NAPIER
CITY COUNCIL
Te Kaunihera o Ahuriri

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STRATEGY AND INFRASTRUCTURE COMMITTEE

Open Agenda

Meeting Date:	Tuesday 11 June 2019
Time:	3pm
Venue:	Council Chambers Hawke's Bay Regional Council 159 Dalton Street Napier

Committee Members	Councillor Price (In the Chair), Acting Mayor White, Councillors Boag, Brosnan, Dallimore, Hague, Jeffery, McGrath, Tapine, Taylor, Wise and Wright
Officers Responsible	Director Infrastructure Services, Manager Regulatory Solutions
Administration	Governance Team
	Next Strategy and Infrastructure Committee Meeting Tuesday 23 July 2019

ORDER OF BUSINESS

Apologies

Mayor Dalton

Conflicts of interest

Public forum

Nil

Announcements by the Acting Mayor

Announcements by the Chairperson

Announcements by the management

Confirmation of minutes

Agenda items

AGENDA ITEMS

1. DISTRICT PLAN REVIEW - POLICY FRAMEWORK FOR WORKSTREAMS

Type of Report:	Legal and Operational
Legal Reference:	Resource Management Act 1991
Document ID:	748148
Reporting Officer/s & Unit:	Dean Moriarty, Team Leader Policy Planning

1.1 Purpose of Report

The purpose of this report is to follow up on recent seminars held with Council on 3 April and 2 May 2019 regarding the review of the District Plan and for Council to approve 'in principle' the preferred policy direction for specific workstreams so that officers can draft chapters of the District Plan within an agreed framework/strategic direction.

Officer's Recommendation

The Strategy and Infrastructure Committee:

a. Endorse 'in principle' the agreed framework that the specific workstreams will follow in the review of the District Plan

Chairperson's Recommendation

That the Council resolve that the officer's recommendation be adopted.

1.2 Background Summary

Officers have previously presented a seminar on 23 July 2018 and followed up with a report to the Strategy and Infrastructure Committee in August 2018 which showed a recommended strategic direction for the review of the District Plan consisting of 'Outcomes', 'Key Principles', and 'Strategic Objectives'. These cascade down from each other to create an overall recommended strategic direction for the review of the District Plan.

Officers will review the specific provisions of the District Plan (Issues, Objectives, Policies and Rules) against this overall strategic direction to ensure the District Plan retains an internal consistency. The objective is to make administration of the District Plan easily understandable, logical and traceable.

The recent seminars capture those outcomes, key principles and strategic objectives and 'lands' them in terms of a more granular refinement for how officers intend to draft specific chapters of the District Plan focussing primarily on the 'main overall theme/s to achieve the overall strategic direction.

There still needs to be due consideration given in the review to the legislative requirements set by the Resource Management Act. However, confirming a philosophical approach to specific workstreams early in the review will assist greatly in defining the scope of the project and to draft provisions in line with Councils preferred approach.

Drafting new plan provisions will also need to be assessed against the draft templates for all District Plans recently released by central government including specific layout, chapters and definitions that must be adhered to.

1.3 Issues

The recommendations from officers for the framework for drafting specific provisions within workstreams are itemised on Attachment 1, and cover the following:

- Residential design provisions
- Residential car parking
- Medium density residential
- City Living for a Vibrant CBD
- Commercial design provisions
- Notable trees
- Pandora industrial area
- Ahuriri
- Art deco signage
- Heritage items
- Heritage character areas
- City centre heritage
- Landscapes
- Ecology
- Coastal environment
- Coastal hazards
- Genetically modified organisms
- Rural production
- Subdivision

1.4 Significance and Engagement

The District Plan potentially impacts every person, business and property owner in Napier. A full review of the District Plan typically only occurs once every 10-15 years and provides a unique opportunity for the community to input their views into its development. Given the magnitude of the District Plan review separate engagement/consultation plans will be developed at appropriate times during the process to provide meaningful opportunities for feedback.

One such opportunity has already been provided in relation to Councils overall framework in relation to outcomes, key principles and strategic objectives. A memo was sent to Council on 18 February 2019 detailing the feedback received on this and advised that over 200 response were received. The majority in support of Councils approach.

One significant milestone that will provide a major opportunity to comment will be on release of the non-statutory draft when people will be able to understand how Councils overall objectives and strategic directions manifest themselves in specific plan provisions.

Additionally individual workstreams within the District Plan review may have their own bespoke engagement/consultation processes tailored for the workstream to recognise the significance of any change proposed in the planning framework impacting on key stakeholders. This may involve several iterations of engagement with the stakeholders if required.

1.5 Implications

Financial

There is currently budget set aside for the District Plan review and at this stage progress aligns with the budgetary expectations. Should additional funding be required separate application would be made to Council through the normal budgeting processes.

Social & Policy

The review is a rare opportunity for Council to ensure that the District Plan fully aligns with all of its current strategic priorities, plans and policies. Officers have identified a full list of these that may impact on the District Plan and will endeavour to align the regulatory provisions of the District Plan with the adopted priorities, plans and policies.

Risk

The risk with this project is that should Council decide not to adopt 'in principle' an agreed framework for specific workstreams to follow in reviewing the District Plan, the scope, complexity, time and resourcing required to deliver the project may expand significantly. This could potentially compromise the quality of the final product.

1.6 Options

The options available to Council are as follows:

a. Adopt 'in principle' in principle the agreed framework for specific workstreams to follow in reviewing the District Plan.
b. Not to adopt 'in principle' the agreed framework for specific workstreams to follow in reviewing the District Plan.

1.7 Development of Preferred Option

The preferred option is for Council to adopt 'in principle' the agreed framework for specific workstreams to follow in reviewing the District Plan. This will assist officers in refining the scope of the review, determining the key issues and opportunities of importance, and producing a product that has internal consistency that aligns with Council's key strategies, and policies.

1.8 Attachments

A Summary of the framework for drafting provisions within workstreams ⇩

Summary of District Plan Review – Initial Recommendations

Residential Design Provisions

***Recommendations*:**

1. Explore new controls relating to:

    a. Front fences
    b. Impervious area
    c. Garage door widths and setbacks
    d. Windows facing the street
    e. Building length
    f. Alternative height in relation to boundary and narrower outdoor living court allowances for duplexes

2. Develop assessment criteria for multi-dwelling developments

3. Prepare design guidelines to provide guidance for residential developments to assist in achieving "Great Urban Areas"

4. Review the provisions for amenity character areas:

    a. Marine Parade Character Zone
    b. Napier Hill Character Zone
    c. Northern Residential Zone (Battery Road and Westshore)

Residential Car Parking

Recommendation:

5. Require one car park per house, except two per house on Napier Hill

Medium Density Residential

Recommendations:

6. Investigate potential for medium density residential areas (enabling three storey height, provisions which support attached dwelling forms):

    a. Around the CBD
    b. Marewa/Maraenui (to align with HNZ plans for growth; support planned community facilities)
    c. Taradale (due to the larger sites available and proximity to a well serviced town centre)

   d. Other areas if required to meet growth targets (Onekawa, Tamatea, Greenmeadows)

City living for a Vibrant CBD

Recommendations:

7. Establish a “City Centre Zone” under the new District Plan template

8. Develop design controls for apartment developments

9. Consider incentives in the review of the development contributions policy, in recognition of actual demand on infrastructure from inner city living

Commercial Design Provisions

Recommendations:

10. CBD/Ahuriri/Taradale:

    a. Require resource consent and design assessment for new developments / substantial redevelopments
    b. Consider funding an Urban Design Panel in the 2020/2021 Annual Plan (next round)
    c. Retain 10m height limit in the city core
    d. Review the height allowances for the city fringe

11. Neighbourhood centres:

    a. Introduce new design controls for active frontages along key pedestrian routes, and landscaping for frontages along other routes

Notable Trees

Recommendation:

12. Schedule only trees on public property. Review following feedback on the draft District Plan if required

Pandora Industrial Area

Recommendations:

13. Complete Regional Industrial Land Strategy process (due September 2019)

14. Undertake a review of the stormwater bylaw and Industrial zone provisions

15. Appoint a consultant to undertake opportunities/constraints analysis on the appropriate zone for the edge of Pandora Industrial Area, considering the following options:

    a. General Industrial Zone (status quo)
    b. Light Industry Zone
    c. Mixed use Zone

Ahuriri

Recommendations:

16. Prepare a precinct plan for Ahuriri to guide development

17. Consider introduction of acoustic insulation requirements for noise sensitive activities

Art Deco Signage

Recommendations:

18. Explore opportunities to bring the District Plan provisions more line with the Art Deco Signage Guidelines

19. Retain updated Guidelines to provide further guidance

20. Retain Grant system

Heritage Items

Recommendations:

21. Research additional nominated heritage items (50+ items) for inclusion in the District Plan heritage schedule

22. Introduce more restrictive provisions relating to the demolition of Group 1 heritage items

23. Introduce paint colour restrictions for the Art Deco Quarter

24. Consider requiring a resource consent and assessment for the construction of any new building on the same site and within 50m of Heritage item (consistent with Hastings District Plan)

Heritage Character Areas

Recommendations:

25. Review the spatial extent and appropriate provisions for managing heritage character in all existing heritage character areas:

    a. Marewa Art Deco
    b. Marewa State Housing
    c. Te Awa Bungalow
    d. Battery Road Character
    e. Iron Pot Character
    f. Hardinge Road Character
    g. Coronation Street Character

26. Consider the spatial extent and appropriate provisions for potential new heritage character precincts in consultation with local communities e.g. Napier South, pockets of Napier Hill

27. Remove non-statutory advocacy areas from the District Plan

City Centre Heritage

Recommendation:

28. Align with the Hastings District Plan approach in relation to the recognition and protection of city centre heritage streetscapes (either for existing Art Deco Quarter only or extending to the existing Inner City Commercial Zone)

29. Introduce provisions relating to paint colour

30. Require resource consent and design assessment for external alterations to buildings and construction of new buildings in the City Centre zone

Landscape

Recommendation:

31. Draft provisions aimed to ensure future development is sympathetic to Napier's unique built and natural landscapes, while enabling appropriate growth

Ecology

Recommendations:

32. Identify Significant Natural Areas in the draft District Plan

33. Introduce an appropriate aspirational indigenous planting target

Coastal Environment

Recommendations:

34. Adopt same/similar boundary as the Hawkes Bay Coastal Plan

35. Introduce Objectives and policies that will reflect significance of our coastline

Coastal Hazards

Recommendations:

36. Retain the status quo until a regional approach is agreed

37. Advocate for Hawkes Bay Regional Council to be the main consenting authority for coastal hazards (excluding subdivision), consistent with the approach for the rest of the region

Genetically Modified Organisms (GMOS)

Recommendation:

38. Align GMO provisions with the Hastings District Plan to propose a consistent management approach across the Heretaunga Plains, for feedback in the draft Napier District Plan engagement

Rural Production

Recommendation:

39. Draft provisions that prioritise productive uses (relying on soil) in the Rural zone

40. Limit non-rural uses in the Rural zone

41. Develop assessment criteria for non-rural uses supporting production via resource consent

42. Develop subdivision rules that promote productive uses in the Rural zone

Subdivision

Recommendation:

43. Develop subdivision provisions which focus on achieving the outcome of “Great Urban Areas” and the key principles of “Smart Growth”, “Environmental Excellence”, and “Resilient Napier”, including through:

    a. Napier-appropriate low impact design
    b. Quality infrastructure
    c. Better urban design outcomes
    d. Improved connectivity
    e. Tighter controls to manage contaminants entering our stormwater network

44. Consider minor adjustments to the subdivision minimum lot sizes where required to achieve quality outcomes

45. Add new shape factor requirement to prevent spite strips and undevelopable sites

2. PARKING STRATEGY ADOPTION

Type of Report:	Operational
Legal Reference:	Enter Legal Reference
Document ID:	751375
Reporting Officer/s & Unit:	Richard Munneke, Director City Strategy

2.1 Purpose of Report

To adopt the draft Napier Parking Strategy and the Acquisition Guidance Report.

