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Issued via email: [brett.mcphedran@wcc.govt.nz](mailto:brett.mcphedran@wcc.govt.nz)

Dear Brett

### **Hutt Road Parking Practices**

Further to your instruction, TDG is pleased to provide this report which has been prepared to summarise a series of intercept surveys relating to parking conditions along Hutt Road, between Centennial Highway and Aotea Quay.

The surveys were commissioned to ascertain parking behaviours. Accordingly our investigations included site inspections prior to undertaking the surveys, and were undertaken with on-site observations in parallel to the physical surveys.

A summary of the surveys undertaken, and the results, is provided below.

## **1. Introduction**

The Hutt Road Parking Surveys were carried out in relation to parking along Hutt Road between Centennial Highway and Aotea Quay, as well as the parking provision on Hutt Road just south of the Hutt Road / Centennial Highway intersection (below Jarden Mile).

The intercept surveys were carried out on Tuesday 5th July from 5:30am – 9:30am.

The results are collated as responses to the questions in the order they were asked.

## **2. Survey Features**

### **2.1 Weather Conditions**

The weather conditions during the survey were consistent throughout, with clear weather and no rain.

### **2.2 Survey Irregularities**

Throughout the survey, surveyors recorded any factors that could have influenced responses.

There were no incidents of relevance.



### 3. Respondent Survey Results

The series of questions as proposed by Wellington City Council (WCC) and the responses of those interviewed are recorded and collated into the following summaries and graphs.

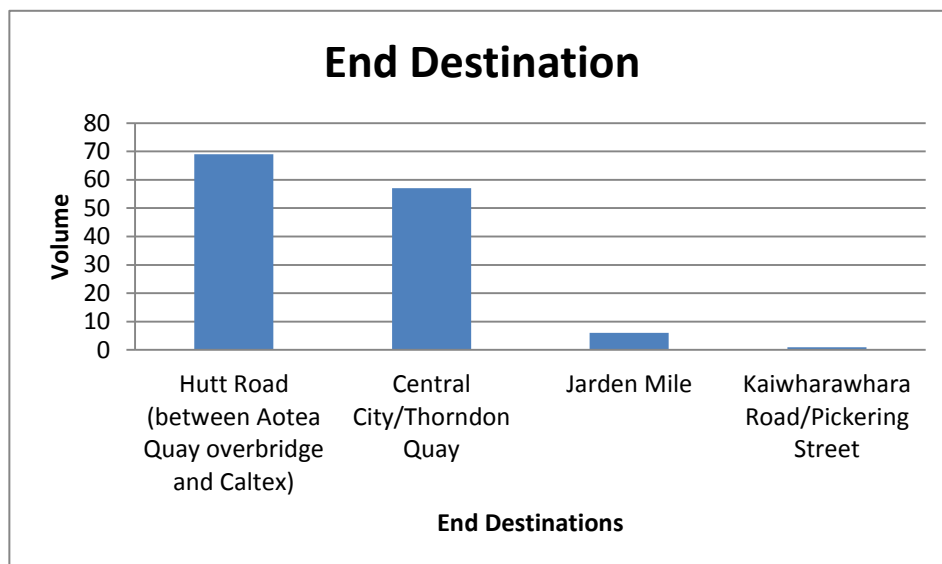
Questions 1-11 are recorded for the people who agreed to participate in the survey, with Questions A-C relating to those who did not being if the person was not participate in the survey, as a purely observational response.

In total there were 215 cars parked at the end of the survey, with 203 drivers intercepted, 144 of which participated in the survey.

It is also to be noted that out of the 215 vehicles parked on the site, 5 vehicles were present prior to 5:30am.

#### 3.1 Question 1- Where will you end your trip?

This question identifies the end destination of the person parking along Hutt Road. **Figure 1** below denotes the respective responses.

