancy is low to medium and finding an on-street parking space along here is normally not difficult at present. There is anecdotal evidence to suggest that there is high demand for parking when there are events at the Yacht Club, marina or at nearby St Patricks College and Kilbirnie Park. Much of the on-street parking along this section is taken up by large vehicles such as caravans, food trucks and party buses. It is unknown whether these vehicles are owned by Evans Bay Parade residents or the vehicle owners are using the space for convenient, free storage.

We propose to remove parking for approximately 82 vehicles along this section, reducing provision by 62 percent. This is to provide:

- a 2m footpath and 3m bike path
- enough visibility for vehicles at driveways, particularly on the western side of the road
- enough space for large vehicles to travel through here with reduced need to cross the centre line.

At this stage we're not proposing any parking restrictions, such as prohibiting oversize vehicle parking or a residents' exempt scheme, to manage demand as it is unclear how much impact reducing parking in this area will have. Due to reduced capacity, owners of large vehicles and commuters may find alternative locations, leaving sufficient parking for residents. This will be monitored by the project team and Council Parking Services to see whether (resident-exempt) parking restrictions may be necessary when the project is completed. It is likely any issues will become apparent during construction, so an appropriate traffic change (resolution) could be proposed and implemented quickly.

On the other hand, consultation feedback may indicate community preference for parking restrictions that residents are exempt from. If so, we will consider implementing restrictions as part of the project, rather than post-construction. Possible options for parking restrictions to provide better resident and visitor access in this area include:

- a ban on over-sized vehicles parking on the street
- time restrictions with or without residents' exemption
- coupon parking

Changes are illustrated in the maps and table below.

Map 8: Proposed parking arrangement adjacent to Yacht Club, boat ramp and marina

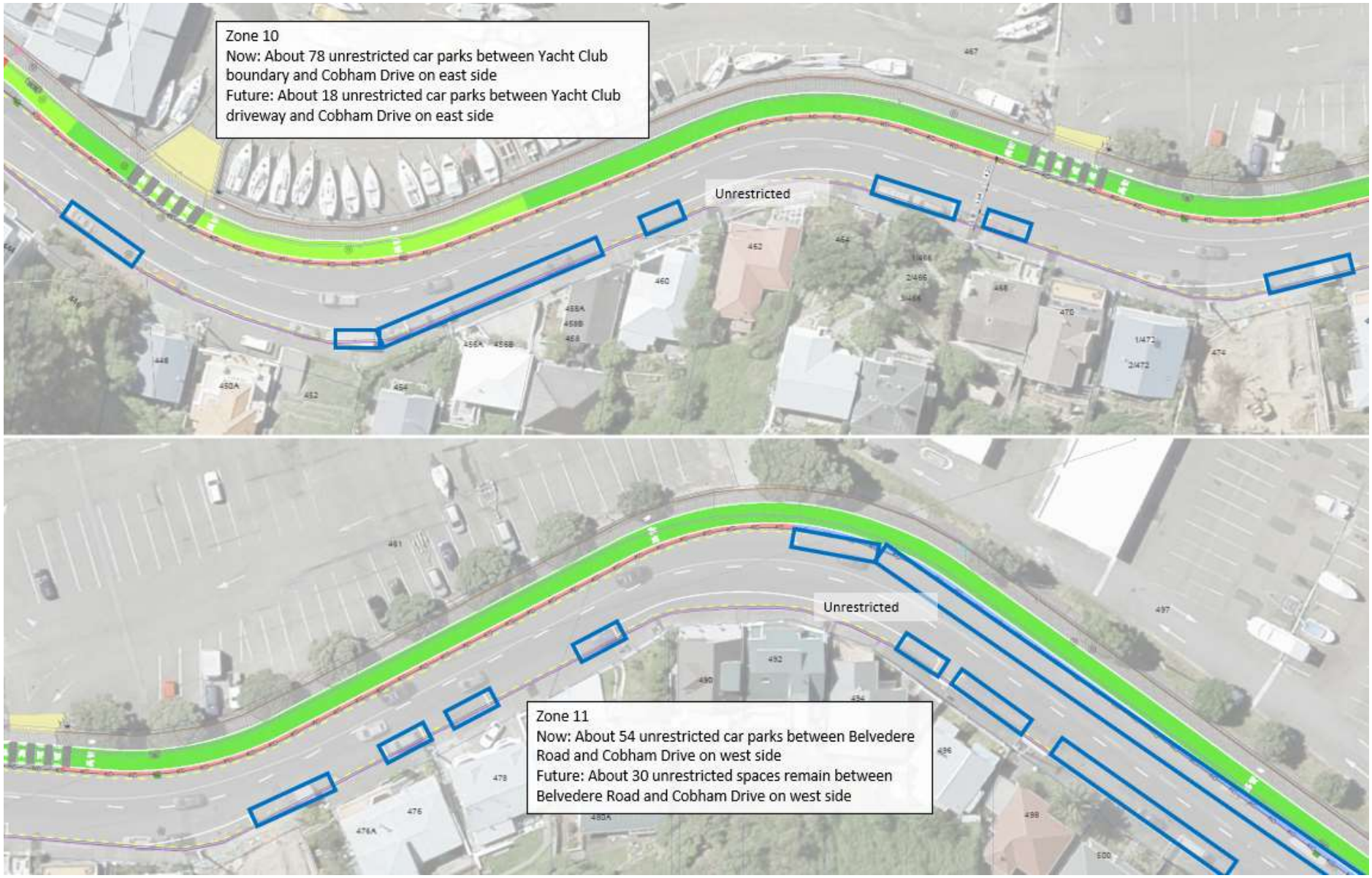


Table 9: Adjacent to Yacht Club, boat ramp and marina – proposed changes to parking

Zone	Site	Side of road	Existing type	Available spaces	Proposed	Reason for change	Before	After	Difference	How to mitigate loss
10	Marina east side (between Yacht Club boundary and Cobham Drive)	East	Unrestricted	About 78 (unmarked)	About 18 unmarked, unrestricted spaces retained. Depending on consultation feedback, we may propose some resident-exempt parking restrictions.	Space required for separated bike and footpath, marked bus stops, driveway visibility, and to enable vehicles to pass through this area without crossing the centre line.	78	18	-60	Depending on consultation feedback, we may propose some resident-exempt parking restrictions.

11	Opposite marina west side (between Cobham Drive and Belvedere Road)	West	Unrestricted	About 65 (unmarked)	About 18 unmarked, unrestricted spaces retained. Depending on consultation feedback, we may propose some resident-exempt parking restrictions.	Space required for separated bike path, driveway visibility and marked bus stops, and to enable large vehicles to pass through here without crossing the centre line.	54	32	-22	Depending on consultation feedback, we may propose some resident-exempt parking restrictions.
Total							**132**	**50**	**-82**	