Officer's Recommendation

The Strategy and Infrastructure Committee:

a. Adopt the Napier Parking Strategy for the CBD & Taradale and Acquisition Guidance Report.

Chairperson's Recommendation

That the Council resolve that the officer's recommendation be adopted.

2.2 Background Summary

The draft Parking Strategy (see **Attachment A**) seeks to provide a framework for the city to address vehicle circulation primarily in the CBD and Taradale. The strategy is based on data trends gained through annual parking occupancy surveys. That data shows that while Taradale has a reasonably stable parking supply, the CBD is under parking pressure which is forecasted to continue. The Strategy looks to find ways to manage the needs of regular commuters who work in the CBD in balance with the casual parkers who are in town for the day or short periods of time. The central tenet of the Strategy is to find more car parking for commuters on the fringe of the CBD, which will by default free up the centre for casual parking.

2.3 Issues

While the adoption of this Strategy represents the formal endorsement of the direction proposed in the Strategy, it should be noted that many initiatives to improve parking supply have been implemented already. Therefore, the Strategy documents what we are currently doing and what we want to continue to do to manage parking supply in the CBD in particular.

The Napier Parking Acquisition guidance report identifies the main area for future parking opportunities. It does not focus on any particular sites or properties. These will be managed through a separate process on a case by case basis.

2.4 Significance and Engagement

The Strategy is a significant document, albeit one where individual actions/ initiatives are likely to come back through Council for decisions on whether to go ahead with implementation. Council Seminars on the draft parking strategy were held on:

- 23 May 2019
- 20 November 2018

- 24 April 2018

In terms of community engagement, the Strategy is particularly relevant to the CBD retailing community. A breakfast meeting with Napier CBD Retailers was held on 17 April 2018. Minutes from that meeting can be found in **Attachment C**.

2.5 Implications

Financial

The Acquisition Guidance Report (**Attachment B**) enables the use of the parking capital fund to purchase property for parking purposes. This funding is ring fenced for this purpose.

Social & Policy

The Council must provide public parking for the CBD and Taradale commercial areas. This is reflected in the provisions of the Napier District Plan where the expectation for inner city retailers is that they can develop commercial operations without providing onsite parking.

Risk

N/A

2.6 Options

It should be noted that initiatives implemented in the parking space debate reflect the direction set out in the Parking Strategy therefore the options are to:

a. Adopt the Parking Strategy and accompanying Acquisition Guidance Report.
b. Let the matter lie and continue to refine the Draft Parking Strategy

2.7 Development of Preferred Option

N/A

2.8 Attachments

A Parking Strategy ⇩
B Parking Strategy Land Acquisition Guidance Report ⇩
C Record of Napier CBD Retailers meeting ⇩

NAPIER PARKING STRATEGY

FOR NAPIER CBD & TARADALE

Prepared for Napier City Council
by Birman Consulting Limited
September 2018

TABLE OF CONTENTS

REPORT INFORMATION

Report Status	Final
Our Reference	MDL000075
File Location	Napier
Author	Murray Tonks

EXECUTIVE SUMMARY

- The current system of "Parking Exemption Areas" and associated rating system for the Napier CBD and Taradale works well and should not be fundamentally changed.

- The one issue identified with the existing layout of parking in the CBD is the ambiguous function of the un-metered on-street P120 carparks that provide the transition between metered and free all-day on-street parking areas. As pressure increases on the existing parking resource there is a need to clarify the function of these spaces so that they can be more efficiently used. It is recommended to trial, and if successful gradually extend, the conversion of these P120 on-street carparks to paid all-day parking (with no all-day discount). The initial fee to be $1/hr, to be reduced if uptake is poor.

- Since 2016 there has been a supply/demand imbalance for parking in the Napier CBD. More carparks are needed to rectify this. An estimated 45 carparks are required to re-balance existing demand and at least another 140 carparks will be needed when the forecast closure of the privately-owned Munroe Street 'gravel pit' carpark occurs.

- There is no clear evidence that the current parking shortage is impacting more on the supply of commuter parking as opposed to inner-city retail parking (or vice-versa). Both are in equally short supply. However, once the 'gravel pit' carpark closes, the greater need will be for commuter parking.

- The recommended priorities for providing this additional parking are to (in priority order) :
  1. Focus on achieving more efficient use of parking space already owned by NCC;
  2. Facilitate more efficient use of the privately-owned Ocean Boulevard carpark;
  3. Construct ground-level carparks on available locations around the CBD. These may be either small or large carparks. The most versatile location is within 100m of major shopping streets, as such parking areas are multi-use, but almost anywhere in the CBD parking exemption area will serve the needs of commuters.
  4. Add another layer to the Tiffin carparking building. This is land already owned by NCC, close to the retail centre, and already committed to use for a parking building. There are, however, high construction costs and there is typically user-resistance to parking in such buildings. Commuters are more amenable, but commuter parking is not a priority this close to the centre of the CBD.
  5. Build a new carparking building. This is the last priority due to the cost of construction, limited versatility, potential aesthetic impacts and user-reluctance toward the use of carparking buildings.

- A demand management strategy should be developed in conjunction with the provision of new carparks in the city. The pricing of carparking is a part of this strategy. Other initiatives include improving safety and convenience for commuter cycling (including facilities for e-bike charging) and improvements to public transport.

- It is recommended that Council continue to provide a service of offering leased carparks in the CBD – the demand for which will increase with the closure of the Munroe Street 'gravel pit' carpark. Leased carparks remain an important part of the overall mix. These should be located outside the central downtown area and preferably on the outer edge of the metered parking zones. The intention is to use the certainty provided by leased carparking as an incentive to draw commuter parking away from the central retail area and to more generally cater to the needs of commuters in the wider CBD.

- Options should be explored for the provision of leased parking on Saturdays (in a limited area and with lease charges adjusted accordingly). Existing leases currently only apply Monday to Friday. The increase in the popularity of Saturday shopping means that there may now be a demand for this service among some retailers.

- Further analysis is required for assessing the potential impacts of future growth in inner city apartment living; the demands that this may put on leased carparking in particular; and whether it should or should not be the role of Council to cater to that specific category of demand. The concern is for the potential for prime inner city carparking to be used up for essentially the 'storage' of cars. This would be an inefficient use of CBD parking space.

- The growth in Sunday shopping now means that parking may need to be managed on Sundays as well as Saturdays. Further detailed investigation is required to assess the feasibility of this. It is recommended also that future annual parking surveys now include Sundays.

- In Taradale there is currently an adequate supply of parking but it is recommended that the provision of paid all-day parking is trialled in a section of the Symons Lane carpark as a way to relieve pressure on the more-popular Lee Road carpark.

- The introduction of paid parking to Taradale in 2010 remains a point of contention for some residents and shop-owners. It is recommended, however, that the system continue. A suggestion is to trial a programme of introduction to use of the parking App (with the incentive of parking credits or discounts) for older drivers.

1. INTRODUCTION

The following report presents an overview and analysis of parking arrangements in the Napier and Taradale central business districts and recommends a set of guiding principles and strategy for the future management of parking, including responses to current parking issues in the city.

2. BROADER PRINCIPLES OF CBD PARKING

Parking has a major influence on the function, look and feel of an inner city. Cities need parking so that goods can be delivered and so that workers, customers, clients and inner-city residents can readily access the CBD. However, an excess of parking, or poorly configured parking, can undermine the very qualities that make the central business district an attractive, interesting place to visit and work.

In planning for inner city parking there is, and will always be, this tension between meeting the demand for parking convenience (the desire for lots of parks right next to the shops, businesses and places of work that people want to get to) and the need to create a compact, intimate CBD that cultivates business, social and cultural interaction. Convenience is good, but an over-catering to convenience in respect of parking, can lead to the creation of a soul-less, car-dominated, impersonal downtown area.

As Jane Jacobs (1962) put it:

> *The main purpose of downtown streets is transaction, and this function can be swamped by the torrent of machine circulation. The more downtown is broken up and interspersed with parking lots and garages, the duller and deader it becomes in appearance, and there is nothing more repellant than a dead downtown ... In a panicky effort to combat the suburbs on their own terms, something downtown cannot do, we are sacrificing the fundamental strengths of downtown – its variety and choice, its bustle, its interest, its compactness, its compelling message that this is not a way-station, but the very intricate center of things. The only reason people come downtown or set up business downtown at all is because downtown packs so much into such a compact area.*

Donald Shoup (2006) adds:

> *Because downtown packs so much into a small area, people are willing to visit it even if they have to pay for parking and then walk to get there. A successful downtown must be accessible, which means traffic and parking, but too much parking enfeebles a downtown.*

> *... Parking is important where the place isn't important ... The more parking, the less place. The more place, the less parking*[1].

With parking it is not, therefore, a simple formula of 'more is better'. Rather, a balance has to be found between competing pressures, and above all the qualities that give the CBD its fundamental strength and point of difference (what Jane Jacobs calls the CBD's "*variety and choice, its bustle, its interest, its compactness, its compelling message that it is not a way-station but the very intricate center of things*") are what must be supported and sustained. The danger is in thinking that these qualities exist independently of parking, and that the role of parking is merely to tap into that resource. To do so is to ignore the circular connection between the way that parking is provided; the quality of the CBD experience and environment; and the reasons people travel to the CBD to begin with.

Such is the importance and value of the quality of the CBD experience that (as Donald Shoup points out) people are prepared to pay to park, even at a reasonable distance from where they are going, and walk. In this sense the CBD experience can be likened to a show that people pay to enter. The *Vision Principles* for Napier draw the same analogy in envisaging the city as a "*stage/place* [where people] *come together to do stuff*"; where *memorable experiences* are to be had; and where the design and layout of the city *enable*[s] *people to live healthy active lives.* This is an inner city that is pedestrian-focused, where people are motivated to leave their cars and engage with the city more intimately, on foot or by cycle. In this vision the motorcar is a part of the logistics of getting people to the CBD, but once in the city, must make way for pedestrian-level connections and transactions.

The other key message is that this inherent conflict between the demands for convenience and the requirements of a pedestrian-centric inner city is such that there will *always* be a tension between the two, and never a point of absolute comfort. As the city changes and grows, and as other circumstances and expectations evolve, the point of balance changes with it. The process of planning for parking in the CBD is therefore one of continual reappraisal and of finding new points of balance between conflicting demands. Only the broader principles remain (relatively) constant.

Those principles will include, as first priority, the need to support and cultivate a compact, lively and pedestrian-focused CBD. In practical terms it also means defining what spatial concept(s) should apply to the arrangement of parking in and around the CBD and defining what exactly constitutes an 'optimal' quantity of parking stock. Furthermore, determining what types of parking should take priority in different parts of the central city; how to achieve

[1] In the latter part of this quote Shoup is in turn quoting Fred Kent and Jane Holtz Kay (detailed references not provided).

an efficient (not wasteful) use of the spaces available; how that efficiency can be extended to better use of information and payment technology; how pressures on parking can be reduced by promoting and facilitating other methods of transport; how parking conflicts are resolved on the CBD/suburban fringe; and how to deal with issues of social equity in the provision of parking, among people on low incomes. A set of objectives and recommended principles for addressing these issues is set out in the following sections of this report.