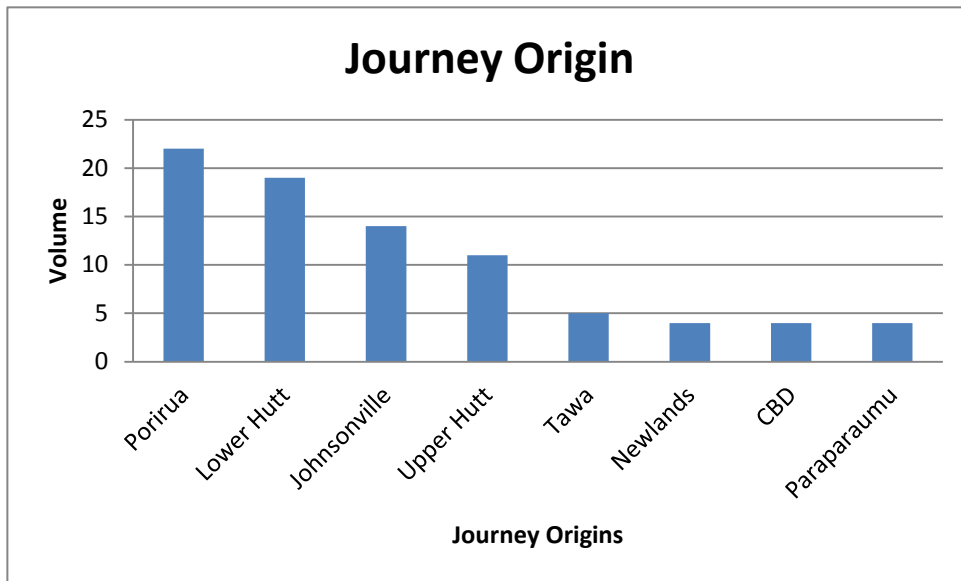


**Figure 1: End Destination**

As can be seen from the figure above, Hutt Road businesses and premises is the most popular area as an end destination for the patrons parking on Hutt Road, at a total of 69 respondents and approximately 48% of the participating respondents. This is closely followed by Central City/ Thorndon Quay with 57 (40%) people parking with an end destination southwards to the central city.

#### 3.2 Question 2- Where did you begin your trip?

This question had a purpose of identifying where the parkers began their journey. **Figure 2** below illustrates the trend found on the day of the survey.



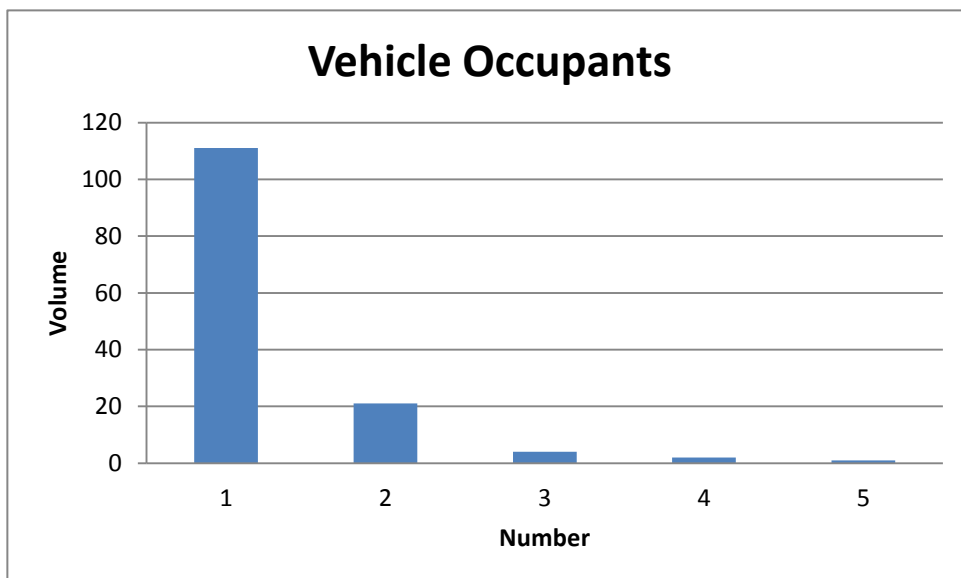
**Figure 2: Journey Origin**

The figure above shows the 8 most popular suburbs / cities in the surveys. It can be seen that Porirua is the most popular trip origin with 22 (20%) respondents; this was followed closely by Lower Hutt with 19 (17%).

It is to be noted some respondents were reluctant to state the origin of their trip, so that the number of responses received to this question is comparatively less.

### 3.3 Question 3- How many people have made the trip with you?

Question 3 was designed to ascertain the number of occupants in the vehicle being parked. **Figure 3** below shows the clear trend in the number of people that made the trip in the parked vehicles.



