

WHAKATANE CBD PARKING STRATEGY





Whakatane District Council

Whakatane CBD Parking Strategy

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1 Executive Summary

Background

The scope of this study as set out in the project brief is to:

- Review and update the current location, type and number of car parking spaces available in the Whakatane CBD;
- Undertake initial surveys to identify base demand for restricted, pay and display and all day parking patronage and demand;
- Identify areas for additional parking, and;
- Review the economics of pay and display car parking and parking buildings.

Recommendations

Based on the parking survey results and observations it is likely that growth in demand is not sufficient to warrant the need for additional parking in the short to medium term. However, this is dependent on the impacts on parking from the implementation of the draft Whakatane Town Vision project. If the change in use for the Kakahoroa Drive triangle proceeds in the medium term, 301 car parking spaces will be lost.

Some of this parking loss can be catered for within the existing supply as current utilisation within the town centre is only at 75%. In the short term, the strategy to manage the expected reduction in parking supply is to implement parking management measures. This would entail maximising the use of all available parking through strategies such as parking signage and information, a modification of current and new parking restrictions and shared parking arrangements. In addition, long stay parking can be encouraged in less utilised off street car parks such as McAlister Street (100 carparks with 56% utilisation) and to a lesser extent Clifton Road (24 carparks with 65% utilisation).

Other measures recommended include a review of WDC's Development Contributions Policy and implementation of a Financial Contributions Policy to manage parking requirements for new developments in the town centre. The Council is also committed to promoting alternative transport modes such as walking, cycling and public transport in Whakatane and hence there may be small reductions in the use of vehicles for short trips to the town centre. It is also recommended that land be acquired for additional parking for the longer term. Additional paid parking in the town centre could assist with funding the land acquisition.

It is also recommended that Council explores opportunities for car parking opportunities in association with the Kakahoroa Drive triangle development e.g. provision of parking on-street and on local access ways within the triangle.

In the long term (2014/15 – 2026/2027), the acquired site can be developed as a car parking facility. At grade parking may be adequate in the longer term but will be dependent on a range of other variables that impact on parking supply (such as urban growth, use of

alternative transport modes and the Whakatane Town Vision Project). Monitoring will be a critical component to ensure that factors such as changes in population growth and passenger transport use can be monitored to assess impact on the parking supply in the CBD. Annual parking demand surveys should also be undertaken to monitor parking demand.

2 Introduction

As a result of concerns regarding the need to ensure an adequate balance of parking is supplied in the town centre, Whakatane District Council¹ commissioned Opus International Consultants (Opus) to complete a parking strategy.

The study seeks to review current parking availability and demand in the CBD as well as new site locations for additional parking in the future. In addition, Council wish to review and assess options for additional paid parking to assist with improved parking management and possible funding for future parking facilities.

2.1 Scope and Objectives of This Study

The **objective** of the study is to develop a parking strategy that provides sufficient affordable, sustainable and easily accessible parking for people to visit Whakatane now and into the future. These requirements include:

- Balancing the demand for parking for workers, shoppers and visitors through improved on-street parking restrictions;
- Integrating with Whakatane's town centre vision;
- Consideration of options for additional paid parking; and
- Provision of additional all day parking in the future that integrates with the CBD through good urban design and linkages with other modes of transport.

The **scope** of this study as set out in the project brief is to:

- Review and update the current location, type and number of car parking spaces available in the Whakatane CBD;
- Undertake initial surveys to identify base demand for restricted, pay and display and all day parking patronage and demand;
- Identify areas for additional parking, and;
- Review the economics of pay and display car parking and parking buildings.

¹ Whakatane District Council, Environmental and Regulatory Committee of 5th April 2006 refers.

3 Background

3.1 Whakatane CBD

Whakatane is a relatively small coastal town located in the Eastern Bay of Plenty. It continues to be a popular lifestyle migration and holiday destination. The CBD is bounded to the north east by an escarpment and to the west by the Whakatane River. The town centre transport system operates within a grid of streets with single traffic lanes in each direction. The block sizes are relatively large, particularly between the main activity areas of The Strand, Kakahoroa Drive, Pyne Street and Buddle Street.

Like many traditional town centres in New Zealand, the main activity retail edge faces away from the waterfront (Whakatane River). The commercial areas are on the peripheral edges of the centre along with a range of Council-based community assets and facilities. There are also apartment developments adjacent to the river on Quay Street.

The town centre is car dominated and has well dispersed provisions of both on-street and off-street parking. Bus services operate between Ohope and Whakatane on a regular basis Monday to Saturday, with weekly services on Thursdays from other centres such as Matata to Whakatane and Kawerau to Opotiki.

The Whakatane CBD provides for smaller specialist retail shops and cafes. On the western side of the Whakatane River, the newly developed “Hub” shopping centre provides for large format retail.

3.2 Local Policies and Plans

There are a number of key local strategic policy and plans that need to be taken into account when assessing parking management for Whakatane CBD. These include the following:

3.2.1 Whakatane Town Vision Project

The Council is in the process of developing a town vision framework for Whakatane CBD. This framework will identify specific preservation areas whilst also seeking to improve the pedestrian linkages between the river edge and the town CBD. The project will also review the Council’s policy in regard to the sale of harbour endowment land and consider how any proceeds from land divestments will be utilised for harbour and infrastructure improvements. It is expected that the project will be completed by late 2007.

3.2.2 Community Outcomes and Long Term Council Community Plan (LTCCP)

Community Outcomes are established under the Local Government Act, 2002. The purpose of the outcomes is to identify the desired outcomes and priorities for the community for the next six years. The Whakatane District 2005 - 2011 outcomes are identified below:

- Clean protected environment
- Environmentally responsible development
- Prosperous economy

- High quality affordable infrastructure
- Strong, transparent and open leadership
- Education and training opportunities for all
- Safe, caring community
- Healthy people and quality housing
- Diverse, creative and active community.

To achieve these outcomes, the 10 year Long Term Council Community Plan (LTCCP) confirms what is necessary in sufficient detail in section 93(6) of the local Government Act, 2002.

Under the Whakatane Ten Year Council Community Plan, the Council has a role in providing “roading, airports, pedestrian and parking facilities, and public transport infrastructure for the sustainable, safe, convenient, comfortable and cost effective movement of people, goods and vehicles throughout the district, as well as to destinations outside the district”. Council also has a role in monitoring, enforcing and administering the Council’s Parking Bylaw, as well as vehicle defects such as warrants of fitness and vehicle registration.

Whakatane District Council also has a Development Contributions policy in accordance with the provisions of the Local Government Act.

3.2.3 Proposed District Plan

The Proposed Whakatane District Plan seeks to manage development and growth in the district through a range of planning controls based on land use zoning. The CBD is comprised of two business zones based on retail/commercial use. There is one residential area that primarily covers the Whakatane/Ohope urban area and other industrial zones in the district.

A range of maximum height limits apply in the town centre. The proposed District Plan Variation 2 recommends a building height limit range between 12 metres and 17 metres in the town centre zone.

In addition, the proposed district plan identifies a provision of one car parking space per 25m² of gross floor area for the Business 1 area only³. It is recognised that the provision of parking in some locations in the CBD may not be able to achieve these requirements so Council is currently considering “cash in lieu” arrangements to address parking shortfalls.

³ Note: The 1 per 25m² ratio does not apply to all uses permitted in the zone.

4 Parking Management Strategy

4.1 Introduction

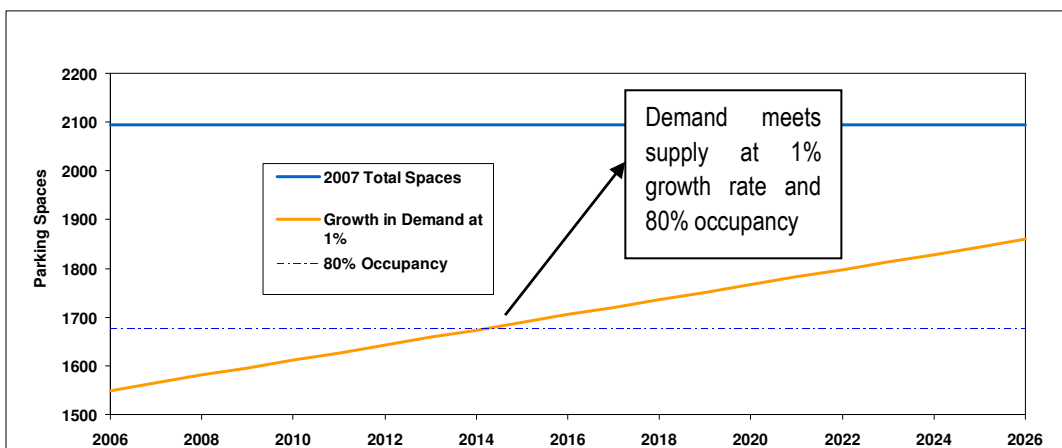
Based on parking surveys and growth projections, the overall supply of parking in Whakatane is not likely to reach critical levels in the short to medium term. There are still sufficient parks available in the CBD, however they are not always conveniently located. However, this is dependent on the impacts of parking from the draft Whakatane Town Vision project. It is assumed that the vision project contemplates alternative uses for the Kakahoroa Drive triangle in the medium term resulting in a reduction of 301 parks in the town centre.

The strategy in the short term and medium term is more an exercise of managing the existing supply to maximise its efficient use. In the long term, as Whakatane District experiences growth and change, additional parking facilities may be required.

Statistics New Zealand predict an overall decrease in population over the next 20 years for Whakatane District. However Council acknowledge that there is likely to be more growth over the next 10 years in coastal and residential property within the urban fringes of Whakatane.

If future growth predictions for Whakatane are correct additional parking will not be necessary in the short to medium term. However, if there is growth in demand due to urban growth and other factors (e.g. car ownership levels or changes in land use) then parking supply will be reduced.