3. OBJECTIVES

The discussion above illustrates that the provision and management of parking in Napier, as in other cities, is intimately connected to the function and feel of the town. Although parking is inherently linked to the use of cars, what it actually does is provide the means for people to *leave* their car and engage with the city on foot, and what draws people to the city in the first place is the compact, lively, pedestrian-focus of the CBD.

The objectives of parking are therefore to achieve a balance between these respective roles. That is: the need to support vehicular access to the city (which makes gatherings of people possible) yet manage the supply, placement and design of carparks so that the negative consequences of cars and parking spaces are mitigated to the best possible extent, while ensuring an efficient use of the parking resource.

The balancing of objectives will always involve an element of tension and a need to constantly trial and adapt as conditions change and the city grows.

4. PARKING GOALS FOR NAPIER CITY

In the achievement the objectives described above, the following are recommended as specific goals and priorities for the on-going management of parking in Napier City:

1. *A lively city centre is the first priority*

Parking arrangements must support the goal of cultivating a compact, lively, pedestrian-focused retail and cultural centre to the CBD.

Explanation: The life and energy of the CBD is what makes the CBD relevant, appealing and ultimately economically sustainable. It is more than just a place where shops and places of work happen to be. All parking decisions and policy must serve the goal of cultivating this environment, even where this may require a compromise of parking convenience.

2. *Apply a spatial structure to parking controls*

The spatial arrangement of parking around the CBD should generally follow a radial pattern of:

- **Predominantly 10-min parking centred on Emerson Street; moving outward to**
- **120 minute limited-time parking (suitable for shopping and business errands); to**
- **All-day paid but non-discounted parking; to**
- **All-day discounted and leased parking; to**
- **All-day un-metered parking**

Explanation: This principle recognises that there must be a coherent overall pattern to the arrangement of parking centred on the CBD, with a focus on short-stay parking in the retail area, transitioning outward to longer-stay commuter parking, and ultimately to free un-metered parking on the CBD periphery. This pattern prioritises availability / turnover of short-stay car-parks in the central city; allows for commuter parking outside the central area; and provides parking opportunity for low-income workers in areas of lowest parking-demand.

3. *Set trigger levels for when more parking space is needed*

Maintain a sufficient stock of parking in the CBD to achieve the following targets:

- **70% weekly-average occupancy rate for CBD as a whole**
- **50% - 85% hourly-average occupancy rate for CBD as a whole**
- **100% uptake of leased parking.**

Explanation: The purpose here is to define trigger-points for determining when the parking supply in the CBD needs to be increased (or decreased). In effect, these guidance values also serve to contain the over-spill of commuter parking into residential streets. Significant overspill will only happen when CBD parking supply is exhausted.

4. *Give priority to short-stay (shopper) parking in the inner CBD*

Within the CBD *100% Parking Exemption Area*, prioritise the supply of casual short-stay customer parking for high-value users (service vehicles, deliveries, customers, quick errands, and people with special needs). Only provide all-day commuter parking in this area where short-stay customer parking is under-utilised (with limited exceptions). Develop and continually adjust pricing and enforcement strategies to maintain this balance.

Explanation: This principle recognises the *100% Parking Exemption Area* (the extent of which is defined in the District Plan) as the main retail area where shopper-parking should be the first priority. Maintaining the balance between short-stay and commuter parking can be achieved by adjustments in pricing and enforcement strategies.

5. *Provide leased parking but maximise efficiency of use*

Recognise a need and demand for leased parking but acknowledge the risk of inefficient use of leased parking if parks stand under-utilised. Preferentially locate leased carparks on the outer edges of the metered parking area and set the prices of leased parking versus casual all-day discounted parking to favour casual parking as the cheaper option where parking is in close proximity to a retail area. Where possible, at times when leased carparks are not required by lessees, make provision for these carparks to be used for general parking.

Explanation: Leased parking is required by some users, and it is appropriate that this type of parking is provided. By locating leased parking outside the downtown area it can serve to draw commuter vehicles away from the sensitive retail areas of the CBD. Conversely, if leased carparks are located too close to the downtown retail areas then this will have an opposite and adverse effect, resulting in the displacement of high-value short-stay retail parking opportunities and inefficient use of the parking resource.

6. *Recognise the needs of low income CBD workers*

Cater to the needs of low income, short-shift workers by providing free parking opportunities on the periphery of the CBD.

Explanation: Pricing is a useful and important mechanism for controlling and directing parking in the CBD. However, for people on low wages, or on short shift work, the cost of parking can amount to a significant weekly expense. It should remain possible to find free parking on the outer periphery of the CBD.

7. *Incrementally improve real-time parking information*

Manage the placement of carparks and the provision of user-information on carpark availability within the CBD to minimise congestion, through-traffic within the main retail areas, and unnecessary traffic circulation as drivers search for available parking spaces.

Explanation: Parking efficiency is improved, and congestion reduced, by the provision of information on the availability of carparks, and by locating carparks in areas where the movement of traffic to and from carparks does not conflict with the functioning of the main retail areas. With improving technology it is likely to be possible, in the future, to provide real-time information to drivers on where carparks can be found.

8. *Create safe, pleasant pedestrian linkages to major parking areas*

Plan for safe and pleasant pedestrian, cycling and public transport connectivity in the configuration and design of CBD parking to encourage and enable alternatives to private motor vehicle use and to encourage the use of carparks on the CBD periphery as alternatives to inner city parking.

Explanation: The pressure on the parking resource can be managed not only through the supply of carparks but also by managing demand. This includes promoting and facilitating alternatives to car transport and by making it easier and more attractive for carpark-users to park further away from the city centre and walk or cycle. Essential requirements include safe and easy walking connectivity.

9. *Invest in data-gathering*

Recognise the value of good quality information-gathering for on-going decision-making and management of parking in the Napier CBD. Invest accordingly, as new technology allows, and ensure that processes are established for on-going stakeholder feedback.

Explanation: The parking landscape is continually changing. To be able to respond quickly and effectively to these changes, information is required. This includes information and feedback from retailers and other stakeholders.

10. *Plan for adoption of improved parking payment systems*

Strive to offer convenience to the public in the methods of payment available for parking, including improving and promoting the use of digital payment options and technology to allow users to accurately pay only for time used.

Explanation: Parking payment technology is continually improving and shifting increasingly toward cashless systems. This trend should be anticipated and catered for.

11. *Resist demand for free on-street residents-only parking*

Recognise that on-street parking space is a public (not private) asset. As a general principle there will be no provision for dedicated free-of-charge residents-only parking in the city.

Explanation: In future there may be pressure from the owners of residential properties on the periphery of the CBD to restrict parking on residential streets and effectively reserve areas of on-street parking for local residential use. This is public land. In general, it should not be set aside, without charge, for exclusive private use.

5. OVERVIEW OF EXISTING PARKING ARRANGEMENTS

5.1 NAPIER PARKING EXEMPTION AREAS & RATING SYSTEM

The Napier Central Business District (CBD) and Taradale commercial area are "*Parking Exemption Areas*" in the Napier City Plan. Under this status all land use activities in these areas are exempt from the otherwise usual requirements of the District Plan for the provision of off-street staff or customer car parks.

This arrangement is specific to the CBD and Taradale. In all other parts of the city all newly-establishing businesses and land uses must provide a specified number of off-street car parks (depending on the type and size of the activity)[2]. These rules, where they apply elsewhere in the city, serve to prevent nuisance over-spill of car-parking onto surrounding streets.

The areas of exemption are as shown in the maps below. In each of the retail areas a 100% exemption applies (i.e. shops and businesses in these areas are not required to provide any off-street parking). In the Fringe Retail and commercial area to the south of the CBD there is a 50% exemption (i.e. businesses need only provide half the number of off-street car parks that would otherwise be required for the same activity elsewhere in the city under the parking requirements of the District Plan).

In exchange for these exemptions the Council charges a targeted rate on properties in the parking exemption areas and provides public parking on behalf of all of the shops and businesses in this area combined. The targeted rate, along with income from parking fees, funds the purchase of land for off-street car-parking and the formation, maintenance and management of parking areas.

This system, where Councils take charge of the provision of off-street parking in the CBD, is widely used in larger urban centres across New Zealand and is also common elsewhere in the developed world. It is effectively a version of the "in-lieu fees" parking system whereby a fee, or in this case an annual targeted rate, is paid by the property owner in lieu of providing their own off-street parking.

[2] The remaining example is the Greenmeadows shopping precinct, which also has a small parking exemption area.

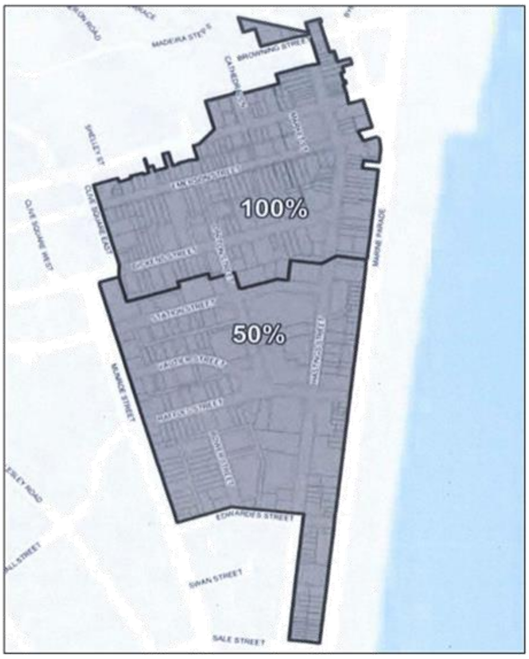


Figure 1 : Napier CBD Parking Exemption Area (Source: NCC District Plan, Appendix 24)

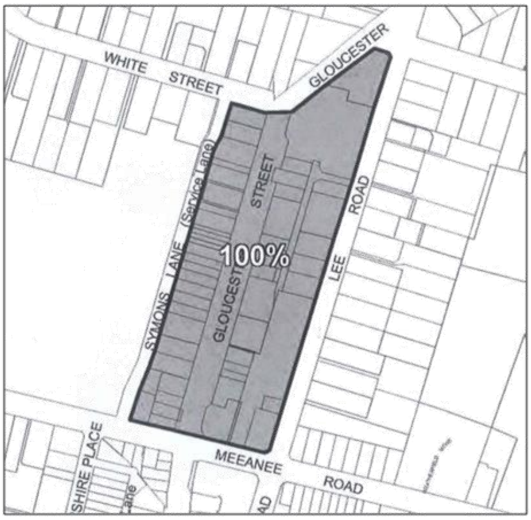


Figure 2 : Taradale Parking Exemption Area (Source: NCC District Plan, Appendix 24)

The advantage of the in-lieu fees / rating system is that it allows parking to be managed more efficiently and more creatively. Rather than have multiple private customer and/or staff car parks scattered haphazardly throughout the CBD, with built-in redundant capacity, the system allows for a more accurate matching of the supply of parking with overall shared demand. Equally important is the ability of the Council to control the placement, appearance and standard of maintenance of off-street car parking so that the parking areas themselves do not unduly compromise the essential qualities of the CBD that make the inner city an attractive place to work and recreate. This includes the importance of maintaining a continuous retail frontage in the main shopping areas to ensure the uninterrupted connectedness of the CBD and an ability to more efficiently manage traffic circulation to minimise unnecessary through-traffic in sensitive retail or downtown entertainment areas.

