Motorcycle Metered Parking Project Report

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Version	Date	Author	Approver
1	11/10/2024	Street Transformation Team	

Contents

Executive summary

In the central city, there are 68 dedicated motorcycle parking areas. 63 of these are not time-limited and none have charges for their use. This is enough space for 409 motorcycles to park.

On 30 May 2024 at the Ordinary Meeting of Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee, the Committee agreed to implement a motorcycle parking fee in the central city of up to $2.50 per hour, and that the specifics of the fee structure will be determined through a separate Traffic Resolution consultation process that will follow the LTP process. The Committee also agreed to direct officers to provide the option of a daily cap on fees for motorcycle parking when preparing for traffic resolutions. This project report is the next step in operationalising this decision.

The expected benefits to this proposal are:

1. **Increased equity with car parking**: The public road corridor is a valuable and limited commodity which is in high demand. The use of this space for motorcycle parking currently benefits motorcycle users only. This is not in line with how public space is allocated. The introduction of paid parking will bring the use of this space in line with other parking.

2. **Increase in reasonable access:** With the introduction of an intervention to increase turnover, there will be an increase in reasonable access to the parking facilities. This will, in turn, enable more visitors to visit local businesses.

3. **Reduced carbon emissions:** Whilst there are battery electric motorbikes in the market, the majority of the motorbikes utilising the parking are internal combustion engine vehicles. It is expected that there will be some mode shift to public and active transport modes because of the introduction of paid parking. This is in line with the Council's Te Atakura: First to Zero climate commitments.

4. **Revenue**: The introduction of paid motorcycle parking will enable a new revenue stream to contribute to the delivery of Council services.

Based on the analysis provided in this Project Report, it is recommended that the Council undertake necessary public consultation on a proposal to introduce paid motorcycle parking at all the current motorcycle areas, at a rate of $1.00/hour and for the times to reflect that of the adjacent carparks i.e. 8.00am to 8.00pm Monday to Sunday.

Key terms and acronyms

This section lists key terms and acronyms.

Term	Description
AS/NZS	Standards Australia/ Standards New Zealand
NZTA Waka Kotahi	New Zealand Transport Agency Waka Kotahi
Motorcycle parking area	The specific area for motorcycles to park in, as indicated by the signage on the street. This corresponds to a specific Traffic Resolution that regulates the class of vehicle that can use this space.
Motorcycle parking space	The space within a motorcycle parking area corresponding to the space recommended by Standards New Zealand for parking one motorbike (1.2 meters x 2.5 meters).
WCC	Wellington City Council
Central City	The area of the city in scope of this proposal. The central city is defined in the District Plan (https://eplan.wellington.govt.nz)

1. Background

1.1 Motorcycle parking in Wellington

According to the New Zealand Transport Agency/ Waka Kotahi (NZTA Waka Kotahi) Motor Vehicle Register database, there are 10,176 motorbikes and mopeds registered in Wellington. These can be parked at people's homes, on private assets, and/or on the road corridor.

In the central city, there are 68 dedicated motorcycle parking areas, utilising around 540 meters of kerb space. This is enough space for 409 motorcycles to park, if parked to the AS/NZS 2890.1:2004 standard.

Currently the motorcycle parking areas have no fees and no time limitations (except for five areas that are restricted to 120/180 minutes).

There are two main impacts of the unrestricted and unpaid use of the spaces by motorcycle users:

1. The cost of providing unpaid motorcycle parking. These costs include road markings, signage, enforcement, and opportunity cost of other uses for the kerbside space (from other uses such as parklets to support local business, car parking or green space).
2. Users of the unrestricted parks are not required to move their vehicle. These spaces can therefore be used as 'commuter' or 'residential' parks. They may also be used by adjacent motorcycle businesses with little opportunity for short stay use for visitors.

1.2 The WCC Parking Policy

Wellington City Council (WCC) has responsibility to manage on-street parking. It is guided by the principles and objectives contained in the Parking Policy (approved August 2020). This policy aims to provide fair and accessible use of the available resource.

The Parking Policy provides a framework to guide future decision-making on the management of all Council-controlled parking spaces. This includes off-street parking and on-street parking, both free-of-charge (unrestricted), and those which incur a user-charge. Off-street parking includes parking areas at any of the Council's parks, sports, recreation, and other community facilities; and any off-street parking buildings that the Council controls. The policy was adopted in August 2020.

The policy sets out objectives, high level principles, a parking space hierarchy (that prioritises the types of parking in different areas), and area-based parking management guidance (that prioritises how we manage supply and demand). It also provides an approach to setting parking fees and developing area-based

parking management plans. For more information, see the PDF version (585KB) or the Text version (15MB RTF) of the Parking Policy.

The Parking Policy has a parking space hierarchy (4.4) to guide the allocation of space. In the central city, short-stay motorcycle parking is classified as a 'high priority' activity, whereas commuter motorcycle parking is classified as a 'lower priority'.

To support the vibrancy of the central city, the occupancy and turnover of kerbside parking spaces needs to be managed and to provide reasonable access to all.

The decision to investigate and implement paid motorcycle parking therefore seeks to reflect the Parking Policy (2020).

1.3 The Long-term Plan 2024-34

The proposal to introduce paid motorcycle parking was included in the 2024-34 Long-term Plan (LTP) consultation process. The public were asked to provide feedback on the introduction of fees to motorcycle parking areas within the central city.

On 30 May 2024 at the Ordinary Meeting of Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee, the Committee agreed to implement a motorcycle parking fee in the central city of up to $2.50 per hour, and that the specifics of the fee structure will be determined through a separate Traffic Resolution consultation process that will follow the LTP process. The Committee also agreed to direct officers to provide the option of a daily cap on fees for motorcycle parking when preparing for traffic resolutions. For more information on this decision, see the minutes of this committee (p24). The report of the oral hearings consultation can be found in the report of oral submitters (PDF 213 MB).

The Long-term Plan lists a budget expectation of $1,067,251.65 per annum from the introduction of paid parking for motorcycle parking. This figure was a result of early estimations. This figure included both paid parking revenue and enforcement revenue.

1.4 Previous consultation on paid motorcycle parking

Wellington City Council publicly consulted on paid motorcycle parking in 2011. A Motorcycle Parking Review was presented to the 4 August 2011 Strategy and Policy Committee for decision.

The summary recommendations from this paper were:

- Agree in principle that parking fees should not be excluded from the mix of demand management regulations that could be applied to motorcycle parking in the central area, and that any fees for motorcycle parking will only be introduced subject to public consultation through the LTP process, and that if

councilors agree in the future to introduce charging for motorcycle parking, then officers will report back with further advice relating to the recommended method of implementing fees, and suggested fee levels.

The current report follows on these recommendations from the 2011 report. This includes evidence and advice on the implementation of fees.

1.5 Benefits of the introduction of paid motorcycle parking

There are four primary benefits to the introduction of fees on motorcycle parking:

1. **Increased equity with car parking**: The public road corridor is a valuable and limited commodity which is in a high level of demand. The use of this space for motorcycle parking currently benefits the motorcycle users only. This is not in line with how public space is allocated. The introduction of fees will bring the use of this space in line with other parking.

2. **Increase in reasonable access to parking:** With the introduction of interventions to increase turnover, there will be an increase in reasonable access to the parking facilities. This will, in turn, enable more visitors to local businesses.

3. **Carbon emissions reductions:** Whilst there are battery electric motorbikes in the market, the majority of the motorbikes utilising the parking are internal combustion engine vehicles. It is expected that there will be some mode shift to public and active transport modes because of the introduction of fees. This is in line with the Council's Te Atakura: First to Zero climate commitments.

4. **Revenue**: The introduction of fees will enable a new revenue stream to contribute to the delivery of Council services.

2. Existing central Wellington motorcycle parking

The scope of this proposal is initially limited to the 63 dedicated motorcycle parking areas in the central city which use around 554 meters of kerb space (Appendix 1). Upcoming works on Thorndon Quay and the Golden Mile will increase this to 68 parking areas. If approved, we would expect that all new on-street parking including motorcycle areas would be paid parking. This report is limited to on-street dedicated motorbike parking areas only including the two bays on the waterfront. Out of scope of this report is motorcycle users who utilise parking spaces on private

land and increasing/decreasing or relocating the number of spaces in the central area for motorcycles.

The majority of the dedicated motorcycle parking areas in scope are not time restricted. There are five time-limited parking areas included in this study. These are restricted to P120/P180 Monday-Sunday 8am – 6pm. Their locations are:

- Lambton Quay, near 151 Lambton Quay (titled *Lambton Quay South* in Appendix 1)
- Wakefield Street, near Cuba Street
- Waring Taylor Street, near Maginnity Street
- College Street, near Tory Street
- Wigan Street

The Land Transport (Road User) Rule 2004 defines where vehicles can, and cannot, legally be parked. Motorcycle users can use standard paid parking spaces. Motorcycle users cannot park on the footpath and/or where it is causing obstruction to other road corridor users.