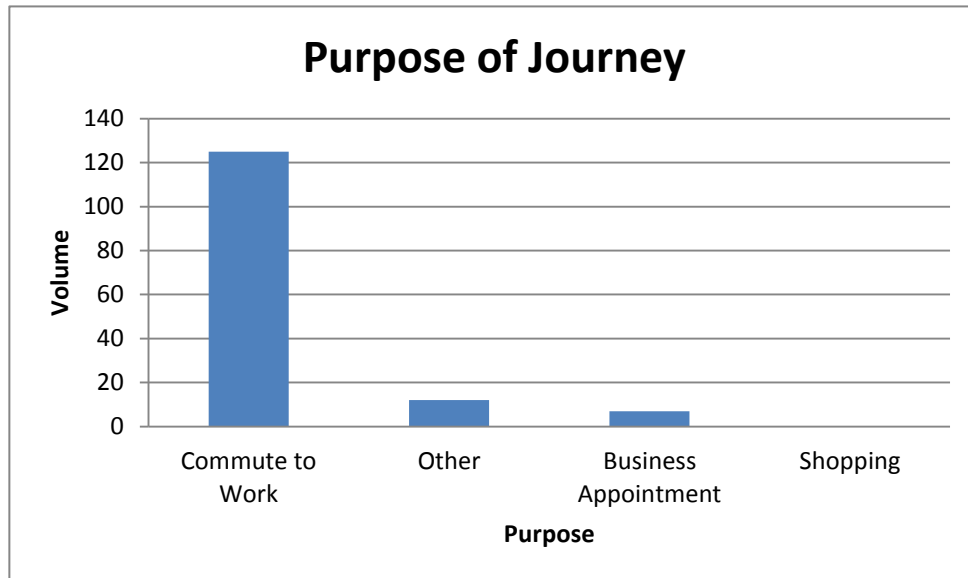
**Figure 3: Vehicle Occupants**

The figure above shows that 111 (77%) respondents had just one person in the vehicle (the driver).



### 3.4 Question 4- What is the purpose of making this trip?

This question enquired about the reason for the trip. **Figure 4** below shows the categories for the purpose of the trip.

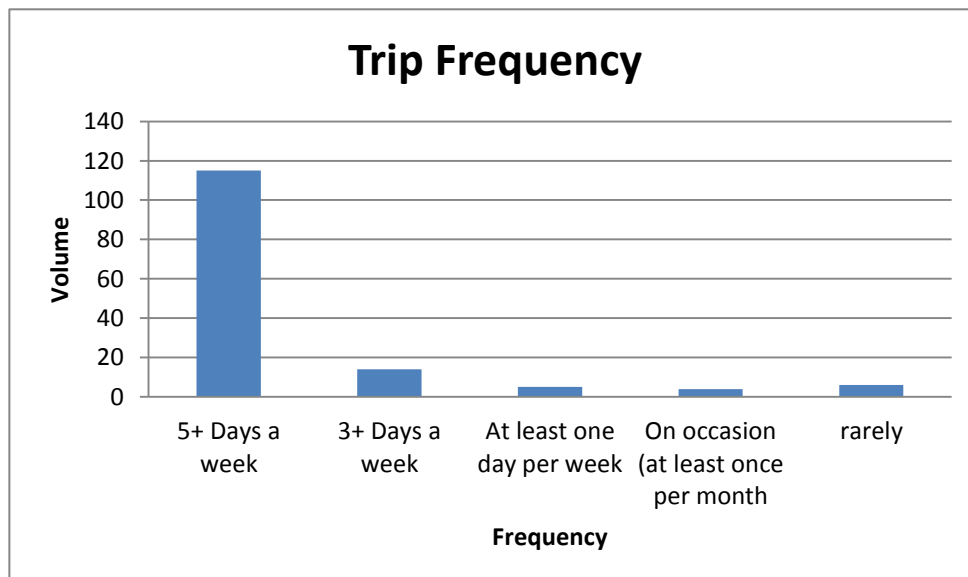


**Figure 4: Purpose of Journey**

From the figure above it can be seen that predominantly the respondents parking on Hutt Road are commuting to work, with a total of 125 (87%) respondents.

### 3.5 Question 5- How frequently do you make this trip?

This question asked the person being interviewed how often they make the trip and park along Hutt Road.