The in-lieu system is promoted internationally among parking specialists and frequently held up as the best model for the management of inner city parking. Napier is fortunate to have this system already well established in the CBD and Taradale. It has been operating in the CBD since in the mid-1980's, with the accompanying rating system introduced in about 1992. It is newer in Taradale, having been introduced in conjunction with a $3.1M upgrade of the Taradale retail area in 2010, mostly as a way of funding the upgrade work.

The annual rate for the CBD Parking Exemption Areas is currently set at 0.1483 cents per $1 of land value. Areas with a 100% parking exemption pay this annual amount, factored against the rateable value of the land. In areas with a 50% exemption, the same rate applies but multiplied by half of the rateable land value.

Altogether, the parking exemption rate provides about half of the total annual revenue for the Council's administration of the in-lieu parking system (including land acquisitions). The other half is met by annual parking fees and fines. Annual surpluses are kept aside for future parking acquisitions.

The value to businesses in the CBD from this arrangement comes through savings on having to otherwise provide their own off-street parking. A typical single ground-level open-air parking area costs about $24,000 in land acquisition and formation expenses[3], in addition to long term maintenance costs. Even the cost of the additional annual targeted rate, for properties in the Parking Exemption Area, equates to only about three-quarters of what it would otherwise cost in rates to maintain an equivalent area of off-street parking (i.e. the targeted parking rate is less than the ordinary cost of rates on the value of each 20m² of property required to provide car-parks on site), making it cost-effective for landowners.

[3] Based on past NCC experience with actual costs. Surfacing costs alone are typically around $2,500 per parking space.

In addition the system ensures consistently tidy, well-placed and well-maintained carparks throughout the CBD, which in turn improves the liveability, general appeal and ultimately commercial function and sustainability of the central business area.

5.2 OCCUPANCY TARGETS

Napier City Council endeavours to ensure that there is a sufficient balance maintained between the supply and demand for carparks in the CBD and Taradale whereby the rate of occupancy falls inside a target range of between 50% and 85% (or, put another way: on average there should be between 15% and 50% of parking spaces available, with turn-over, at any given time). This target range is consistent with other cities around New Zealand and overseas, although target ranges of up to 90% do exist[4].

Rates of occupancy are measured through annual parking surveys. These have been conducted every year in Napier in late December since 2007. The surveys count the availability of vacant parking spaces, street-by-street and carpark-by-carpark, at hourly intervals from 9am till 4pm over a five day period (Monday to Friday) plus Saturdays from 9am till 1pm. The hourly and daily counts provide a total of 45 samples per site. From these surveys it is possible to determine hourly, daily and weekly average occupancy rates for individual streets or groups of streets and all of the major off-street carparks.

An occupancy rate of less than 50% is assumed to indicate 'under-utilisation' (i.e. an inefficiently large supply of parking for the number of cars needing places to park) whereas more than 85% is deemed to be 'over-utilisation'. When there is over-utilisation, drivers are likely to have difficulty in finding a convenient carpark and therefore cruise the streets to locate one. This becomes not only an annoyance for the driver but also inefficient in the use of their time and fuel, while also impacting on inner-city congestion.

The Napier City Council Long Term Council Community Plan (LTCCP) requires the NCC Parking Division to achieve occupancy levels within this range and to make parking investment decisions accordingly.

[4] The target range has not always been 50% - 85%. At the time of the 2009 parking survey report the range was 50% - 80%. At some point, therefore, the upper end of the range has been increased by another 5%.

5.3 CURRENT CONFIGURATION OF CARPARKING IN THE CBD

The current pattern of parking in the CBD centres on Emerson Street and the portion of Hastings Street in close proximity to the Emerson Street intersection. With increasing distance outward from this central shopping street the parking restrictions within the CBD transition through roughly the following sequence:

1. Unmetered parking with maximum 10 minute stay; to
2. $1 or $2/hour metered parking with 2 hour maximum stay; to
3. $1/hour metered parking with no maximum stay; to
4. $1/hour metered parking with $5 all-day parking discount; to
5. Leased parking (typically $25/week but available free of charge to the public on Saturdays & Sundays); to
6. Un-metered 2 hour maximum stay on-street parking; to
7. 'Free' parking (either on-street or off-street, including until recently on the former un-occupied ex-railway land on Munroe Street)

This pattern of parking is intended to promote a relatively rapid turn-over of parking in and around the downtown area to keep parking spaces available for visitors on short shopping or business errands, then, moving further away from the downtown area but remaining within the commercial area of the CBD, a progressive transition to longer term (including all-day commuter) parking opportunities. Finally, at the very outer edge of the CBD, the all-day parking is free of charge. There are variations within this pattern, including leased parking and special-purpose exceptions, but this is the broad layout and concept.

The configuration of parking is also designed so that major carparks are to the rear of, or generally away from, the retail frontage and connected to the retail area by pedestrian linkages. This is to maintain the continuity, compactness and pedestrian focus of the retail frontage and prevent this area from being broken up by car-parks.

5.4 CURRENT CONFIGURATION OF CARPARKING IN TARADALE

Parking arrangements in Taradale follow a similar concept to that of the Napier CBD. The main shopping street has a continuous retail frontage with metered (pay & display) parking along the street and off-street pay & display parking areas to the rear. Alleyways connect the rear off-street parking areas to the main shopping strip on Gloucester Street.

Parking fees were only introduced to Taradale in 2010. This was primarily as a means of paying for the substantial landscaping upgrade that occurred at that time along the main street. The fee for on-street parking on Gloucester Street, with about 100 carparks available in total[5], is now $1/hr, with a maximum 2 hour time limit. This is the same as the current standard rate for parking in the Napier CBD.

Symons Lane, immediately to the rear of and parallel with Gloucester, provides another 42 carparks and has a charge of $0.60/hr (2 hour max). The Lee Road carpark, with 86 spaces, on the opposite side of Gloucester, is also $0.60/hr but with 3 hour maximum stay. The Symons Lane carpark has 60 carparks, is also $0.60/hr, and allows a 4 hour maximum stay.

There is no Council-provided all-day parking in the Taradale central business area. Workers generally use either their own on-site parking or park on neighbouring streets – mostly on White Street and Peddie Street and Puketapu Road.

[5] 88 parks on the main shopping section and another 12 on the northern extension of Gloucester, between White Street and Lee Road.

5.5 CURRENTLY UTILISED METERING & PAYMENT TECHNOLOGIES

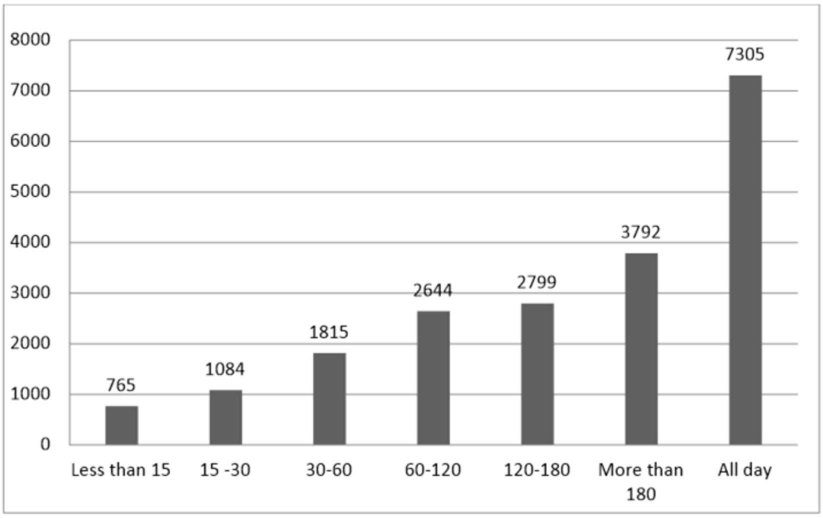
Current metering technology used in the city comprises a mix of:

1. Older-style 'lolly-pop' coin-operated on-street parking meters;
2. Newer parking meter kiosks (pay & display); and
3. App-based payment systems

The App that is currently used in Napier is "ParkMate". This is owned and operated by Wilson Parking. Wilson's claim a 30c service charge on all transactions

There has been a reasonable up-take and use of the App since it was introduced, particularly among regular commuters in the discounted all-day pay & display carparks, as it overcomes the need for these users to find $5 worth of coins each day. It is less widely used for short meter-stops. Figure 3, below, shows usage for different lengths of stay.

Figure 3 : Parkmate App Use : Number of Users vs Length of Stay



The lower use for short-stay parking will be partly attributable to the 30c service charge. A number of people interviewed for this study, including some using discounted all-day parking, identified this as a deterrent to their use of the App. Others were indifferent to the charge and considered it to be worth paying for the convenience of not having to find sufficient change.

It is assumed that resistance to the service fee will dissipate over time as more people get used to using it and also realise that, despite the fee, it is possible to actually save on parking through the use of the App insofar as the App only charges for actual minutes used. The coin system, in contrast, requires payment to be made in advance for blocks of time that may or may not be fully used. Therefore, when a driver leaves a carpark with coin-paid credit still on the meter, that credit is effectively 'lost'. With an App system the payment for parking ceases at the minute that the park is vacated and the timer turned off.

5.6 EXISTING NUMBER OF COUNCIL CARPARKS

The table below is a summary of the number of existing Council-run carparks in Napier, as at December 2017. The data for the CBD is further divided into on-street and off-street parking. This shows that there are about 2,284 Council carparks in the CBD and 388 carparks in Taradale at the present time.

Table 1 : Existing Council-run carparking supply in Napier

	Marked	Unmarked	Mobility	**Total**	Motorcycle
CBD Parking Spaces					
Napier CBD Onstreet	1505	50	27	1582	17
Napier CBD Offstreet	687	5	10	702	0
Total CBD	**2192**	**55**	**37**	**2284**	**17**
Other Parking Spaces					
Taradale	349	31	8	388	2
Greenmeadows	73	47	0	120	0
Ahuriri	423	361	1	785	0
Total Other Parking Spaces	**845**	**439**	**9**	**1293**	**2**
Total	**3037**	**494**	**46**	**3577**	**19**

5.7 TOTAL CBD CARPARK SUPPLY : COMPARING PAST & PRESENT

Overall, the total number of Council-run carparks has not changed greatly in the last 10 to 20 years. A comparison between the results of the 2009 and 2017 parking surveys (including an adjustment for differences in surveyed area) shows that in 2009 there were approximately 2,229 Council-run carparks in the CBD. That equates to about 55 fewer carparks compared with now.

A similar result is obtained by counting off the various gains and losses in the number of Council carparks that are known to have happened since the mid 90's. Past 'losses' here include:

1. The semi-pedestrianisation of Emerson Street / Market Street in the mid 1990's. This resulted in a nett loss of about 90 carparks from the middle of the CBD. There are now 30 x 10-minute 'loading zone' parks on Emerson Street where in the past this street,

along with Market Street, had conventional parking along it's full length with approximately 120 metered carparks.

2. The 2002 construction of Te Pania Hotel on Byron Street, which resulted in the loss of another 72 council carparks. The carparks still exist but are now used exclusively by the hotel and are not available for the general public.

3. The relocation of the intercity bus depot to Clive Square West in 2014. This caused the removal of another 36 carparks (all formerly leased).

4. Closure of the southern Marine Parade carpark, near the sunken gardens, in 2016. This resulted in the loss of 235 parking spaces (half leased, half all-day pay & display), although the 'actual' loss and knock-on effect on the wider CBD parking resource at the time would have been substantially less due to the low level of use of this carpark. The southern Marine Parade carpark was never a popular parking area, despite a relatively low pay & display hourly fee of $0.60/hr and correspondingly low lease charges, because of the exposure of cars to salt-spray, and probably because of the comparatively longer walking distance to major businesses compared with, for example, the Council carparks on and around Vautier Street.

