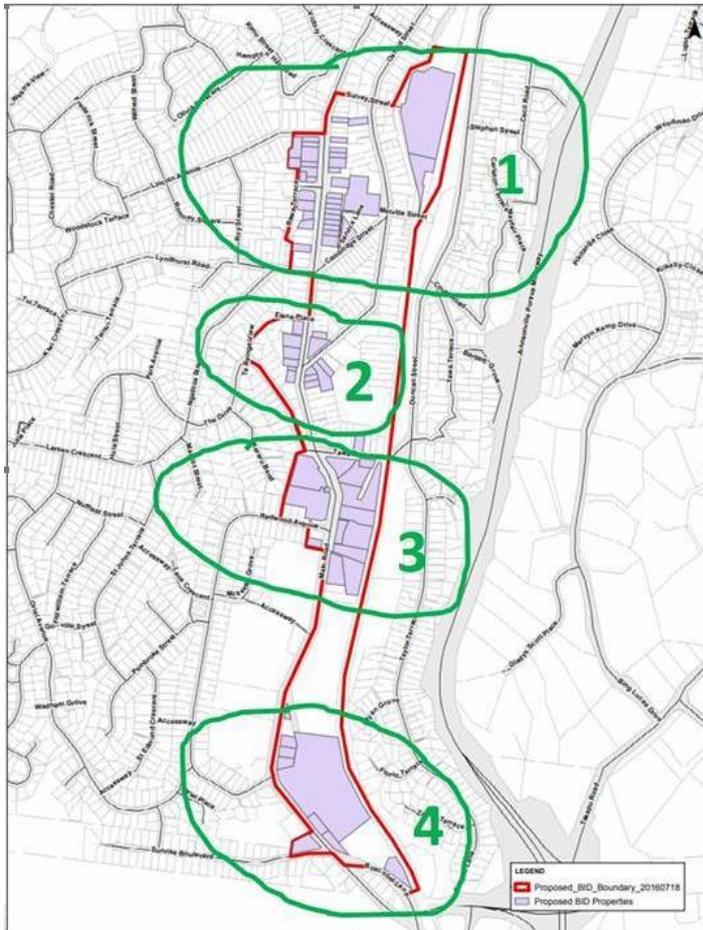


PARKING SURVEYS

JUNE/JULY 2019

Tawa Business Group - BID

The Tawa Business Group is seeking advice into how it could input into Wellington City Council's future thinking of traffic and parking in Tawa. As a first step the Business Group has commissioned a parking occupancy and duration survey in four areas where there are seen to be parking issues.



Weekday surveys were carried out between the hours of 8am and 6pm in late June / early July 2019. Parked vehicle counts were carried out on Saturday and Sunday mornings and afternoons. The weekday surveys were carried out at intervals ranging from 20 minutes to 40 minutes dependent on the nature of parking in the four identified areas

1. The findings were as follow:

a. Main Road shops

- The parking is generally restricted to P60 with up to 92% occupancy and a high turnover of spaces. There are over 1000 visitors to the shopping area over the weekday 10-hour period, 8am-6pm.
- The existing P60 parking restrictions are generally complied with except for a small area adjacent to 'The Borough' restaurant/bar.
- There are usually one or more spaces available for intending parkers
- Vehicles servicing the area if necessary, will and are able to park on-street without difficulty while loading/unloading.
- The overall conclusion is that there are no required changes to be made given the existing composition of outlets within the shopping area.

b. Fringes of the shopping area

- The parking is unrestricted with an area of P120 car parks on Cambridge Street outside 'New World'.
- The unrestricted parking is well used for longer stay parking, mostly by local workers, while there are spaces available for short term parking.
- The parking restrictions are in keeping with the localised demands for short or longer stay parking. There are no issues that require changes to be considered at this point in time.

c. Area between the shopping and Redwood areas

- This area is Oxford Street (between Cambridge Street and Main Road), Main Road (between Cambridge Street and Tawa Street) and Elena Place.
- There is a mixture of uses including school, kindergarten, major car dealership, small area of retail outlets and residential areas.
- The on-street parking is generally unlimited but with a mix of time limited restrictions in the vicinity of the intersection of Oxford Street and Main Road.
- The compliance of the time limited parking is poor.
- It is recommended that the TBG discuss with the Community Board and other affected parties how the localised parking restrictions could be adjusted to suit the existing and possible future activity in the above area. It is noted that the Salvation Army shop attracts visitors while some shops are empty. See also Chapter 6, Options and Issues.

d. Redwood area

- This area is dominated by a large number of small light industrial business and St. Xavier's School. There is also an active Squash Club in this area. There are 10 parking spaces with restricted parking during school start and finish times, with a number of P120 restrictions in Redwood Avenue adjacent to the school, otherwise the spaces have no time limit.
- There are 2 x P10 approved for placement outside the Nada Bakery.
- The local workforce dominates the unrestricted time limit parking on both sides of the Main Road and overflows into the residential area of

Redwood Avenue and on the Main Road to the north of Tawa Street. There are a few if any available on street parking space remaining for other users. There are no designated 'Loading Zones' but servicing the light industrial premises does not appear to be an issue with the access ways to the premises being used for servicing behind the kerb line.

- There is an over demand for parking spaces requiring further consideration, affecting access to for example St Xavier's School and the Squash Club.
2. An analysis of the origins for vehicles parking at and close to the Main Road shops show that the origin suburbs are approximately:
- Tawa 46%
 - Porirua 23%
 - Wellington* 20%
 - Hutt Valley 8%
 - Kapiti 3%

*predominantly from the northern suburbs

It is noted that that there are a significant number of vehicles parking in the shopping area that are registered outside the Greater Wellington area. It is not possible to determine a local origin for these vehicles. There will be servicing vehicles, various agencies and business vehicles whose head office is outside Wellington. There are also skilled workers from out of Wellington working on the road construction projects.

3. There are a number of recommendations included in Chapter 8 of this report and can be summarized as follows:
- No changes to the parking restrictions required within the Main Road shops and Fringe areas.
 - Consideration of the parking restrictions in the vicinity of the Oxford Street / Main Road intersection.
 - Possible increase in the number of on street parking spaces in the Redwood area.
 - Introduction of a 30km/h speed restriction along Main Road.

If you would like more information about the parking study, please contact BID Manager Gary Holmes on manager@tawabusiness.co.nz