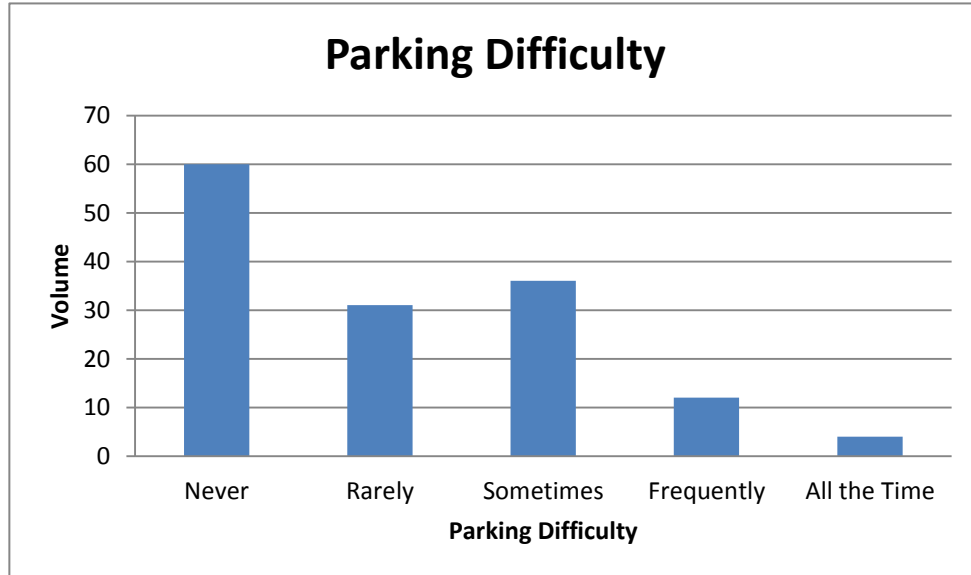
**Figure 5: Trip Frequency**

The figure above shows that a large proportion of respondents park along Hutt Road every weekday (80%). This correlates with the previous question as to the purpose of the trip, which shows that a majority of the respondents use the parking to commute to work.



### 3.6 Question 6- Do you ever have difficulty finding a parking spot along the Hutt Road footpath?

Respondents were asked whether they have difficulty finding parking along Hutt Road. The results are summarised below in **Figure 6**.

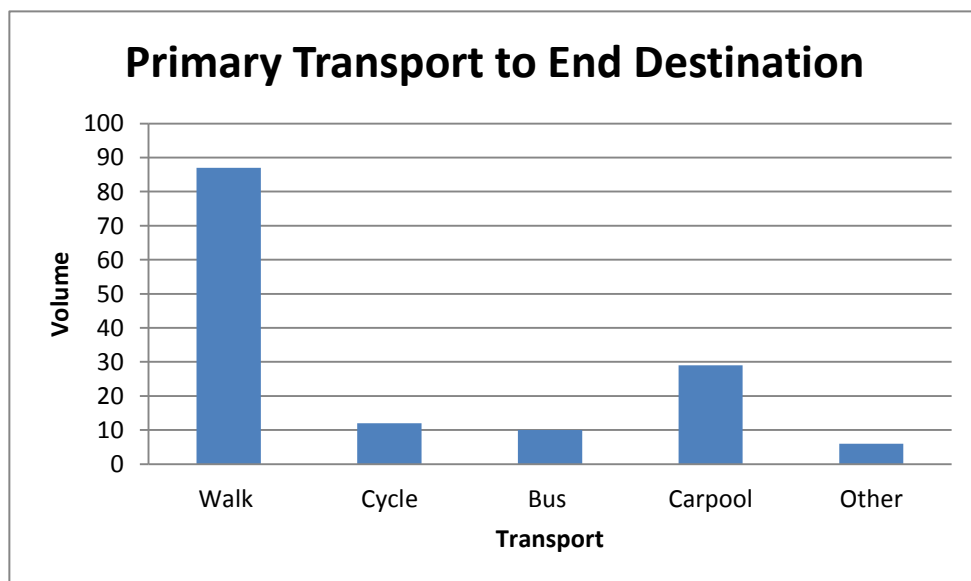


**Figure 6: Parking Difficulty**

“Never” was the most common reply from the respondents, with 60 (42%) of the respondents. This was followed by “Sometimes” with 36 (25%) of the people surveyed. It is to be noted that some of the respondents which replied “Never” also said that they arrive early so they won’t have difficulty finding parking.

### 3.7 Question 7- What is the primary means of getting to your end destination?

This question was posed to determine what main mode of transport people used to get to their final destination, after parking.