   From about 2009 onwards, up until the time the its closure in late 2016, this carpark was typically no more than 20% to 50% full[6]. Accordingly, although it had a potential capacity of 235 cars, its closure probably only displaced in the order of 50 to 120 cars (an average of around 75 cars) at the time.

'Gains' over the same period have included

1. Construction of the Tiffin carparking building in the 1990's, which now provides 121 car parks a block away from, and to the north of, Emerson Street. The construction of this parking building will have effectively mitigated for the loss of parking spaces from Emerson Street around that time and is assumed to have been built for that purpose.

2. Various Napier City Council land acquisitions and carpark developments in the vicinity of Vautier and Raffles Streets, including on the site of the former Hawke's Bay Regional Council (HBRC) offices and other previous building sites on the north side of Vautier Street. The relocation of the Regional Council building to its current site on the corner of Vautier and Dickens displaced about 85 pre-existing carparks but the development of replacement parking on the old HBRC site (exchanged with NCC) and on the other

[6] based on a review of historic aerial images starting from 2003).

adjacent sites on Vautier Street yielded approximately 150 new ones – meaning an overall nett gain of about 55 carparks in this area.

3. A new all-day parking area with 67 parking spaces on Edwardes Street, near to the intersection with Munroe, created in 2017.

4. A change in configuration of some of the existing carparks on Munroe Street, from parallel to diagonal, increased the number of free all-day carparks along this street by about another 30 spaces.

5. 92 new off-street carparks provided along the northern side of Marine Parade between 2014 and 2017. This includes the 22 new currently un-metered 120-minute parking spaces at the re-located Skate Zone; another 10 carparks next to the children's play area (in addition to a prior 14); and 60 more carparks on the site of the earlier (but now closed) 235-space Marine Parade carpark between the sunken gardens and Skate Zone.

This accounting for past gains and losses, like the comparison between the 2009 and 2017 survey results, also concludes that there are currently about 55 fewer carparks than would have existed 10 to 20 years ago in the CBD.

5.8 CONTRIBUTION FROM PRIVATE CARPARKS

In addition to Council carparks there are also private carparks (refer Table 2, below). As at December 2017 these accounted for about another 783 parking spaces in the CBD. The so-called 'gravel pit' carpark[7] on Munroe Street has been by far the largest of these with room for up to 400 cars (all spaces are un-marked and free-of-charge). Next in size is the Ocean Boulevard carparking building, which has a mix of pay & display and leased carparks, totalling 116 parking spaces. The remaining private carparks are all leased.

Table 2 : Private Carparks in the Napier CBD

Private Carparks	Number of parks
Munro Street 'gravel pit' (ex railway land)	400
Ocean Boulevard	116
Madeira Properties (Shakespeare Rd)	106
McLean Towers (Shakespeare Rd)	50
McLean Towers (Herschell St)	16
Former AMP building (Herschell St)	18
Cathedral	46
Bayleys (Tennyson St)	31
Total	**783**

These private carparks altogether presently account for about a quarter (25%) of the total available supply of carparks in the CBD.

The 'gravel pit' carpark warrants special mention not only for its size but also because it is likely that this carpark will shortly close. The site has now been handed on to a Treaty claimant group and the expectation is that the new owners will on-sell the land for development. The implications are discussed later in this report.

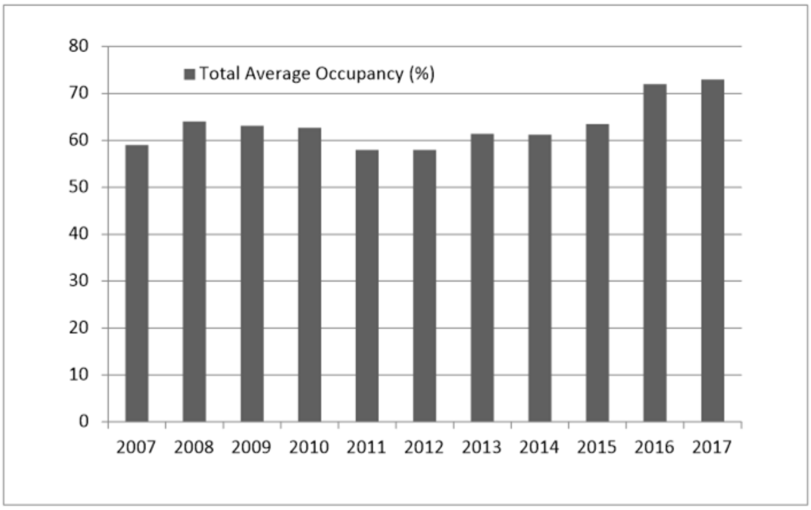
Also of interest is the Ocean Boulevard carparking building. This continues to be run as a private carpark but is very much under-utilised, mainly because of the way the carpark is currently operated. There is the potential for the use of this carpark to be increased if the system of operation was changed.

[7] The name derives from the look and condition of the carpark, which has a pot-holed gravel surface.

5.9 CARPARK OCCUPANCY IN THE CBD

The graph below shows the results of the last 10 years of parking surveys, expressed as weekly average occupancy rates:

Figure 4 : CBD Weekly-Average Occupancy Rates, 2007 – 2017 (%age Occupancy)



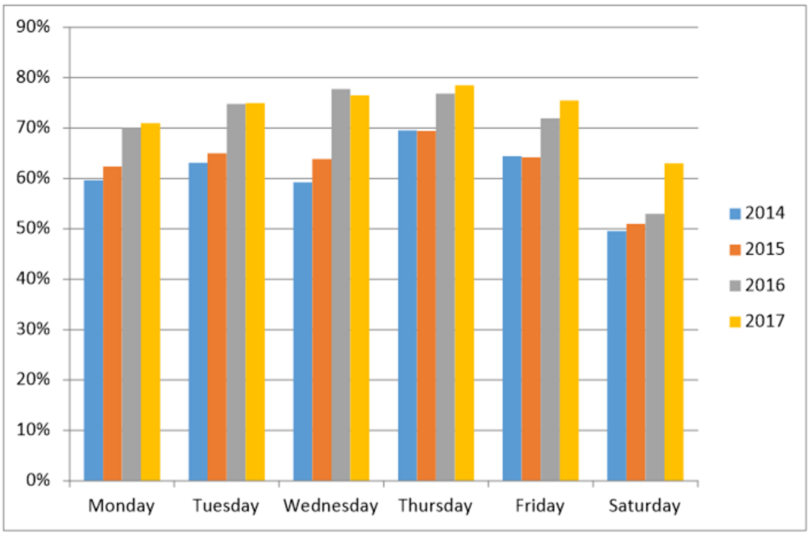
One of the points of interest in this graph is that it illustrates that occupancy rates can both rise and fall (rather than just continually rise). In the period from 2008 to 2011, in the wake of the global financial crisis, the demand on parking actually declined. Thereafter, in the five year period from 2011 to 2015 the one-week average occupancy rate rose gradually from 58% to 63.5% (a 5% increase, or a rate of about 1% per year).

In the last two years (2016, 2017), however, the rate of carpark occupancy has jumped significantly – to 72% in 2016 and now 73% in the latest survey in 2017. This represents about a 15% increase (an increase of nearly 10 percentage points) in occupancy rates in just the last 2 years.

The reasons for this recent surge in occupancy are not entirely known but are possibly due to on-going economic growth (the converse of what happened between 2008 and 2011) along with increasing tourist numbers and a general trend toward greater use of the CBD as a place for entertainment and general socialising (in café's etc).

Figure 5, below, shows the same CBD-wide results (2014 -2017 only) broken down into daily averages. Note again the sharp increase in 2016 & 2017. Also of interest is the significant increase in Saturday occupancy rates in 2017.

Figure 5 : CBD Carpark Occupancy Rates 2014 – 2017, by Day of Week (Daily-Average)



The other feature of the 2016 and 2017 survey results is that the CBD-wide average hourly occupation rate is now found to be exceeding 85% at certain peak times. This did not happen prior to 2016 and is now relevant in the context of NCC carpark occupancy targets. The tables below show results from the 2017 survey for on-street and off-street parking. Times when the CBD-wide occupancy rate exceeded 85% are highlighted in pink. Times when occupancy was below 50% are highlighted in green.

Table 3 : CBD On-street hourly average parking occupancy rates, Dec 2017

Napier CBD Onstreet (2017 Survey)	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
9:00 AM	66%	70%	67%	69%	63%	45%
10:00 AM	74%	81%	80%	85%	82%	66%
11:00 AM	82%	84%	86%	89%	85%	78%
12:00 PM	82%	86%	84%	86%	85%	79%
1:00 PM	75%	81%	81%	86%	84%	76%
2:00 PM	70%	76%	75%	83%	80%	
3:00 PM	64%	67%	68%	75%	73%	
4:00 PM	58%	64%	67%	66%	67%	

Table 4 : CBD Off-street hourly average parking occupancy rates, Dec 2017

Napier CBD Offstreet (2017 Survey)	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
9:00 AM	57%	64%	61%	58%	55%	28%
10:00 AM	75%	80%	83%	78%	75%	53%
11:00 AM	82%	83%	88%	88%	84%	69%
12:00 PM	82%	82%	87%	90%	82%	67%
1:00 PM	77%	79%	85%	85%	83%	67%
2:00 PM	73%	76%	82%	82%	80%	
3:00 PM	63%	66%	67%	74%	73%	
4:00 PM	56%	64%	67%	63%	63%	

5.10 CARPARK OCCUPANCY RATES IN TARADALE

Parking survey results from 2015 – 2017 show that Taradale has lower rates of carpark occupancy compared with the Napier CBD. The all-week average occupancy rate has fluctuated from 61% in 2014, to 49% in 2015, then up again to 58% in both 2016 and 2017.

This shows that Taradale, like the Napier CBD, has seen an increase in occupancy rates in the last two years, although these levels remain well below the current CBD average of 72% / 73% in 2016/17, and at this stage only represent a return to slightly below 2014 levels.

Weekly average occupancy rates for the period 2014 to 2017 are as shown in the graph below.

