



**WHANGANUI  
DISTRICT COUNCIL**  
Te Kaunihera a Rohe o Whanganui

## **Parking Management Plan 2017**

## **Te Mahere Whakahaere Tūranga Waka mō 2017**



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## Introduction

The Whanganui Parking Management Plan (“the plan”) identifies how parking will be provided for and managed. The plan primarily deals with Council controlled on-street and off-street parking within the town centre.

The plan recognises that parking provision and management, like other aspects of the transport network, are important tools that influence our community's economic, environmental and social wellbeing. The plan intends to positively use these tools to improve our community outcomes by efficiently and effectively managing parking to enable access to Whanganui’s businesses and community facilities.

The plan is divided into three sections. Section one provides the background and context, while section two details the strategic direction and actions promoted in the plan. Section three contains the specific parking controls.

This plan continues the work undertaken by the 2012 parking management plan and updates the policies and actions based on current usage of parking and the strategic direction through the Making Whanganui Visible – Regeneration Strategy for the Whanganui Town Centre.



## Parking Management Plan

### Background

Parking is a key component of an effective transport system. Short stay parking needs to be easy to find and convenient to town centre locations ensuring shoppers and visitors to Whanganui ease of access to the centre shops and businesses.

For the purposes of parking, the town centre is defined by Dublin Street to the west, Somme Parade to the north, Taupo Quay to east and St Hill Street to the South (see Figure 1).

The town centre is split into two zones:

- Central Zone comprising a variety of parking restrictions
- Outer Zone comprising mostly of unrestricted parking spaces.



Figure 1 Town centre parking

Within the town centre there is a total of 1324 on-street parking spaces including metered, time restricted and unrestricted parking (see figure 2).

On - street Parking Type	No. of Spaces
Time Restricted short stay	250
Time Restricted metered	354
Unrestricted & Free	589
Unrestricted metered	131
<b>Total</b>	<b>1,324</b>

Figure 2: On-street Parking Spaces

Council operates seven off-street car parks with a mixture of pay and display, time restricted and rental car parks (see Figure 3). As at June 2017, the Council had 202 car parks available for rent (\$20 per week) around the town centre, however only 45% are currently rented.

Off - street Parking Type	Council Owned Spaces
Pay& Display	132
Time Restricted	24
Rental	202
<b>Total</b>	<b>358</b>

Figure 3: Council Owned Off-street Parking Spaces

There are 4,000 additional private non-residential off-street car parks within central Whanganui. Approximately two-thirds of these spaces are available for customer use. A large proportion of these are for supermarket car parks and at Trafalgar Square shopping centre.

There are 34 mobility parking spaces. Fifteen loading spaces are in the town centre area, with three located in Victoria Avenue between Taupo Quay and Ingestre St, while Guyton Street, Watt Street, Rutland Street, Upper Victoria Avenue, Taupo Quay and Wicksteed Street complete the rest. Taxi stands are located in Maria Place, Guyton Street and Ridgway Street.

### **Parking tariffs**

The following parking tariffs are in place within the town centre (see Figure 4):

Location	Charge
Victoria Avenue (metered)	\$2.00/Hour
All other streets adjacent to Victoria Avenue (metered)	\$1.00/Hour
Off-street/Off-street car parks (metered)	\$0.50/Hour
Leased car parks	\$20/ per week

*Figure 4: Parking Tariffs*

The meters operate from 8am to 5.30pm Monday to Saturday, except in Drews Avenue, Taupo Quay and the Phoenix carpark that operate Monday to Friday 8am to 5.30 pm.

P5, P15, P30, P60, P90, P120, 'Loading Bay only', 'Mobility Parking', 'Motorcycle Parking' and 'Bus Stops only' are all used in a variety of locations throughout the town.

Since 2012, Super Gold card holders have been able to park for free in any metered space between 8am - 11am Monday to Friday but are still subject to the maximum time limits.

### **Relative Costs to Other Modes**

A return cash bus fare for an adult to the town centre is up to \$5. For the same cost one can park for up to 10 hours in the pay and display off-street facilities. Commuters using cash for buses each day can pay \$5 per week more than a leased car park. Vehicle operating costs are not typically a significant consideration for short trips whereas parking fees and bus fares tend to have a larger impact on transportation mode choice.

The current parking fees encourage the use of vehicles as people's main method of commuting.





## **Safety**

Six of the twenty most common locations for vehicle crashes<sup>1</sup> were located on Victoria Avenue or Glasgow Street during the last parking review. This can be explained by the high volume of traffic and arterial nature of these routes.

Victoria Avenue has a high volume of traffic and frequent parking manoeuvres combined with significant pedestrian demand can result in a high number of accidents in the area.