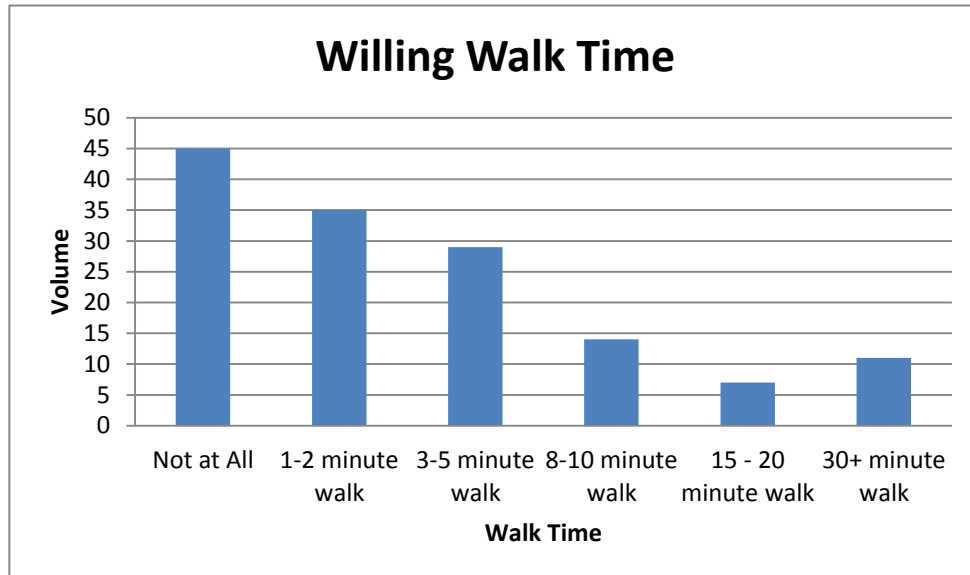
**Figure 7: Primary Transport to End Destination**



It can be seen from **Figure 7** that the main method of transport was walking (60%) to the end destination, with most people accessing adjacent businesses.

### 3.8 Question 8- How far would you be willing to park and walk to get to your end destination?

Question 8 was asked to determine how far the respondents are willing to walk to get to their final destination.

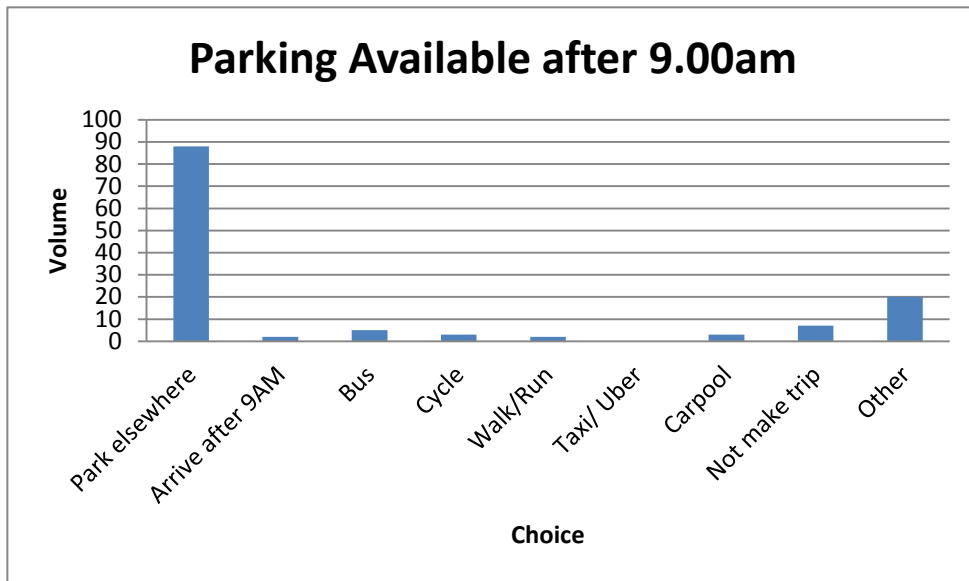


**Figure 8: Willing Walking Time**

From **Figure 8** it can be seen that majority of the people would not be willing to walk very far, with a majority not at all willing (31%) to walk, and a slightly smaller proportion (24%) willing to walk 1-2 minutes.

### 3.9 Question 9- If parking along the footpath of Hutt Road was not available until after 9am how would you make this trip?

This question was interested in determining reactions if parking was made only available after 9.00am.