Figure 6 : Taradale Weekly-Average Occupancy Rates, 2007 – 2017 (%age Occupancy)

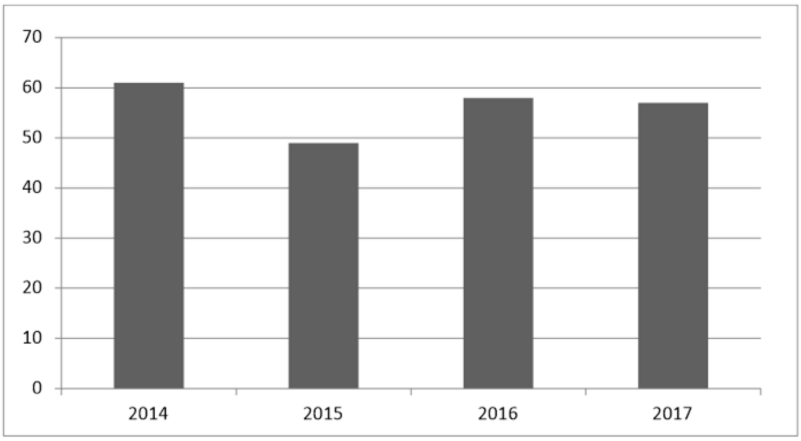
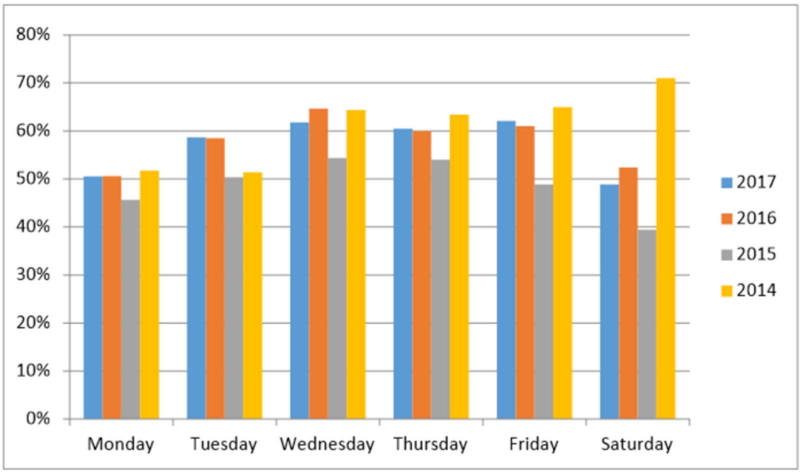


Figure 7, below, provides results for the same period but broken into daily averages. Note again, as with the Napier CBD, the significant increase in Saturday morning parking demand, as compared with previous years.

Figure 7 : Taradale Carpark Occupancy Rates 2014 – 2017, by Day of Week (Daily-Average)



The next figure (Table 5) shows hourly average results for the whole of the Taradale commercial area over the same period for the latest survey in December 2017. The hours when parking was less than 50% occupied are highlighted in green. There were no times when occupancy exceeded 85% (the nearest being a recording of 76%).

Table 5 : Taradale On-street hourly average parking occupancy rates, Dec 2017

Taradale Total (2017 Survey)	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
9:00 AM	46%	48%	47%	46%	43%	29%
10:00 AM	55%	59%	68%	63%	63%	50%
11:00 AM	58%	67%	67%	66%	76%	58%
12:00 PM	49%	67%	69%	61%	74%	59%
1:00 PM	49%	56%	67%	61%	68%	48%
2:00 PM	55%	60%	61%	71%	62%	
3:00 PM	50%	57%	57%	62%	58%	
4:00 PM	41%	56%	59%	53%	54%	

6. ASSESSMENT OF EXISTING ARRANGEMENTS

6.1 PARKING ARRANGEMENTS IN THE CBD

Overall, the existing 'in lieu fee / rate' parking exemption system and layout of parking in the Napier CBD makes sense and works well. The exemption system is economical for property-owners and ensures an efficient, well-placed, uniformly-maintained network of carparks in the inner city, and the existing configuration of carparks forms a logical pattern with high-value high-turnover parking in the centre, graduating outward to longer-stay (including leased) parking beyond.

Free-of-Charge P120 On-street Carparks

The one issue that has been identified with the existing pattern of parking in the CBD is the functional status of the free-of-charge on-street P120 carparks that occupy the transition between the metered ($1/hr) on-street carparks and the unlimited 'free' on-street parking areas. These P120 carparks are theoretically available for short-duration shopping and business errands of up to two hours but in practice are found to be used mostly as defacto all-day carparks by commuters working in nearby offices who simply check and if necessary move their car every two hours to avoid a ticket. In some streets this accounts for the vast majority of use of these parking spaces[8].

This means that there is really only a pretence of 2-hour parking for the majority of these users. It means in turn that either the current use of these carparks is inappropriate and should be returned to catering to short-duration parking *or* it simply means that the current designation of these carparks is wrong, or now out-of-date, and that the management of these carparks should instead adapt to the present reality.

Either way, something has to change. The carparks are presently not serving short-stay (max 2-hour) users because the spaces are mostly taken up by all-day commuters. But nor are they efficiently serving the all-day commuters because what these users are doing is currently illegal and time and effort that is therefore required to constantly check their cars through the day to avoid enforcement. Time and effort is likewise expended on enforcement which mostly just keeps users vigilant and at best only discourages a modest percentage of commuters from using the P120 carparks in this way.

Our recommendation is to remove the existing ambiguity around the use of these carparks by formally changing status to all-day parking, but on a paid-parking basis. The suggested rate is the standard $1 per hour, but with no all-day discount. If uptake is poor (i.e. the

[8] Based on the observations of the parking wardens.

carparks stand vacant) then consideration may be given to reducing the hourly fee but continue to have no all-day discount.

A scatter of strategically-located P10 (and/or un-metered P60) carparks may also be required in addition to the paid all-day parking. Carparks with a P60 time limit would provide sufficient time for people on genuine short-stay local errands but be too short for office workers to find it worthwhile to maintain a watch on their cars. The P10 carparks may be needed where there are, for example, medical facilities where drop-offs need to be catered for.

The rationale for catering to all-day (but paid) parking in this way is that the complete removal of commuter parking would potentially just empty the streets, meaning an even less efficient use of parking space than currently exists, and a knock-on of the displaced parking pressure onto other areas. The strategy outlined above accepts that to a certain extent the use of these carparks by commuters is legitimate, providing that use does not then unduly impact on the ability of short-stay users to find a park. It has been proven that time-limits alone are ineffective at moderating this behaviour. Pricing is more likely to succeed. This will allow those commuters who put sufficient value on these carparks to use them all day. Those who simply use them because they are currently free will move on and further away from the centre of the CBD to the outer free-parking areas.

The solution proposed here will also provide a greater equity between all-day commuters who park on the street (currently for free) and those who use the pay & display all-day parking facilities. It is logical that pricing should favour the use of these dedicated commuter parking areas as first preference. The existing arrangement with the P120 carparks is the reverse of that.

6.2 PARKING IN TARADALE

Overall, the configuration of parking in Taradale also makes sense. Parking is provided along Gloucester Street with off-street parking areas behind the shops on either side. Pedestrian walkways provide a connection between the parking areas and Gloucester Street.

All-day Commuter Parking

The one absence in the mix of parking opportunity is dedicated all-day commuter parking. The existing off-street carparks in Taradale are limited to 3 and 4 hours (Lee Road and Symons Lane carparks respectively). Workers therefore mostly either park in private carparks at the back of the shops or for free on neighbouring streets (particularly Puketapu Road, White Street and Peddie Street).

Data on the occupancy rates for these neighbouring streets is limited[9], but from historic aerial images, and from the data that does exist, there would appear to be sufficient on-street parking spaces within a walking distance of about 200 – 400 metres of the town centre to adequately cater for existing demand. This suggests that there is not currently any need to create 'new' carparking specifically for commuters. The general occupancy data for Taradale also supports this conclusion.

There is, however, a localised issue with some office workers using the Lee Road carpark as effectively an all-day parking area – especially on rainy days. Lee Road is a popular public carpark for shoppers that at peak times can get up to 100% occupancy. The use of some of these carparks for all-day parking therefore can mean that shoppers and other higher-priority users are unable to find a park. This all-day use of the carpark is made easy by the long (3 hour) time limit and low ($0.60) fee. Workers in nearby offices need only change the ticket on their car, and check that their car hasn't been marked, once or twice a day.

The problem here is not a lack of availability of parking in Taradale. At most of the times that the Lee Road carpark is full or near-full, the Symons Lane carpark on the opposite side of Gloucester Street (with 59 spaces) is usually only about 20 – 35% occupied. A proposed solution is therefore to allow paid all-day parking in a portion of the Symons Lane carpark. If this option was available it could help to relieve pressure on Lee Road. It is recommended that this is trialled initially on a non-discounted basis. If uptake is poor then an all-day discount could be offered.

[9] There is presently no survey data for Peddie Street and the data for Puketapu Road covers only 5 of the carparks on that street, next to the town centre.

7. PARKING SUPPLY ANALYSIS & STRATEGY

7.1 METHOD FOR ASSESSING ADEQUACY OF PARKING SUPPLY

The 50% - 85% target occupancy range, described in Section 5.2 of this report, provides an important policy guidance for determining whether the Napier CBD and Taradale have 'enough' carparks or if more are likely to be needed. As a general rule, if occupancy rates fall below 50% then this indicates that parking is 'under-utilised' and in surplus. If above 85% then it is deemed to be 'over-utilised' and in shortage. This target range is consistent with international precedent.

In terms of the implementation of this policy there is, however, a need to provide some further clarity, in the Napier context, around how the target range should be interpreted and applied. This concerns particularly a determination of what averaging method should be used when comparing 'actual' occupancy data with the target range. Specifically, whether the 50% - 85% target range should be assumed to apply to all individual carparks, groups of carparks, or across the entire CBD, and whether by hourly, daily or weekly averaging. Depending on the system of averaging that is used there can be markedly different results. There is, therefore, a need for a determination to be made on what is the most appropriate averaging method.

For the purpose of this strategy paper we propose that a ***CBD-wide hourly average*** occupancy should be used. By averaging across the whole of the CBD it means that localised differences are cancelled out, and by using hourly (as opposed to daily or weekly) averages as the 'trigger' there is greater sensitivity to stress on the level of service of parking, city-wide, at peak times. Daily or weekly averaging would significantly reduce the average due to the much lower parking occupancy rates in mornings and evenings, meaning that occupancy rates would most likely have to approach 95 – 100% at peak times before a daily or weekly average in excess of 85% would occur. Realistically, intervention would be needed before that point is reached.

Also in need of clarification is what a departure from the target range should actually mean or imply. An exceedance of the 85% upper range, for example, is likely to be interpreted as meaning that more carparks need to be created. We suggest, however, that a more accurate definition is simply that a ***supply/demand imbalance*** exists and that some form of remedial action is therefore needed to correct that imbalance. This interpretation does not automatically assume the need for more carparks (i.e., create more supply) since, in practice, the preferred solution may be to manage demand, or more likely a combination of demand and supply.

Lastly, in situations where there is found to be an over-utilisation of carparks and therefore the likelihood of a need for more carparks, a guidance value is required for determining what number of carparks that would involve. That is to say: if the 85% upper target range is exceeded, indicating that a supply imbalance exists, then what standard should be used to then estimate how many 'new' carparks may be needed?

This requires a single value rather than a 'range', and for that purpose we propose a *weekly* average target of **70%** occupancy. That is, to estimate the number of additional carparks needed, the number should be the difference between the measured weekly average occupancy and a 70% occupancy of all carparks across the entire CBD.

The rationale is that weekly (as opposed to hourly) averages provide a single and relatively stable value that captures the overall scale of occupancy over the survey period. Weekly average values are also more readily comparable, year-by-year.

This value (70%) is chosen as slightly above mid-way between 50% and 85%, meaning that it tends more toward an under- than over-supply of carparks and therefore the maintenance of a reasonable supply/demand 'tension'. Recent survey results, from 2016 and 2017, also suggest a correlation between the point at which during peak hours the CBD-wide *hourly* average occupancy rate begins to exceed 85% and the *weekly* average exceeds 70%.

7.2 SUPPLY / DEMAND ASSESSMENT FOR CBD & TARADALE

If the assessment method above is applied and compared with recent parking survey data then the results show that parking occupancy in the Napier CBD is now exceeding the 50% - 85% target range at peak times. This signals that there is now a supply/demand imbalance in the CBD.

Such exceedances were first observed in 2016 when there were two hours (out of a total of 45 sampled hours) during the week of the survey when the combined on-street and off-street parking occupancy rate across the whole of the CBD exceeded 85%. In 2017 this increased to four out of 45 sampled hours.