Figure 4-1 below identifies the current parking supply (blue line). At a current rate of 74% parking occupancy³ and growth in demand of 1% per annum, existing parking supply in Whakatane CBD will begin to exceed 80% occupancy from around 2014. It is difficult to predict future parking demand and therefore monitoring will be necessary to assess when and whether additional parking facilities will be required in the future.



Figure

4-1 : Parking Availability versus Demand

³ Average utilisation from parking surveys 9:00am -10:00am & 11:30am-12:30pm over parking survey days 12/12/06, 15/12/06 and 1/03/07.

4.2 Current Parking Supply

Parking provisions are specified in the Parking and Roads section of the consolidated Whakatane District Bylaw.

Currently, there are approximately 2,094 car parks in Whakatane CBD. This comprises of a mix of time regulated, unrestricted, off-street car parks and a small proportion in private ownership. This includes Council's four off-street unrestricted car parks in Pyne Street (105 car parks), McAlister Street (100 car parks), Kakahoroa Drive car park (136 car parks) and Clifton Road (24 car parks). Approximately 60% of on-street parking in the CBD is restricted. There is also one pay and display machine operating in Shapley Place adjacent to Whakatane District Council.

The on-street and off-street parking restrictions and areas are identified in Table 4-1 and Table 4-2. The current parking restrictions are illustrated in Figure 4-2.

On-street parking	
Restriction	No. of Parks
P5	4
P10	8
P30	15
P60	474
P120	150
Unrestricted	418
Other (mobility & loading zone)	18
Total	1087

Table 4-1 : On-Street Parking Restrictions

Off-street parking	
Street	No. of Parks
Pyne Street carpark	105
Shapley Place	43
Peace Street	38
McAlister Street	100
Yacht Club	17
Clifton Road	24
Kakahoroa Drive (including 165 P150 spaces)	301
Meikles (P120) ⁴	61
New World/Warehouse (P120)	273
Library (P60)	21
Other (mobility & loading zone)	24
Total	1007

⁴ Note: In private ownership

Table 4-2 : Off-Street Parking Restrictions

WHAKATANE CBD CURRENT PARKING RESTRICTIONS



Figure 4-2 : Whakatane CBD Current Parking Restrictions

4.3 Parking Users

The Whakatane study has identified three distinct parking user groups in the town centre. These are:

Type of User	Type of Parking Requirement
Workers	Seek all day weekday parking (and some Saturday and Sunday weekend parking).
Shoppers	Seek parking in close proximity to main CBD vicinity – weekday and weekend.
Recreational	Seek long stay parking in close proximity to Whakatane River and wharf area (Kakahoroa Drive and Quay Street) – everyday with higher demand in peak summer periods.

Table 4-3 : Parking User Groups

Sometimes there is conflict in meeting demand between different users. For example: workers parking all day in parking that could be deemed for shoppers. It is also important to consider seasonal variations in parking demand. For example increases in parking demand associated with waterfront/recreational use in the summer months. There is therefore the need to consider different policies and strategies to manage parking within the town centre.

4.4 Current Parking Demand

4.4.1 Parking Survey Methodology

Parking surveys were undertaken over four days. This included three days in December 2006 and one day in March 2007. The survey periods are summarised in Table 4-4.

Date	Survey Periods
12/12/2006 (Tuesday)	6:30-7:00am ⁵
	9:00-10:00am
	11:30am -12:30pm
15/12/2006 (Friday)	9:00-10:00am
	11:30am -12:30pm
21/12/2006 (Thursday)	9:00-10:00am
	11:30am -12:30pm
	1:30am -2:30pm
1/03/2007 (Tuesday)	9:00-10:00am
	11:00am -12:00pm
	1:00am -2:00pm

Table 4-4: Parking Survey Periods

⁵ Data from this survey excluded from utilisation analysis due to very low levels of parking.

Parking demand was assessed by recording the number of parked vehicles in the study area by street section and restriction type. The data collected from the surveys is included as Appendix A.

4.4.2 Analysis and Results

The data collected during the surveys has been analysed to provide an indication of the current utilisation levels of all parking in the Whakatane CBD.

Parking utilisation was calculated by averaging the utilisation rates for all the individual parking surveys. Table 4-5 shows the utilisation rate of all parking in the study area (2094 spaces) during the survey periods. The results indicate that parking demand in December 2006 increased approaching the Christmas period, with the highest utilisation levels being recorded during the parking survey period on 21st December 2006 (84% average utilisation). The results also show that the lowest utilisation rates were recorded in the March 2007 survey (70% average utilisation).

The utilisation rate all of the surveys (excluding the 21/12/2006 survey which had the highest utilisation levels) gave an average utilisation of seventy-four percent (74%).

Date	Time	On-Street Parking		Car Parks		All Parking		Average Utilisation %
		No. Vehicles	Utilisation %	No. Vehicles	Utilisation %	No. Vehicles	Utilisation %	
12/12/2006 Tuesday	9:00-10:00am	757	70	711	71	1468	70	75
	11:30am - 12:30pm	816	75	858	85	1674	80	
15/12/2006 Friday	9:00-10:00am	761	70	708	70	1469	70	78
	11:30am - 12:30pm	908	84	887	88	1795	86	
21/12/2006 Thursday	9:00-10:00am	795	73	805	80	1600	76	84
	11:30am - 12:30pm	895	82	951	94	1846	88	
	1:30am -2:30pm	875	80	952	95	1827	87	
1/03/2007 Tuesday	9:00-10:00am	723	67	589	58	1312	63	70
	11:00am - 12:00pm	858	79	742	74	1600	76	
	1:00am -2:00pm	788	72	714	71	1502	72	

Table 4-5: Parking Utilisation Levels during Parking Survey Periods

4.4.3 Average Parking Demand

Figure 4-3 shows a snapshot of parking demand on Thursday 1 March 2007 between 11am – 12 noon. The map is broken down into parking demand (or utilisation) areas. As noted in the map, areas of very high demand are located adjacent to high retail and commercial areas of The Strand, Pyne Street, Boon Street, and Buddle Street. Medium demand is located on the peripheral edges with inter-dispersed pockets of low-medium demand.

WHAKATANE CBD PARKING DEMAND (%)



Figure 4-3 : Whakatane CBD Parking Demand

4.4.4 Off-Street Car Parking

Table 4-6 below shows the rates of utilisation level of the main council owned off-street car parks. These included Pyne St (105 car parks), McAlister St (100 car parks), Kakahoroa Drive (136 car parks) and Clifton Rd (24 car parks). The survey identified that the Pyne St car park had an average utilisation of 99% during the survey periods. The Kakahoroa Drive car park had an average utilisation of 86%. McAlister St and Clifton Rd car park had much lower average utilisation rates at fifty-six percent (56%) and sixty-five percent (65%) respectively.

Date	Time	Percentage of Parking Spaces Full (%)			
		Pyne St	McAlister St	Kakahoroa Dr	Clifton Rd
12/12/2006 Tuesday	9:00-10:00am	98	52	74	58
	11:30am - 12:30pm	99	71	94	75
15/12/2006 Friday	9:00-10:00am	98	40	77	58
	11:30am - 12:30pm	96	62	96	75
21/12/2006 Thursday	9:00-10:00am	98	47	90	46
	11:30am - 12:30pm	100	81	100	67
	1:30am - 2:30pm	99	77	100	83
1/03/2007 Tuesday	9:00-10:00am	99	41	68	54
	11:00am - 12:00pm	99	47	83	67
	1:00am - 2:00pm	98	43	84	63
Average Utilisation		99%	56%	86%	65%

Table 4-6: Utilisation levels for off-street Council car parks

4.4.5 On-Street Parking

60 minute (P60) Parking

Almost half (44%) of the on-street parking restrictions are 60 minute (P60) parking. P60 parking is currently located in the core areas of the CBD including The Strand, George Street, Boon Street, Richardson Street and sections of Quay Street and Commerce Street.

Table 4-7 shows the utilisation of P60 parking for the individual survey periods. As indicated, utilisation rates are higher during lunchtime peaks (11:30am-12:30pm) where utilisation

reached 86% on 21 December 2006. The average utilisation for 60 minute parking (P60) during the survey periods was calculated to be 74%.

Specific high demand areas by street include Boon Street, The Strand, Quay Street and Buddle Street (P120).

Date	Time	Percentage of P60 Parking Spaces Full (%)
12/12/2006	9:00-10:00am	65.1
	11:30am -12:30pm	75.2
15/12/2006	9:00-10:00am	69.7
	11:30am -12:30pm	75.2
21/12/2006	9:00-10:00am	69.1
	11:30am -12:30pm	86.3
	1:30am -2:30pm	85.3
1/03/2007	9:00-10:00am	60.0
	11:00am -12:00pm	78.6
	1:00am -2:00pm	74.3
Average Utilisation		74

Table 4-7: Utilisation of 60 Minute (P60) parking

Unrestricted parking

The average utilisation for unrestricted parking during the survey periods was calculated to be 83%. Specific high demand on-street areas include Pyne Street and Kakahoroa side-street.

Unrestricted Parking Utilisation		
Date	Time	Percentage of Unrestricted Parking Spaces Full (%)
12/12/2006	9:00-10:00am	84.1
	11:30am -12:30pm	84.0
15/12/2006	9:00-10:00am	80.2
	11:30am -12:30pm	84.0
21/12/2006	9:00-10:00am	81.6
	11:30am -12:30pm	85.9
	1:30am -2:30pm	84.4
1/03/2007	9:00-10:00am	79.8
	11:00am -12:00pm	82.3
	1:00am -2:00pm	80.3
Average Utilisation		83

Table 4-8: Utilisation of unrestricted parking

4.4.6 Summary

The parking survey results and general observations of current parking patterns in Whakatane reveal that:

- Growth in demand is not sufficient to warrant the need for additional parking in the short to medium term. However, this is dependent on the possible impacts on parking from the draft Whakatane Town Vision project and alternative use for the Kakahoroa Drive triangle.
- Overall, weekday parking demand reached 74% occupancy during the survey periods, with higher utilisation during lunchtime peaks (11:30am-12:30pm). It is noted that there are still some available parks in the CBD, however they are not always conveniently located.
- There is growing pressure and higher demand for conveniently located short-stay parking in the CBD. This is reflected in the demand for parking in the core retail and commercial areas.
- There is high demand for all day parking at Pyne Street and Kakahoroa Drive car parks. McAlister Street and Clifton Road car park are less well utilised and therefore still have capacity.