## **Current parking usage and demand**

A survey was conducted into the current supply and demand for parking across three consecutive days - Tuesday 7 March until Thursday 9 March 2017. The Tuesday was a superannuation payment fortnight, the weather was mostly fine with some rain on the Tuesday afternoon, no events occurred in the town centres to attract people to the precinct.

The central zone was monitored on an hourly basis while the outer zone every three hours.

## **On-street Parking**

Overall, average occupancy in the study area is just over 50%.

Free unrestricted parking was the busiest with an average occupancy greater than 80%. The majority of users parked between 9am to 3pm.


Shorter stay parking (60 minutes or less) are scattered in the outer streets of the town centre. These parking spaces had a lower occupancy rates at 50% or less but also had vehicles staying longer than time limit.

The utilisation of the 60 minute metered parking on Victoria Avenue is different in each block. The busiest block (Guyton Street to Maria Place) held a consistent 84% over the three days and maintained peak occupancy from 10am to 3pm. The other three blocks averaged 60% over the three days with peak times at 12pm to 3pm. Vehicles staying longer than the 60 minute time limit was common with 14% staying up to three hours in the busiest block while in the lower block, close to the river, 70% of the vehicles stayed up to three hours. This indicates people are wanting to stay longer in Victoria Avenue than the 60 minute time limit.

Metered all day parking had a 50% occupancy rate, when combined with the time limits either side, the same occupancy percentage remains. Whether paying for parking or using a free time limited space, the distance to Victoria

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<sup>1</sup> New Zealand Transport Agency



Avenue was the most important determiner of use. The closer the parking space to Victoria Avenue, the more often it was being used.

There were 3,148 vehicles parked in the business area of Victoria Avenue (Ingestre Street to the river) during the survey, and 16% exceeded the hour restriction by parking 3 hours or less. 75% of vehicles using metered, all day parking spaces stayed for 1 hour or less.

Mobility parking spaces across the survey area reached a 39% average occupancy rate, while Victoria Avenue peaked at 29% between 12pm to 3pm. Ridgway Street mobility spaces were the most popular at 42% average occupancy rate and Maria Place matched the all survey area average at 39%. One potential reason for the lower usage is that users displaying a mobility card are able to use standard car parking spaces for an extended period of time.

### ***Off-street Parking***

Paid off-street parking had low occupancy rates, three car parks were below 40% and one less than 50%. Statistics showed that they are not used for all day parking with each car park having different peak usage times.

The rental car parks had similar low occupancy rates.

### **Forecast demand**

Whanganui's population has a median age that is higher than the national average, over 19% are aged 65 years and over. As a provincial centre, Whanganui is likely to remain vehicle dominated with the most common means of travel to work in the last census<sup>2</sup> being a private vehicle with less than 13% walking or cycling. While Council is actively encouraging active modes of transport, even with significant increases in alternative modes, the private vehicle is like to remain a significant factor.

The current parking supply matches the demands of the past when the population was higher before the proliferation of e-commerce (like internet banking) and transactions needed to face-to-face interaction. Added to this, the approach to parking has historically been to maximising supply and minimising price. Over time, a shift in the approach to parking has sought to more efficient use of parking facilities so that they are fully utilised and the costs of parking is more realistic. Based on projections<sup>3</sup> of future demand the town centre has an excess of office, commercial and retail space along with

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<sup>2</sup> 2013

<sup>3</sup> Making Whanganui Visible – Regeneration Strategy for the Whanganui Town Centre



parking. The higher level of parking availability is a resource that can be managed to encourage longer stays within the town centre and facilitate greater pedestrian activity as envisioned by the town centre regeneration plan.