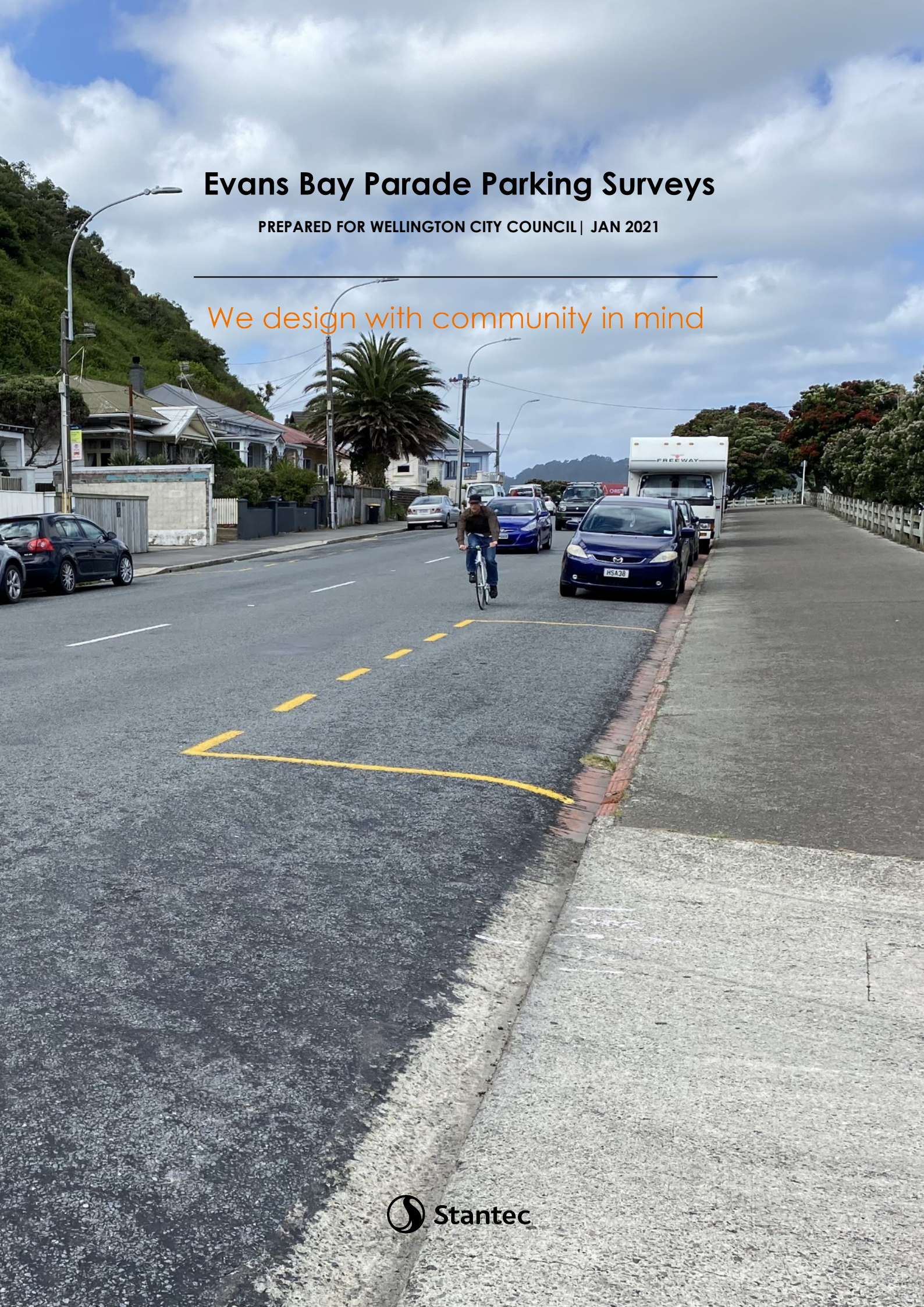
Appendices

Appendix A: On-street parking occupancy survey

Evans Bay Parade Parking Surveys

PREPARED FOR WELLINGTON CITY COUNCIL | JAN 2021

We design with community in mind



Stantec

Revision Schedule

Rev No.	Date	Description	Signature or Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
1	26/1/20201	Final	CH	EM	MG	MG
2	04/02/2021	Final	CH	EM	MG	MG

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1.0 INTROUCTION

This report outlines the parking survey carried out by Stantec along Evans Bay Parade in December 2020. The surveyed area extends from Cobham Drive to the Greta Point Lookout, as well as approximately 180m up Rata Road and Belvedere Road from Evans Bay Parade. The results from the survey provide information on the occupancy, duration of stay and turnover of parking along Evans Bay Parade. Fine weather was recorded on all survey days.

2.0 METHODOLOGY

Five surveyors conducted the surveys on Saturday 5th, Sunday 6th, Friday 11th and Tuesday 15th of December (see **Figure 2-1** for the weather on these days) by recording the partial number plates of vehicles parked within the survey area using tablets. The survey area was divided into 20 zones based on parking type and location, as shown in **Table 2-1**.

Appendix A shows maps with these zones indicated.

Where parking is unmarked, the total available length of parking was measured, and the approximate number of spaces calculated and used for analysis. When calculating the amount of parking that is occupied in unmarked zones, a nominal vehicle parking space of 6.0m was used. Where vehicles were taking up significantly more space (such as buses) their approximate length was recorded, and the vehicle parking space was adjusted accordingly. Note that due to this method it is possible that an occupancy of over 100% was recorded as smaller vehicles would take up less parking space than the assumed nominal space.

Surveys were carried out between 7am-7pm on weekdays, and between 9am-4pm on the weekend, as well as a midnight survey from 12am on Wednesday 16th December. Surveys were conducted in 30-minute beats. Rata Road and Belvedere Road were surveyed three times each day at 9am, 12pm and 3pm.

Results from the surveys were used to determine occupancy levels and the duration of stay of vehicles within each zone to the nearest beat interval (30 minutes), by tracking each individual vehicle using the partial number plates recorded in the survey throughout the day.

Vehicles parking illegally, such as across driveways or broken yellow lines, were recorded and included in analysis to accurately represent the parking demand in the area. Most instances of illegal parking were vehicles parked across driveways on the western roadside of Evans Bay Parade, between Cobham Drive and Rata Road.

During the survey six spaces in zone 11 were cordoned off for nearby construction. These spaces were still included in the occupancy analysis as they are only temporarily unavailable.

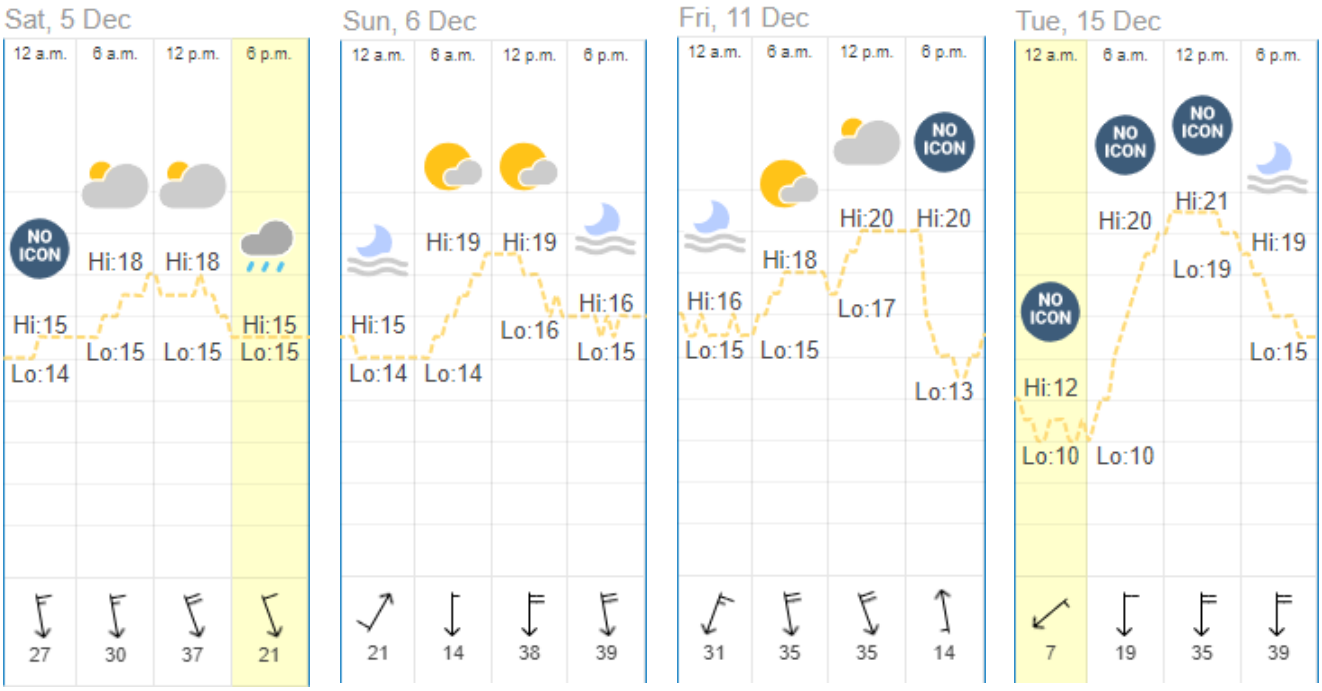

Figure 2-1. Wellington weather observed on the days of surveys (source: www.timeanddate.com)

Table 2-1. Survey zone locations, parking types, and capacities.

Zone	Site	Type	Approximate / Marked Spaces
1	Greta Point east side (outside NIWA)	Unrestricted	~19 spaces
2	Greta Point east side (outside apartment complex)	Unrestricted	~12 spaces
3	Greta Point east side (outside Marrakech)	P120 8am-6pm Mon-Sun	~5 spaces
4	Greta Point east side (opposite GP Café)	Unrestricted	~5 spaces
5	Greta Point east side (opposite GP Café)	P120	~6 spaces
6	Cog Park east side	Unrestricted	18 spaces
7	Cog Park mobility park	Unrestricted mobility	1 space
8	Hataitai Beach east side (up to bus stop 6549)	Unrestricted	~18 spaces
9	Boat sheds east side (b/w bus stop 6549 and Yacht Club boundary)	Unrestricted	~28 spaces
10	Marina east side (between Yacht Club boundary and Cobham Dr)	Unrestricted	~78 spaces
11	Opposite marina west side (b/w Cobham Dr and Belvedere Rd)	Unrestricted	~54 spaces
12	Opposite boat sheds west side (b/w Belvedere Rd and bus stop 7549)	Unrestricted	~9 spaces
13	Opposite Hataitai Beach west side (b/w bus stop 7549 and Rata Rd)	Unrestricted	~10 spaces
14	Greta Point Café loading zone	P10 for authorized vehicles only	1 space
15	Greta Point Café west side	P60	~3 spaces
16	Greta Point west side (b/w bus stop 7547 and 312 EBP)	Unrestricted	14 spaces
17	Greta Point west side (b/w 312 EBP bus stop 7546)	P5 7am-9am, 4pm-6pm, Mon-Fri	8 spaces
18	Great Point west side (outside High Five)	P5 7am-9am, 4pm-6pm, Mon-Fri	3 spaces
19	Rata Rd (between EBP and Rewa Rd)	Unrestricted	~13 spaces
20	Belvedere Rd (between EBP and 30 Belvedere Rd)	Unrestricted	~ 8 spaces
Total			~313

3.0 SURVEY RESULTS AND ANALYSIS

Average occupancy, duration of stay, and turnover for the weekend and weekday surveys is shown below. Detailed results from the surveys can be found tabulated in **Appendix B**, including hourly occupancy and duration of stay distributions.