- Planned new developments along the Strand (e.g. apartment complexes) may impact on existing car parking supply.
- Many local workers are parking all day in spaces that could be allocated to shoppers or visitors (eg Buddle Street and Pyne Street).
- There are six different parking restrictions currently used in Whakatane. This can sometimes create some confusion for people parking plus also make monitoring and enforcement more difficult.

4.5 Factors Affecting Future Parking Demand

When considering measures for managing parking, there is a need to highlight a number of factors that influence parking demand in the town centre. These are identified below:

4.5.1 Urban Growth

As at 30 June 2005, Whakatane District's population was estimated to be 33,900, a decrease of 100 people since 30 June 2004 (Statistics New Zealand). The population of the district is projected to further decrease by around 400 people, from 34,000 in 2001 to 33,600 in 2026⁶.

Whakatane District Council (WDC) has not yet developed any detailed structure plans for the urban areas of Whakatane and Ohope, but is developing a comprehensive residential growth strategy to evaluate where Greenfield development is most suited in the district.

The Council has identified high demand for property within the urban and coastal areas of the district. However, this is balanced against an expected overall decline in population in the district's rural settlements. For example, in 2005/2006, the number of building consents for new dwellings in WDC was 144 compared with 134 in 2006/2007.

The continued growth in the urban fringes of Whakatane and coastal areas of the district is likely to lead to some increases in demand for car parking. The most likely impacts on parking will arise from intensive forms of development in the Ohope/Whakatane urban areas such as apartment buildings and commercial development. Much of the management of this growth can be met through the Council's Development Contributions Policy (under review) combined with the implementation of a Financial Contributions Policy to assist with funding future parking facilities.

4.5.2 Weekend and Seasonal Demand

With the added attraction of Ohope beach, Whakatane has an increase in the number of visitors in the summer months and weekends and hence higher parking demand. Catering for these seasonal demands through additional parking that is surplus for the majority of the year can impact on the urban form of the town centre. Careful planning needs to be undertaken to ensure that a balance of parking is maintained. Shared

⁶ Based on Statistics New Zealand medium growth projections.

parking arrangements are a common tool for assisting with addressing seasonal parking peaks (see section 4.7.4).

4.6 Parking Management Approach

Growth and demand for parking does not warrant additional future parking facilities in the short and medium term. The approach should be to manage the existing supply to maximise its efficient use. Parking policies assist with identifying and addressing types of parking and ways to manage this demand through encouraging more efficient use of the existing parking supply, increasing turnover, and identifying time restrictions. From this basis, parking restrictions can be developed.

The proposed policies for Whakatane CBD are identified in Table 4-9.

Parking Type	Policies
Short-stay and retail parking policy	Manage demand by providing short-stay (P60) parking close to retail locations (shops) and some P10 parking in high demand areas.
Medium-stay/business parking policy	Meet demand by providing medium-stay (P120) parking adjacent to commercial / business areas
Worker parking policy	Meet demand by providing long-stay (all day) parking in off-street car parking areas
Recreational parking policy	Meet demand by providing medium-stay (P120) parking along the river front.
Disabled persons parking policy	Ensure adequate monitoring, compliance, provision and design of mobility parks in the CBD
Special events / seasonal peaks	Provide and manage public parking for special events and high demand peaks through traffic management plans.
Safety-related policies	Give priority to traffic and pedestrian safety when providing for parking. Ensure that Crime Prevention Through Environmental Design (CPTED) principles are applied when providing for future parking provisions

Table 4-9 : Parking Policies for Whakatane CBD

4.6.1 Proposed New Parking Restrictions

The policies result in a number of proposed new parking restrictions. Figure 4-4 shows where new parking restrictions could be applied in Whakatane CBD. Subject to community consultation, it is recommended that these new restrictions be implemented in the short-term. The new parking restrictions enable the following:

- Provision of less types of parking restrictions for ease of understanding for parking users and improved monitoring.
- Increased supply of short-term parking (P60 and P10) for shoppers in the core CBD.
- Medium-term parking to support commercial activity in the vicinity of Pyne Street, Commerce Street, McAlister Street and Buddle Street.

- Medium and long-term parking for recreational/tourist users along the riverfront area.

Current levels of parking non-compliance are not known. However, it is unlikely that the additional parking restrictions will have any impact on current parking patterns unless enforcement is maintained and parkers are compelled to conform to the parking controls.

WHAKATANE CBD FUTURE PARKING RESTRICTIONS



Figure 4-4 : Whakatane CBD Areas for Proposed New Parking Restrictions

4.7 Additional Parking Management Measures

Alongside new parking restrictions, there are also a number of other parking measures that would enable improved parking management. These are outlined below:

4.7.1 Improved Signage

It is noted that there is limited signage for the off-street car parks in Whakatane CBD. In the short term directional signage and signage that addresses all entry points to Whakatane CBD and car parking areas is recommended.

In addition, a central map located in the Whakatane CBD (e.g. The Strand) which identifies the main off-street parking areas would also be of benefit to identify less utilised but centrally located parking in the CBD eg Kakahoroa Drive car park.

4.7.2 Development and Financial Contributions

Whakatane District Council currently has a Developers Contributions policy in accordance with the provisions of the Local Government Act. The Policy has been developed to cover some of the costs associated with the provision of additional infrastructure in the district that is required as a consequence of ongoing growth and development through subdivisions and new building construction.

Contributions are based on units of demand and are levied on new residential, commercial and industrial subdivisions, and on a proportional unit of demand basis for non-residential development. A flat fee for commercial or industrial mixed use developments contributes towards creating public parking facilities elsewhere as any on-site shortfall is likely to cause increased use of on-street parking.

Most applications will be dealt with by the Development Contributions Policy. However, in some instances, the Financial Contributions provisions of the District Plan would be the most appropriate mechanism. As car parking is difficult to anticipate under a development contribution regime, Council considers that the most practical way of taking control is through a financial contribution⁷. Council is currently reviewing its Development Contributions Policy and developing a Financial Contributions Policy.

4.7.3 Promotion of Alternative Modes of Transport

At present, there are few bus services to the Whakatane CBD. Commuter bus services operate between Ohope and Whakatane on a regular basis between Monday and Saturday, and a weekly service on a Thursday is provided from Matata to Whakatane (see Appendix B for detail of bus routes).

Passenger transport services are likely to remain a comparatively minor element of the transport network. However, Environment Bay of Plenty is planning to investigate future services to cater for commuter demand and relieve congestion at peak times and reduce long-stay parking demand in Whakatane.

⁷ Variation 9 – Financial Contributions, version 0.1 19 December 2006

The Council, through the LTCCP is currently developing a walking and cycling strategy and has made provision for the implementation of cycle lanes in Whakatane town.

It is recommended that Whakatane District Council investigate opportunities for the promotion of alternative modes of transport in Whakatane District.

4.7.4 Shared Parking Arrangements

Shared parking arrangements between businesses can be a key strategy when demand exceeds parking supply. This strategy often works well in times of higher parking demand (summer months, weekends) and when the current land use is not in full-time operation, eg churches, cafes/restaurants and other evening activities are often in the ideal position to share parking as their hours of operation often do not conflict with retail/commercial demand for parking. It is not known whether there are any opportunities for any shared parking arrangements in Whakatane, however it is recommended that this option be investigated – particularly to assist with seasonal summer demands for parking.

5 Paid Parking Options

5.1 Introduction

Part of the project brief was to identify opportunities for paid parking in Whakatane. Paid parking provides an alternative means of improving parking management. Paid parking such as 'pay and display' is a common supply management tool in popular urban areas, representing a level of confidence in the attractiveness of a place usually expressed through the vitality of the retail town centre. Whakatane currently has only one pay and display machine operating and therefore has the opportunity to consider future options for paid parking. Paid parking can also be seen as a viable mechanism for funding future parking buildings in the long term.



Photo 5-1: Pay and display parking – Shapley Place

5.2 Types of Paid Parking Mechanisms

There are various mechanisms available on the market for paid parking. The most common mechanisms include single bay meters, multi-bay meters, pay and display and coupon parking.

More recently, 'pay and display' parking has superseded parking meters in many cities and towns as the preferred option for paid parking. Discussions with other Councils in New Zealand have also noted a preference for pay and display for paid parking due to its ease of implementation and improved enforcement. The machines also appear to be more reliable and robust and provide proof of purchase through the provision of a receipt. The technology also enables alternative payment options via credit card and text messaging services.

Whakatane already has pay and display parking in operation in Shapley Place and therefore there is a certain level of community confidence in the way the system operates.

5.3 Barriers to Paid Parking

There are some concerns from retailers that the introduction of paid parking could cause a migration of shoppers to alternative destinations. In Whakatane's case, there could be community concerns regarding a migration of shoppers to 'The Hub' where parking is free. It is noted that in many cities and towns that have introduced paid parking there can be

initially a small rejection from shoppers but this usually returns to normal levels because of the attractiveness the town centre provides to shoppers.

Setting appropriate parking charges that do not distract from the appeal to visit the town centre and encourage people to park in unrestricted areas is an important component. In addition, it is often more acceptable if the community knows that the parking levies from on-street car parking will contribute to providing for future car parking supply if needed.