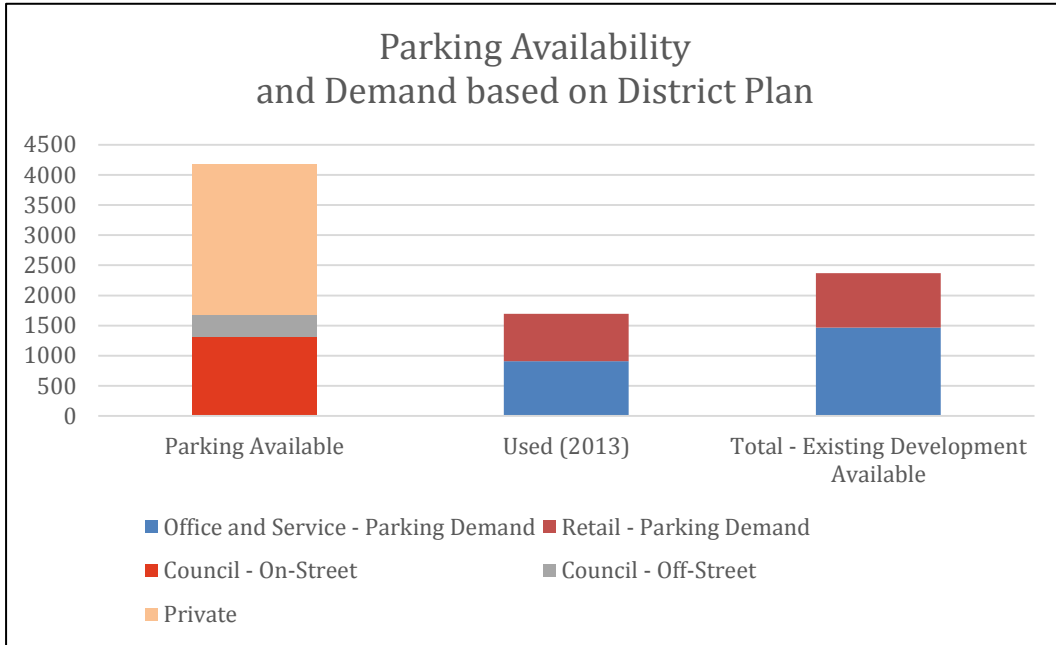


Figure 5 - Parking availability and demand based on District Plan

### Strategic Context

At a national level, this Plan is guided by the Land Transport Act 1998; Local Government Act 2002; and the Resource Management Act 1991.

### Regional Land Transport Plan

At a regional level the Horizons Regional Land Transport Plan 2015 objectives are targeted to:

*“Supporting economic growth and connecting to national transport corridors.”*

The Regional Land Transport Plan 2015 identifies:

*“Parking requirements in district plans and the implementation of parking pricing to reflect the true cost of parking provision.”*



### ***Whanganui Leading Edge***

Whanganui District Council adopted ‘Whanganui Leading Edge’ as a vision statement with the following outcomes:

Community	–	deeply united
Connectivity	–	globally connected
Creativity	–	powered by creative smarts
Environment	–	flowing with richness
Economy	–	works for everyone

The Plan supports these outcomes goals:

- Community – we work with the community to improve safety, making better connections between transport links improving safety and accessibility.
- Connectivity – seeking innovative ways to improve our service and looking at technology to help us work smarter.
- Creativity –by being open to new ideas, seeking creative ways to work smarter delivering better outcomes.
- Environment – ensuring the Plan provides a positive backdrop to our urban design.
- Economy – having the right facilities for our community in parking and provides the service our community needs.

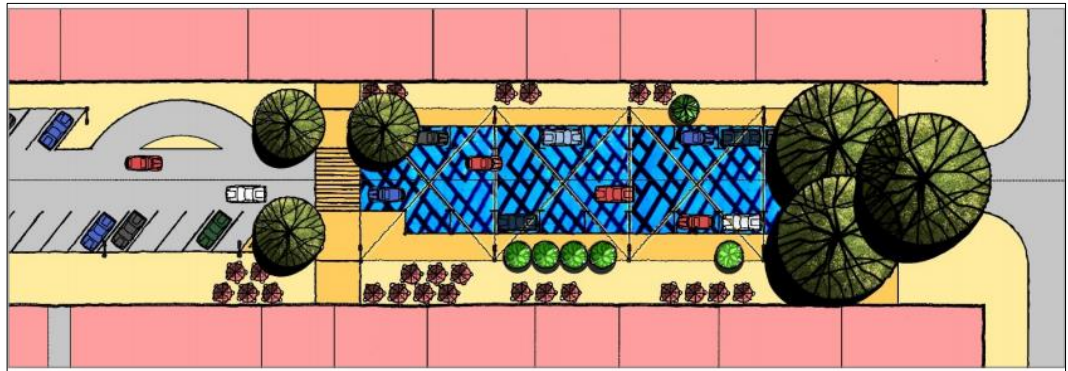
### ***Making Whanganui Visible – Regeneration Strategy for the Whanganui Town Centre***

In May 2017, Council adopted the Making Whanganui Visible – Regeneration Strategy for the Whanganui Town Centre (“town centre regeneration plan”). This is a 30-year strategy to achieve a thriving centre offering a unique local history and identity. The scope of this project is the same study area used in the plan’s review.

The town centre regeneration plan will have a direct impact on parking within the town centre and seeks to increase both the frequency and the length of time that people use the town centre.

These proposals are:

- Angle parking to parallel in lower Victoria Avenue food zone



*Figure 6: Proposed plan for 'Lower Vic Slow Food Zone' with footpath widening and carriageway*

- Increasing residential facilities on upper floors above businesses
- Guyton Street streetscape changes.

### ***Operative Whanganui District Plan***

The District Plan regulates the quantity of parking required for each development and the design standards for private parking. It addresses each development in isolation and this has resulted in large areas of land being developed for parking which is often under-utilised. Changes are occurring, where large developments are next to Council owned parking facilities, co-operation between the parties for safer parking/transport choices are being made. Developers now have the opportunity to swap car park spaces with bicycle spaces in outer commercial zones. The community is working towards the use of private parking spaces for public use.