3.1 OCCUPANCY

The average weekday and weekend occupancy over the whole survey period, as well as the occupancy from the midnight survey for each zone is displayed in **Table 3-1**. The average weekday and weekend occupancies are also shown graphically in **Figure 3-1** and **Figure 3-2**. Note that several zones have parking restrictions shorter than the survey beat interval of 30 minutes, namely zones 14 (P10), and 17/18 (P5 for portions of the weekday surveys). Thus, it is possible that vehicles arrived and departed these zones before being recorded.

Table 3-1. Average Weekend and Weekday Occupancy for each zone

Zone number	Average Weekday Occupancy	Average Weekend Occupancy	Midnight Occupancy
1	80%	64%	92%
2	101%	109%	111%
3	81%	77%	111%
4	93%	96%	100%
5	70%	70%	101%
6	78%	94%	61%
7	4%	11%	0%
8	30%	50%	11%
9	25%	38%	33%
10	34%	44%	37%
11	52%	57%	63%
12	86%	106%	80%
13	69%	55%	81%
14	23%	46%	0%
15	58%	80%	0%
16	97%	97%	107%
17	74%	88%	100%
18	37%	76%	0%
19	29%	33%	48%
20	86%	76%	60%

North

South

N

0 50 100 200
Metres

Figure 3-1: Parking Occupancy
Weekday average

Map displayed in NZGD 2000 New Zealand Transverse Mercator coordinate system.
Author: Calum Bradbury, Stantec (2021)

Average Occupancy (%)
- ≤20
- ≤40
- ≤60
- ≤80
- >80

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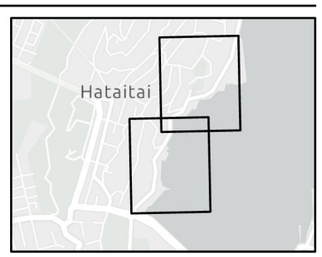


North

South

N

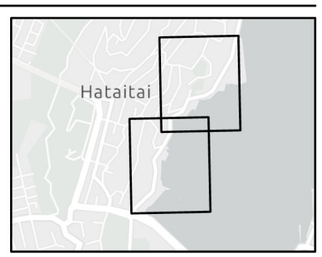
0 50 100 200
Metres

Figure 3-2: Parking Occupancy
Weekend average

Map displayed in NZGD 2000 New Zealand Transverse Mercator coordinate system.
Author: Calum Bradbury, Stantec (2021)

Average Occupancy (%)
- ≤20
- ≤40
- ≤60
- ≤80
- >80

Stantec



3.2 DURATION OF STAY

The average weekend and weekday durations of stay over the whole survey period for each parking zone are shown in **Table 3-2**, and graphically in **Figure 3-3** and **Figure 3-4** below. Note that due to the 3-hour beat intervals used to survey zones 19 and 20, there is less accuracy in the average duration of stay for these zones.

Table 3-2. Average Duration of stay (hours: minutes)

Zone number	Weekday average duration of stay (h:m)	Weekend average duration of stay (h:m)
1	5:50	3:27
2	5:04	3:30
3	3:57	1:48
4	4:33	2:21
5	1:51	1:57
6	2:39	2:37
7	0:30	0:45
8	2:33	1:25
9	4:27	3:08
10	3:54	3:17
11	3:49	3:10
12	4:25	3:16
13	2:02	1:43
14	0:32	0:57
15	0:54	1:01
16	6:17	4:36
17	1:37	2:40
18	1:01	3:12
19	7:25	5:26
20	6:02	5:56

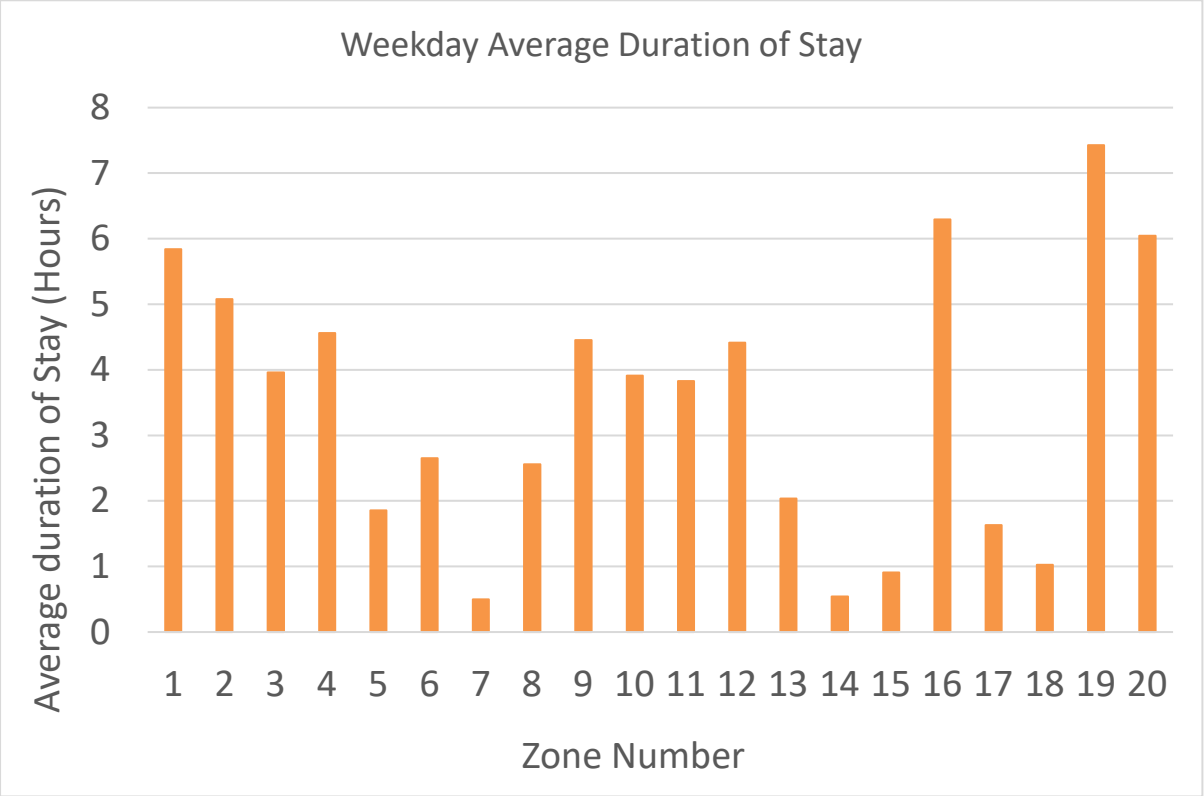


Figure 3-3. Average duration of stay (Weekday)