Whakatane currently has the lowest parking charges in New Zealand for paid parking at 30 cents per hour. Other cities current parking charges range from 0.60 cents per hour in Wanganui to \$4 per hour in Wellington and Auckland.

5.4 Options for Whakatane CBD

A number of parking options for additional paid parking in Whakatane have been identified. These include two on-street options and two off-street options.

The on-street analysis is based on the implementation of pay and display with the operation of the machines approximately 270 days in the year (Monday – half day Saturday only), excluding Sundays and public holidays. The key variable is the occupancy and compliance rate for short-term on-street parking. Expected revenue has been based on 70% occupancy. It is envisaged that occupancy will increase in years two and three as user's become more accustomed to pay-and-display metering.

For the off-street, all-day paid parking option, the analysis is based on the implementation of pay and display with the operation of the machines approximately 250 days in the year between Monday and Friday (9am – 5pm) only (excluding weekends and public holidays). Expected revenue is based on 70% occupancy.

The figures have been estimated on an on-street hourly rate of 0.50 cents and \$3 per day for off-street car parks. The figures exclude infrastructure (paid parking machines), cash collection, parking enforcement and monitoring costs.

The most significant costs in Year 1 are for the capital costs for the paid parking machines estimated at \$7,500 per machine. The number of machines required is dependent on the parking layout and walking distance. The machines should ideally be spaced so that the maximum walking distance for any person to obtain a ticket is no more than 15-20 metres. If parking is angled to the kerb a pay and display machine will be able to service 12 car parks based on a 15 metre walk distance. If parking is parallel to the kerb a pay and display machine should be able to serve 8 – 10 spaces based on a 20 metre walking distance.

The options are outlined in Table 5-1 and Table 5-2.

5.4.1 On-street options



Option 	Description	Estimated Annual Paid Parking Revenue (\$)
(a) The Strand 190 spaces	This option proposes paid parking along The Strand between Buddle Street and Toroa Street/Clifton Road. This would target the main retail core area of Whakatane CBD and currently has high parking occupancy of 95% - 100%.	\$159,516
(b) The Strand & Boon Street 190 + 25 = 215 spaces	This option would include option 1(a) above as well as Boon Street. Boon Street currently has high parking occupancy of approximately 85%.	\$205,632

Table 5-1 Paid Parking Options

5.4.2 Off-street options

Option 	Description	Estimated Annual Paid Parking Revenue (\$)
(a) Pyne Street Car Park 105 spaces	This option would propose parking charges to the off-street car park in the commercial fringe of the CBD. 95% - 100% full by 9am weekdays.	\$55,125
(b) Kakahoroa Drive Car Park⁸ Total 301 spaces	There are 2 options for paid parking targeting a) restricted car parking and b) unrestricted car parking. Both options would propose parking charges to the off-street car parking behind the retail edge of The Strand. The extent of paid parking would have to be carefully	(a) \$94,500 (165 P150 restricted car parking)

⁸ Note: Proposed area would only include current restricted car parking only.

	assessed in relation to the changes/impacts of parking from the draft Whakatane Town Vision project and Kakahoroa Drive triangle development.	(b) \$71,400 (136 unrestricted car parking)
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Table 5-2 Paid Parking Options

5.5 Discussion of Options

The options present future paid parking options for on-street and off-street. Both options focus on core high parking demand areas in the CBD. The rest of the Whakatane CBD would remain in free but restricted parking.

There are a number of advantages and disadvantages for each of the options presented. As indicated in Table 5-3, the on-street/restricted options provide a more equitable approach targeting a range of visitors to the CBD. The off-street unrestricted parking options target longer stay users – predominantly workers in the CBD.

Option	Advantage	Disadvantage
On-street/restricted paid parking	<p>Equitable as targets all parking users.</p> <p>Focuses on core high demand areas.</p> <p>Higher revenue stream than off-street parking as on-street parking more convenient.</p>	<p>Some movement of shoppers away from the CBD to other vicinities (e.g. the Hub) may occur initially.</p>
Off-street/unrestricted paid parking (i.e. car parks)	<p>Less infrastructure costs required than on-street paid parking as less paid parking machines are required.</p>	<p>Targets long-stay workers predominantly (excluding Kakahoroa carpark) and therefore less equitable.</p> <p>May cause some parking in near-by residential streets where parking is free.</p>

Table 5-3 On-street and Off-street Advantages & Disadvantages

With the off-street options, the Kakahoroa Drive option is preferred over Pyne Street as it predominantly targets users in the core CBD area.

The on-street option 1a (The Strand) has the ability to generate some revenue, maintain turnover as well as maintain the majority of restricted parking in Whakatane CBD, however this option may be less acceptable to the community.

5.6 Recommended Approach

It is clear from Table 5-1 and 5-2 that paid parking has the ability to generate revenue for future parking facilities. The recommended location for paid parking is the Kakahoroa Drive car park although this will depend on whether the Whakatane Town Vision Project draft report is implemented.

It may be appropriate to install paid car parking now to provide for the scenario of the Kakahoroa triangle reverting to an alternative use, in line with the Draft Whakatane Town Vision Project.

6 FUTURE PARKING OPTIONS

6.1 Introduction

Part of the project brief was to identify additional opportunities for future car parking should there be a need to increase the parking supply in the future.

Based on the parking survey results and parking observations it is likely that growth in demand is not sufficient to warrant the need for additional parking in the short to medium term. However, this is dependent on the parking impacts from the Whakatane Town Vision project. It is assumed that the vision project contemplates alternative uses for the Kakahoroa Drive triangle in the medium term resulting in a reduction of 301 parks in the town centre. Kakahoroa Drive car park has a current utilisation rate of 86% equalling an average utilisation of 260 car parks. It is assumed that some of this parking loss can be catered for within the existing on-street and off-street supply as only 75% of the current supply is currently utilised in the town centre.

However, it is likely that there will still be a short fall of car parking supply resulting in the need for additional car parking. It is also recommended that Council explore opportunities for car parking in association with the Kakahoroa Drive triangle development e.g. on-site development and adjacent to any local streets.

6.2 Likely users of future facilities

The most likely regular users of any future parking facilities for Whakatane are CBD workers and some recreational shoppers, with seasonal peaks likely from visitors to the town for holidays and recreational activities. Future parking facilities will therefore most likely cater for long stay/all day requirements freeing up on-street parking supply for shorter term parking durations.

6.3 Location & Urban Design Considerations of Parking Facility

The location of parking facilities requires careful consideration in relation to the impact on pedestrian and vehicular movement. We need to be aware of how the location of a parking facility changes the pedestrian movement dynamic in the town centre. At present there is a good distribution of car parking with not too much in one place. This gives the town balance. The site options selected need to ensure that they do not result in an uneven balance of parking within the centre.

The location of the parking facility is particularly important in terms of the attractiveness to the user. If the site is poorly located, too far away (time and distance) from the desired destination or unsafe, it will not be desirable and therefore will not be well patronised.

Urban design elements are also particularly important in terms of location to vehicle movements and impact and fit with the adjacent land use. The car parking facility must also provide security (provision of surveillance and lighting), vehicle and pedestrian connectivity, provide legibility (easy to find) and identity (good urban form) and be environmentally responsive.

A parking building with an 'active frontage' such as retail/commercial use at the street level is a desirable feature for good urban design and Crime Prevention Through Environmental Design (CPTED) principles but requires sites of appropriate widths. For smaller sites this may mean that parking is provided on the upper levels rather than the ground floor.

6.4 Site Options

A number of potential sites have been identified and evaluated for possible future parking areas in Whakatane CBD. A broad assessment has been made of the relative advantages and disadvantages of each of the sites utilising the following criteria:

- convenient pedestrian and vehicular access
- proximity to the CBD
- integration with surrounding land uses
- ability to reinforce and support associated retail or commercial uses
- size
- land ownership.

The following sites have been identified, as illustrated in the location plan in Figure 6-1. These are:


- George Street (1)
- Toroa Street (2)
- Commerce Street (3 site options – 3a, 3b & 3c)
- Pyne Street/O'Rourke Place (4)
- Pyne Street (5)
- McAlister Street (6)

WHAKATANE CBD POSSIBLE FUTURE PARKING LOCATIONS




Figure 6-1: Whakatane CBD Possible Future Parking Locations

Table 6-1 provides a site description for each of the options and describes their advantages and disadvantages (refer to Figure 6-1 for reference to the site option location):

<p>Option</p> 	<p>Site Description</p>	<p>Advantages</p>	<p>Disadvantages</p>
<p>1.</p> <p>16 George Street</p> <p>36 at-grade spaces⁹</p> <p>Size of site: 0.0835 ha</p>	<p>Ownership: Private</p>	<p>Supportive of pedestrian accessibility & local retail.</p> <p>100 metres from the CBD.</p> <p>Ability to promote and support more activity in this location.</p> <p>The location adjacent to the escarpment also provides a natural 'backdrop' which can minimise the impacts from the height of a car parking building.</p>	<p>The site shape is difficult for the layout due to its triangular shape and small size.</p> <p>This shape is even more triangular when the possible realignment of Canning Place is completed.</p> <p>Location is on the wrong side of the town centre for approaching vehicles from the north. Less favourable compared to other sites for all day worker parking.</p>
<p>2.</p> <p>41 (a) Toroa Street</p> <p>18 at-grade spaces</p> <p>Size of site: 0.0495 ha</p>	<p>The site is located at the Rear of the Commercial Hotel. Current use is a depot.</p> <p>Ownership: Environment Bay of Plenty</p>	<p>200 metres from the CBD.</p> <p>Can support tourist/recreation activities associated with the wharf area.</p>	<p>Site area is very small and therefore only suitable for at-grade parking.</p> <p>Location is on the wrong side of the town centre for approaching vehicles from the north. Less favourable compared to other sites for all day worker parking.</p>