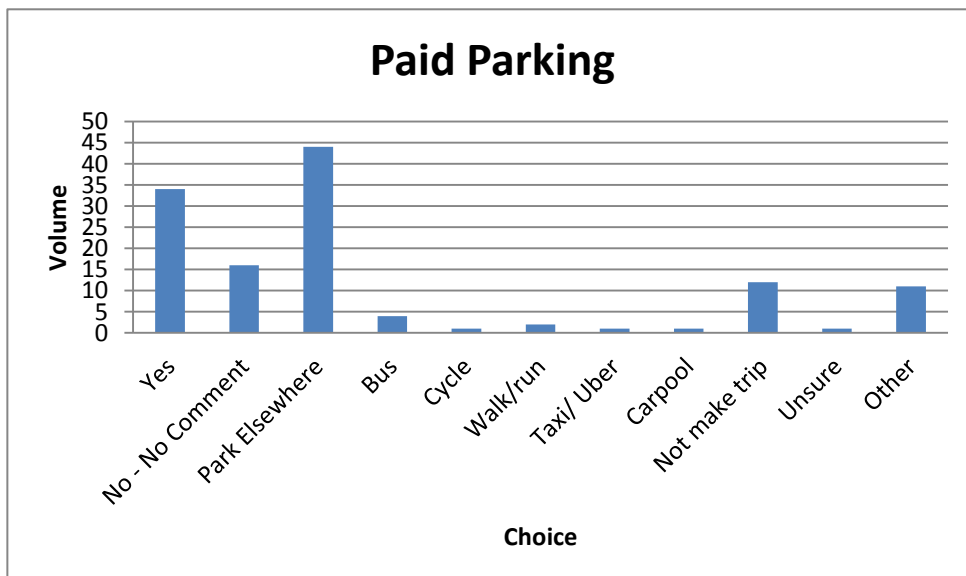


**Figure 9: Parking Available after 9.00am**

**Figure 9** above shows that the majority (61%) of the respondents would react by still driving in and parking elsewhere. For the “Other” option, the majority of people were ‘unsure’ how they would respond to the change.

**3.10 Question 10- If parking were not free (i.e. \$10 or \$15/day) would you still make this trip in the same way?**

This question related to paid parking, and asked the parker how they would react to this change. The results are summarised in **Figure 10** below.



**Figure 10: Paid Parking Response**

In the same manner as Question 9, it can be seen here that the main response to paid parking would be to park elsewhere (31%), followed closely by “Yes” (24%) saying they would make no change.



**3.11 Question 11- Is there any other information in regards to parking along Hutt Road that you would think would be useful for us to know about?**

This question allowed the respondent to make any additional comments on the parking situation in general.

- Make it clear where you can park. What value should someone from out of town pay for parking? We are all trying to save money, not spend it
- Parking shouldn't be removed. Ideas should be focused more on public transport on Hutt Road. Cycleway is very unsafe
- Service road near train track should become a cycle way / pedestrian walking area, as the current one is too dangerous
- Parking spaces needed for Hutt People, don't take them away
- Good to be able to park
- Find a solution for the frequent accidents because of the cycle track
- Make the Parking wider
- Make a separate lane for cyclists on the road, safer than that on the footpath
- Cycle path on the footpath is good, but make sure they are not bothering pedestrians
- It is good if the number of parking slots are increased
- Satisfied with how it is now
- It is private land - Placemakers lease it
- It sucks that they might be taking the parking away, bus is not convenient. They park here for work. No other parking nearby
- Parking is fine the way it is
- Bus service needs to be improved if parking is changed. The people working here don't have anywhere else to park
- Would prefer it stays how it is
- Don't Change it
- The Cyclists don't look where they are going. Taking out the train was dumb
- Would be a massive inconvenience if parking changed
- Don't get rid of parking
- Better / more parking to catch buses or make it easier to park
- Make room for cyclists. Take Lampposts out?
- Irrate cyclists. Have had cyclists bashing on car
- Parks for workers here are taken by commuters who work in the CBD
- Usually park closer to town, but no parks this morning
- It is sometimes dangerous to pull into the parking bays because of traffic
- Keep parking the same
- Lots of land for parking at Ngauranga Station





- Make a proper lane for the cyclists
- Open Kaiwharawhara Station. Educate drivers and cyclists. Make proper parking bays. Dangerous pulling into parks with cyclists on lane while negotiating traffic
- People park their cars along here and bike to town to avoid parking costs in town. That effects workers' parks here
- We would have no problems with parking if the council built a carpark for us or if they stopped people from parking to save money in town
- Sometimes people swear and bang on our work window because they can't park their cars
- Behind the work buildings by the train tracks there is more than enough room to build bicycle tracks, which would make life easier
- More parking would be beneficial
- Disabled parking is not available from almost Petone till here
- More parking for people like those who can't cycle through the Gorge. They park on Hutt Road and cycle the rest of the way
- Would like the parking to stay, especially for dropping-off daughter to the daycare
- Cycle path shared with pedestrians is not a good idea, especially since there is no clear marking and cyclists are going very fast. Very unsafe for everyone
- Parking needs to be policed more
- Lots of commuters park here. Not for the businesses
- Convenient, but not safe at times due to the shared lane
- No other option. "Would be [unpleased]". Only other parking up the Gorge, which isn't enough
- Would be [unpleased]
- Would be a pain in the neck for the free parking to go
- More parks would be good
- Better signs showing where the parks are
- It's handy, not everyone wants to pay \$10/15 a day. It is a cheaper option
- Too many driveways off main road
- Park because it is free and need to save as only earn \$15.50/ hr
- Hope it stays as it is
- Car rental companies park along Hutt Road as well, so there's less spaces for other vehicles
- It works ok at the moment with cohabitation between pedestrians / cars / cyclists on this piece of road
- We need the Hutt Road parking as we aren't able to park within the building complex