Dedicated motorcycle parking areas in Wellington do not have painted lines for each motorcycle parking space. To measure the capacity, (AS/NZS 2890.1:2004) standard is used. This recommends that a space measuring 1.2 meters (length of kerb) by 2.5 meters (distance from kerb) is required per motorcycle. Using this capacity guidance, there is space for approximately 445 motorbikes in the parking areas within scope of this paper.

The smallest motorcycle parking area is at the intersection of Featherston Street and Panama Street. It occupies approximately 2 meters of kerb space and can accommodate one motorbike when applying the AS/NZS standard. The largest motorcycle parking area is on The Terrace near Woodward Street. It occupies approximately 36 meters of kerb space and can accommodate 29 motorbikes as per the AS/NZS standard.

The proposed traffic resolution would cover all current motorcycle parking areas in the central city (Appendix 2). The central city zone is shown in appendix 3.

The definitions of “motorcycle” and “moped” for land transport purposes in New Zealand are set out in section 2 of the Land Transport Act 1998, viz:

> motorcycle—
> *(a) means a motor vehicle running on 2 wheels, or not more than 3 wheels when fitted with a sidecar; and*
> *(b) includes a vehicle with motorcycle controls that is approved as a motorcycle by the Director; but*
> *(c) does not include a moped*
>
> moped means a motor vehicle (other than a power-assisted pedal cycle) that has—
> (a) 2 or 3 wheels; and
> (b) a maximum speed not exceeding 50 kilometres per hour; and

(c) either—
(i) an engine cylinder capacity not exceeding 50 cc; or
(ii) a power source other than a piston engine

Any charges for parking in the motorcycle parking bays would apply to all vehicles legally parked in those bays, i.e., to both motorcycles and mopeds.

Motorbike users regularly use less space to park than defined by the AS/NZS guidance. This is observed as approximately 0.8m. This leads to higher utilisation rates in practice. If ground markings were added to demarcate individual motorcycle parking spaces, there would be a 36% reduction in available spaces. It is for this reason we do not propose to mark individual parking spaces.

3. Observations of the use of motorcycle parking in the central city

In August 2024, a survey was conducted to obtain data on the use of central city motorcycle parks.

3.1 Survey design and setup

63 motorcycle parking areas were included in scope of the surveying. The locations are listed in Table 3. 5 parking areas were discounted from surveying and subsequent data analysis & modelling due to road works or construction occurring at the time.

The survey was designed to collect data across Tuesday, Wednesday, Thursday, Saturday, and Sunday. This covers utilisation across peak weekday use and the weekend.

For weekday surveying, observations were taken at the following intervals: 9am, 11am, 1pm, 4pm and 6pm. This enables the analysis of each site throughout the day.

At each data point, the surveyor recorded the site name, the number of motorbikes present in the parking space, photographed the motorbikes present, and any other site-specific information that might influence data analysis.

For weekend surveying, 28 sites in the center of the city were selected for full surveying (at 9am, 11am, 1pm, 4pm and 6pm time slots). The remaining 30 sites had a single survey at midday which observed occupancy only.

To uphold privacy standards, none of the information from the survey was used for any other purpose than calculating the occupancy and duration of stay specifically for this project. All photos have been deleted following their analysis.

Occupancy is compared to the theoretical maximum for each parking bay based on AS/NZS parking standards.

Duration of stay was recorded as Short (<2 hour), Medium (2-6) and long-term (>6 hours) based on a motorbike's repeated presence in the photos.

3.2 Surveying results: key trends

The following section highlights key trends to inform decision-making. The data from the surveying is included in appendix 4. A detailed analysis of the data is included in appendix 5.

There are some parking areas which have over 100% capacity. This can occur where individual motorcycles have utilised less space than the recommended width AS/NZS standard.

Utilisation of motorcycle parking in central Wellington at weekends and weekday evenings is relatively low, with occupancy rates below 70% for the substantial amount of motorcycle parks (Figure 1 and Figure *2*, respectively).

Utilisation is at its highest during the weekdays between 9am and 1pm (Figure 3). The average number of motorcycles parked in each parking area for weekdays can be found in the appendix to this paper in Table 4, and for weekends in

Table 5. The surveying rounds took approximately 60 to 90 minutes. The 4pm time block reported in the analysis therefore took place from 4pm to 5.30pm. This is across the period in which riders will likely be leaving their daytime-hours work and returning home. This will account for the reduction in occupancy at this time. Observations on use were consistent across each of the surveyed weekdays.

There is an area of the city with high occupancy and number of users occupying the spaces for over 6 hours. This area is west of Victoria Street and includes the high-density office spaces in Lambton and Willis Street.

East of this area, there is a lower use of the parking. The average occupancy is under 70% and duration of stay is not dominated by long-stay users. This is highly variable between sites and may reflect the high variance of the area's amenities and features.

Due to the low parking occupancy at the evenings and weekends, it can be concluded that there is not a prevalent use of on-street motorcycle parking space for permanent storage of motorbikes by residents. On-site observations by the surveyors indicate that this may be occurring in some small capacity.

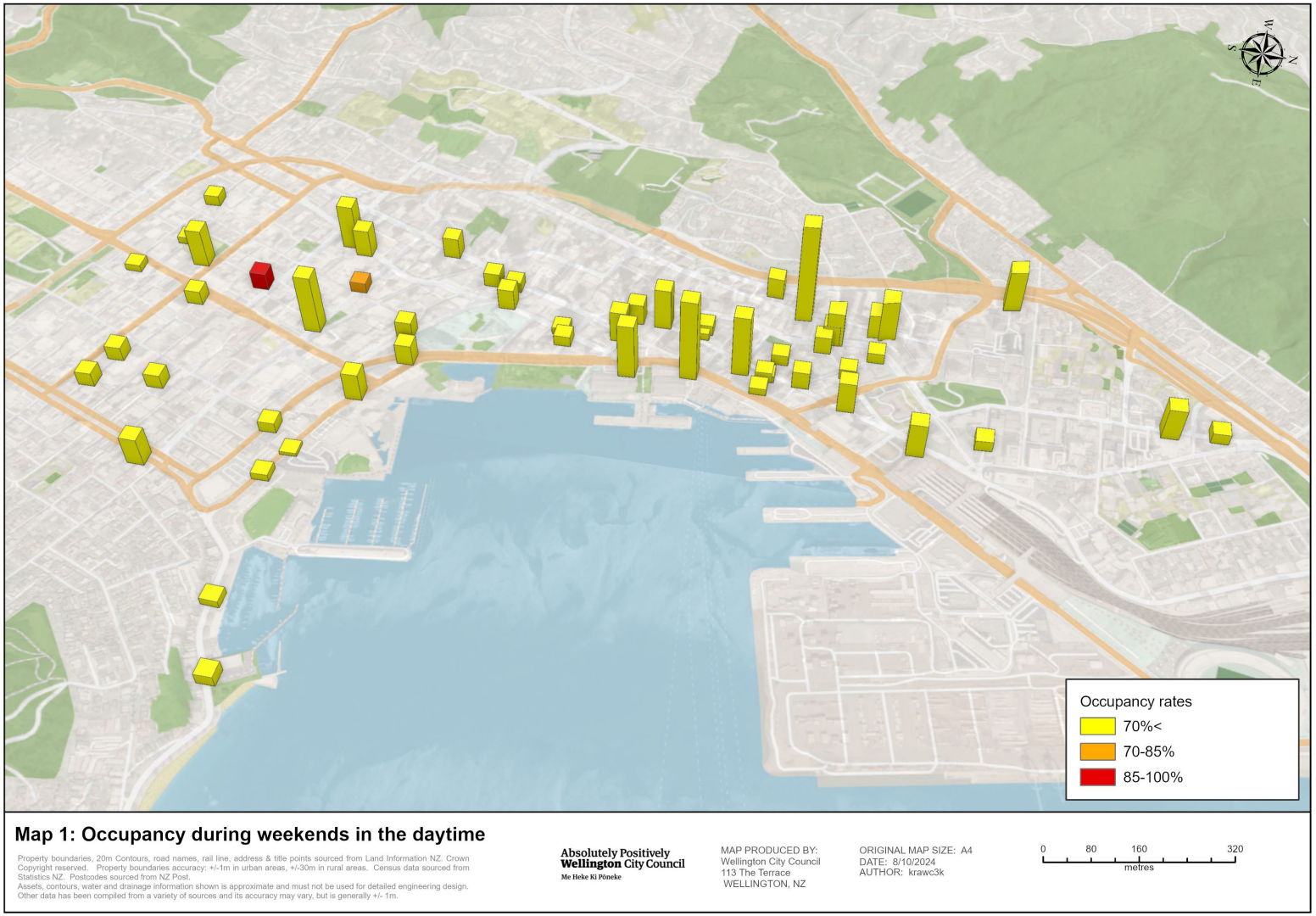


Figure *1*: Occupancy of motorcycle parking spaces at the weekend. The height of the bar represents the capacity of the motorcycle park.