⁹ 27 after realignment of Canning Place into Clifton Road

Option 	Site Description	Advantages	Disadvantages
<p>3. 17 - 55 Commerce Street</p> <p>Option 3a (Lot 43-55) 240 at-grade spaces 0.6662ha</p> <p>Option 3b (Lot 59-71) 115 at-grade spaces 0.3161ha</p> <p>Option 3c (Lot 73-81) 130 at-grade spaces 0.3646ha</p>	<p>These sites are comprised of existing privately owned commercial buildings.</p> <p>Ownership Council/private</p> <p>Ownership Council/private</p> <p>Ownership Private</p>	<p>The location adjacent to the escarpment also provides a natural backdrop” which can minimise the impacts of the height of any possible car parking building.</p> <p>The size of the sites is adequate and can enable a rectangular shaped parking building with possible active frontage.</p> <p>200m to CBD and also close to Council main building and community facilities.</p> <p>Supports commercial development along Commerce Street.</p> <p>Good arterial approach route for vehicular traffic.</p> <p>Preferred site (option 3A) as closest site to supporting adjacent land use.</p>	<p>Options 3B and 3C still good sites, but getting further away from the central CBD.</p>


Option 	Site Description	Advantages	Disadvantages
<p>4. 27 Pyne Street</p> <p>55 at-grade spaces</p> <p>Size of site: 0.1508 ha</p>	<p>The site is currently open space with a small office.</p> <p>Ownership: Private</p>	<p>The size of site is adequate and can enable a rectangular shaped parking facility.</p> <p>200 metres to CBD and also supports commercial and community facilities along Pyne Street.</p> <p>Directly off the arterial approach route for vehicular traffic.</p>	<p>Site area is very small and therefore may be more suitable for at-grade parking.</p> <p>May impact on economic viability/urban form with height/scale of building above 3 levels as developments in the vicinity are only 2 – 3 floor levels.</p> <p>Foundation issues as area old fill/dumpsite.</p>
<p>5. 16 Pyne Street</p> <p>105 at-grade existing spaces</p> <p>Size of site: 0.3027 ha</p>	<p>The site is currently at existing at-grade car park currently with 95% - 100% occupancy weekdays.</p> <p>Ownership: Whakatane District Council</p>	<p>Excellent pedestrian accessibility & proximity to the CBD - 150 metres to the central CBD.</p> <p>The size of site adequate and can cater for a rectangular shaped parking building.</p> <p>Directly off the arterial approach route for vehicular traffic.</p> <p>Already high occupancy at-grade car park.</p>	<p>May impact on the urban form/amenity as adjacent developments are 2 – 3 floors only.</p> <p>Foundation issues as area is an old fill/dumpsite.</p>
<p>6. 1 – 7 McAlister Street</p> <p>100 existing at-grade spaces</p> <p>Size of site: 0.3971 ha</p>	<p>The site is currently an existing at-grade car parking with 47% occupancy weekdays.</p> <p>Ownership: Whakatane District Council</p>	<p>Could support future waterfront activity.</p> <p>Off the arterial approach route for vehicular traffic.</p>	<p>With the close proximity to the river, a parking building will impact on the amenity/urban form of the area.</p>

Table 6.1 Whakatane Parking Options

6.5 Analysis of Options

On the basis of the evaluation table, options 3(a) and 5 are considered the preferred options for additional parking facilities. Option 5 (Pyne Street) is well located in the hub of the commercial area however a parking building may impact on the urban form of the area due to possible measured height levels. Option 3a (Commerce Street) is adjacent to the escarpment which provides a natural ‘backdrop’ to minimise the impacts of the height of any possible car parking building. It is also well located on the arterial route and adjacent to commercial activities, the council building and community facilities.

It is also recommended that Council explore opportunities for car parking in association with the Kakahoroa Drive triangle development e.g. on-site development and adjacent to any local streets.

6.6 Parking Building Design & Cost

The layout proposed for any future parking buildings in the CBD as shown in Figure 6-2 is the most efficient layout for parking buildings. This provides perpendicular parking within aisles aligned along the long edge of the site. The layout provides for overall lane widths of 3 metres. A parking building with no adjacent commercial development does not contribute through revenue to the cost of construction but is smaller, simpler and cheaper to build. Car parking spaces in parking buildings typically cost around \$17,000 - \$20,000 per parking space. For example for a 200 space car parking building would cost \$4 million to build. The cost for underground construction is significantly higher at \$62,500 per space or \$12,500,000 to accommodate 200 cars¹⁰.

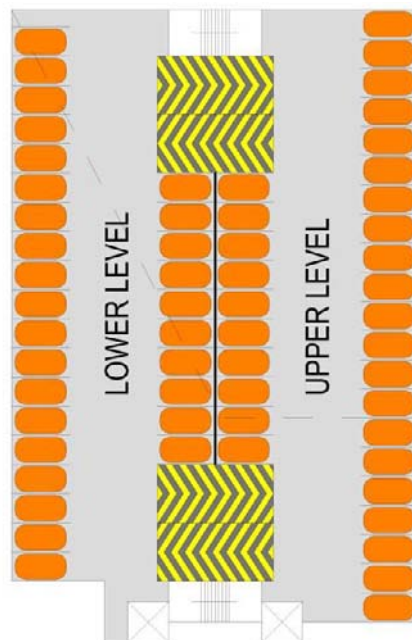


Figure 6-2: Typical Parking Building Layout

¹⁰ Based on Rawlinson’s New Zealand Construction Handbook and make no allowances for ground improvements or special foundations.

No preliminary geotechnical investigations have been undertaken for any of the sites to assess whether underground parking could be provided. Furthermore any development on the site that requires the removal of the existing buildings will require an archaeological assessment as adjacent developments have identified significant cultural heritage issues.

If a retail or commercial edge was provided to the building for a mid/block site, such a building would need to have a minimum street frontage of approximately 35 metres and depth of around 55 – 65 metres to accommodate around 200 vehicles over four floors. For smaller sites, it may be more appropriate to have retail/commercial use at the street level and parking provided on the additional floors. The options also enable the opportunity for commercial lettable space to assist with funding future parking buildings.

The least cost layout is at-grade car parking. This costs around \$2,100 per parking space which would equate to approximately \$420,000 for a 200 park at-grade car park¹¹.

6.7 Recommended Approach

The proposed approach would be to develop an acquisition strategy to acquire the Commerce Street site (3a) in short term subject to ongoing monitoring, consultation and the draft Whakatane Town Vision Project. Further detailed investigation and design work would need to be done to determine all issues and confirm capability of sites to meet the needs of a future parking facility.

Prior to any of the concepts progressing to preliminary design, specific matters such as available site dimensions, planning rules, access constraints and accessibility for people with disabilities should be considered in more detail than possible at the current level of investigation.

Subject to monitoring future parking demand, it may be appropriate to develop the site as an at-grade car parking facility in the medium - long term until such time as growth warrants the need for additional capacity through the development of a parking building.

¹¹26.7m² of area per car has been allowed and includes open area parking, including bitumen paving, kerbing, stormwater drainage, & minimal lighting.

7 Monitoring

Monitoring of the current and future parking supply and demand is critical. This will enable decisions on future parking facilities to be based on reality.

Below are a range of indicators that could be implemented to monitor parking demand for Whakatane CBD. It is recommended that at a minimum parking surveys continue to be undertaken on an annual basis to assess demand.

What is to be monitored?	How?
% increase in bus patronage	Bus patronage data
% increase in parking demand	Annual parking surveys
% increase in cycling and walking	Cycle & Pedestrian counts in town centre
% increase in growth	Population & retail growth projections Number of new developments in the town centre

Table 7-1 : Monitoring

8 Implementation Plan

Below is a summary of the range of parking measures discussed in this strategy, including specific timeframes for implementation. The measures are divided into short, medium and long term actions. The short-term measures are recommended to be implemented now. The medium term measures are recommended to be implemented between 2009/10 and 2014/2015 and longer term measures from 2014/15 onwards.

Based on the parking survey results and observations it is likely that growth in demand is not sufficient to warrant the need for additional parking in the short to medium term. However, this is dependent on the impacts on parking from the implementation of the draft Whakatane Town Vision project. If the change in use for the Kakahoroa Drive triangle proceeds in the medium term, 301 car parking spaces will be lost.

Some of this parking loss can be catered for within the existing supply as current utilisation within the town centre is only at 75%. In the short term, the strategy to manage the expected reduction in parking supply is to implement parking management measures. This would entail maximising the use of all available parking through strategies such as parking signage and information, a modification of current and new parking restrictions and shared parking arrangements. In addition, long stay parking can be encouraged in less utilised off street car parks such as McAlister Street (100 carparks with 56% utilisation) and to a lesser extent Clifton Road (24 carparks with 65% utilisation).

Other measures recommended include a review of WDC's Development Contributions Policy and implementation of a financial contributions policy to ensure provision for future parking facilities. The Council is also committed to promoting alternative transport modes such as walking, cycling and public transport in Whakatane and hence there may be small reductions in the use of vehicles for short trips to the town centre. It is also recommended that land be acquired for additional parking for the longer term. Additional paid parking in the town centre can assist with funding the land acquisition.

It is also recommended that Council explores opportunities for car parking opportunities in association with the Kakahoroa Drive triangle development e.g. provision of parking on-street and on local access ways within the triangle.

In the long term (2014/15 – 2026/2027), the acquired site can be developed as a car parking facility. At grade parking may be adequate in the longer term but will be dependent on a range of other variables that impact on parking supply (such as urban growth, use of alternative transport modes and the Whakatane Town Vision Project). Monitoring will be a critical component to ensure that factors such as changes in population growth and passenger transport use can be monitored to assess impact on the parking supply in the CBD. Annual parking demand surveys should also be undertaken to monitor parking demand.