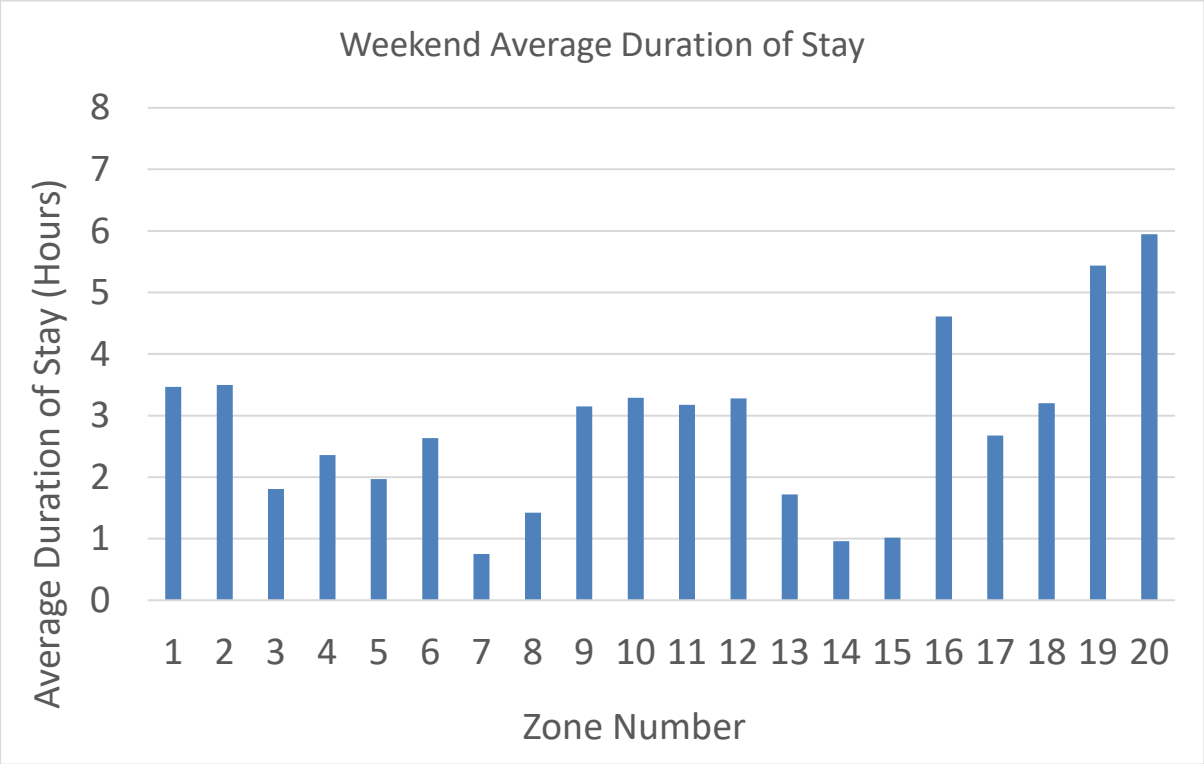


Figure 3-4. Average duration of stay (Weekend)

The number of vehicles parked for more than four hours are tabulated below in **Table 3-3**. Four hours has been used as a differentiator as it is assumed that these parks are being used by either residents or commuters.

Table 3-3. Proportion of vehicles parked for greater than 4 hours.

Zone number	Weekday long term parking proportion	Weekend long term parking proportion
1	55%	36%
2	41%	39%
3	25%	11%
4	36%	16%
5	9%	20%
6	17%	27%
7	0%	0%
8	13%	4%
9	36%	37%
10	32%	28%
11	26%	27%
12	34%	35%
13	12%	8%
14	0%	0%
15	0%	3%
16	50%	57%
17	12%	19%
18	5%	30%
19	80%	46%
20	66%	76%

The results of the midnight survey can be used to inform the proportion of parked vehicles that belong to residents, by comparing the vehicle number plates recorded during the Tuesday survey with the following midnight survey. It can then be assumed that the remaining vehicles parked for longer than four hours that were not recorded during the midnight surveys are commuter vehicles. The results from this analysis are shown in **Table 3-4.**

Table 3-4. Assumed proportion of Tuesdays long-term parking being used by commuters and residents.

Zone number	Vehicles parked long term (Tuesday)	Assumed commuter proportion	Assumed resident proportion
1	19	10 (53%)	9 (47%)
2	11	4 (36%)	7 (64%)
3	4	2 (50%)	2 (50%)
4	4	1 (25%)	3 (75%)
5	3	1 (33%)	2 (67%)
6	11	3 (27%)	8 (73%)
7	0	-	-
8	2	2(100%)	0 (0%)
9	5	1 (20%)	4 (80%)
10	15	7 (54%)	8 (56%)
11	11	11 (100%)	0 (0%)
12	7	3 (43%)	4 (57%)
13	4	2 (50%)	2 (50%)
14	0	-	-
15	0	-	-
16	11	3 (27%)	8 (73%)
17	5	3 (60%)	2 (40%)
18	1	1 (100%)	0 (0%)
19	3	0 (0%)	3 (100%)
20	9	5 (56%)	4 (44%)

3.3 VEHICLE TURNOVER

Vehicle turnover is a measure of the number of vehicles parked in each parking space per survey period. This is calculated by dividing the total number of unique vehicles parking within each zone by the total available parking space in the zone and the duration of the survey.

Figure 3-5 and **Figure 3-6** below show the average weekday and weekend turnover for each zone respectively. Note that the displayed values are over a 12-hour period for weekdays and a 7-hour period for weekends, such that they are not directly comparable.

Also note that as previously mentioned in **section 3.2**, it is possible that vehicles parking in zones 14, 17, and 18 were not recorded. Thus, the reported vehicle turnover in these zones may be lower than actuality

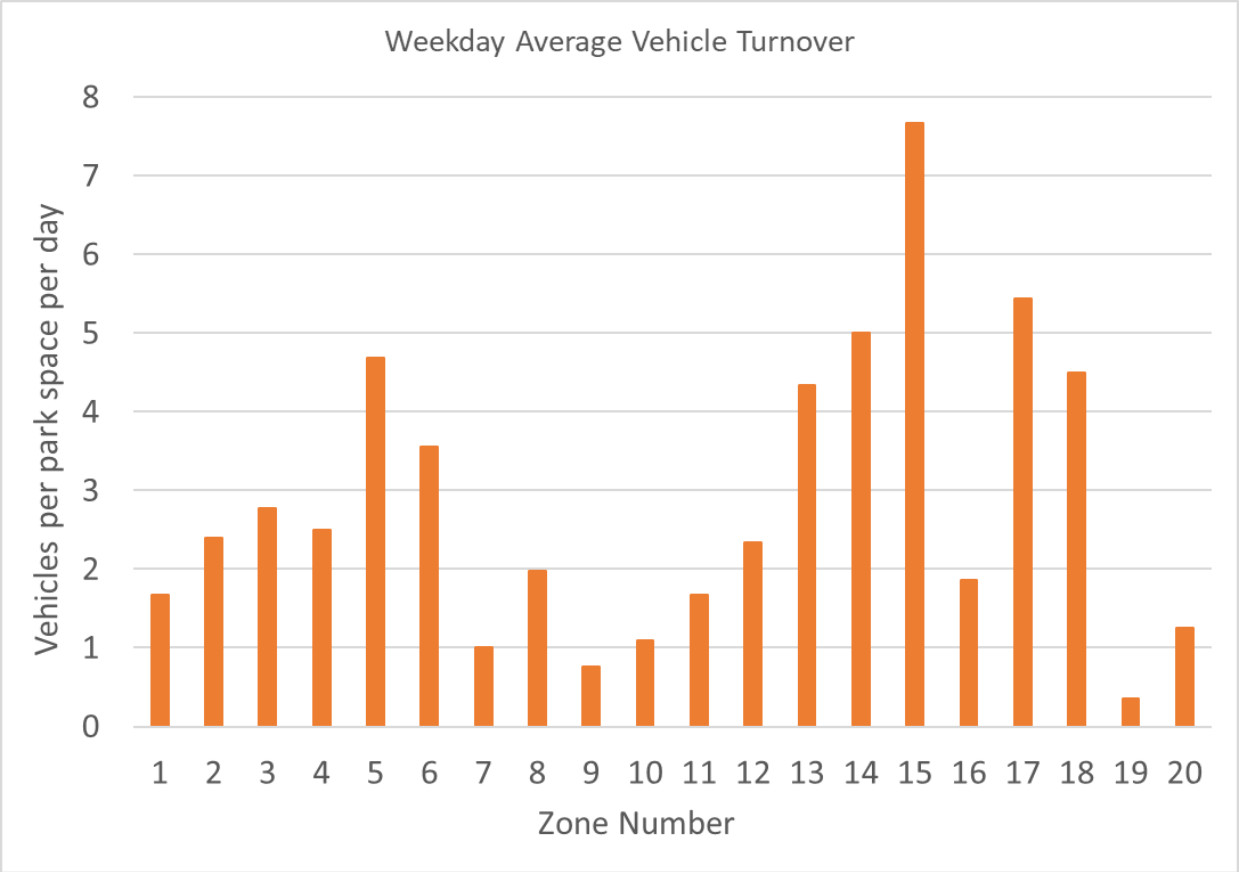


Figure 3-5. Average weekday vehicle turnover (vehicles per space per day).