The District Plan provides for a compact central commercial zone in a form that encourages people to walk creating opportunities for social and commercial interaction.

The town centre encompasses a number of commercial zones that have different parking requirements (see Figure 6). In less densely built up and vehicle-oriented commercial areas, onsite parking must be provided to meet the anticipated demand from the particular activities on that site. While in the predominantly pedestrian focused retail and office commercial areas with higher density built development, no on-site parking is required. Parking in these areas is predominately on-street, although consolidated off-street parking is preferred to retain active edges and enhance pedestrian movement.





Figure 7: District Plan Zones

### **Whanganui Urban Transport Strategy 2011**

In October 2011, Council adopted the Whanganui Urban Transport Strategy 2011 (WUTS). The WUTS is an integrated urban transport strategy setting the direction for our transportation network over the next 30 years. The parking management plan sits under the umbrella of the WUTS, as an action to facilitate a vibrant central area. The WUTS is discussed in more detail in the next section.



## Parking Management Strategies and Actions

On-street and off-street parking is one of the biggest land uses within the town centre and is an essential component of the transport system. Whanganui historically has used strategies around maximising supply and minimising price. This has resulted in excessive parking supply and increased vehicle parking transactions. Over time, there has been a shift to a more efficient use of parking facilities with higher or fully utilisation and the costs of parking is more realistic. Based on projections of future demand the town centre has excess office, commercial and retail space along with parking. The higher level of parking availability is a resource that can be managed to encourage longer stays within the town centre. These longer stays will facilitate greater pedestrian activity as envisioned by the town centre regeneration plan.

The WUTS sets the strategic direction for the transport network. The vision statement of the WUTS is:

*"A transport network that supports a sustainable, healthy and prosperous family friendly Whanganui."*

The WUTS has six key themes. Five are relevant to this Parking Management Plan:



Theme 1 Wayfinding is Easy



Theme 2 A vibrant Central Area



Theme 3 Riverfront Enhancement



Theme 5 Real Transport Choices



Theme 6 Integrating Land Use and Transport Processes

Part two identifies the strategic direction and actions promoted in the plan as it relates to the five themes of WUTS. The related objectives have been reviewed and those relevant to the parking management plan repeated below. Policies have been identified and signal the outcomes of this plan.



Many of the actions will have follow on effects resulting in changes to parking patterns in other parts of the town. While this plan attempts to recognise these effects and identify any mitigation that might be required, it is often difficult to predict how human behaviour will change. Therefore as part of the implementation of any action, a follow up assessment post implementation should be included. This will provide an opportunity for Council to determine if the change is having the intended effect, identify any issues and make adjustments as necessary. Some changes could be implemented on a trial basis providing an opportunity to make adjustments.

## WUTS OBJECTIVES: Wayfinding isEasy

<b>Objective 1.2</b>	Gateways and key routes around the urban area are easily understood by visitors and locals and for all modes of transport. They welcome, inform and inspire visitors
<b>Objective 1.3</b>	Off-street parking in central area is easy to find, safe and convenient to use and provides for the needs of visitors and locals.
<b>Objective 1.4</b>	Pedestrian and cycle routes and facilities are easy to find, safe and convenient to use and provide for the needs of visitors and locals.

### Parking management policies

The policies identified in this parking management plan seek to:

- 1. Prioritise use of clear, legible signage that is highly visible and directs visitors and locals to off-street parking and specialist parking for large vehicles, mobility and taxi parks.*
- 2. Prioritises the use of technology and digital media to better facilitate the use of parking for visitors and locals.*
- 3. Achieve more efficient use of land occupied for off-street car parking.*

### Explanation

Parking brochures and online information along with easily recognised and clear signage will facilitate more effective and efficient use of existing parking resources by both locals and visitors. The experience of visiting the town centre, including the riverfront area will be enhanced with signs alerting drivers early to the available parking options and encouraging higher occupancy of underutilised public off-street parking areas.

Large vehicles such as campervans have specific parking requirements as the vehicles are larger and less manoeuvrable than regular cars. Destinations for such vehicles are predictable and dedicated parking will be provided with location information available in free parking brochures at key tourist and public facility destinations, or phone app.

The Phoenix (behind Ridgeway Park and Embassy 3), Moutoa Quay and Winstone (lower St Hill Street opposite the Opera House) are public metered off-street car parks. They are well-located facilities, being adjacent to, and within



easy walking distance of, several potentially high use areas including lower Victoria Avenue, the riverfront, UCOL and the old town area. Improved signage, lighting and a sense of safety on pedestrian links to key destinations, through implementation of CPTED principles, will see these parking areas used more intensively.

Phoenix carpark has a proposed development beside it that may change the configuration of the carpark, but there are other options to expand this carpark which would improve circulation and create shared access points. The long-term leases have expired at the Phoenix site and it has become a joint rental/metered unrestricted parking space.