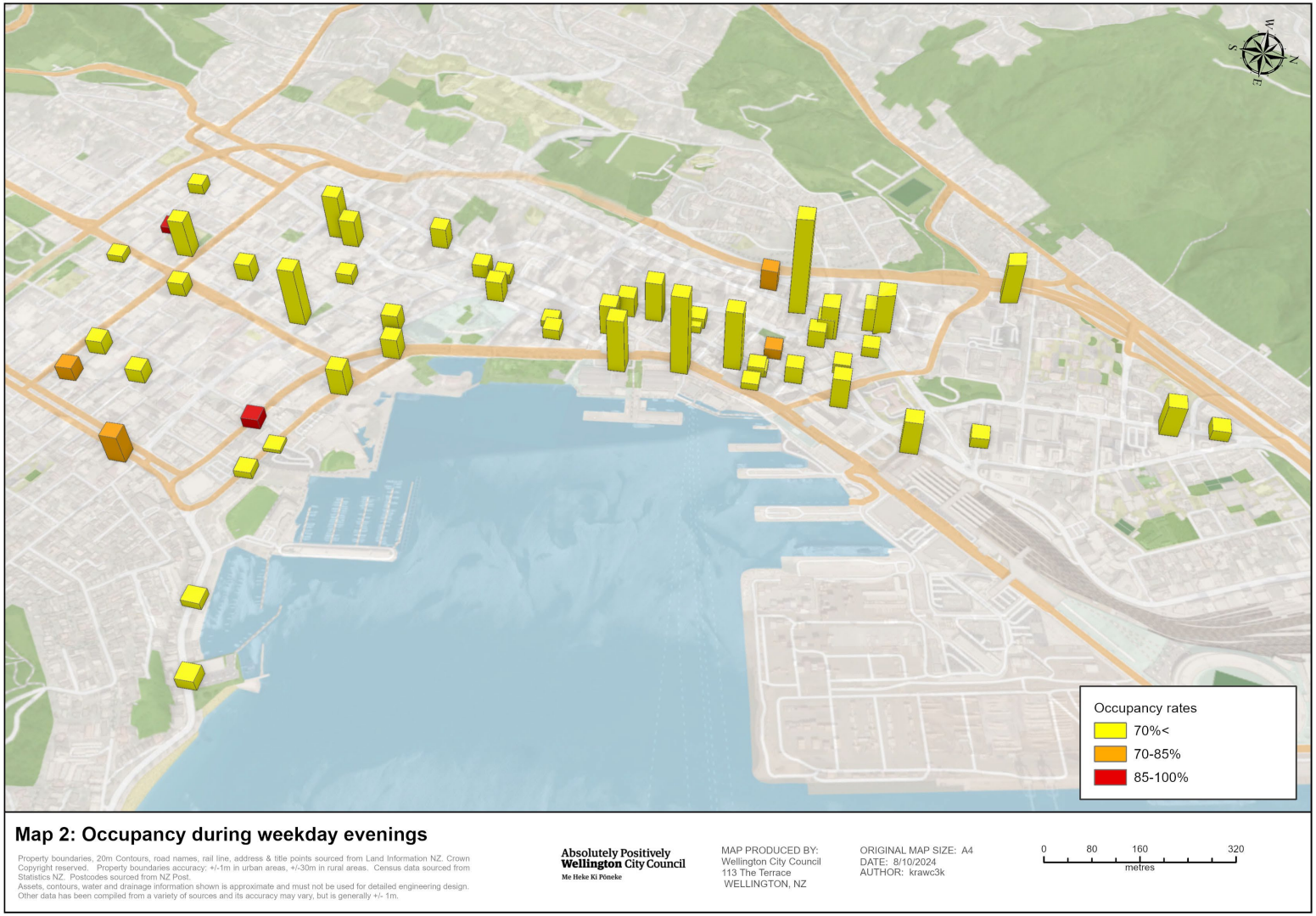


Figure 2: *Occupancy of motorcycle parking spaces on weekday evenings. The height of the bar represents the capacity of the motorcycle park.*

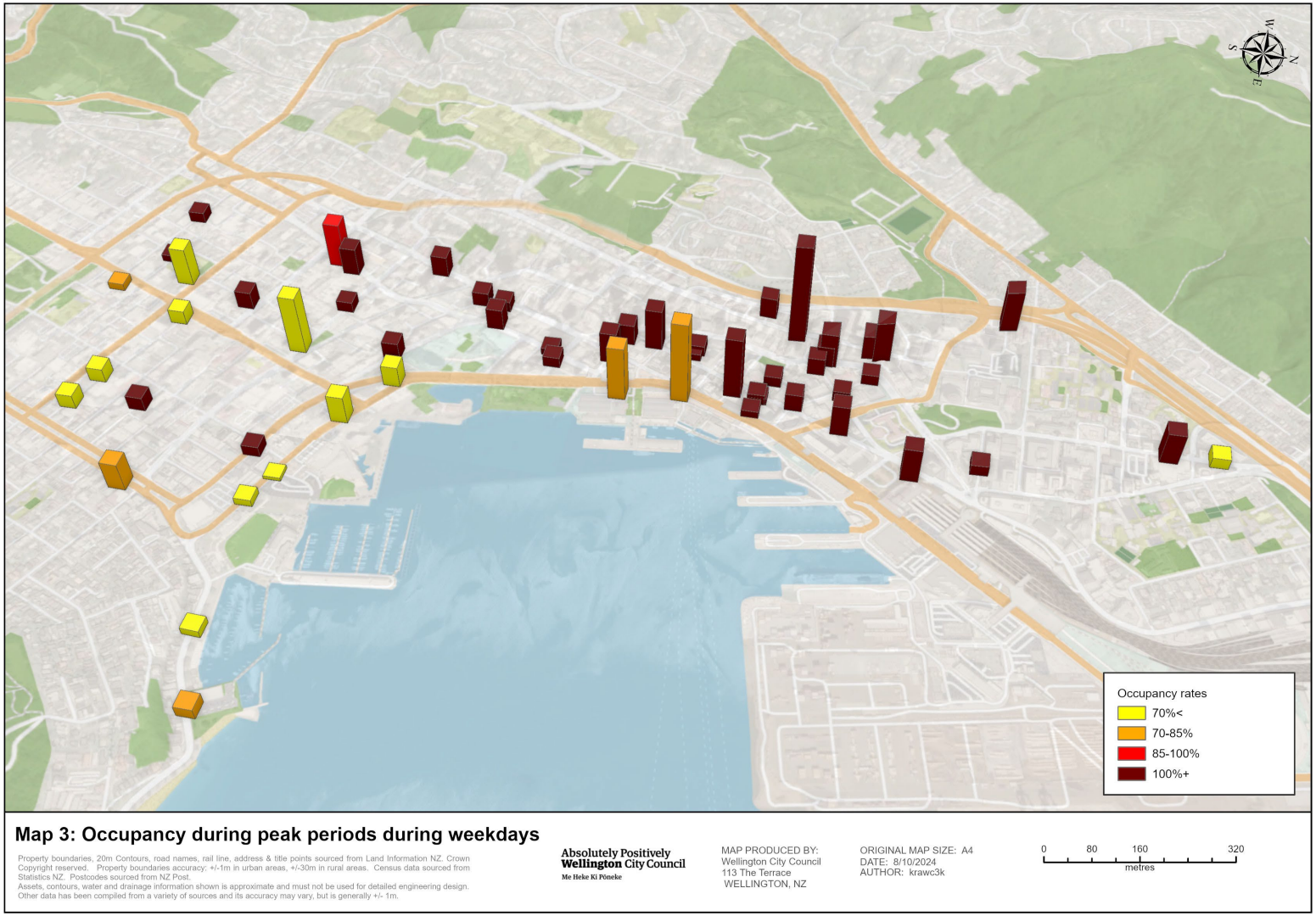
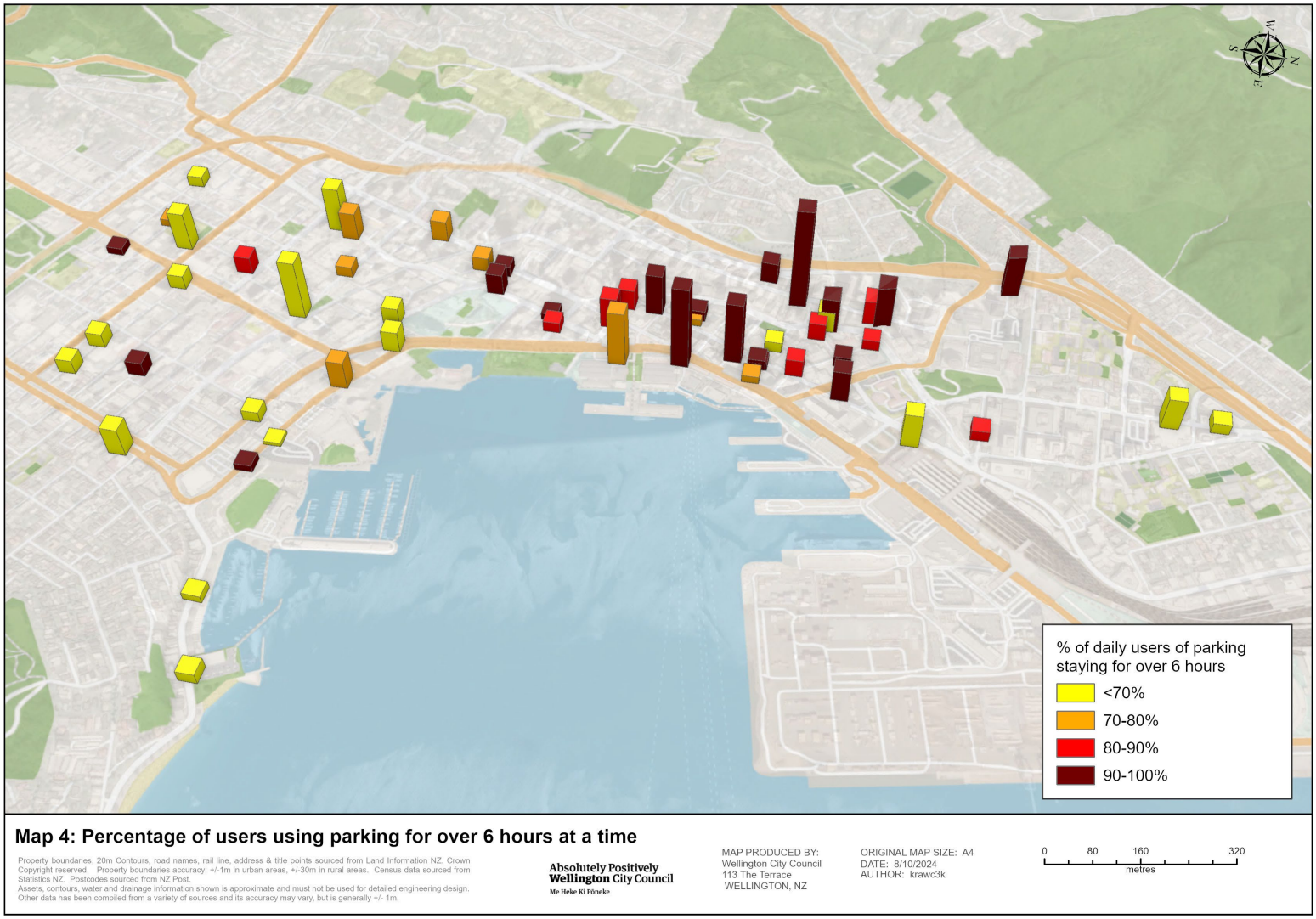