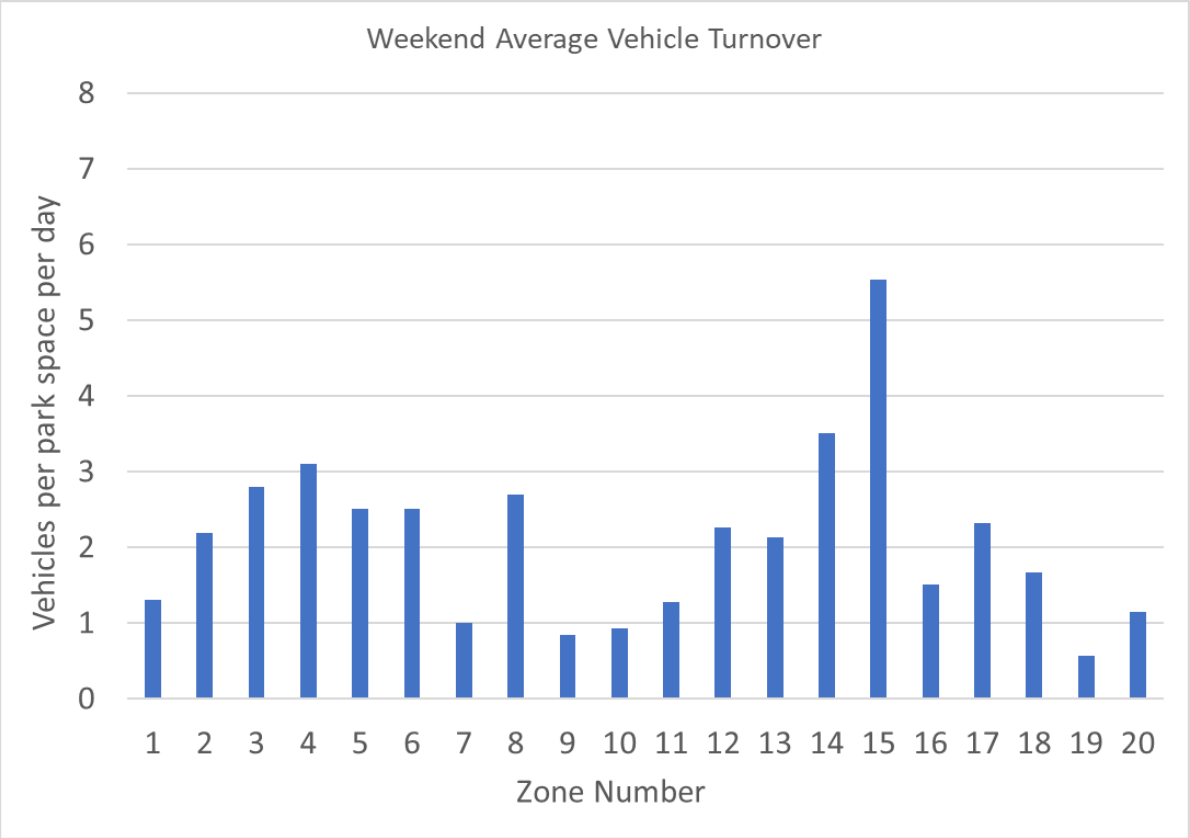


Figure 3-6. Average weekend vehicle turnover (vehicles per space per day).

4.0 CONCLUSION

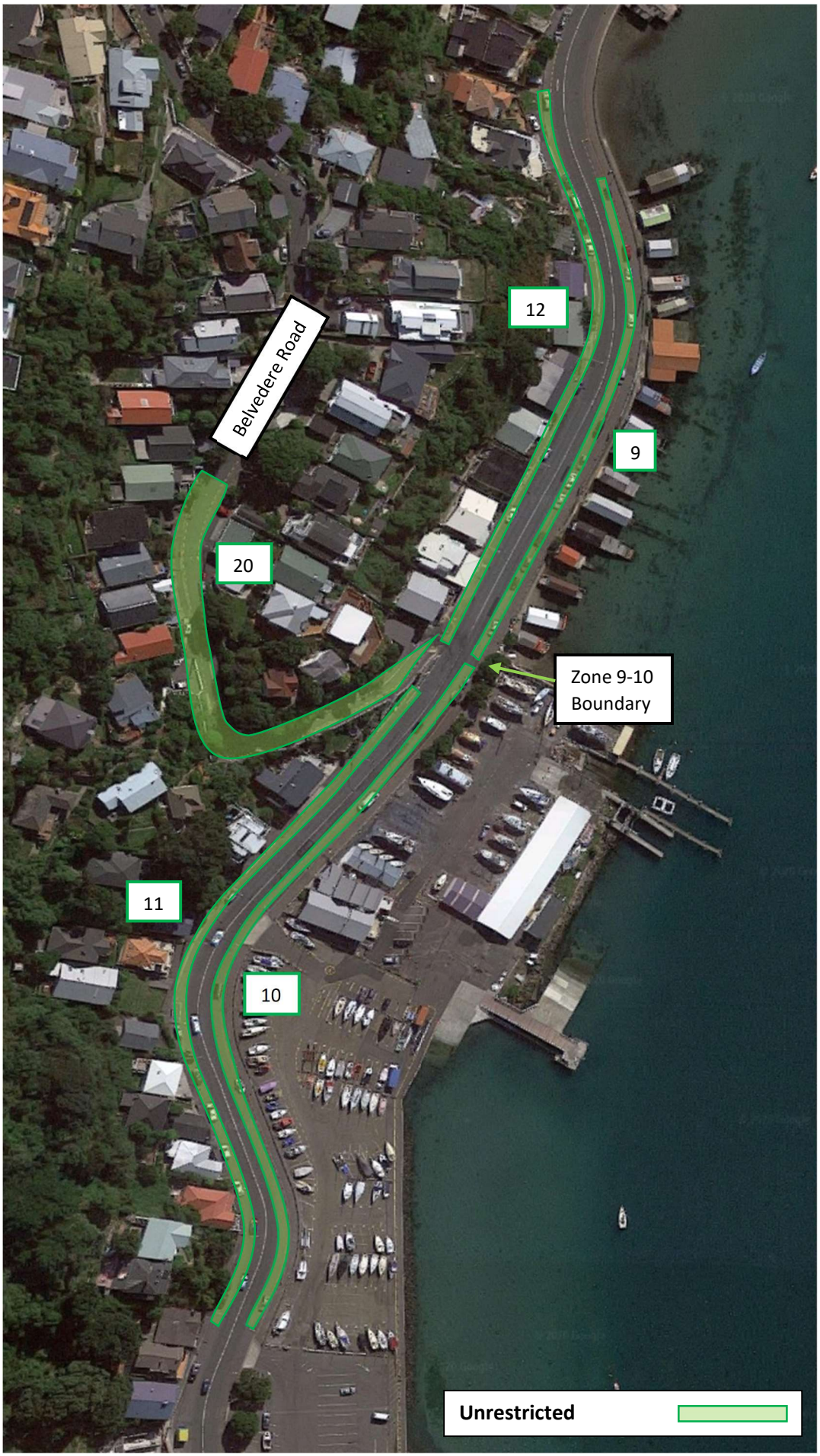
This report summarises the parking survey carried out by Stantec along Evans Bay Parade in December 2020. The surveyed area consists mostly of unmarked parking and some marked spaces with a total equivalent to approximately 313 marked spaces.

The survey extent is between Cobham Drive and the Greta Point Lookout, as well as approximately 180m up Rata Road and Belvedere Road from Evans Bay Parade.

The reported occupancies reveal which sections of road are being utilized more heavily for parking. Vehicle turnover, and duration of stay and commuter/resident proportions give an indication to the type of parking each zone caters to.


1
18
17
3
16
2
15
14
4
5
Unrestricted
P120
P60
P5 (Certain Times)
P5 P10/Loading zone