Council owns other off-street parking facilities, which cannot readily be adapted to meet the needs of short-term visitors, as they are not conveniently located. Options to sell these sites and replace them with land in more convenient locations with potential links to Victoria Avenue are promoted.

Where Council considers parking tariffs are appropriate for managing parking demand, the method of payment and operation of machines should prioritise ease of use and, where possible, be consistent across the district.



## Actions - Wayfinding is Easy

Action No	Action	Priority / Timing	Capital costs (High, Medium or Low) / Responsibility
1.1	<p><b>Simple, Clear Off-street Parking Signage</b></p> <p>a. Identify with signage the locations of public off-street parking areas including provision for different types of parking facilities e.g. for campervans or disabled users. Create easily recognised, clear signage using best practice national and international formats and symbols. Signage to direct visitors, needs to start at each entrance to the central area.</p> <p>b. Prioritise provision of signage for parking linked to lower Victoria Avenue and the riverfront.</p> <p>c. Investigate the use of phone apps or QR Codes linked to Whanganui District Council's website.</p>	<p>High priority</p> <p>Short term</p>	<p>Medium cost</p> <p>Parking</p>
1.2	<p><b>Information &amp; Marketing of Parking Facilities</b></p> <p>a. Produce a public parking brochure available at key visitor and public locations.</p> <p>b. Identify parking locations for specific users eg campervans. mobility, motorbikes, bicycles, taxi stands, bus stops. Identify time limit and meter restrictions.</p> <p>c. Publicise Council owned rental car parks</p>	<p>Medium priority</p> <p>Short term</p>	<p>Low cost</p> <p>Media</p>

Action No	Action	Priority / Timing	Capital costs (High, Medium or Low) / Responsibility
1.3	<p><b>Improve Use of Phoenix Carpark</b></p> <p>a. Improve lighting, driving surface, entrance, signage and links to Victoria Avenue. Improve safety, security and quality of the facilities. Use CPTED principles to define detailed works.</p> <p>b. Coordinate this work with adjacent building redevelopment and liaise with private parking owners.</p> <p>c. Extending the car park is not an option as the facility and surrounding areas are already underutilised.</p>	On hold waiting for development of neighbouring sites	Medium cost Property
1.4	<p><b>Hannah Carpark</b></p> <p>a. Review the success of public/private usage of the car park, check on user safety especially with delivery trucks.</p> <p>b. Improve lighting and signage.</p>	Medium priority Short term	Low cost Parking
1.5	<p><b>Rationalise Meters</b></p> <p>a. Standardise parking meters prioritising:</p> <ul style="list-style-type: none"> <li>• Ease of use for users;</li> <li>• Long term operational and maintenance costs; and</li> <li>• Ability to take advantage of new technology.</li> </ul> <p>b. Develop a plan to rationalise all meters and identify any funding in the 10 year plan.</p>	Medium priority Medium term	High cost Parking



Action No	Action	Priority / Timing	Capital costs (High, Medium or Low) / Responsibility
1.6	<b>Make Cycle Parking easier</b> a. Investigate the use of cycle hoops for safe parking	Medium priority Short term	Medium cost Roading

## WUTS OBJECTIVES: A Vibrant Central Area

<b>Objective 2.1</b>	<i>Traffic Management and road design in the central area prioritises pedestrian movement and the high quality amenity values of the area.</i>
<b>Objective 2.2</b>	<i>Walking and cycling is easy, safe and convenient around the town centre.</i>
<b>Objective 2.3</b>	<i>Short and long term parking is easy to find, convenient to Victoria Avenue and mostly off-street</i>

### Parking management policies

The policies identified in this parking management plan seek to:

- 4. Prioritise parking supply for customers (shoppers, patients, etc.) and visitors ahead of commuters and other long stay parking users (students, residents).*
- 5. Prioritise the movement and safety of pedestrians on Victoria Avenue and the riverfront area ahead of motor vehicle movements.*
- 6. Provide conveniently located and designed mobility car parks with time restrictions that enable them to be practically used.*
- 7. Provide taxi ranks designed to service the needs of mobility impaired people.*
- 8. Provide appropriately managed and easy to find, parking or loading spaces for larger vehicles in convenient locations that do not adversely affect the people using adjacent land.*
- 9. Encourage motorists to extend their stay within the town centre and walk rather than drive between multiple destinations within the town centre.*





## Explanation

The WUTS objectives seek to create a more pedestrian focused shopping and entertainment area. Consideration has been given to a possible reorganisation of parking to reduce the sense of car dominance in the street. However, any reduction of parking on-street needs to be preceded by provision of well-lit and safe off-street parking areas located directly behind Victoria Avenue. Traffic and vehicle parking also add vibrancy to the streetscape and the WUTS objective is to balance this with enhanced pedestrian access and amenity.