In Taradale there were no times when the town-wide occupancy rate exceeded the target range and it is therefore concluded that there is no supply/demand imbalance in that area at the present time.

7.3 POTENTIAL FOR SELF-CORRECTION

In making this observation and finding that there is now a supply/demand imbalance in the CBD we are however conscious that the current exceedance has occurred only recently; that it has taken the form of a very sharp and unprecedented rise in occupancy rates; and that there have been instances where occupancy rates have both risen and fallen in the past. This suggests a need for caution and raises the question of whether the increase that has occurred in the last two years is just passing and will soon self-correct.

Following receipt of results of the 2016 parking survey that was the initial interpretation – i.e. that the increase between 2015 and 2016 was possibly just attributable to the relatively late timing of the survey that year and the loss of a number of carparks on the Marine Parade prior to the 2016 survey. However, with a repeat of the same if not slightly higher result in the 2017 survey, by which time most of the previously-missing carparks had been replaced, the indications are that this is now more likely to be a genuine and enduring trend. This conclusion is further supported by on-going observation in 2018 that the existing parking supply in the CBD remains 'tight'.

There is, furthermore, reason to expect that the supply of carparks in the city will get even tighter in the future with the pending closure of the 'gravel pit' carpark in Napier. The 'gravel pit' is the large, free, unofficial carpark on former railway land on the corner of Munroe and Raffles Streets, now held by the Office of Treaty Settlements. On most working days the site holds on average about 250 commuter cars but can reportedly take as many as 400 cars at peak times.

With the recent settling of treaty claims this land is now in the process of being handed over to the successful claimants and thereafter will almost certainly be developed for some other purpose. The new owners will see no value in maintaining the site as either a free carpark, as it is now, or even for pay & display. If so, this will displace the 250 cars that, on average, currently use the carpark, as well as the loss of all of the existing 'spare' carparks on this site. The owners of the cars that currently use the site will go looking for other all-day commuter parking opportunities elsewhere around the city.

To put this 250 cars into perspective: the existing supply of Council-run leased and pay & display off-street parking in the whole of the CBD, suitable for all-day parking, currently totals about 623 spaces[10], and in the 2017 parking survey the weekly average occupation rate for off-street parking was 73%. This means that at the time of the survey there were

[10] Excludes private leased parking, the existing 'gravel pit', and on- and off-street carparking time-limited to 120 minutes.

about 170 'spare' council-run off-street commuter carparks, as an all-day rotating average, across the inner city as a whole.

The 250 cars displaced from the gravel-pit will equate to 1.5 x that number of 'spare' off-street CBD carparks on a typical working day. At peak times, when the rate of carpark occupancy across the city can reach up to 80 – 90%, it would equal more 4 x the available number. The implication is that if all of these displaced cars were to move to Council-run carparks there will not be enough official carparks to go around.

In reality, of course, not all of the owners of these cars will actually seek to move to Council carparks, which they would then have to pay for. Many will just move to private residential streets and/or other un-metered parking spaces and simply walk further, instead of paying for parking. However, there will clearly be a percentage who do switch to paying for a park. This will further impact on CBD-wide parking occupancy rates.

7.4 HOW MANY MORE CARPARKS ARE NEEDED IN THE CBD?

The combination of an already over-utilised parking supply in the CBD along with the imminent closure of the Munroe Street gravel pit carpark means that action will be needed to maintain an appropriate balance of demand and supply. Some improvements will be possible through demand management but the scale of the imbalance, especially once the 'gravel pit' closes, will be such that more carparks will definitely be required.

Our best (minimum) estimate for the number of 'new' carparks that would be required to achieve this re-balancing is **185** carparks.

This is based on the difference between the existing weekly average occupancy rate and the proposed 70% 'target' weekly average occupancy with further allowance for the loss of existing 'spare' capacity at the Munroe Street gravel pit carpark, when that closes, plus displacement of the cars that actually use this carpark (but allowing for the fact that a percentage of users of the gravel pit will simply move on to other free parking on the outer periphery of the CBD and therefore not impact on regulated inner city parking).

A simple calculation of the difference between existing 'spare capacity' and the target weekly occupancy rate of 70% gives a total target of 45 carparks. However, once the spare capacity in the gravel pit carpark is removed from this equation (on the assumption that the gravel pit will close and that this part of the existing total spare capacity will be lost) the total loss of spare capacity increases to 85.

Added to this will be the need for at least another 100 carparks comprising an estimated 40% of the 250 cars that will be physically displaced from the gravel pit, bringing the overall total to 185.

The figure of 40% derives from the results of a 2017 survey of users of the gravel pit carpark in which drivers were asked where in the city they worked. Of these respondents 60% said that they worked within 300m of the site whereas 40% have to walk more than 300 metres to get to their place of work. It is assumed that with the closure of the gravel pit the group of 40% would begin to find the extra walking distance to other alternative 'free' parking areas on the outskirts of the CBD too far and consequently be prepared to switch to paid parking, whereas this would still be achievable for the balance of 60%.

These figures are acknowledged as estimates only but may be looked upon as providing a reasonable sense of the overall scale of additional carparks likely to be required when the gravel pit carpark closes.

Note also that the figures above are more likely to be an under- than over-estimate of total additional parking demand, given the modest assumptions around the percentage of existing users of the gravel pit carpark who will switch to paid parking once the gravel pit closes and the fact that these numbers do not specifically allow for any further natural growth in carpark occupancy as might occur into the future. This assumption follows the principle that parking should be provided sparingly in order to ensure efficiency of use and to drive demand management. It also suggests, however, that future contingency planning should continue to allow for potential on-going growth in parking demand.

7.5 WHERE ARE CARPARKS MOST NEEDED?

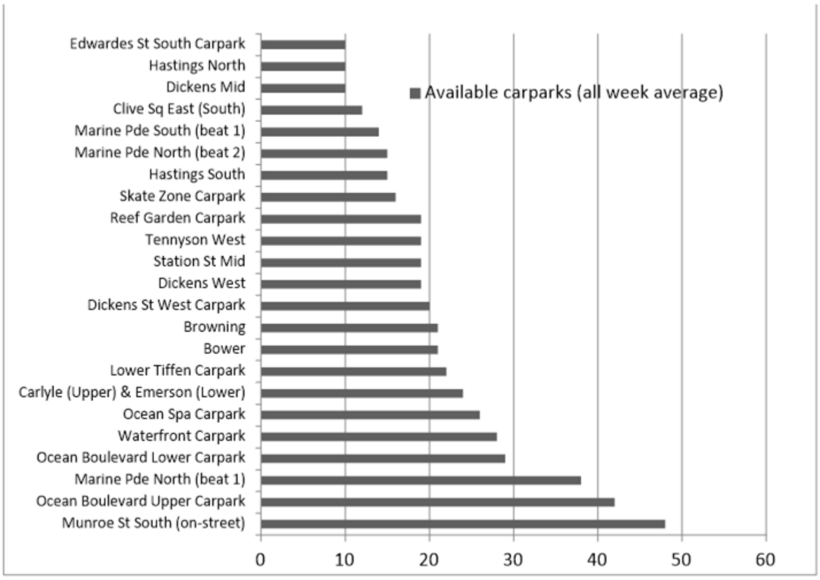
An analysis of 2015 – 2017 parking survey results has been undertaken to establish whether there is a particular 'type' of parking (e.g. commuter versus retail-related parking) or particular part of the CBD that is most in need of additional parking supply.

The results of this analysis show that while there are certainly differences in the level of utilisation of *individual* carparks across the CBD there is no obvious *overall* pattern to suggest that commuter carparks are in shorter supply than inner city shopper parking, or vice versa, or that particular areas of the city have a greater shortage.

The main method used for this assessment was to count levels of 'spare capacity' in each of the individual surveyed carparks and sections of on-street parking and see if certain types of parking or certain areas of the CBD have consistently higher or lower numbers of available spaces. "Spare capacity", for the purpose of this assessment, was assumed to be the difference between 100% occupancy and 'actual' weekly average occupancy).

The results for all carparks with 10 or more 'spare' parking spaces are presented in Figure 8, below.

Figure 8 : Existing 'spare capacity' (100% occupancy minus actual weekly average occupancy)



Note that the Munroe Street 'gravel pit' has been excluded from this graph due to the expected future closure of this carpark. However, if included, it would account for 160 'spare' carparks (based on a capacity of 400 cars versus weekly average occupancy of around 250). That is about three-and-a-half times the level of spare capacity of the next highest parking area on the list.

The graph shows that, aside from the 'gravel pit', the biggest supply of existing spare capacity in the surveyed area is on Munroe Street South. This is a commuter parking area near to the 'gravel pit' but, for most commuters, would mean a longer walk compared with the gravel pit carpark. That is likely to be affecting current usage. The use of this section of street for carparking can be expected to increase, and probably reach capacity, once the gravel pit carpark closes.

The carparks with the second and fourth largest amount of spare capacity are respectively the upper and lower decks of the privately-run Ocean Boulevard carparking building. This carpark is very much in the retailing area of the city although the current 'actual' use is probably at least 50% leased space. Between the two levels there are currently about 71 'spare'/available spaces, on average, during the week. This means that the carpark is generally only about 40% full.

The existing low level of use of this carparking building is considered to be largely a function of the way that it is run rather than where it is located. Immediately next door is the popular Dickens East carpark (the most-used and most expensive NCC carpark in the CBD) which has about a 91% occupancy rate, equating to an all-day average of only 5 spare carparks. This illustrates how much more heavily utilised the Ocean Boulevard carparking building could be if different operating systems were in place – although the popularity of open-air parking versus the use of carparking buildings may also be a factor.

Thereafter, the carparks and streets with the largest volumes of existing spare capacity are a mixture of carparks primarily used for either commuter parking, retail parking or activities along the Marine Parade waterfront, in no particular order.

Altogether, the total weekly average for the number of un-occupied on-street and off-street carparks in any given hour across the CBD is calculated to be about 630 spaces. These are fairly evenly divided between carparks that are assessed as being primarily available for short errands in the inner city versus carparks that are available for all-day commuting.

The implications of this analysis, in terms of where investment is made for the provision of more carparking in the CBD, are that presently the supply of *either* additional all-day commuter parking *or* additional retail-related parking would have more or less equal benefit.

We do, however, make the following additional observations:

1. The above analysis is based only on existing conditions, which includes the fact that the Munroe Street 'gravel pit' carpark is still operating. When the gravel pit closes that will remove a large chunk of the existing all-day commuter parking resource. About 250 cars will be displaced and 400 potential all-day carparking spaces will be lost. This will heavily skew the demand for 'new' carparking in favour of the provision of more all-day commuter parking spaces. This should be anticipated.

2. The provision of commuter carparks can also, indirectly, relieve pressure on retail parking to the extent that there is inevitably a degree of over-lap between the two. This includes in the 'mixed' carparks, where there are areas set aside for all-day parking and other areas for shorter stays, but also the 'unofficial' cross-over where for example on-street P120 carparks are known to be utilised by all-day commuters. Providing alternative all-day parking opportunities would help to push back the tide of encroachment into these areas that are currently intended for shorter stays and higher turn-over.

3. Commuter carparking is more flexible than retail-parking in terms of where it can be located in the CBD because wherever a carpark is located there will always be places of work somewhere in the vicinity and because commuters are prepared to walk much further than shoppers or people on short errands. As illustration: a walking distance of 400 metres (5 minutes walking time), from carpark to a place of work, would take a commuter the equivalent of the entire length of Emerson Street or from Tennyson Street to Vautier Street. This means that any space that is made available for commuter parking almost anywhere in the CBD will find a user, as long as the price is right.