8.1.1 Short term measures (2007/2008 – 2008/2009)

Parking Measure	Benefit
Modify and increase short term parking restrictions.	Improves the balance of demand for short term and long term parking. Also restricts all day parking near retail and high recreational (river front) demand areas. Utilizes all available capacity before reviewing further action.
Improve the existing parking signage & information.	Improves information for parking users and assist's with circulation within Whakatane CBD.
Promote and improve travel alternatives	Reduce private vehicle use and hence demand for parking.
Review WDC Developer Contributions policy	Provide appropriate revenue for the provision of future car parking facilities
Develop a financial contributions (cash in lieu) policy	Management tool for developments that are unable to meet their car parking requirements
Investigate opportunities for shared parking arrangements between businesses to cater for seasonal demands for parking E.g. Churches.	Utilises all available capacity

8.1.2 Medium term measures (2009/10 – 2014/2015)

Parking Measure	Benefit
Develop a land acquisition strategy and preliminary design for a possible future parking facility (dependent on the outcome of monitoring).	Necessary step to plan appropriately for additional parking facilities.
Investigate pay & display parking.	Mechanism to encourage turnover of parking and fund future car parking facilities.

8.1.3 Long term measures (2014/15 – 2026/2027)

Parking Measure	Benefit
New parking facility	Additional long-term parking supply.

9 BIBLIOGRAPHY

- 2004, AS/NZS 2890.1 Off-Street Parking Standards, Austroads Guides to Traffic Engineering Practice
- Proposed District Plan
- Whakatane District 2005 – 2011 Outcomes
- Whakatane District Plan: Variation 2: Appeals *Recommended Building Heights*

APPENDIX A
Parking Survey Data

Section	Parking Type											
	Unrestricted	P150	P120	P60	P30	P10	P5	Disabled	Pay and Display	Loading Zone	TOTAL Spaces	Motorcycle
Commerce - McAlister	67	0	0	0	0	0	0	0	0	0	67	0
Louvain - Pyne	0	0	0	22	0	0	0	0	0	0	22	0
Commerce - McAlister	80	0	0	0	0	0	0	0	0	0	80	0
Pyne - Louvain	22	0	0	9	0	0	0	1	0	0	32	0
Pyne - Richardson	0	0	28	0	0	0	0	0	0	0	28	0
Boon - Strand	0	0	0	66	0	0	2	1	0	0	69	0
Richardson - Strand	0	0	0	33	0	0	0	0	0	0	33	0
(Side Street)	0	0	0	10	0	0	0	0	0	0	10	1
Pyne - Shapley Place	0	0	0	31	0	0	0	2	0	2	35	0
Shapley Place - Strand	0	0	0	13	15	3	2	0	0	0	33	0
Pyne - Strand	0	0	9	0	0	0	0	0	0	0	9	0
Carpark exit - McAlister	38	0	0	0	0	0	0	1	0	0	39	0
Strand - Bracken	0	0	30	0	0	0	0	0	0	0	30	0
Bracken - Beach	19	0	0	0	0	0	0	0	0	0	19	0
McAlister - Kakahoroa	0	0	13	0	0	0	0	0	0	0	13	0
Kakahoroa - Strand	25	0	0	0	0	0	0	0	0	0	25	0
Service Lane and CARPARK	0	0	24	0	0	0	0	0	0	0	24	0
Bracken - Quay	36	0	0	0	0	2	0	0	0	0	38	0
Kakahoroa - Strand	25	0	0	62	0	0	0	2	0	0	89	0
Mataatua Street - Clifton	65	0	6	0	0	0	0	0	0	0	71	1
Clifton - Quay	0	0	0	21	0	0	0	3	0	2	26	0
Quay - Commerce	0	0	0	79	0	0	0	2	0	0	81	0
Commerce - Boon	0	0	0	42	0	3	0	1	0	0	46	0
Boon - Richardson	0	0	0	26	0	0	0	1	0	0	27	0
Richardson - Buddle	0	0	0	31	0	0	0	0	0	0	31	0
Buddle - McAlister	6	0	31	0	0	0	0	0	0	0	37	0
Kakahoroa - Service Lane	8	0	0	0	0	0	0	0	0	0	8	0
Strand - Clifton	0	0	0	19	0	0	0	0	0	0	19	0
George - Strand	23	0	0	0	0	0	0	0	0	0	23	0
Clifton - Strand	4	0	0	0	0	0	0	0	0	0	4	0
George - Commerce	0	0	9	10	0	0	0	0	0	0	19	0
Subtotal	418	0	150	474	15	8	4	14	0	4	1087	2
Pyne Street CARPARK	105	0	0	0	0	0	0	2	0	0	107	0
Library CARPARK	0	0	0	21	0	0	0	1	0	0	22	0
Shapley Place CARPARK	0	0	0	0	0	0	0	2	43	0	45	0
Peace Street CARPARK	38	0	0	0	0	0	0	0	0	0	38	0
McAlister street	100	0	0	0	0	0	0	0	0	0	100	0
Meikles CARPARK	0	0	61	0	0	0	0	3	0	2	66	0
New World/Warehouse CARPARK	0	0	273	0	0	0	0	11	0	0	284	0
Kakahoroa Drive CARPARK	136	165	0	0	0	0	0	3	0	0	304	0
Yacht Club CARPARK	17	0	0	0	0	0	0	0	0	0	17	0
Clifton Road CARPARK	24	0	0	0	0	0	0	0	0	0	24	0
Subtotal	420	165	334	21	0	0	0	22	43	2	1007	0
Parking Type	Unrestricted	P150	P120	P60	P30	P10	P5	Disabled	Pay and Display	Loading Zone	Total Car Spaces	Motorcycle
TOTAL	838	165	484	495	15	8	4	36	43	6	2094	2

TOTAL PARKING SPACES	6/12/2006 6:30-7:00am				6/12/2006 9:00-10:00am				6/12/2006 11:30am-12:30pm			
	Total No. Parked Vehicles	Utilisation (%)	Utilisation (%) P60	Utilisation (%) Unrestricted	Total No. Parked Vehicles	Utilisation (%)	Utilisation (%) P60	Utilisation (%) Unrestricted	Total No. Parked Vehicles	Utilisation (%)	Utilisation (%) P60	Utilisation (%) Unrestricted
67	5	7.5		7.5	43	64.2		64.2	44.0	65.7		65.7
22	0	0.0	0.0		6	27.3	27.3		7.0	31.8	31.8	
80	1	1.3		1.3	80	100.0		100.0	74.0	92.5		92.5
32	1	3.1	11.1	0.0	30	93.8	88.9	100.0	28.0	87.5	88.9	90.9
28	1	3.6			21	75.0			24.0	85.7		
69	1	1.4	1.5		22	31.9	33.3		37.0	53.6	54.5	
33	0	0.0	0.0		21	63.6	63.6		29.0	87.9	87.9	
10	0	0.0	0.0		7	70.0	70.0		8.0	80.0	80.0	
35	0	0.0	0.0		27	77.1	87.1		17.0	48.6	54.8	
33	0	0.0	0.0		21	63.6	76.9		25.0	75.8	76.9	
9	1	11.1			1	11.1			1.0	11.1		
39	5	12.8		13.2	27	69.2		71.1	25.0	64.1		65.8
30	1	3.3			14	46.7			18.0	60.0		
19	1	5.3		5.3	15	78.9		78.9	14.0	73.7		73.7
13	0	0.0			6	46.2			7.0	53.8		
25	6	24.0		24.0	25	100.0		100.0	25.0	100.0		100.0
24	8	33.3			17	70.8			17.0	70.8		
38	3	7.9		8.3	37	97.4		100.0	38.0	100.0		100.0
89	7	7.9		0.0	59	66.3		100.0	62.0	69.7		100.0
71	8	11.3		12.3	61	85.9		89.2	59.0	83.1		86.2
26	3	11.5	14.3		10	38.5	47.6		13.0	50.0	61.9	
81	1	1.2	1.3		62	76.5	78.5		75.0	92.6	93.7	
46	1	2.2	2.4		44	95.7	95.2		46.0	100.0	100.0	
27	0	0.0	0.0		25	92.6	92.3		27.0	100.0	100.0	
31	0	0.0	0.0		29	93.5	93.5		29.0	93.5	93.5	
37	1	2.7		16.7	12	32.4		16.7	17.0	45.9		50.0
8	0	0.0		0.0	8	100.0		100.0	7.0	87.5		87.5
19	0	0.0	0.0		2	10.5	10.5		14.0	73.7	73.7	
23	1	4.3		4.3	15	65.2		65.2	13.0	56.5		56.5
4	0	0.0		0.0	4	100.0		100.0	2.0	50.0		50.0
19	4	21.1	40.0		6	31.6	40.0		14.0	73.7	60.0	
1087	60	5.5	3.8	7.4	757	69.6	64.3	85.9	816.0	75.1	75.1	82.3
107	1	0.9		1.0	105	98.1		100.0	106.0	99.1		100.0
22	0	0.0	0.0		17	77.3	81.0		16.0	72.7	76.2	
45	0	0.0			28	62.2			36.0	80.0		
38	21	55.3		55.3	30	78.9		78.9	18.0	47.4		47.4
100	5	5.0		5.0	52	52.0		52.0	71.0	71.0		71.0
66	0	0.0			26	39.4			47.0	71.2		
284	0	0.0			206	72.5			249.0	87.7		
304	10	3.3		1.5	224	73.7		100.0	285.0	93.8		100.0
17	0	0.0		0.0	9	52.9		52.9	12.0	70.6		70.6
24	2	8.3		8.3	14	58.3		58.3	18.0	75.0		75.0
1007	39	3.9	0.0	7.4	711	70.6	81.0	82.4	858.0	85.2	76.2	85.7
Spaces	Vehicles	%	%	%	Vehicles	%	%	%	Vehicles	%	%	%
2094	99	4.7	3.6	7.4	1468	70.1	65.1	84.1	1674.0	79.9	75.2	84.0