Figure 3: *Motorcycle parking occupancy rates at peak times (over 4 hours) on weekdays. The height of the bar represents the capacity of the motorcycle park.*



Map 4: Percentage of users using parking for over 6 hours at a time

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

MAP PRODUCED BY:
Wellington City Council
113 The Terrace
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
DATE: 8/10/2024
AUTHOR: krawc3k

0 80 160 320
metres

Figure *4*: *Duration of stay for central city motorcycle parking on weekdays compared with parking space capacity. The height of the bar represents the capacity of the motorcycle park.* 3.3 Application of the Parking Policy

The Parking Policy suggests an occupancy threshold of 85% before interventions are applied to manage the parking demand. With occupancy fees rates below 70% for almost all motorcycle parking spaces across the city on evenings and weekends, there is limited cause from the Parking Policy to apply interventions at these times.

There is a case to introduce interventions to encourage turnover in line with guidance from the Parking Policy in the daytime, especially in the western side of the city which has high occupancy fees and low turnover (as outlined in section 2.2).

The Parking Policy outlines measures to manage the occupancy and turnover of parking spaces. Based on observations from the surveying, the predominant use of parking in the western area of the city (west of Victoria Street) is by commuters during the working week. Therefore, applying time restricted parking would not be a suitable intervention, as there is unlikely to be sufficient demand for short-stay parking. The application of paid parking is the most appropriate lever to reduce parking demand in this area to appropriate levels and enable higher turnover.

If fees for parking are applied only to those spaces which are currently meeting the high-occupancy and low-turnover thresholds for intervention, there may be a migration to free parking outside of this area. This may then put pressure on those parking spaces. Therefore, options are presented that limit the application of fees to the high-occupancy zone, as well as the whole central city.

4. Revenue modelling

4.1 About the modelling

A model was created to extrapolate the survey data across the year to enable financial forecasting. The surveying provides useful and valid information; however, the extrapolation of this data involves several unknown quantities and variables. Assumptions are used throughout the modelling process to account for these. Owing to these assumptions and the limited data input, the forecasts produced from the model will not be exact. This information should therefore be used as a tool to assist decision-making and not as evidence to define the decisions on fees.

It is recommended that the fee rate be reviewed when there is sufficient real data on motorbike parking. This will be available for the second full financial year of the implementation of paid motorcycle parking.

The following assumptions are made in the modelling:

- The survey data is from Tuesday to Thursday. For modelling purposes, it is assumed that 20% fewer people use the parking facilities than on Tuesdays, Wednesdays, and Thursdays. 40% fewer people are assumed on Fridays. This is based on observations outside this survey.
- For 8am-9am, the occupancy rate is estimated to be 30% of that observed at 9am.
- The model applies the fees across 259 weekdays (excluding 3 public holidays) and 104 weekend days equally.
- The modelling does not account for external factors that may influence the use of motorcycle parking facilities, including:
    - Organised events which impact transport (such as the Christmas period or street closures).
    - Unplanned events which impact transport (such as extreme weather)

    - Seasonal variations in ridership. The surveying took place in fair to good weather conditions in the winter. It is likely that there are higher levels of motorcycle use in better weather, but this is not accounted for in the modelling.
    - The influence of private parking providers. Private parking providers may start to offer motorcycle parking services which may out-compete Council controlled paid on-street parking (either in service quality or price).

- The model applies a 5% reduction to account for users who decide not to use the parking when fees are applied. This is consistent across each model scenario, irrespective of the fee applied. It is likely that there will be reduced use of the parking in scope if higher fees are applied, but this is not accounted for in the model.
- The parking sites that were closed at the time of surveying were not included in the modelling. Similarly, new motorcycle parking sites expected to be installed in the future are not included. Therefore, there will be an additional 9 parking areas not accounted for in the revenue estimations.
- Approximately half of the parking sites surveyed at the weekend had the full survey profile of five observations across the day. The rest were surveyed once. To model usage of the motorcycle parking across all parking spaces, assumptions on the occupancy were made based on the use trends of the fully surveyed sites. Note: the use across all sites at the weekend was relatively low and is therefore unlikely to significantly impact final budget forecasts.
- The model used for this report was developed prior to the changes in infringement fees that came into practice on 1 October 2024. Higher infringement fees are likely to influence compliance rates and behaviour. The extent of this influence is largely unknown. As this relationship is unknown due to a lack of evidence, modelling the impacts of the new infringements will lead to higher levels of uncertainty on the revenue. Therefore, the infringement revenue is calculated based on the evidence from 2023 using the cost schedule prior to 1 October 2024.

The duration of stay data and occupancy data were recorded and analysed separately. The duration of stay information for weekdays was calculated using one of the weekday information sets. This decision was made due to the highly manual process of determining how long a motorcycle was parked. This process involved reviewing each photograph taken at each survey time and assessing which motorbikes were consistent with the adjoining photos. For weekend duration of stay, both weekend data sets were used.

4.2 Infringement revenue calculations

When a user fails to comply with paid parking conditions, they are issued with an infringement notice. These infringement notices return a revenue stream to the council, which contributes to the total revenue received from paid parking. Infringement notices may be delivered for the following offences:

- The vehicle parking has not been paid for outside of the 6-minute grace period.
- The vehicle has exceeded its purchased time.
- The vehicle has exceeded the max stay time.