This is reflected again in the town centre regeneration plan by the creation of a Lower Victoria Avenue food zone. This will be an environment where pedestrians feel comfortable sharing the streets with vehicular traffic forced to travel at slower speeds.

### Changes to Parking Layout


This plan promotes changing some angle parking on Victoria Avenue, to parallel parking. The area identified is within the lower Victoria Avenue area. Parallel parking will also occur on south side of St Hill Street between Ingestre Street and Guyton Street in conjunction with the construction of the Te Tuaiwi cycle way. There is underutilised off-street car parking and on-street parks available for 'overspill' resulting from these changes.

Implementation of the WUTS objectives has seen a greater provision of mobility parking near Victoria Avenue, including provision of taxi stands and the introduction of some parallel mobility parking.

### Encouraging Economic Activity

The parking survey identified that all day parking in the outlying streets near the town centre is generally well utilised and significant changes to overall demand is not anticipated. There will be some relocation of activities but there is capacity to accommodate changes in demand in all outlying areas without causing encroachment on residential amenity values.

One of the key ways to increase economic activity in the town centre is to attract people to stay longer in the area. An increase in the time limit to 90 minutes along with zone parking will reduce the frequency that a customer moves their car.



### Improved Mobility Parking

Whanganui's population is ageing, placing more demand on mobility access to the town centre, and services. Some existing mobility parking bays in Victoria Avenue are too narrow and not long enough for mini-van taxis to allow safe loading and unloading of wheelchair users from vehicles with either rear or side access. There is a need to provide for safe, convenient movement by wheelchair users from mobility parks to footpath with minimal travel on the carriageway.

A longer time limit would be more convenient for users of mobility parks and those forced to use ordinary car parks as it can take a less able person longer to complete tasks. This will indirectly reduce the availability of mobility parking for other users.

### Time Restricted Parking

Time restricted parking is an effective parking management tool, provided it is accompanied by regular enforcement. Enforcement ensures turnover of vehicles and efficient use of spaces.

### Improved Parking Utilisation

The parking survey has identified that currently we are ineffectively using our parking area and need to look for improved parking management. The focus of both the WUTS and town centre regeneration plan is on a vibrant central area. Extending the time limits on Victoria Avenue will attract more people to the area.

### Delivery vehicles and Loading Zones

Smaller delivery vehicles make more frequent trips to deliver goods as required. Whilst these vehicles are potentially less disruptive as they move through Victoria Avenue, they tend to stop directly outside their destination regardless of impact on traffic flows. This compromises pedestrian and driver safety. However forcing them into angle parking and unloading from the rear of the vans compromises the driver's safety.

Larger delivery vehicles tend to arrive outside of peak times and parallel park across the angle parks as there is no vehicle occupying the spaces.

Within the study area there are 15 loading zones, with three located on Victoria Avenue between Taupo Quay and Maria Place. The plan seeks to prioritise the safety and movement of pedestrians, and the blocking of pedestrian crossings needs to be avoided.



Additional loading zones in the upper Victoria Avenue (Maria Place to Ingestre Street) are required to ensure continued availability.

#### Amend Gold Card Subsidy

The parking survey has shown that the gold card subsidy is not bringing older people into off peak times when roads and shops are generally less busy. A separate review of the gold card is recommended to ensure that it is achieving the aim and is administratively efficient.

**Actions - A Vibrant Central Area**

Action No	Actions	Priority / Timing	Capital costs (High, Medium or Low) / Responsibility
2.1	<p><b>Increase Time limits on Victoria Avenue</b></p> <p>a. Increase time limit on Victoria Avenue to 90 minutes to encourage walking between destinations;</p>	<p>High priority</p> <p>Short term</p>	<p>Low cost</p> <p>Parking</p>
2.2	<p><b>Standardise metre payments</b></p> <p>a. Have all meters the same standard price per hour whether off-street or on-street parking</p> <p>b. Victoria Avenue if not free parking would have a higher fee</p>	<p>Medium priority</p> <p>Short term</p>	<p>Low cost</p> <p>Parking</p>
2.3	<p><b>Convert Some Parallel Parking</b></p> <p>a. Convert parking on one side of lower Victoria Avenue to parallel to provide more seating by widening the footpath and provide greater separation from traffic.</p>	<p>Medium priority</p> <p>Medium term</p>	<p>Medium cost if physical works involved</p> <p>Roading</p>
2.4	<p><b>Review Mobility Parking</b></p> <p>a. Review current mobility spaces and ensure they conform to standard, and</p> <p>b. Review wheelchair access to footpath ensuring it meets all specifications and allows safe passage from parking space to footpath and minimizes wheelchair travel on carriage way</p> <p>c. Endorse extending time limit by 30 minutes for any vehicle displaying a mobility card whether in a mobility car park or not.</p>	<p>Medium priority</p> <p>Short term</p>	<p>Medium cost if physical works involved</p> <p>Roading</p>