STREET	SEGMENT	TOTAL PARKING SPACES	15/12/2006 9:00-10:00am				15/12/2006 11:30am-12:30pm			
			Total No. Parked Vehicles	Utilisation (%)	Utilisation (%) P60	Utilisation (%) Unrestricted	Total No. Parked Vehicles	Utilisation (%)	Utilisation (%) P60	Utilisation (%) Unrestricted
Louvain Street	Commerce - McAlister	67	33	49.3		49.3	41	61.2		61.2
Commerce Street	Louvain - Pyne	22	8	36.4	36.4		10	45.5	45.5	
Pyne Street	Commerce - McAlister	80	79	98.8		98.8	77	96.3		96.3
O'Rourke Place	Pyne - Louvain	32	27	84.4	66.7	90.9	29	90.6	77.8	100.0
Boon Street	Pyne - Richardson	28	17	60.7			26	92.9		
Richardson Street	Boon - Strand	69	20	29.0	30.3		53	76.8	80.3	
Boon Street	Richardson - Strand	33	31	93.9	93.9		32	97.0	97.0	
Boon Street -Side Street	(Side Street)	10	10	100.0	100.0		10	100.0	100.0	
Commerce Street	Pyne - Shapley Place	35	20	57.1	64.5		24	68.6	77.4	
Commerce Street	Shapley Place - Strand	33	24	72.7	84.6		26	78.8	76.9	
McAlister Street	Pyne - Strand	9	0	0.0			4	44.4		
Peace Street	Carpark exit - McAlister	39	22	56.4		57.9	25	64.1		65.8
McAlister Street	Strand - Bracken	30	18	60.0			20	66.7		
McAlister Street	Bracken - Beach	19	12	63.2		63.2	13	68.4		68.4
Bracken Street	McAlister - Kakahoroa	13	5	38.5			13	100.0		
Buddle Street	Kakahoroa - Strand	25	25	100.0		100.0	25	100.0		100.0
Buddle Street (Service Lane)	Service Lane and CARPARK	24	17	70.8			19	79.2		
Kakahoroa Drive	Bracken - Quay	38	34	89.5		94.4	38	100.0		100.0
Quay Street	Kakahoroa - Strand	89	65	73.0		100.0	84	94.4		100.0
The Strand	Mataatua Street - Clifton	71	59	83.1		87.7	61	85.9		89.2
The Strand	Clifton - Quay	26	7	26.9	33.3		12	46.2	57.1	
The Strand	Quay - Commerce	81	65	80.2	82.3		80	98.8	100.0	
The Strand	Commerce - Boon	46	46	100.0	100.0		45	97.8	97.6	
The Strand	Boon - Richardson	27	27	100.0	100.0		27	100.0	100.0	
The Strand	Richardson - Buddle	31	30	96.8	96.8		29	93.5	93.5	
The Strand	Buddle - McAlister	37	17	45.9		33.3	26	70.3		50.0
Kakahoroa Side Street	Kakahoroa - Service Lane	8	8	100.0		100.0	8	100.0		100.0
George Street	Strand - Clifton	19	2	10.5	10.5		14	73.7	73.7	
Clifton Road	George - Strand	23	19	82.6		82.6	16	69.6		69.6
Wairere Street	Clifton - Strand	4	4	100.0		100.0	3	75.0		75.0
Canning Street	George - Commerce	19	10	52.6	70.0		18	94.7	100.0	
TOTALS		1087	761	70.0	68.4	81.3	908	83.5	87.3	84.2
Pyne Street CARPARK		107	105	98.1		100.0	103	96.3		98.1
Library CARPARK		22	21	95.5	100.0		22	100.0	100.0	
Shapley Place CARPARK		45	24	53.3			39	86.7		
Peace Street CARPARK		38	24	63.2		63.2	15	39.5		39.5
McAlister street		100	40	40.0		40.0	62	62.0		62.0
Meikles CARPARK		66	31	47.0			56	84.8		
New World/Warehouse CARPARK		284	203	71.5			263	92.6		
Kakahoroa Drive CARPARK		304	233	76.6		100.0	292	96.1		100.0
Yacht Club CARPARK		17	13	100.0		100.0	17	100.0		100.0
Clifton Road CARPARK		24	14	58.3		58.3	18	75.0		75.0
TOTALS		1007	708	70.6	100.0	79.8	887	88.1	100.0	83.6
	Overall Utilisation	Spaces	Vehicles	%	%	%	Vehicles	%	%	%
		2094	1469.0	70.2	69.7	80.2	1795.0	85.7	75.2	84.0

STREET	SEGMENT	TOTAL PARKING SPACES	Total No. Parked Vehicles	Utilisation (%)	Utilisation (%) P60	Utilisation (%) Unrestricted	Total No. Parked Vehicles	Utilisation (%)	Utilisation (%) P60	Utilisation (%) Unrestricted	Total No. Parked Vehicles	Utilisation (%)	Utilisation (%) P60	Utilisation (%) Unrestricted
Louvain Street	Commerce - McAlister	67	39	58.2		58.2	43	64.2		64.2	42	62.7		62.7
Commerce Street	Louvain - Pyne	22	7	31.8	31.8		9	40.9	40.9		14	63.6	63.6	
Pyne Street	Commerce - McAlister	80	75	93.8		93.8	79	98.8		98.8	75	93.8		93.8
O'Rourke Place	Pyne - Louvain	32	22	68.8	33.3	86.4	26	81.3	66.7	90.9	18	56.3	0.0	81.8
Boon Street	Pyne - Richardson	28	24	85.7			24	85.7			25	89.3		
Richardson Street	Boon - Strand	69	34	49.3	51.5		65	94.2	97.0		59	85.5	87.9	
Boon Street	Richardson - Strand	33	28	84.8	84.8		33	100.0	100.0		33	100.0	100.0	
Boon Street -Side Street	(Side Street)	10	10	100.0	100.0		8	80.0	80.0		9	90.0	90.0	
Commerce Street	Pyne - Shapley Place	35	33	94.3	93.5		27	77.1	87.1		22	62.9	71.0	
Commerce Street	Shapley Place - Strand	33	29	87.9	100.0		24	72.7	69.2		32	100.0	100.0	
McAlister Street	Pyne - Strand	9	1	11.1			0	0.0			5	55.6		
Peace Street	Carpark exit - McAlister	39	24	61.5		63.2	22	56.4		55.3	18	46.2		44.7
McAlister Street	Strand - Bracken	30	18	60.0			19	63.3			16	53.3		
McAlister Street	Bracken - Beach	19	15	78.9		78.9	16	84.2		84.2	14	73.7		73.7
Bracken Street	McAlister - Kakahoroa	13	9	69.2			10	76.9			11	84.6		
Buddle Street	Kakahoroa - Strand	25	25	100.0		100.0	25	100.0		100.0	26	100.0		100.0
Buddle Street (Service Lane)	Service Lane and CARPARK	24	20	83.3			24	100.0			19	79.2		
Kakahoroa Drive	Bracken - Quay	38	37	97.4		100.0	38	100.0		100.0	38	100.0		100.0
Quay Street	Kakahoroa - Strand	89	49	55.1		100.0	60	67.4		100.0	63	70.8		100.0
The Strand	Mataatua Street - Clifton	71	54	76.1		78.5	41	57.7		61.5	46	64.8		69.2
The Strand	Clifton - Quay	26	3	11.5	14.3		9	34.6	42.9		12	46.2	57.1	
The Strand	Quay - Commerce	81	62	76.5	77.2		81	100.0	100.0		80	98.8	100.0	
The Strand	Commerce - Boon	46	46	100.0	100.0		46	100.0	100.0		46	100.0	100.0	
The Strand	Boon - Richardson	27	27	100.0	100.0		27	100.0	100.0		27	100.0	100.0	
The Strand	Richardson - Buddle	31	28	90.3	90.3		31	100.0	100.0		30	96.8	96.8	
The Strand	Buddle - McAlister	37	20	54.1		83.3	32	86.5		100.0	30	81.1		100.0
Kakahoroa Side Street	Kakahoroa - Service Lane	8	8	100.0		100.0	9	100.0		100.0	7	77.8		77.8
George Street	Strand - Clifton	19	7	36.8	36.8		19	100.0	100.0		15	78.9	78.9	
Clifton Road	George - Strand	23	22	95.7		95.7	25	100.0		100.0	21	84.0		84.0
Wairere Street	Clifton -	4	4	100.0		100.0	4	100.0		100.0	3	75.0		75.0

STREET	SEGMENT	TOTAL PARKING SPACES	Total No. Parked Vehicles	Utilisation (%)	Utilisation (%) P60	Utilisation (%) Unrestricted	Total No. Parked Vehicles	Utilisation (%)	Utilisation (%) P60	Utilisation (%) Unrestricted	Total No. Parked Vehicles	Utilisation (%)	Utilisation (%) P60	Utilisation (%) Unrestricted
	Strand													
Canning Street	George - Commerce	19	15	78.9	100.0		19	100.0	100.0		19	100.0	100.0	
TOTALS		1087	795	73.1	68.6	83.3	895	82.1	85.7	82.9	875	80.3	84.4	79.4
Pyne Street CARPARK		107	105	98.1		100.0	107	100.0		100.0	106	99.1		100.0
Library CARPARK		22	18	81.8	81.0		22	100.0	100.0		22	100.0	100.0	
Shapley Place CARPARK		45	37	82.2			42	93.3			42	93.3		
Peace Street CARPARK		38	25	65.8		65.8	18	47.4		47.4	17	44.7		44.7
McAlister street		100	47	47.0		47.0	81	81.0		81.0	77	77.0		77.0
Meikles CARPARK		66	38	57.6			63	95.5			65	98.5		
New World/Warehouse CARPARK		284	239	84.2			284	100.0			283	99.6		
Kakahoroa Drive CARPARK		304	273	89.8		100.0	303	99.7		100.0	303	99.7		100.0
Yacht Club CARPARK		17	12	70.6		70.6	15	88.2		88.2	17	100.0		100.0
Clifton Road CARPARK		24	11	45.8		45.8	16	66.7		66.7	20	83.3		83.3
TOTALS		1007	805	79.9	81.0	80.0	951	94.4	100.0	88.3	952	94.5	100.0	88.6
		Spaces	Vehicles	%	%	%	Vehicles	%	%	%	Vehicles	%	%	%
	Overall Utilisation	2094	1600.0	76.4	69.1	81.6	1846.0	88.2	86.3	85.9	1827.0	87.2	85.3	84.4