To calculate the estimated revenue from infringements on paid motorcycle parking, officers followed the precedents set from paid car parking. As there is no real-time data, these estimates are the best method available.

More accurate estimates of infringement revenue will be available following the implementation of the scheme.

The infringements included in scope of this budgeting were limited to only those delivered within the designated paid motorcycle parking areas. Any infringement notices issued outside of these parking spaces is not included in any of the revenue forecasts.

4.3 Options for fees for motorcycle parking

The decision by the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee included a maximum motorcycle parking fee of up to $2.50 per hour. To ensure that parking remained equitable for those users who rely on these spaces as their primary mode of transport, the Committee requested a daily cap be investigated. The value of this cap was not set by the Committee.

Five options are presented in Table 1 that meet the 2024-27 LTP revenue expectation of $1,067,251.65 p.a. in addition to a do-nothing option. Three options are provided with a daily fee cap. These options are results of the model listed in sections 4.1 and 4.2. The options were selected to meet the instructions as set out by the Ordinary Meeting of Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee in the most practicable way possible. The advantages and disadvantages of these options are listed in Table 2 as an options analysis.

A $10/day fee cap was chosen for modelling purposes as requested be explored by Committee.

In the central Wellington area, car parking spaces require payment from 8am to 8pm Monday to Sunday. The modelling estimates shown in Table 2 assume income would only be generated 8am to 6pm Monday to Friday as occupancy dropped off considerably outside these times and at weekends.

Table 1: Model estimates for a range of fee options

	Hourly fee	Maximum daily fee cap	Metered zone	Total revenue estimate
Option 1	$0	None	None	**$0**
Option 2	$1 hour	None	Central City	**$1,094,980**
Option 3A	$1.50 hour	None	Central City	**$1,412,791**
Option 3B	$1.50 hour	$10	Central City	**$1,165,316**
Option 4A	$2.50	None	Central City	**$2,083,412**
Option 4B	$2.50	$10	Central City	**$1,340,986**
Option 5A	$2.50	None	Western Zone only	**$1,744,254**
Option 5B	$2.50	$10	Western Zone Only	**$1,070,251**

5. Timelines and key milestones

This project is estimated to take 10 months to complete, and will include detailed design, the traffic resolution process, consultation, approval from the Regulatory and Processes Committee, installation of the scheme, and the beginning of enforcement.

Milestone	Date
Project initiated	18/9/2024
Traffic Resolution consultation	11/11/2024 – 1/12/2024
Oral Hearings (if required)	Dates tbc February 2025
Koata Hātepe Regulatory Processes Committee	27 Feb 2025
Physical works commence	Mid-April

Handover to Parking Services to implement enforcement of paid parking	By mid-June 2025

6. Costs to deliver the paid motorcycle parking proposal

Project costs have been identified to develop the project and confirm the extent of any potential paid motorcycle parking. This budget will be reviewed following the decision on the scope of works from the traffic resolution. The project will be funded through capital expenditure (capex).

This scheme development and installation is expected to cost approximately $210,000 in total. This includes project set-up, labour costs, occupancy surveys, drawings, traffic resolution consultation, communication, signs, and markings, data processing and analysis.

7. Engagement and Consultation

The decision to investigate and implement paid motorcycle parking was made in the 2024-34 Long-term Plan (LTP) consultation process. A link to the summary of the Oral Hearings can be found in section 1.3 of this report.

This report provides the background information to support the traffic resolution which will give effect to this decision. A traffic resolution is the formal record of a decision made by a council to change how a road or traffic is managed in a particular area. The traffic resolution process includes formal consultation with the public. Wellington City Council welcomes feedback on the proposal through this process as it will inform the officer recommendations to the committee and the decisions that will be adopted.

The goal of our public consultation is to connect with the community and key stakeholders to explain the purpose of this proposal and gather feedback on the appropriate hourly parking fees, the locations, and the times for paid motorcycle parking. This input will play a crucial role in shaping the final outcome. To facilitate this, we will offer both an online survey and paper-based forms for the public to share their thoughts as a formal submission.

We will notify key stakeholders of the upcoming consultation directly. We will inform residents and share a link to the survey via the Council’s communications channels (website, social media, and enewsletter subscribers) and a public notice. In addition to the survey, submitters will have the opportunity to present their views directly to councillors during oral hearings.

8. Delivery of proposed scheme

A traffic resolution will be presented to the Koata Hātepe / Regulatory Processes Committee on 27 February 2025. The consultation material proposes to add paid parking conditions between 8am and 8pm, 7 days a week in all Motorbike parking areas in the central city. The Council has the option to choose the times that the fees can apply to, within this period of time without the need to develop a new traffic resolution.

Following feedback and if approved by Committee, the traffic restrictions will be added to the Council's legal database, and instructions issued to contractors to install signage. This will take place no later than mid-June 2025. The change will be brought into effect across all parking areas in scope of the traffic resolution simultaneously.

The signage will offer clear direction for users.

Any changes agreed by Council post consultation and consideration of feedback will be communicated ahead of the implementation as much as reasonably practical.

On implementation, there will be a grace period in which zero-dollar parking infringements will be issued for non-compliance. This is standard practice for when a significant change to parking conditions takes place.

Users will be able to use the PayMyPark parking app or Pay by Plate parking meters to pay for their parking. WCC will assess the requirements for new meter units to enable users to be able to access them within a reasonable distance. New units will be installed where needed.

9. Conclusion and recommendations

This report uses observation data from surveying and modelling to provide a forecast for the potential revenue from different fees. The revenue modelling should be used as a tool to assist decision-making, rather than for detailed budgeting purposes. Whilst the tools used to manage parking demand are the same as for car parking, the addition of fees on motorcycle parking is a new undertaking. As such, how hourly fees impact the use of the parking areas is largely untested. The options highlighted in this report utilise all available information to make an informed recommendation.

9.1 Summary of options

A summary of options with their advantages and disadvantages is displayed in Table 2. Where the modelling suggests that the revenue is within 10% of that listed in the LTP decision, the option is considered as meeting revenue expectations.

9.2 Recommendation

This paper recommends Option 2. This option would see a $1 per hour fee be applied to all paid motorcycle parking areas in the central city at the same times that cars are required to pay i.e. from 8am to 8pm Monday to Sunday. This would:

1. Meet the revenue expectations listed with the LTP at a low hourly cost to the user.
2. Returns approximately the same $ per meter of kerb space as car parking, thus making it a more consistent balance with cars ($0.83 per hour, per meter of kerb space for motorbikes when in use, compared to $0.91 for car parking.
3. Contribute towards increased turnover and availability of parking spaces in the over-subscribed area of the city, thus supporting local businesses.

Applying paid parking across all of the central city would reduce the risk of complications arising as a result of motorcycle users migrating to free parking, should fees only be implemented in the current high use/low occupancy area.

It is recommended that a cap not be implemented. Parking fee caps do not align to the Parking Policy, as they incentivise longer-term parking and disincentivise short-stay parking. At lower hourly fees (especially at $1 per hour), the fee cap does not significantly impact the maximum daily cost for a user.

9.3 Future of fees for paid motorcycle parking.

The committee has the option of reducing the times and location of the paid motorcycle parking, as well as introducing a fee cap.

The scope of this project report focuses on the change for the 2025/26 financial year. However, due to the limitations in developing forecasted revenue from the models, it is recommended that the real-time data captured in FY2025/26 be used to review the fees and the times in which they apply for the following financial year. This will provide a better revenue forecast and provide an opportunity to adjust fees if required.

