

9 April 2010

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Dear Ben

Gisborne Inner Harbour Parking Plan

1 Introduction

Eastland Group has commissioned Opus International Consultants to review the existing car parking layout around the Gisborne Inner Harbour and prepare a Parking Plan for the area.

The four key requirements for parking in the Inner Harbour area are: commuter parking for the numerous businesses, visitor parking for the restaurants and cafes, visitor parking for the conference centre and parking for vehicles with boat trailers. Particular consideration is required around the parking of boat trailers during fishing tournaments, when the demand for boat trailer parking has previously exceeded 50 parks.

This letter summarises the findings of the parking review and the proposed parking layouts are attached.

The area considered under this Inner Harbour Parking Plan is shown in Figure 1.

Figure 1 - Location Plan



The Inner Harbour has been divided into three sections: Shed 1, Shed 2, and the Works and Boat Ramp.

2 Design Standards

2.1 Off-Road Parking Dimensions

The dimension of all off-road parking spaces is based on the parking dimensions specified in Table 8, Chapter 15, of the Gisborne District Plan. A copy of these parking dimensions are attached.

2.2 On-Road Parking Dimensions

The dimension of all on-road parking spaces is based on the New Zealand Transport Agencies Manual of Traffic Signs and Markings. Generally the on-street parallel carparks are 2.5m wide and a 6.0 long or 5.0m long at the end spaces.

2.3 Boat Trailer Parking

The design of the boat trailer parking and turning requirements is based on a 99th percentile vehicle and a 8m boat trailer. Where it is proposed that vehicles towing boat trailers park on an angled carpark, the width of the carparking space is designed as 2.8m to allow for ease of movements into and out of the parking space.

2.4 Disable Parking Spaces

The Disable parking spaces are designed in accordance with NZS 4121:2001.

3 Parking Layouts

The parking layouts for the three sections are attached. The three sheets are summarised below:

Sheet 1 outlines the parking beside/behind Shed 1.

Sheet 2 outlines the parking to the north and south of Shed 2 and along The Esplanade from Wainui Road to Crawford Road.

Sheet 3 outlines the parking outside the Works Café, the Boat Ramp, and Soho Café, and along Crawford Road and The Esplanade from Crawford Road to a proposed turning head.

The Parking Layouts are described in detail below.

3.1 Sheet 1 – Shed 1

54 parking spaces are proposed outside Shed 1, as shown on Sheet 1. The existing parking situation around Shed 1 will remain largely unchanged. Access to this parking area will be via the existing crossing place across the railway lines.

90° parking perpendicular to Shed 1 will remain with a two-way service lane between the Shed and the railway embankment.

At the end of the service lane 90° parking is proposed. This is a slight modification to the existing angled parking arrangement, but allows for all parked vehicles to manoeuvre out of the carpark and drive forward out along the service lane.

3.2 Sheet 2 – Shed 2 and The Esplanade

91 parking spaces are proposed outside Shed 2 and along The Esplanade as shown on Sheet 2. The park either side of Shed 2 will be set back to allow for pedestrian access along the waterfront.

The parking north of Shed 2 will be modified slightly with angled parking on the eastern side of the parking area, which will require vehicles to reverse out onto the service lane. 90° parking is proposed on the western side which will allow for vehicles to drive forward out of the area.

The parking area to the south of Shed 2 will be modified to create two rows of 90° parking. The access to this area will be relocated as shown on the plans.

The existing parking situation along The Esplanade will be formalised between Wainui Road and Crawford Road, with angled parking on the eastern side of the road and parallel parking along the western side.

It is proposed that The Esplanade is marked with an edgeline either side of the road and no centre line. This will define the main carriageway of the road, while providing

manoeuvring space for vehicles reversing out of the angled parking spaces. This will also have the benefit of slowing vehicle speeds.

3.3 Sheet 3 – The Works and Boat Ramp

120 parking spaces are proposed outside The Works, Boat Ramp, and the Soho Café and on-road through this area, as shown on Sheet 3.

The area in front of The Works will be constructed to include two rows of 60° angle parking, two rows of parallel carparking (which can be used for boat trailer parking) and a row of 90° parking. The traffic circulation around this parking area will be one-way with an entry and exit located on Crawford Road and an exit located on The Esplanade.

The existing 11 boat trailer parking spaces in the vicinity of the Boat Ramp will remain unchanged.

Parallel parking will be formalised along both sides of Crawford Road.

A turning head is proposed at the end of the public part of The Esplanade. This turning head has an 8.5m radius sufficient to accommodate the 90th percentile truck, as specified in the Gisborne District Council District Plan, and a vehicle towing a boat trailer.

Parallel parking will be formalised along the eastern side of The Esplanade between Crawford Road and the turning head.

60° angled parking is proposed on the western side of The Esplanade. The angled parking will be off-set from the railway line and will be defined by pavement marking. During fishing tournaments, when parking demand for boat trailer parking is at the highest, then it would be possible to allow vehicles with boat trailers to park in these spaces, with the vehicle parked over the railway lines. This is not considered an option for the normal day to day operation of the parking, but can provide an addition 19 boat trailer parking spaces during those peak periods, on the basis that there are no rail services on that day.

32 parking spaces are proposed in the vacant site outside the Soho Café. This includes seven boat trailer parks and 25 carparks. Modifications will be required to the existing kerb and a ramp formed in the vacant lot. A new vehicle crossing is proposed off The Esplanade and the existing vehicle crossing off Crawford Road will remain. One-way circulation around this parking area is proposed. The parking layout maintains access to the large roller door on the adjacent building.

4 Total Parking Supply

The total parking supply within the Gisborne Inner Harbour is 265. The different types of parking spaces are summarized in Table 1.

Table 1 - Summary of Total Parking Supply

Location	Sheet No.	Total No. of Parking Spaces	No. of Disable Parking Spaces	No. of Permanent Boat Trailer Parks	No. of Spaces which could be used for Boat trailer Parking
Shed 1	1	54	2		
Northern Side Shed 2	2	7			
Southern Side Shed 2	2	14	1		
The Esplanade (Wainui to Crawford)	1 and 2	65			14
Conference Centre	2	5			
The Esplanade (Crawford to turning head)	3	25			22
The Works	3	42	1		6
Boat Ramp	3	11		11	
Soho Cafe	3	25		7	
Crawford Road	3	17			8
Total		265	4	18	50

5 Conclusion

By implementing the carparking layouts attached to this letter, Eastland Port could develop 265 parking spaces within the Gisborne Inner Port area.

18 boat trailer permanent parks would remain and 31 parking spaces would be available on a normal day to day basis and up to 19 additional boat trailer parks available on competition days.

A turning head is proposed at the end of The Esplanade before it enters the operational part of the Port.

6 References

- i. Gisborne District Council, Combined Regional Land and District Plan, Gisborne 2006.
- ii. Manual of Traffic Signs and Markings – Part 2 Markings, New Zealand Transport Agency, Wellington, 2008.
- iii. NZS 4121:2001 - Design for access and mobility: Buildings and associated facilities – New Zealand Standards, Wellington, 2001

Yours Sincerely

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Attachments:

- i. Opus Drawings -Eastland Group, Gisborne Inner Harbour, Parking Plan
 - Sheet 1 – Shed 1
 - Sheet 2 – Shed 2 and The Esplanade
 - Sheet 3 – The Works and Boat Ramp
 - Sheet 3A – The Works and Boat Ramp with Boat Trailer tracking
- ii. Gisborne District Council - Combined Regional Land and District Plan – Chapter 15, Table 7.