STREET	SEGMENT	TOTAL PARKING SPACES	1/03/2007 9:00-10:00am				1/03/2007 11:00am-12:00 noon				1/03/2007 1:00-2:00pm			
			Total No. Parked Vehicles	Utilisation (%)	Utilisation (%) P60	Utilisation (%) Unrestricted	Total No. Parked Vehicles	Utilisation (%)	Utilisation (%) P60	Utilisation (%) Unrestricted	Total No. Parked Vehicles	Utilisation (%)	Utilisation (%) P60	Utilisation (%) Unrestricted
Louvain Street	Commerce - McAlister	67	51	76.1		76.1	51	76.1		76.1	44	65.7		65.7
Commerce Street	Louvain - Pyne	22	6	27.3	27.3		7	31.8	31.8		8	36.4	36.4	
Pyne Street	Commerce - McAlister	80	80	100.0		100.0	80	100.0		100.0	74	92.5		92.5
O'Rourke Place	Pyne - Louvain	32	30	93.8	88.9	100.0	30	93.8	88.9	100.0	25	78.1	33.3	100.0
Boon Street	Pyne - Richardson	28	21	75.0			25	89.3			17	60.7		
Richardson Street	Boon - Strand	69	19	27.5	28.8		38	55.1	56.1		44	63.8	66.7	
Boon Street	Richardson - Strand	33	16	48.5	48.5		27	81.8	81.8		23	69.7	69.7	
Boon Street -Side Street	(Side Street)	10	8	80.0	80.0		9	90.0	90.0		8	80.0	80.0	
Commerce Street	Pyne - Shapley Place	35	19	54.3	61.3		21	60.0	67.7		15	42.9	48.4	
Commerce Street	Shapley Place - Strand	33	15	45.5	38.5		23	69.7	92.3		18	54.5	61.5	
McAlister Street	Pyne - Strand	9	1	11.1			3	33.3			2	22.2		
Peace Street	Carpark exit - McAlister	39	20	51.3		52.6	20	51.3		52.6	19	48.7		47.4
McAlister Street	Strand - Bracken	30	18	60.0			22	73.3			18	60.0		
McAlister Street	Bracken - Beach	19	17	89.5		89.5	15	78.9		78.9	13	68.4		68.4
Bracken Street	McAlister - Kakahoroa	13	3	23.1			6	46.2			4	30.8		
Buddle Street	Kakahoroa - Strand	25	26	104.0		104.0	25	100.0		100.0	24	96.0		96.0
Buddle Street (Service Lane)	Service Lane and CARPARK	24	17	70.8			19	79.2			20	83.3		
Kakahoroa Drive	Bracken - Quay	38	31	81.6		86.1	31	81.6		86.1	33	86.8		91.7
Quay Street	Kakahoroa - Strand	89	60	67.4		32.0	65	73.0		100.0	67	75.3		100.0
The Strand	Mataatua Street - Clifton	71	59	83.1		89.2	63	88.7		95.4	53	74.6		80.0
The Strand	Clifton - Quay	26	12	46.2	57.1		25	96.2	100.0		14	53.8	66.7	
The Strand	Quay - Commerce	81	49	60.5	62.0		79	97.5	98.7		76	93.8	94.9	
The Strand	Commerce - Boon	46	44	95.7	100.0		44	95.7	97.6		41	89.1	92.9	
The Strand	Boon - Richardson	27	21	77.8	80.8		27	100.0	100.0		24	88.9	92.3	
The Strand	Richardson - Buddle	31	20	64.5	64.5		28	90.3	90.3		28	90.3	90.3	
The Strand	Buddle - McAlister	37	17	45.9		50.0	23	62.2		50.0	17	45.9		33.3
Kakahoroa Side Street	Kakahoroa - Service Lane	8	9	112.5		112.5	9	112.5		112.5	9	112.5		112.5
George Street	Strand - Clifton	19	6	31.6	31.6		8	42.1	42.1		9	47.4	47.4	
Clifton Road	George - Strand	23	22	95.7		95.7	20	87.0		87.0	21	91.3		91.3
Wairere Street	Clifton - Strand	4	0	0.0		0.0	1	25.0		25.0	4	100.0		100.0
Canning Street	George - Commerce	19	6	31.6	30.0		14	73.7	80.0		16	84.2	80.0	
TOTALS		1087	723	66.5	60.1	83.0	858	78.9	78.1	87.1	788	72.5	73.4	81.6
Pyne Street CARPARK		107	106	99.1		100.0	106	99.1		100.0	105	98.1		99.0
Library CARPARK		22	13	59.1	57.1		20	90.9	90.5		21	95.5	95.2	
Shapley Place CARPARK		45	24	53.3			36	80.0			29	64.4		
Peace Street CARPARK		38	21	55.3		55.3	11	28.9		28.9	23	60.5		60.5
McAlister street		100	41	41.0		41.0	47	47.0		47.0	43	43.0		43.0
Meikles CARPARK		66	26	39.4			38	57.6			35	53.0		
New World/Warehouse CARPARK		284	133	46.8			204	71.8			176	62.0		
Kakahoroa Drive CARPARK		304	206	67.8		100.0	253	83.2		100.0	256	84.2		100.0
Yacht Club CARPARK		17	6	35.3		35.3	11	64.7		64.7	11	64.7		64.7
Clifton Road CARPARK		24	13	54.2		54.2	16	66.7		66.7	15	62.5		62.5
TOTALS		1007	589	58.5	57.1	76.7	742	73.7	90.5	77.6	714	70.9	95.2	79.0
	Overall Utilisation	Spaces	Vehicles	%	%	%	Vehicles	%	%	%	Vehicles	%	%	%
		2094	1312.0	62.7	60.0	79.8	1600.0	76.4	78.6	82.3	1502.0	71.7	74.3	80.3

APPENDIX B
Bus Route Data

Opotiki-Whakatane plus Tauranga Link

Monday and Wednesday except public holidays

	Departs Opotiki	Quay St Whakatane	Boon St	Matata	Pongakawa	Te Puke (Commerce Lane)	Palm Beach Plaza	Bayfair	Wharf St Tauranga	Tauranga Hospital	Arrives Greerton
am	8:10	9:25	9:30	9:50	10:10	10:25	10:40	10:50	11:05	11:15	11:25
	Departs Greerton	Tauranga Hospital	Wharf St Tauranga	Bayfair	Palm Beach Plaza	Te Puke (Commerce Lane)	Pongakawa	Matata	Quay St Whakatane	Boon St	Arrives Opotiki
pm	1:50	2:00	2:05	2:20	2:30	2:45	3:00	3:15	3:40	3:45	5:00

Whakatane-Tauranga Link (via Te Puke)

Monday to Saturday except public holidays

	Quay St Whakatane	Boon St	Matata	Pongakawa	Te Puke	Palm Beach Plaza	Bayfair	Wharf St	Tauranga Hospital	Arrives Greerton
am	9:25	9:30	9:50	10:10	10:25	10:40	10:50	11:05	11:15	11:25
	Departs Greerton	Tauranga Hospital	Wharf St	Bayfair	Palm Beach Plaza	Te Puke	Pongakawa	Matata	Quay St	Boon St Whakatane
pm	1:50	2:00	2:05	2:20	2:30	2:45	3:00	3:15	3:40	3:45

Kawerau-Whakatane plus Tauranga Link

Tuesday and Friday except public holidays

	Depart Kawerau	Quay St Whakatane	Boon St	Matata	Pongakawa	Te Puke	Palm Beach Plaza	Bayfair	Wharf St	Tauranga Hospital	Arrives Greerton
am	8:30	9:25	9:30	9:50	10:10	10:25	10:40	10:50	11:05	11:15	11:25
	Departs Greerton	Tauranga Hospital	Wharf St	Bayfair	Palm Beach Plaza	Te Puke	Pongakawa	Matata	Quay St	Boon St Whakatane	Arrive Kawerau
pm	1:50	2:00	2:05	2:20	2:30	2:45	3:00	3:15	3:40	3:45	4:40

Ohope-Whakatane

Monday to Saturday except public holidays

Monday to Friday

	Depart Quay St	Boon St	Te Taiawatea St	Quay St	Arrive Boon St
am			7:25	7:50	7:55
	7:50	7:55	8:25	8:50	8:55
	10:50	10:55	11:25	11:50	11:55
pm	12:55	1:00	1:30	1:55	2:00
	1:55	2:00	2:30	2:55	3:00
	4:10	4:15	4:45	5:10	5:15
	5:10	5:15	5:45	6:10	6:15

Saturday

	Depart Quay St	Boon St	Te Taiawatea St	Quay St	Arrive Boon St
am	7:50	7:55	8:25	8:50	8:55
	10:50	10:55	11:25	11:50	11:55
pm	12:55	1:00	1:30	1:55	2:00
	4:10	4:15	4:45	5:10	5:15

Matata-Whakatane

Thursdays except public holidays

	Departs Quay St Whakatane	Boon St Whakatane	Awakeri Shops	Edgecumbe Retirement Village	Arrives Arawa St Matata
am	8:50	8:55			9:40
pm	2:55	3:00	3:15	3:30	3:45

	Departs Arawa St Matata	Edgecumbe Retirement Village	Awakeri Shops	Quay St Whakatane	Arrives Boon St Whakatane
am	9:20	9:35	9:50	10:00	10:05
pm	3:45			4:10	4:15