Table 2: Options analysis

Option	Hourly fee	Maximum daily fee cap	Paid parking zone	Advantages	Disadvantages
1	$0	None	None	• Likely to be the preferred option for motorcycle users	• Does not meet revenue target • Not an equitable use of the road corridor for parking • Does not support turnover of motorcycle parking, thus not supporting local businesses.
2	$1	None	Central City	• Meets revenue expectations. • Lowest paid option for users • Comparable financial return per-meter of kerb as car parking	• There is a risk that WCC may not realise the revenue expectation should compliance rates increase following the implementation of the infringement rate increase on 1 October 2024. Whilst revenue from fees would increase, it may not meet the same levels of total revenue.
3A	$1.50	None	Central City	• Exceeds revenue expectations (ca. $300k).	• Represents a large change from the current system. Users would be paying $15 for staying the entire day (8am-6pm) • Limited justification for the fee at this level, as 1) it exceeds the revenue target and 2) there is no evidence that a higher fee will increase the availability of parking as defined by the parking policy.
3B	$1.50	$10	Central City	• Meets revenue expectations.	• Does not support the Parking Policy as the price cap incentivises long-stay parking. • There is a risk that WCC may not realise the revenue expectation should compliance rates increase following the implementation of the infringement rate increase on 1 October 2024. Whilst revenue from fees would increase, it may not meet the same levels of total revenue

4A	$2.50	None	Central City	• Exceeds revenue expectations (ca. $1m).	• This is the biggest change from the current system. Users would be paying $25 for staying between 8am and 6pm • Limited justification for the fee at this level, as 1) it exceeds the revenue target and 2) there is no evidence that a higher fee will increase the availability of parking to target as defined by the parking policy.
4B	$2.50	$10	Central City	• Exceeds revenue expectations (ca. $300).	• Does not support the Parking Policy as the price cap incentivises long-stay parking. • Due to the price differential between the hourly fee and the price cap, it is unlikely that this option would increase turnover. All parking after four hours would be effectively free for the user.
5A	$2.50	None	Western Zone only	• Exceeds revenue expectations (ca. $700). • Is a response to the area in highest need of parking intervention	• Limited justification for the fee at this level, as 1) it exceeds the revenue target and 2) there is no evidence that a higher fee will increase the availability of parking to target as defined by the parking policy. • This is the biggest change from the current system. Users would be paying $25 for staying between 8am and 6pm • Limiting the chargeable zone to the western area only will likely lead to displacement to free parking areas. This risks a scenario of the system not meeting revenue targets, and occupancy issues occurring where there is free parking. • Due to the price differential between the hourly fee and the price cap, it is unlikely that this option would increase turnover. All parking after four hours would be effectively free for the user.
5B	$2.50	$10	Western Zone Only	• Meets revenue expectations. • Is a response to the area in highest need of parking intervention	• Does not support the Parking Policy as the price cap incentivises long-stay parking. • Limiting the chargeable zone to the western area only will likely lead to displacement to free parking areas. This risks a scenario of the system not meeting revenue targets, and occupancy issues occurring where there is free parking.

	• Due to the price differential between the hourly fee and the price cap, it is unlikely that this option would increase turnover. All parking after four hours would be effectively free for the user.

Appendix 1: List of dedicated motorcycle parking spaces in scope of this report

Table 3: Dedicated motorbike parking in Wellington Central (Source: RAMM WCC asset database)

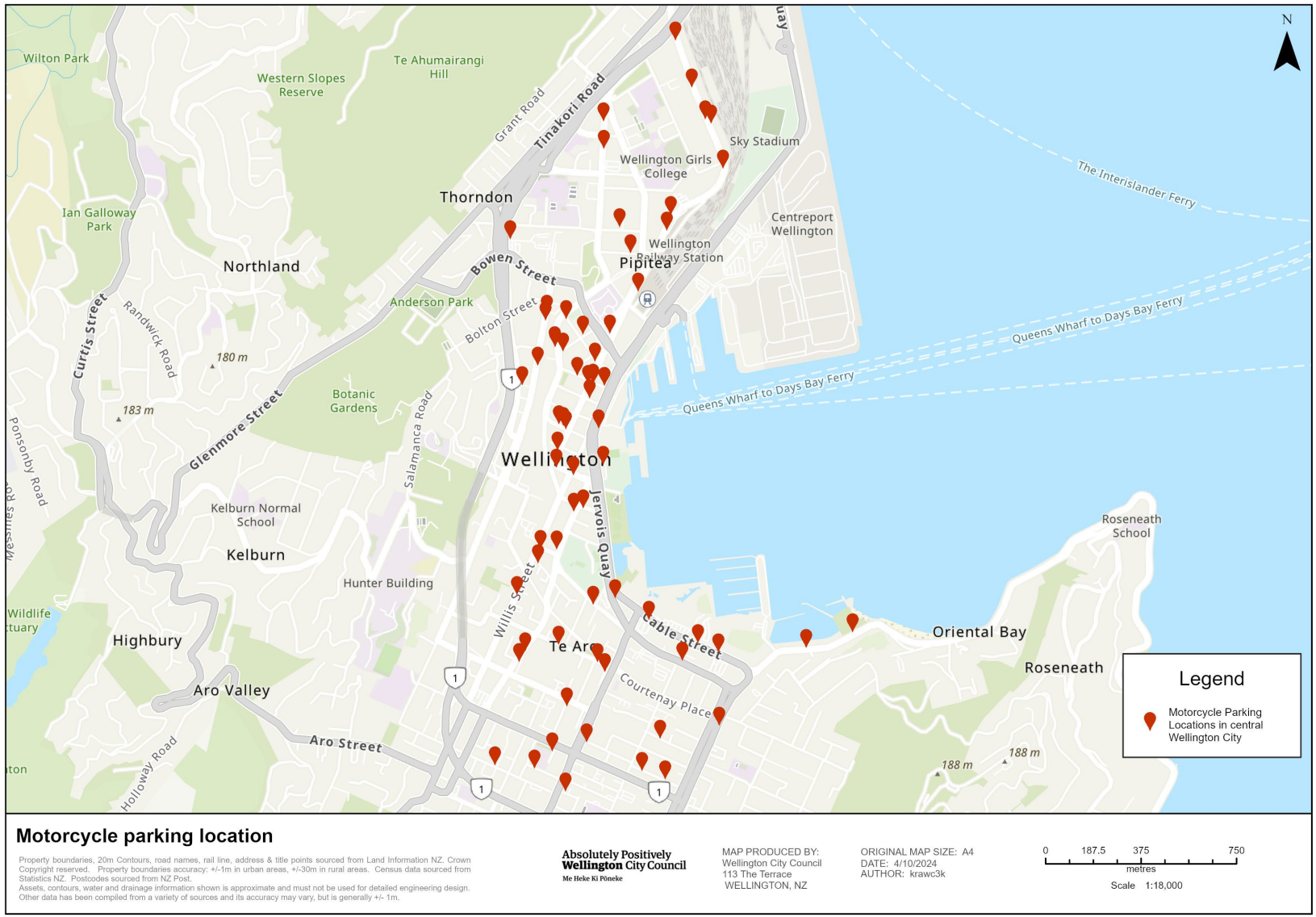
Unique Reference number	**Latitude**	**Longitude**	**Location** (Street/closest intersection)	**Length** (meters)	**Capacity based on** AS/NZS **Standard** (Number of Motorbikes)
1720	-41.29598785	174.7734211	Abel Smith Street/Claytons Avenue	4.6	3
2052	-41.16369	174.46437	Aitken Street	17.6	14
2053	-41.28165012	174.7777257	Balance Street/Featherston St	7.2	5
2054	-41.28016963	174.7763349	Balance Street/Lambton Quay	4.8	3
2055	-41.2773892	174.7736388	Ballantrae Place	15.8	12
1564	-41.28881743	174.7752481	Bond Street/Willis	6	4
1010	-41.27914668	174.7796823	Bunny Street/Train Station	9.3	7
2057	-41.29183564	174.7837881	Cable Street/ Chaffers St	2.7	2
2056	-41.29152421	174.7828224	Cable Street/Barnett St	1.8	1
9990	-41.289998	174.778896	Cable Street/ Jervois Quay/Market Lane	7.5	6
2059	-41.290734	174.780499	Cable Street/ Taranaki St	10.9	8
9991	-41.29636236	174.7814167	College Street/ Cambridge Tr side	6.1	4

9992	-41.296082	174.780322	College Street/Tory Street	5.9	4
1229	-41.29168074	174.7762908	Dixon Street/ Cuba Street	4.9	3
9993	-41.292269	174.778131	Dixon Street/ Egmont Lane	21.3	17
1289	-41.2848209	174.7760569	Featherston Street/Grey Street	15	12
1322	-41.28414321	174.7764501	Featherston Street/ Panama Street	2	1
2060	-41.28244541	174.7774261	Featherston Street/ Waring Taylor Street SW	2.1	1
2061	-41.28064936	174.7783962	Featherston Street/ Whitmore	12.3	9
1392	-41.28568352	174.7768254	Hunter St/ Customhouse Quay	11.2	9
2062	-41.28542814	174.7760173	Hunter St/Lambton Quay	7.5	6
9997	-41.292631	174.778528	Inglewood Place	14	11
2063	-41.29511143	174.7776997	Jessie St/Taranaki St	5.2	4
2064	-41.28295178	174.77751	Johnston St/Customhouse Quay	23.8	18
2065	-41.27780087	174.779185	Kate Sheppard Place	4	3
2067	-41.29442732	174.7838994	Kent Terrace/Majorbanks	11	8
2068	-41.29545444	174.7760949	Knigges Avenue/ State Highway 1	14.3	11
14233	-41.28400713	174.7779595	Lady Elizabeth Lane/ Jervois Quay	30	24
1478	-41.28110036	174.7758246	Lambton Quay/Stout St North	13.2	10
1479	-41.28116738	174.7758427	Lambton Quay/Stout St South	8.7	6