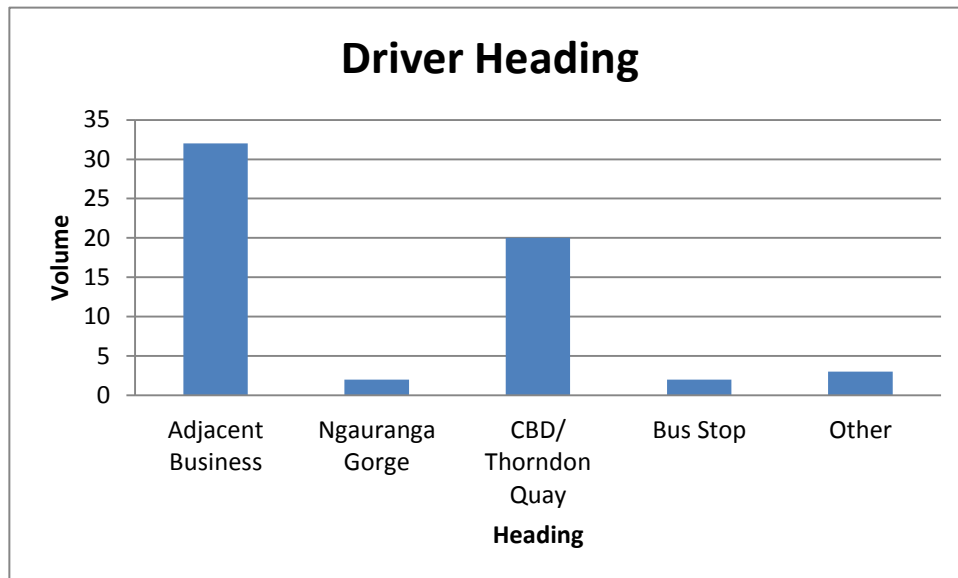


## 4. Non-respondent Results

As mentioned previously, some of the drivers did not partake in the survey, so the observational results are as below:

### 4.1 Question A- Where is the person heading?

The surveyor was instructed to note in which direction the intercepted person was travelling if they did not answer the questions.

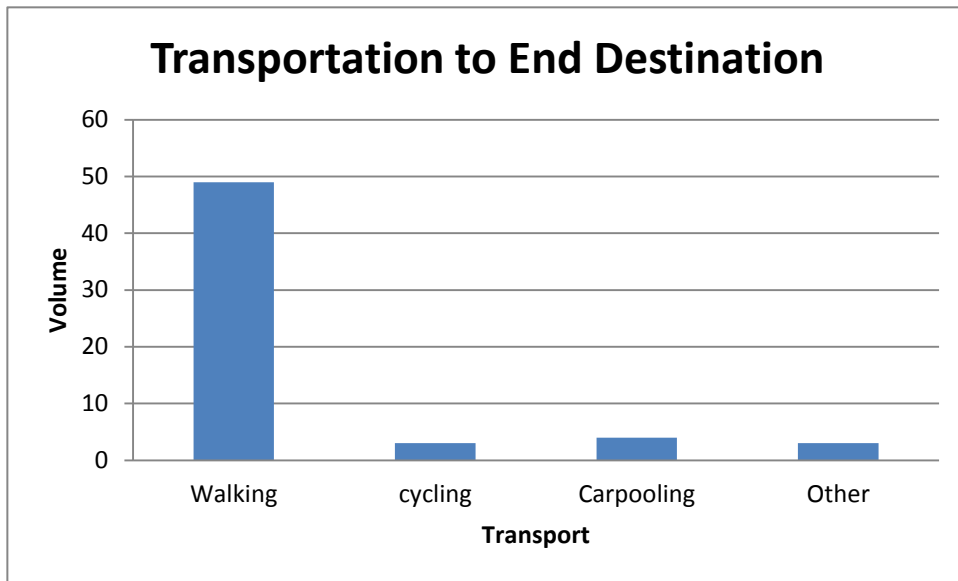


*Figure 11: Driver Heading- Observation*

**Figure 11** above shows that most of the drivers which did not partake were heading into adjacent businesses (54%), followed closely by CBD / Thorndon Quay bound (34%).