Rata Road
Rewa Road
6
19
7
13
8
Unrestricted
Mobility Park


Belvedere Road
12
9
20
Zone 9-10
Boundary
11
10
Unrestricted


10
11
Cobham Drive
Unrestricted

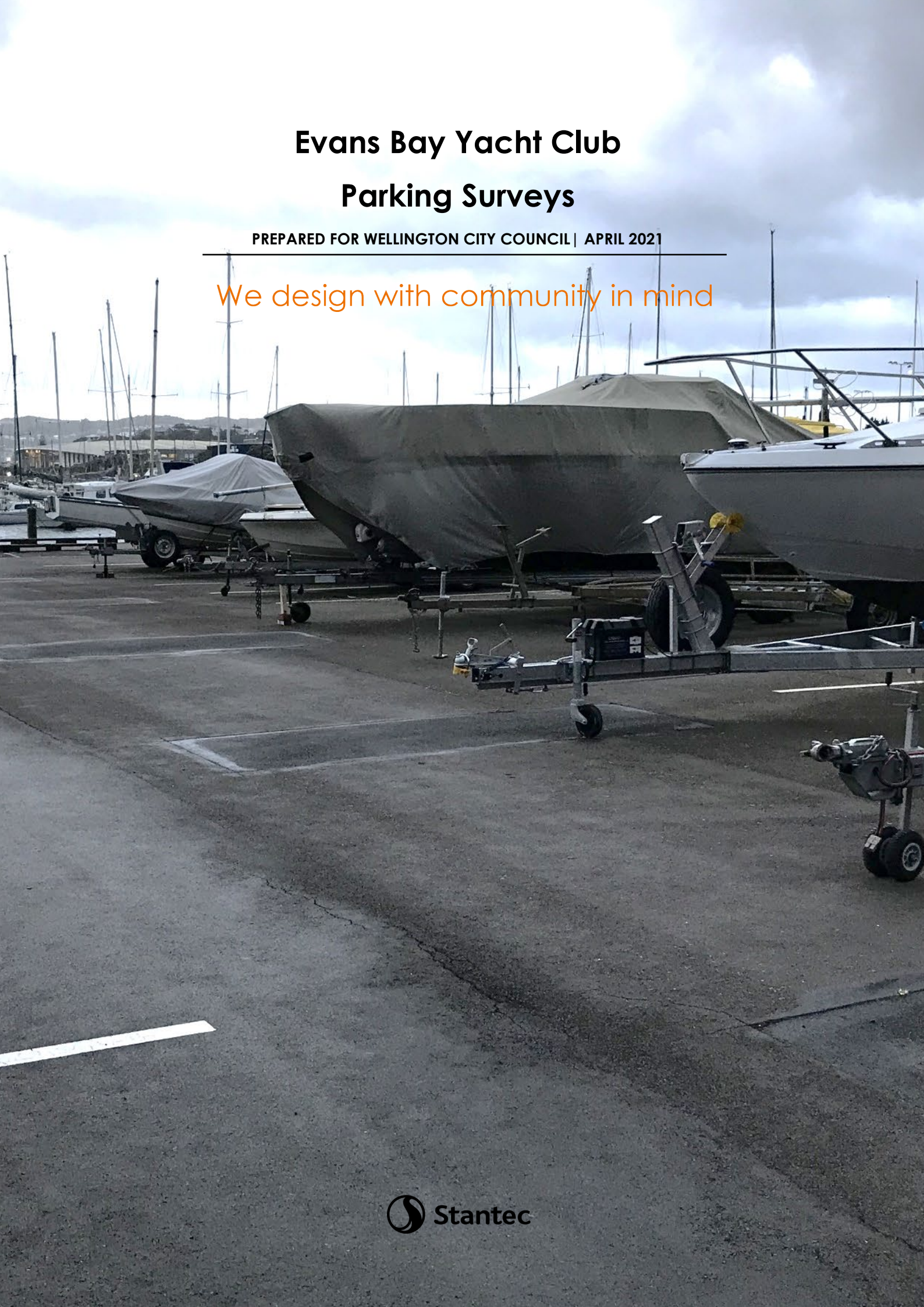
Appendix B: Marina and boat ramp parking occupancy survey

Evans Bay Yacht Club

Parking Surveys

PREPARED FOR WELLINGTON CITY COUNCIL | APRIL 2021

We design with community in mind



Stantec

Revision Schedule

Rev No.	Date	Description	Signature or Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
1	01/04/2021	Final	CH	EM	MG	MG

Quality Statement

This document has been prepared for the benefit of Wellington City Council. No liability is accepted by this company or any employee or sub-consultant of this company with respect to its use by any other person.

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Checked by		
Elliot Martin		12/04/2021
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APPROVED FOR ISSUE BY		
Mark Georgeson		14/04/2021

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1.0 INTROUCTION

This report outlines the Evans Bay Yacht Club and boat ramp parking survey carried out by Stantec in March 2021. The surveyed area includes the marina carpark and boat ramp carpark. The results from the survey provide information on the occupancy of the boat ramp and marina carpark during a normal weekday, a weekend day during a sailing event (Saturday 20 March was targeted as it was during the weekend of the annual club regatta), and a normal weekend day. Fine weather was recorded on all survey days.

2.0 METHODOLOGY

One surveyor conducted the surveys on Thursday 18, Saturday 20 and Saturday 27 of March. **Figure 2-1** shows the weather on these days.

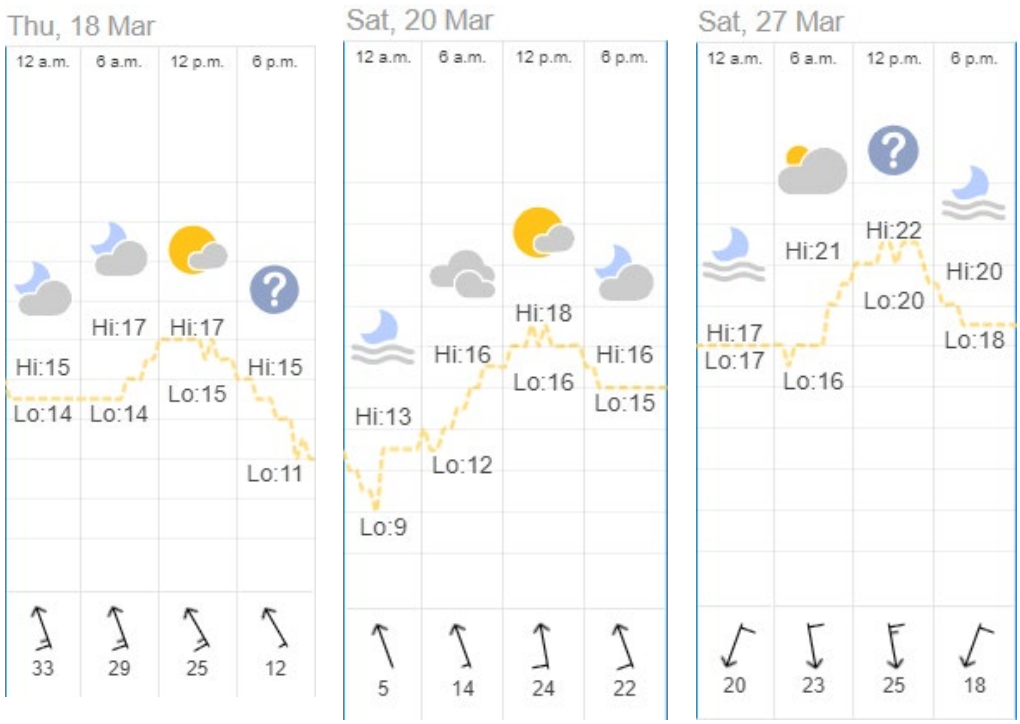

Figure 2-1. Wellington weather observed on the days of surveys (source: www.timeanddate.com)

The surveyor recorded partial number plates of vehicles parked within the survey area using a tablet. Vehicles were recorded in the following categories:

- Standard vehicles;
- Vehicle + Trailer;
- Vehicle + Trailer + Boat;
- Trailer/Boat only; and
- Campervan/van.

Campervans and vans have been recorded to capture instances of campers parking in the marina carpark instead of the freedom camping area to the south. The survey area was divided into 8 zones based on parking type and location, as shown in **Table 2-1**, and in **Figure 2-2.**

Table 2-1. Survey zone locations, parking types, and capacities.

Zone	Site	Type	Number of Spaces
1	Boat ramp	Regular Parks	4
2	Boat ramp	Trailer Parks	43
3	Marina – Block 1	Regular Parks	26
4	Marina – Block 2	Regular Parks	28
5	Marina – Block 3	Regular Parks	30
6	Marina – Block 4	Regular Parks	32
7	Marina – Waterfront	Regular Parks	42
8	Evans Bay Parade	On street (only vehicles with trailers recorded)	-
Total			205