2069	-41.29385433	174.7767359	Marion St/ Ghuznee	6.5	5
1539	-41.296861	174.776754	Martin Square/Taranaki Street	3	2
1230	-41.28831071	174.7753535	Mercer St/Willis	4	3
14294	-41.27315523	174.7778971	Molesworth St North (MoH)	4.2	3
9994	-41.27412688	174.7779387	Molesworth St South (SH Slip Lane)	11.5	9
2071	-41.29102925	174.7900618	Oriental Parade/ Freyberg	4.2	3
1637	-41.29161678	174.7879024	Oriental Parade/ Prince Street	3.3	2
1092	-41.28395027	174.7763085	Panama Street/ Featherston EAST	3.1	2
1091	-41.28389115	174.776094	Panama Street/ Lambton Quay West	3.8	3
9995	-41.28529318	174.7782101	Queens Wharf	20.2	16
2072	-41.28253605	174.7743378	Shell Lane (The Terrace)	8.6	7
2073	-41.28131855	174.7762196	Stout Street/ Lambton Quay	6.4	5
1523	-41.28070616	174.7771356	Stout Street/ Ballance St EAST	4.8	4
2074	-41.29493	174.781139	Tennyson Street/ Tory Street	5.6	4
2075	-41.27999412	174.7754252	The Terrace/Masons Lane North	16	13
2076	-41.28023434	174.7753702	The Terrace/Masons Lane South	8.8	7
2077	-41.28183563	174.7750472	The Terrace/Woodwood	36.4	30
1462	-41.16228	174.46575	Thorndon Quay/Davis Street	4.2	3

1463	-41.16185	174.46551	Thorndon Quay/Tinakori Road	5.3	4
15208	-41.29193705	174.7747314	Victoria Street/ Feltex Ln N	11.2	9
1131	-41.29232034	174.7744579	Victoria Street/ Feltex Ln S	17.3	14
2078	-41.28831592	174.7761117	Victoria Street/ Mercer Lane	7.7	6
2079	-41.28696952	174.7768763	Victoria Street/ Willeston	3.6	3
1366	-41.29024473	174.7778756	Wakefield Street/ Cuba Street	4.8	3
2081	-41.29215897	174.782108	Wakefield Street/ Tory St	3.4	2
1231	-41.17217	174.46359	Wakefield Street/ Victoria Street	6.2	4
2082	-41.28250234	174.7781948	Waring Taylor Street/ Customhouse Quay	3	2
9996	-41.282396	174.777655	Waring Taylor Street/ Featherston NE	4.5	3
2084	-41.28243424	174.7776675	Waring Taylor Street/ Featherston SE	4.7	3
1066	-41.28216864	174.7769089	Waring Taylor Street/ Maginnity St	3.7	3
15387	-41.29607386	174.7752791	Wigan Street/ Dunlop Terrace	4.9	4
2085	-41.28684595	174.777316	Willeston Street/ Victoria	8.1	6
2086	-41.28995481	174.7742916	Willis Street/ Ellers Avenue	9.2	7
			Grand Total	553.9	420

Appendix 2: Map of sites in scope of the proposed changes



Appendix 3: Central City Zone map

Appendix 4: Survey data report

Table 4: Average number of motorcycles parked in each parking area across weekdays.

Location	Time				
	900	1100	1300	1600	1800
Abel Smith Street/Claytons Avenue	3.3	3.3	3.3	4.0	1.5
Balance Street /Featherston Street	9.0	8.7	8.0	4.3	2.3
Balance Street /Lambton Quay	4.3	4.7	5.0	4.3	1.0
Ballantrae Place	16.7	16.7	16.0	11.7	1.3
Bond Street /Willis	7.7	5.3	8.3	4.5	1.5
Bunny Street / Train Station	9.3	10.3	9.0	7.7	2.8
Cable Street / Chaffers Street	0.3	0.3	0.3	0.0	0.0
Cable Street /Barnett Street	0.3	0.0	0.0	0.0	0.0
Cable Street /Jervois Quay/market lane	2.3	2.0	1.8	1.5	0.0
Cable Street /Taranaki Street	3.7	3.3	2.8	2.5	1.8
College Street / Cambridge Tr side	1.3	1.8	1.5	1.0	3.3
College Street / Tory St side	0.5	0.0	0.0	0.5	0.8
Dixon Street / Cuba	5.3	6.0	5.8	4.0	2.0

Dixon Street /Egmont Lane	6.3	7.5	7.8	6.3	6.0
Featherston Street / Grey Street	15.8	15.7	15.0	13.0	1.5
Featherston Street / Panama Street	2.8	3.3	3.0	2.3	0.8
Featherston Street / Waring Taylor Street SW	4.5	4.0	4.7	2.0	0.0
Featherston Street /Whitmore	12.3	12.3	12.3	6.0	0.5
Hunter Street / Customhouse Quay	17.3	17.8	16.5	14.0	4.5
Hunter Street /Lambton Quay	10.0	10.0	9.3	8.8	1.3
Jessie Street /Taranaki Street	1.0	1.0	0.5	0.0	0.0
Johnston Street /Customhouse Quay	19.7	17.5	17.7	11.7	3.5
Kate Sheppard Place	2.7	3.0	3.3	3.0	0.8
Kent Terrace/Majoribanks	3.3	5.3	5.3	5.8	5.8
Knigges Avenue/ State Highway 1	5.0	6.5	8.5	6.8	5.5
Lady Elizabeth Lane/ Jervois Quay	15.7	18.3	17.5	15.5	2.5
Lambton Quay/Stout Street North	11.0	9.0	8.7	2.3	1.0
Lambton Quay/Stout Street South (P120)	9.0	3.7	2.7	1.0	0.0
Marion Street / Ghuznee	8.0	7.8	8.5	7.0	1.8
Martin Square/Taranaki Street	1.3	1.5	1.8	1.3	0.3
Mercer Street /Willis	6.3	6.0	6.0	4.5	1.0

Molesworth Street North (MoH)	1.7	1.7	2.0	1.0	0.0
Molesworth Street South (SH Slip Lane)	9.7	9.0	10.0	2.7	1.8
Oriental Parade/ Freyberg	0.0	1.3	1.8	2.8	1.8
Oriental Parade/ Prince Street	0.3	0.3	0.6	0.3	0.3
Panama Street / Featherston EAST	3.0	3.3	3.0	3.0	0.5
Panama Street / Lambton Quay West	4.5	4.8	4.3	4.0	1.3
Queens Wharf	11.7	11.0	13.0	11.0	2.8
Shell Lane	6.3	6.0	6.3	5.3	3.7
Stout Street / Lambton Quay	9.0	10.0	9.0	3.0	1.3
Stout Street /Ballance Street EAST	6.3	6.3	5.3	2.3	0.3
Tennyson Street /Tory Street	6.0	5.7	6.0	3.8	2.5
The Terrace/Masons Lane North	19.3	20.3	19.7	15.5	3.0
The Terrace/Masons Lane South	17.0	10.3	9.7	8.7	1.7
The Terrace/Woodwood	31.7	34.3	34.3	25.0	6.0
Victoria Street / Feltex Lane North	8.8	9.8	10.0	8.8	2.5
Victoria Street / Feltex Lane South	10.5	11.5	13.0	9.8	8.5
Victoria Street / Mercer Street	10.7	10.3	9.8	7.5	2.0
Victoria Street / Willeston Street	7.0	6.8	6.8	5.5	0.0

Wakefield Street /Cuba Street	6.3	5.8	3.8	4.3	1.8
Wakefield Street /Tory Street	4.0	4.3	4.5	3.5	2.0
Waring Taylor Street / Customhouse Quay	3.0	9.7	3.0	1.3	0.5
Waring Taylor Street / Featherston NE	4.3	4.7	4.7	2.3	1.3
Waring Taylor Street / Featherston SE	6.0	5.3	5.3	1.7	1.5
Waring Taylor Street / Maginnity St	1.5	2.5	2.0	1.5	1.4
Wigan Street / Dunlop Terrace	1.3	2.5	3.5	2.8	2.8
Willeston Street /Victoria Street	10.3	10.3	10.3	7.0	0.4
Willis Street/Ellers Avenue	9.3	9.3	9.3	8.8	3.5

Table 5: Average number of motorcycles parked in each parking area across weekends.