Action No	Actions	Priority / Timing	Capital costs (High, Medium or Low) / Responsibility
2.5	<b>Loading Zones</b> a. Create 4 extra loading zones each side per block on Victoria Avenue from Maria Place to Ingestre Street.	Medium priority Short term	Low cost Rooding
2.6	<b>Review Gold Card Scheme</b> a. Review of the Gold Card focusing on: <ul style="list-style-type: none"> <li>• Maintenance of an accurate register of those entitled to use Gold Cards; and</li> <li>• Extending the hours of use for the town centre.</li> </ul>	High priority Short term	Low cost Parking

## WUTS OBJECTIVES: Riverfront Enhancement

<b>Objective 3.1</b>	<i>Pedestrians and cyclists are the priorities modes of transport in the riverfront redevelopment. Road design traffic management reduces traffic volumes, enforcing this priority.</i>
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### Parking management policies

The policies identified in this parking management plan seek to:

4. *(repeated) Prioritise parking supply for customers (shoppers, patients, etc.) and visitors ahead of commuters and other long stay parking users (students, residents).*
6. *(repeated) Provide conveniently located and designed mobility car parks with time restrictions that enable them to be practically used.*

### Explanation

Stage one of the riverfront enhancement has been completed. There has been an increase in parking spaces with the development of a 35 space off-street metered parking area. The road markings are designed to encourage parking of large campervans.

Except for the i-Site there is no facility for cycle parking and installation of the proposed cycle hoops should be investigated in this area.

Campervan parking was excluded from Victoria Avenue, to avoid safety issues associated with vehicles extending into the carriageway and the visual obstruction caused by vehicle length and height. Campervan parking has become self-regulatory in the town centre area with most opting to park by the riverfront or in Watt and St Hill Streets.

Provision for P60 parking to replace P15 parking restrictions outside the NZ Police station in Bell Street will more effectively enable visitors' time to complete their business at the station.

All proposed actions in the previous Parking Plan have been completed in Stage one riverfront development and Stage two riverfront development has no impact upon parking.



**Actions - Riverfront Enhancement**

Action No	Actions	Priority / Timing	Capital costs (High, Medium or Low) / Responsibility
3.1	<b>Extend time limit outside police station</b>  a. Current P15 time limit to be extended to P60	Medium priority  Short term	Low cost  Parking
3.1	<b>Investigate potential locations of cycle hoops within the riverfront area</b>	Medium priority  Short term	Medium cost  Roading

## WUTS OBJECTIVES: Real Transport Choices

<b>Objective 5.2</b>	<i>Public transport and non-motorised transport is well catered for in the central area.</i>
<b>Objective 5.3</b>	<i>Pedestrian routes encourage short trips on foot or by mobility scooter. They are safe, pleasant and direct, possible, maximising passive surveillance, designed using CPTED principles, but avoiding major traffic routes where possible</i>

### Parking management policies

The policies identified in this parking management plan seek to:

9. *(repeated) Encourage motorists to extend their stay within the town centre and walk rather than drive between multiple destinations within the town centre.*
10. *Provide conveniently located and secure parking areas for cyclists, motorbikes and mobility scooter users. Facilities will be easy to find and free.*

### Explanation

Mobility scooters are increasingly popular as a mode of transport and the latest models can reach speeds of 50km/hour. There is no licence required to use these vehicles and they are not allowed to travel on the road. Increased use of scooters will create conflict on footpaths.

The 2012 parking management plan identified that a significant number of scooters are used as a primary mode of transport sometimes because eyesight is not sufficient to retain a driver's licence. For these scooter users parking and walking a block is a reasonable option, if they could safely leave their vehicles parked. This will potentially reduce the volume of scooter footpath traffic. Greater consideration of kerb edges, footpath surfacing was also identified in the survey as an issue.

Bicycle parking facilities (two) exist at the bottom of Victoria Avenue (between Ridgeway Street and Taupo Quay). These do not meet the needs of current cyclists as they are designed for older style bicycles. There are two dedicated areas within the town centre. Cyclists informally chain bikes to structures directly outside the destinations they visit in the town centre. This is due to perceived security risks of leaving bikes out of sight and a lack of visible and secure parking





facilities. Bike parking facilities could be provided throughout the town centre area with cycle hoops attached to our current sign posts. Two cycle ways will be completed by June 2018, Ruapehu- Whanganui-Nga Ara Tuhono Trail and Te Tuaiwi. The Te Tuaiwi starts at Taupo Quay and runs up St Hill Street past Whanganui Intermediate School using the rail corridor to connect with Great North Road and State Highway 3.