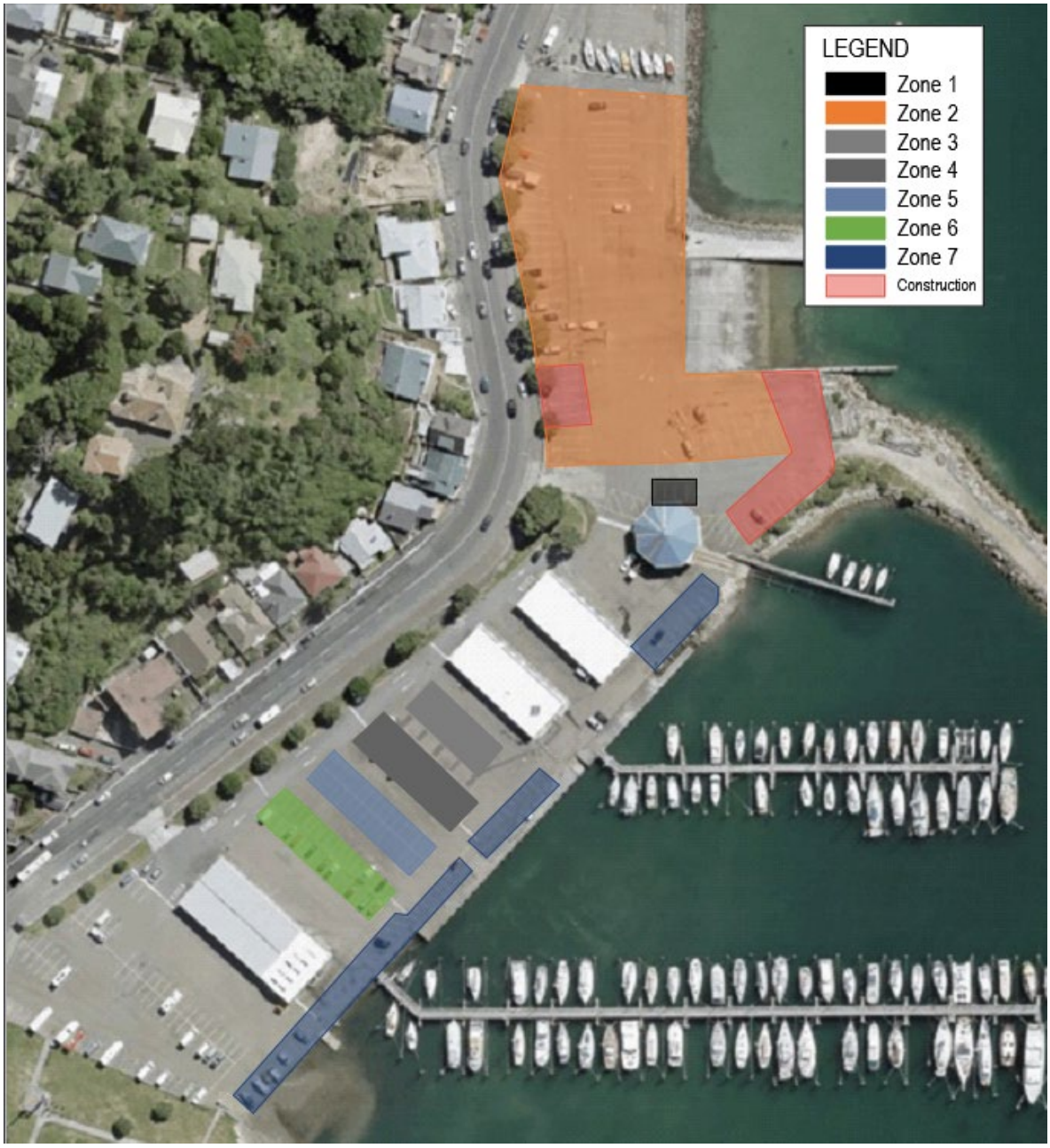

Figure 2-2. Survey and Zone areas

The boat ramp carpark consists of both regular sized parking spaces, and double length trailer parking spaces. When calculating the occupancy of this carpark it is assumed that the trailer park spaces have capacity for two vehicles, or one vehicle with a trailer. Similarly, it is assumed that vehicles with trailers parking in the central marina carparks take up two spaces.

Surveys were carried out three times per day at 8m, 12pm and 4pm.

Instances of informal parking were also recorded (vehicles not parked in a marked space) with a description of how the vehicle was parked. These vehicles have been included in the occupancy results, grouped into the nearest zone.

During the survey, several trailer parking spaces in the boat ramp carpark (Zone 2) were being used for construction storage, marked by the red shading on Figure 2-2. These spaces have not been included in the capacity of the carpark.

3.0 SURVEY RESULTS AND ANALYSIS

3.1 OCCUPANCY

Occupancy of the carpark during the three survey periods is shown in **Figure 3-1**, **Figure 3-2** and **Figure 3-3,** represented as a percentage of total capacity being occupied. Detailed results from the surveys, including the number of freedom camping vehicles, can be found tabulated in **Appendix A**. No instances of vehicles with trailers were recorded on Evans Bay Parade and thus this on street parking zone has been removed from the figures.