Location	Time				
	900	1100	1300	1600	1800
Abel Smith Street/Claytons Avenue		2.0			
Balance Street /Featherston Street	0.5	1.0	1.0	1.0	1.0
Balance Street /Lambton Quay	1.5	0.5	1.0	0.0	0.0
Ballantrae Place		0.5			
Bond Street /Willis	0.5	0.5	3.0	1.0	0.5
Bunny Street / Train Station		1.0			
Cable Street / Chaffers Street		0.5			
Cable Street /Barnett Street		0.5			
Cable Street /Jervois Quay/market lane	0.0	0.5	0.0	0.0	0.0
Cable Street /Taranaki Street	0.0	0.5	0.0	0.0	0.5
College Street / Cambridge Tr side		1.5			
College Street / Tory St side		1.0			
Dixon Street / Cuba	2.5	2.5	3.0	2.0	2.0
Dixon Street /Egmont Lane		2.5			
Featherston Street / Grey Street	0.5	1.0	1.0	0.5	0.0

Featherston Street / Panama Street	0.0	0.0	0.0	0.0	0.0
Featherston Street / Waring Taylor Street SW	0.0	0.0	1.0	0.0	0.0
Featherston Street /Whitmore		0.0			
Hunter Street / Customhouse Quay	1.5	0.5	1.0	0.5	0.5
Hunter Street /Lambton Quay	1.5	2.5	1.5	3.0	1.0
Jessie Street /Taranaki Street	0.5	1.0	0.5	0.5	0.5
Johnston Street /Customhouse Quay	3.5	2.5	3.0	2.0	2.0
Kate Sheppard Place		0.0			
Kent Terrace/Majorbanks		3.5			
Knigges Avenue/ State Highway 1	2.0	3.5	3.5	5.0	3.0
Lady Elizabeth Lane/ Jervois Quay		1.0			
Lambton Quay/Stout Street North	0.5	0.5	0.5	0.0	0.0
Lambton Quay/Stout Street South (P120)	0.0	0.0	0.0	0.0	0.0
Marion Street / Ghuznee	4.5	4.5	7.5	5.0	3.5
Martin Square/Taranaki Street		1.0			
Mercer Street /Willis	0.0	2.5	1.0	2.0	0.5
Molesworth Street North (MoH)		0.0			
Molesworth Street South (SH Slip Lane)		1.0			

Oriental Parade/ Freyberg		1.0			
Oriental Parade/ Prince Street		0.5			
Panama Street / Featherston EAST	0.0	0.0	0.0	0.0	0.0
Panama Street / Lambton Quay West	0.0	1.0	1.0	1.0	0.0
Queens Wharf		1.5			
Shell Lane		0.0			
Stout Street / Lambton Quay	0.0	0.0	0.0	0.0	0.0
Stout Street /Ballance Street EAST	0.0	0.0	0.0	0.0	0.0
Tennyson Street /Tory Street	0.5	0.5	0.5	0.5	0.5
The Terrace/Masons Lane North		0.5			
The Terrace/Masons Lane South		1.5			
The Terrace/Woodwood		3.0			
Victoria Street / Feltex Lane North		0.5			
Victoria Street / Feltex Lane South		5.0			
Victoria Street / Mercer Street	1.5	3.0	1.0	1.0	0.5
Victoria Street / Willeston Street	0.5	0.0	0.5	1.0	0.5
Wakefield Street /Cuba Street	1.5	2.0	2.5	2.5	1.5
Wakefield Street /Tory Street	0.0	0.3	1.5	0.5	0.5

Waring Taylor Street / Customhouse Quay		0.0			
Waring Taylor Street / Featherston NE	0.0	0.0	0.0	0.0	0.0
Waring Taylor Street / Featherston SE	0.0	0.0	0.0	0.0	1.0
Waring Taylor Street / Maginnity St		0.5			
Wigan Street / Dunlop Terrace		1.5			
Willeston Street /Victoria Street	0.0	1.0	2.0	1.5	0.5
Willis Street/Ellers Avenue		3.0			

Appendix 5: Data analysis report

Data validity

Survey data quality is considered as acceptable for the use of this analysis. The findings were consistent with expectations and no anomalies in the data were observed. The surveying was completed on days with acceptable weather, and no excessive wind or rain were present that may have changed riders' decision of transport mode. The five time-limited sites were included in the wider analysis and not analysed separately.

The following four sites were not included in the surveying due to active Traffic Management Plans (TMPs) being in place at the time of surveying. The TMPs either removed or severely impacted their usage:

- Aitken Street
- Thorndon Quay/Davis Street
- Thorndon Quay/Tinakori Road
- Wakefield Street/ Victoria Street

Data Analysis

Occupancy rates of motorcycle parking areas in the central city are highest on weekdays.

Utilisation of the parking spaces in Wellington Central is highest in the daytime between 0900 to 1300 (Figure *3* Figure 5). The average number of motorcycles parked in each parking area for weekdays is displayed in **Error! Reference source not found.**, and for weekends in Table 5. The surveying rounds took approximately 60 to 90 minutes. The 1600 hour time block reported in the analysis therefore took place from 1600 to 1730 hours. This is across the period in which riders will likely be leaving their day job and returning home. This will account for the reduction in occupancy at this time. Use rates were consistent across each of the surveyed weekdays.

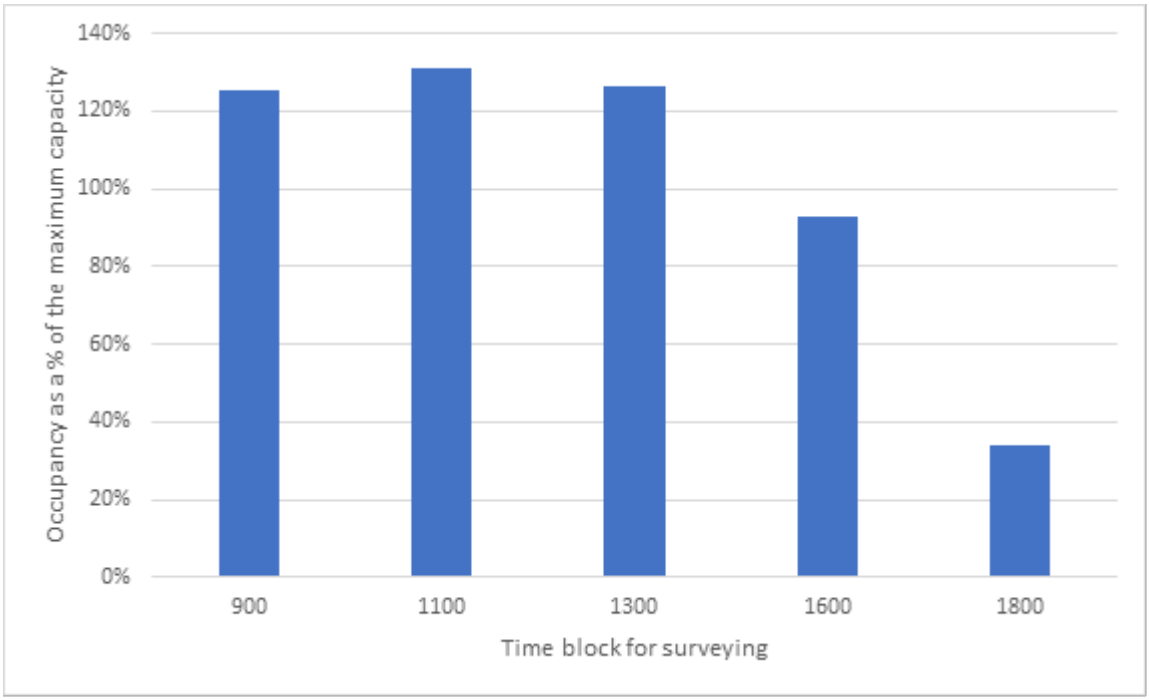


Figure 5: Occupancy rate on weekdays throughout the day.

On weekdays in the daytime, there is a distinct area in the city (approximately between Ghuznee Street north to Molesworth Street) where occupancy rates are high, and turnover is low (Figure *4*). Occupancy in the evening times is low (Figure 5). This suggests that the prevailing use of these parking spaces is by those who commute to work in this area during business hours. This is backed up by low occupancy levels at the weekends (Figure *1*). This area is characterized by high-density office spaces. There appears to be high demand for motorcycle parking in this area, as evidenced by most of the motorcycle parking spaces being at high occupancy levels.

There are less obvious trends east of Victoria Street. Across this area, average occupancy is under 70% and duration of stay is not dominated by long-stay users. There is less demand for motorcycle parking in this area than in the western zone.

On weekends, the average occupancy rate across the city at 11am was 22%.

The occupancy of the time limited space on Lambton Quay is relatively low (at 68%) on weekdays. This is in comparison to the parking spaces in the immediate area, which have occupation rates of over 100% in many cases.

End