At present there are five areas allocated for motorcycle clustered parking on Victoria Avenue, with a further four spaces allocated around the town centre. UCOL has identified a demand for motorcycle parking in the vicinity of Drews Avenue. The closest space is presently on Taupo Quay outside the Stellar Bar and Restaurant. With fluctuations in the price of fuel, motor cycles and scooters are experiencing a surge in popularity. Provision for parking at key locations would avoid the risk of motorcycles occupying regular parking spaces.

Motorcycle parking spaces on Victoria Avenue need to be relocated to improve security for vehicles. At present visibility is obscured by the landscaping adjacent to parks. Parking can be relocated to a mid-block location.

**Actions - Real Transport Choices**

Action No	Actions	Priority / Timing	Capital costs (High, Medium or Low) / Responsibility
4.1	<p><b>Provide Mobility Scooter Parking</b></p> <p>a. Explore options for secure parking on widened midblock footpath area or end block parking bays where the footpath kerb is seamless.</p>	<p>Medium priority</p> <p>Medium term</p>	<p>Medium cost</p> <p>Roading</p>
4.2	<p><b>Provide Secure Cycle Parking</b></p> <p>a. Provide secure all day parking for cyclists either visiting or commuting to work</p> <p>b. Consider option for secure locker facilities</p> <p>c. Investigate the under-utilised rental car park space next to the Opera House as a potential site for cycle parking</p> <p>d. Publicise through parking brochure, QR codes and i-site information</p>	<p>Medium priority</p> <p>Short term</p>	<p>Short cost</p> <p>Property Community Facilities</p>
4.3	<p><b>Assess Need for Motorcycle Parking in Rutland Street</b></p> <p>a. Provide a single parking bay for motorcycle parking corner of Drews Avenue and Rutland Street</p> <p>b. Monitor its use and amend the scale of parking if required</p>	<p>Medium priority</p> <p>Medium term</p>	<p>Medium cost</p> <p>Roading</p>



4.4	<b>Relocate Motorcycle Parking on Victoria Avenue</b>  a. Investigate possible relocation of existing motorcycle spaces to mid-block locations that enable 360 degree passive surveillance of parked bikes	Medium priority  Medium term	Medium cost  Roading
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## WUTS OBJECTIVES: Integrating Land Use and Transport Choices

<b>Objective 6.2</b>	<i>Council processes ensure that land use planning and provision and maintenance of the transport network are integrated. Council officers appreciate that their work connects to and impacts on the community's wider strategic goals.</i>
<b>Objective 6.3</b>	<i>All key transport decisions demonstrate consideration of the direct and indirect effects on the level of service for all modes of transport including disabled access.</i>

### Parking management policies

The policies identified in this town centre parking management plan seek to:

11. *Prioritises the use of parking tariffs to control parking demand where parking is a limited resource.*
12. *Prioritise use of parking revenue to fund the provision of parking facilities, improve amenity and facilities within the town centre or in close proximity to the where the parking revenue was gathered, with implementation of this parking management plan being a first priority for use of parking revenue.*
13. *Use parking controls only where there is a need to address a specific issue. A hierarchy of need is applied prioritising particular needs in the following order:*
  - a. *mobility parking;*
  - b. *short stay customer/visitor;*
  - c. *parking; and*
  - d. *long stay parking.*

### Explanation

All measures identified for the previous themes will be implemented using a holistic and integrated approach to decision making which will contribute to the objective of integrated land use and transport choices.

The plan promotes the use of parking revenue to enhance the town centre, riverfront areas and other areas where parking revenue is collected. Returning the revenue to the source area is generally recognised as more likely to achieve support from contributors. Council confirms that enforcement in accordance with the Land Transport Act 1998 is to be implemented to assist with road safety objectives. The improved road safety achieved by such actions, counteract negative perceptions of parking being a revenue raising activity.



**Actions - Integrating Land Use and Transport Choices**

Action No	Actions	Priority / Timing	Capital costs (High, Medium or Low) / Responsibility
6.1	<p><b>Align District Plan and Parking Infrastructure Provisions</b></p> <p>a. Ensure consistency between the Council provision of public parking facilities and District Plan requirements for private parking provision.</p>	<p>High priority</p> <p>Short term</p>	<p>Low cost</p> <p>Planning &amp; Roading &amp; Parking</p>
6.2	<p><b>Target Parking Revenue for Town Centre Enhancement</b></p> <p>a. Prioritise use of parking revenue firstly to enable implementation of this plan.</p>	<p>Medium priority</p> <p>Medium term</p>	<p>Medium/High cost</p> <p>Property &amp; Parking</p>
6.3	<p><b>Monitor and review the Parking Management Plan</b></p> <p>a. Monitor local issues and trends. Review the Plan on a five yearly basis or in response to major parking or management changes.</p>	<p>Medium priority</p> <p>Medium term</p>	<p>Medium cost</p> <p>Parking</p>