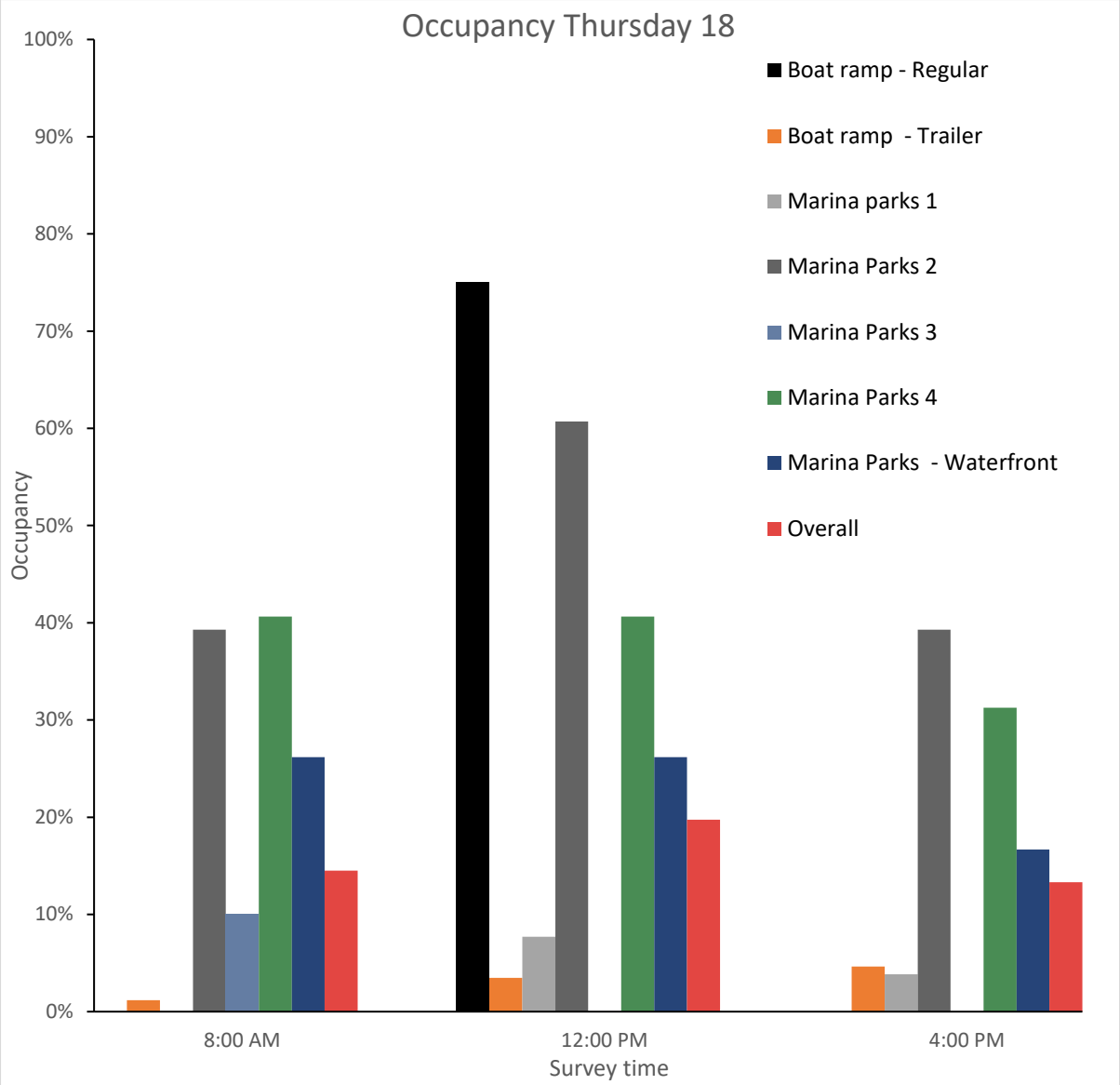

Figure 3-1. Weekday (Thursday 18th March) carpark occupancy

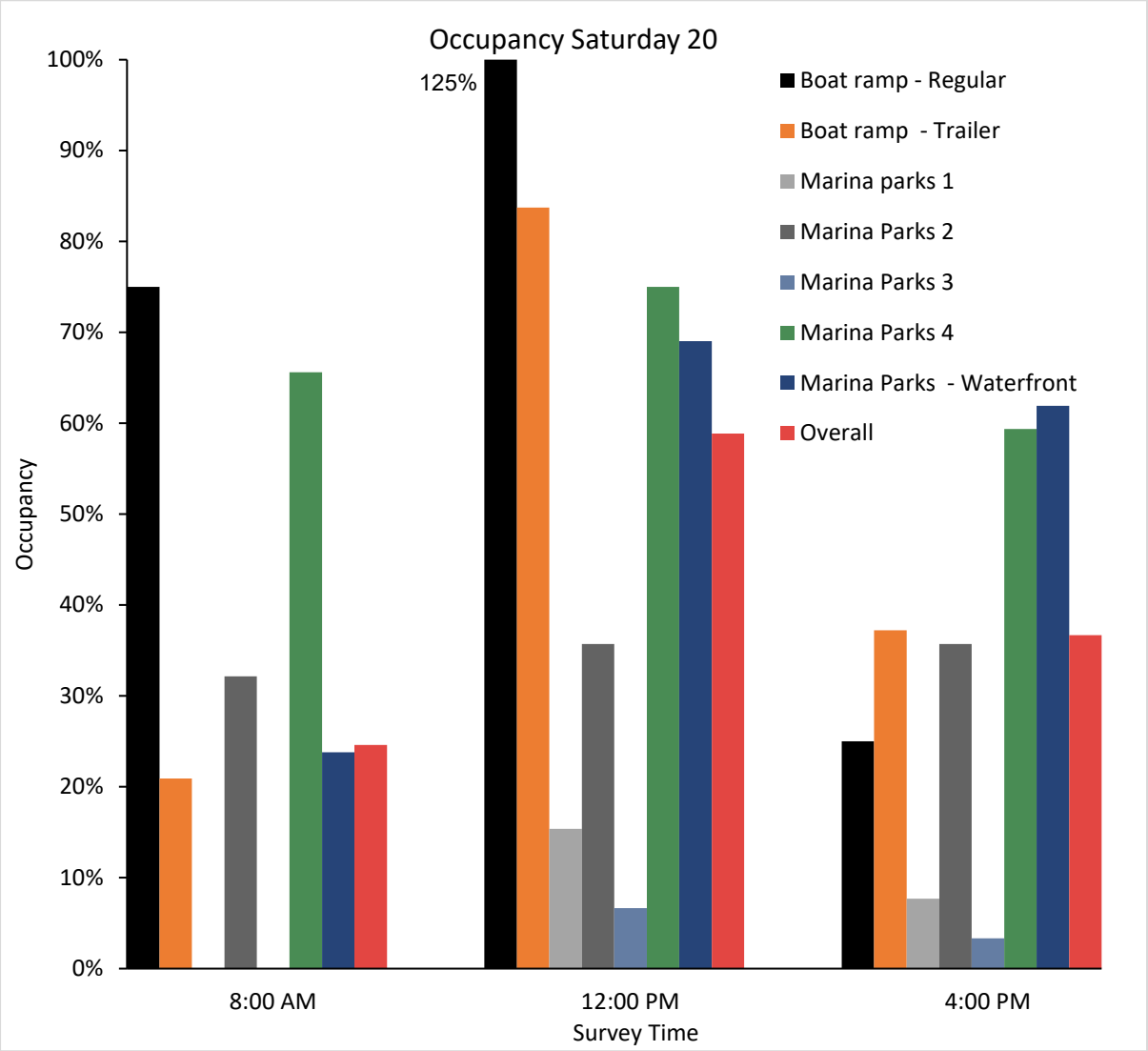

Figure 3-2. Annual Regatta Weekend (Saturday 20th March) carpark occupancy

The boat ramp regular parks (Zone 1) show an occupancy of 125% as all four spaces were occupied and an extra vehicle was parked informally next to the parking spaces.

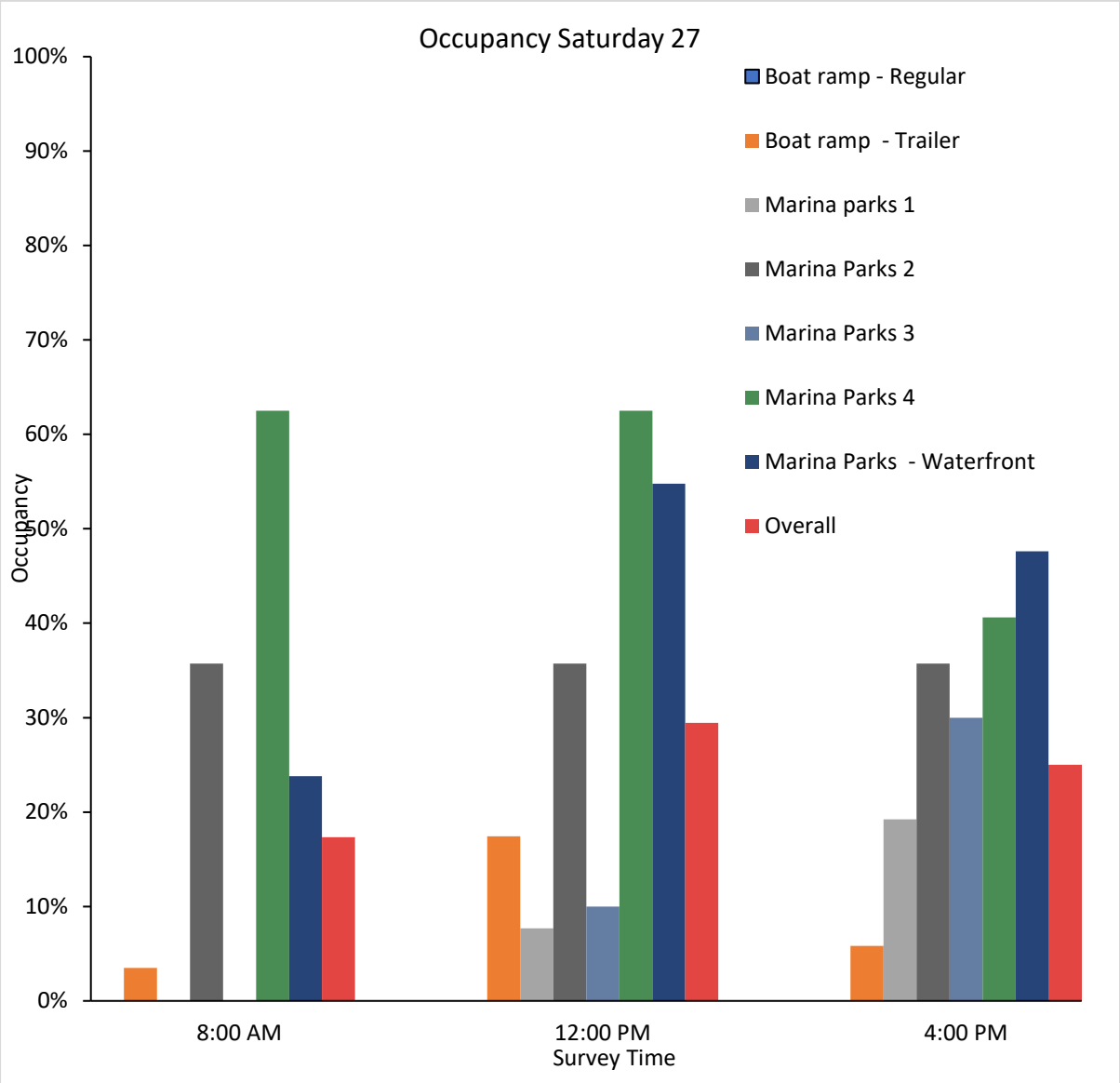

Figure 3-3. Weekend (Saturday 27th March) carpark occupancy

3.2 INFORMAL PARKING

Instances of informal parking were recorded during the survey. The total number of informally parked vehicles over each survey period is shown in **Table 3-1**. A description of the way these vehicles were parked is outlined below.

Table 3-1. Number of informally parked vehicles during each survey period

Thursday 18th March			Saturday 20th March			Saturday 27th March		
8 am	12 pm	4 pm	8 am	12 pm	4 pm	8 am	12 pm	4 pm
2	0	2	1	9	4	3	5	5

On Thursday 18, all four of the informally parked vehicles were seen between the two shed buildings in the center of the carpark. One of these vehicles had a trailer with a boat that was being cleaned using the nearby hose.

On Saturday 20, one vehicle observed in the morning was parked between the fenced off construction areas on the east of the site. Of the nine vehicles observed at 12 pm, six of these were vehicles parked along the frontage of the shed/coastguard buildings, two were vehicles with trailers parked informally in the boat ramp carpark, and a large truck and trailer was parked on yellow lines on the south edge of the marina carpark. During the 4 pm survey, one of the observed vehicles was a tractor with a trailer parked on the yellow hatch to the east of the coastguard building, and the other three vehicles were parked along the shed/coastguard building frontages.

On Saturday 27, a freedom camping van was parked near the eastern construction area throughout the day. The other two vehicles in the morning were parked between the shed buildings. At 12 pm, along with the freedom camper van, three vehicles were parked along the frontage of the shed buildings, and the tractor + trailer was again parked on the yellow hatching. At 4 pm the five vehicles consisted of the freedom camper van two vehicles parked in the roadway in the boat ramp carpark, and two vehicles parked around the shed building frontages.

A total of 31 informally parked vehicles were recorded throughout the surveys, 20 of which were vehicles parking around the frontage of the shed/coastguard buildings. Other informally parked vehicles were typically vehicles with or without trailers parking near the boat ramp.

4.0 CONCLUSION

This report summarises the results of a parking occupancy survey carried out at the Evans Bay Parade yacht club boat ramp and marina carparks. Surveys were carried out over three days to capture how trends change throughout a regular week, as well as during a day with an event being held at the yacht club. The results show that the overall occupancy of the carparks is around 15%-30%, increasing to around 60% during a club event. As expected, a large proportion of this increase is seen in the boat ramp trailer parks.

Instances of informal parking was captured, which indicated the majority of informal parking occurs near the storage sheds, despite there being ready availability of parking within the overall parking supply.

There were no instances of vehicle an trailer parking spillover to the on-street areas on Evans Bay Parade.