### 4.2 Question B- How is the person travelling now?

This was the second of the questions based on the surveyors' observations, to determine which mode of transport the person was using after having parked on Hutt Road.

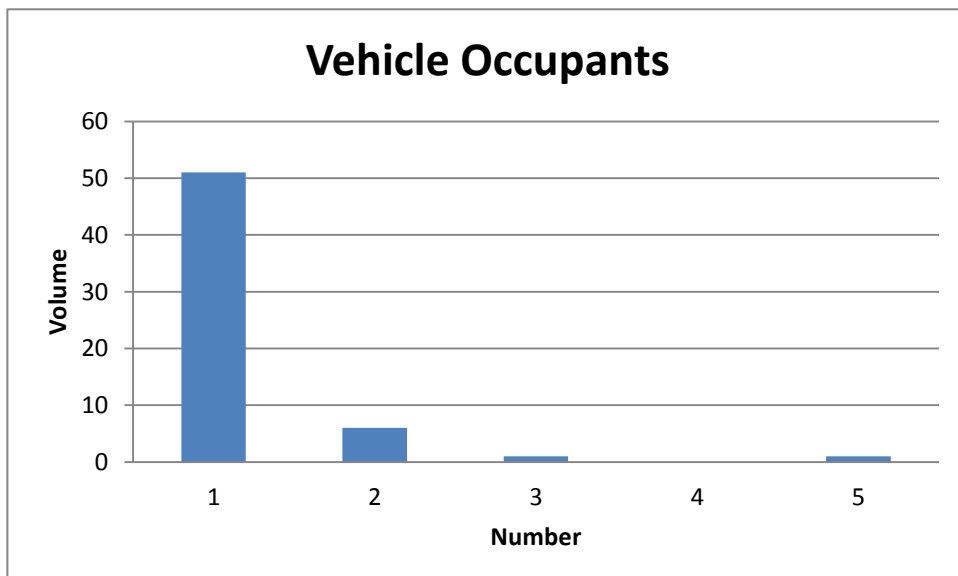


**Figure 12: Transportation to End Destination- Observation**

**Figure 12** above shows that walking is the main means of transport, having parked, with 49(83%) non-respondents observed walking to their final destination. As most of the people were observed to be going into adjacent businesses, it correlates that they were observed to be walking, with a response proportion greater than for Question 7.

#### 4.3 Question C- How many people were in the vehicle?

This question, as before in Question 3 was to observe the vehicle occupancy of the vehicles on a typical weekday.



**Figure 13: Vehicle Occupants - Observation**

Again, most (86%) of the non-respondents were observed to be travelling with no additional people.



## 5. Summary

The most popular responses are provided in the table below:

| Question   | Response            | Percentage of Respondents |
|--|---------------------|---------------------------|
| Question 1 – End Destination                     | Hutt Road           | 48%                       |
| Question 2 – Journey Origin                      | Porirua             | 20%                       |
| Question 3 –Vehicle Occupants                    | One                 | 77%                       |
| Question 4 –Purpose of Journey                   | Commute to work     | 87%                       |
| Question 5 –Trip Frequency                       | 5+ days a week      | 80%                       |
| Question 6 –Parking Difficulty                   | Never*              | 60%                       |
| Question 7 –Primary Transport to end destination | Walk                | 60%                       |
| Question 8 –Willing Walking Time                 | Not at all          | 31%                       |
| Question 9 –Parking available after 9am          | Park Elsewhere      | 61%                       |
| Question 10 –Paid Parking                        |                     |                           |
| Question A –Driver Heading                       | Adjacent Businesses | 54%                       |
| Question B –Transportation to end destination    | Walk                | 83%                       |
| Question C –Vehicle Occupants                    | Occupants           | 86%                       |

*\*As noted previously, respondents noted that they arrive early to ensure there is no parking difficulty*

**Table 1: Summary Results**

We trust these results helpfully inform existing parking practices and behaviours on Hutt Road.

Yours sincerely  
**Traffic Design Group Ltd**

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