4. By comparison, retail parking is more constrained in terms of where it can be located. The 'ideal' location is within approximately 100m metres walking distance of major shopping streets, with weighting in favour of streets with highest foot traffic. This makes finding suitable sites for inner city retail shopping harder than finding sites suitable for commuter parking, but if such sites can be obtained, they offer the greatest versatility.

5. The other major consideration in selecting a carpark site will be the relationship of the site to existing and preferred traffic circulation patterns. The ideal is that drivers are not encouraged to cruise already-busy pedestrian-focused inner city streets as they search for a park. They should expect to have the best chance of finding a suitable, well-priced carpark on the edge of the shopping area, rather than within it.

6. A further requirement is to ensure that any carparks provided in the CBD have safe and appealing pedestrian access. This means carparks and walking routes that are well-lit and visible and, where possible, with some protection from the weather.

7.6 PRIORITIES FOR PROVIDING ADDITIONAL CARPARKING

There are various possible approaches to the provision of additional parking in the CBD in regard to the way that carparking is physically constructed. Although cost/affordability and the availability of land are obviously major limiting factors, the broader strategy can either prioritise the construction of large-scale carparks or carparking buildings, or the development of dispersed smaller carparks, and/or more intensive utilisation of existing parking space.

The cheapest and easiest solution and recommended first priority is to simply make more efficient use of parking space that already exists. By gains of ones and twos a significant number of 'new' carparks can potentially be created across the CBD as a whole, for example by re-configuring existing carpark layouts, gaining additional spaces where excess space has previously been left (both on-street and off-street), marking carparks in areas that are currently un-marked, and seeking out opportunities to create on-street diagonal parking etc in areas where this can be accommodated. By this process it would be reasonable to expect that somewhere in the order of another 50 carparks, dispersed all around the CBD, could potentially be provided at minimal cost.

Opportunity for making more efficient use of existing parking resource may also extend to private carparks – most particularly the Ocean Boulevard carparking building on Dickens Street, referred to earlier, which has a total of 116 parking spaces but only about a 40% occupancy at present (meaning that on average there are about 70 un-used carparks in the building at any given time). The low level of use is due to a combination of factors including an awkward existing ticketing system; early nightly closing time and uncompetitive pricing. If the existing owner can be encouraged to modify these systems then there would be an opportunity to effectively gain another 50 – 60 carparks (assuming 85% occupancy) in the inner city. This would be in the interests of both the owner and NCC.

The recommended priority thereafter, for additional parking, is to purchase land and construct ground-level carparks. Any size of land area will suit this purpose providing the space allows for an efficient configuration of car parks and almost any location in the CBD will work. This is on the assumption that there will always be a business somewhere within walking range of virtually any CBD parking site. Of greater importance is that sites are located where they will compliment preferred traffic circulation patterns and that they have adequate lighting and visibility for reasons of personal safety and car security. Usage will then be simply dictated by price.

The immediate need, as stated earlier, is for more commuter parking. At present the demands for commuter versus shopper / short-duration errand parking are fairly equally matched but the anticipated closure of the private 'gravel pit' carpark on Munroe Street will change this.

The 'ideal' location for all forms of carparking would be between about 100m and 150m walking distance of the main shopping streets as this is the most versatile area for CBD parking. Within this area parking is suitable for retail-shopping but can if necessary be converted also to commuter parking, depending on the future balance of demand. However if this is not achievable then virtually any site within the CBD will help to relieve parking pressure more generally across the wider CBD.

There is no major advantage in providing a single large carpark, as compared with multiple smaller carparks to make up the required number of parking spaces. A number of smaller dispersed carparks will be equally effective in catering to demand and may actually provide a better solution in terms of bringing carparking within easily accessible range of widely dispersed CBD organisations and businesses and having less visual impact.

The final options but suggested lower priorities involve the construction of a new carparking building or extra level to the existing Tiffin carparking building.

The advantage of an extra layer on the Tiffin parking building is that the land in question is already owned by NCC and effectively already 'committed' to a carparking building. It is also a site very close to the retail centre of the CBD. However, the costs of constructing an additional layer to the building would be significant; the extra layer would have limited alternative use in the event that future needs change; experience shows that drivers are reluctant to use parking buildings compared with outdoor parking areas (due to perceived vehicle or personal security issues with carparks that are out of sight from the street and which require stairs or lifts to access); and while commuters are more willing, commuter parking is not a priority this close to the centre of town. Such carparking can be built elsewhere.

An entirely new carparking building, separate from the Tiffin parking building, would encounter the similar problems and risks but not have the advantage of being able to utilise land that is (in the case of the Tifffin building) already committed to this function. The issue is that once a carparking building is built it will have limited alternative use if, for example, demand drops away or fails to eventuate in the first place.

Carparking buildings and/or extra floors on the existing Tiffin building remain a possibility but for the reasons outlined above it is recommended that this option is held in reserve until such time as other solutions have been exhausted.

7.7 DEMAND MANAGEMENT

The other complimentary component of any strategy for parking in the Napier CBD will be demand management. That is, initiatives to encourage people to utilise other modes of transport whereby the need for carparking is reduced, or to change the timing of their trips into the CBD so that the demand for parking space is spread more evenly through the day.

There are two main components to this aspect of the strategy. The first is to simply maintain an appropriate 'tension' in the level of supply of carparking, and the cost of parking, to ensure that there is a genuine incentive for people to consider alternative methods of transport. The existing policy of setting an occupancy target range of 50% - 85% already effectively achieves this, in combination with the pricing of car-parking, especially now that the growing demand for carparks has begun to push at the upper limits.

The second and supporting requirement is to ensure that there are indeed viable transport alternatives and that these alternatives will have the effect of reducing traffic and the demand for parking in the CBD.

Detailed recommendations for specific initiatives to promote alternative (non-private vehicle) methods of transport are beyond the scope of this report but may potentially include the following:

Public Transport

Improving the availability, convenience and affordability of public transport is one way to encourage more people to leave their own private motor vehicle at home. In the Napier situation this is likely to be limited to improvements to public bus transport.

Improvements may include a greater number of bus routes and regularity of services. The costs of providing these additional services (which are already subsidised) would need to be assessed against likely up-take and consequent effect on reduced car usage and demand for parking.

Cycle-commuting

The most important requirement for promoting cycle-commuting is to ensure that cycling into the city is safe. This will require a strategic plan to assess and determine preferred cycle-commuting routes and a programme of investigations and works to identify and fix or mitigate potential cycling hazards.

Within the city itself there may also be opportunity to provide better facilities for cyclists – especially those who choose to cycle-commute on a regular basis. For example, although there are already bike stands around the CBD, consideration could be given to providing more sheltered / rain-protected secure cover. Regular commuter-cyclists are unlikely to use stands that they feel are unsafe or where their bike will be daily exposed to rain, salt spray and UV damage.

A further idea is be to investigate ways to encourage the greater use of e-bikes. These bikes extend the range and therefore potential number of would-be cycle-commuters and are likely to become increasingly affordable and popular in the future. Facilities such as in-town charging stations (possibly free / solar-powered) and/or secure lock-ups, along with the road safety improvements discussed above, could help to make this method of transport more appealing for commuters and other visitors to the CBD.

Shuttle Services

The on-going development of driverless cars may in future open opportunities for driverless shuttle services between the inner city and outer-city parking areas. In this scenario it is envisaged that drivers would park their private cars on the periphery of the CBD and catch one of a number of continuously-available driverless shuttles to their inner-city destination.

In the longer term it is possible that private motorcars are largely replaced by fleets of driverless taxi-vehicles, in which case the need for inner city parking in general would be significantly reduced.

Clearly the technology is not yet available for this kind of service but it is useful to look ahead to what may exist in the future and how this could affect parking demand.

8. OTHER ISSUES

8.1 IS 'PAID' PARKING WORKING FOR TARADALE?

The single biggest change to parking in Taradale over the past 10 years was the introduction of paid parking in conjunction with the upgrade of the main street in 2010. The choice at the time was that either Taradale retain free parking but accept an increase in rates to pay of the upgrade, or, as happened, use parking fees to recover the cost of the $3.1M spent on this work. The motivation for these improvements at the time, in 2010, was the prospect of a potential decline in retailing in Taradale following the relocation of a couple of major retailers from the area. The downtown upgrade was designed to make the downtown a more attractive and appealing place for shoppers to visit, which it has done.

The system of using parking revenue to pay for downtown improvements is not unique to Taradale. Similar arrangements, through the set-up of what are usually referred to as "parking benefit zones" or "parking benefit districts" have been successfully applied elsewhere around the world for exactly this same purpose – as a source of revenue to fund works that keep the downtown area fresh and interesting.

Nevertheless, seven years on from 2010 and the issue of paid parking in Taradale is still debated by some, and was an issue raised by a number of respondents in the on-foot survey of Gloucester Street retailers – several of whom felt that retailing has suffered as a result of the introduction of parking charges.

The argument against paid parking was mostly presented in the context of the older shopping demographic in Taradale. Interview respondents said that many of the local elderly shoppers have never adapted to paid parking and are deeply upset (and blame the township) if they mistakenly over-stay on a parking space and receive a ticket. As one retailer described it: if an elderly customer gets a ticket, "*it doesn't just ruin their day; it ruins their month. They blame it on Taradale, and they don't come back*".

The situation is not helped by the also-reported tendency of elderly shoppers to pay as little money as possible for parking, even if it is a matter of just a few cents, and to consequently keep their shopping visits short. This means that they are not as likely to linger in town and means also that they are going to be more prone to getting a ticket (and leaving with a bad impression of Taradale) if they cut it too fine. They are also less fit and able to make trips back and forth to the parking meter to top it up if they find they actually need more time.

Furthermore, because there is generally very little up-take of the Napier parking App among the elderly, they are reliant on walking to and physically inserting coins into the meter in order to extend their time. By not using the App they also miss out on the potential savings from being charged only for the time that they are actually parked. Instead, they rely on pre-guessing how much time they are likely to need, and try to fit their shopping around that time limit.

This is a genuine issue, but whether the solution is to actually revert back to 'free' parking in Taradale is another question altogether. A reversion back to unpaid parking would in turn produce its own issues, starting with the need to find some other way to pay off the remainder of the cost of the 2010 street upgrade, which is not yet fully paid. It would also remain to be seen how such a move would impact on the availability and turnover of carparks and whether prime downtown carparks would start to be taken up by commuters, as it was in the past. Even now, some of the spaces in the Lee Road carpark, which are supposedly 3-hour limited, are reported to be used effectively on an all-day basis by some local office/retail staff. The use of these already-limited carparks for all-day parking would almost certainly increase if the parking was free.

It would also raise questions over how any future upgrades / refreshing of the Taradale downtown area could be funded if the use of parking revenue was no longer an option. The challenge for retailing, now and in the future, is to remain relevant and to differentiate from the large format retail stores. That will not happen without constant re-thinking and refreshing of the downtown retail experience, which in turn is likely to require periodic expenditure. If the ability to collect and use parking revenue is taken away then there is a genuine possibility that this work simply won't happen and a risk that the Taradale downtown area will fall behind.

Whether a reversion back to free parking would actually translate into improved returns for Taradale retailers is also debatable. The recent (2017) experiment with free downtown parking in Hastings was unsuccessful in this regard. Hastings shoppers were reportedly happy to receive the free parking but in the end it made little difference to the volume of local retail sales, did nothing for the turn-over of carparks in the downtown area, and left a revenue gap for the District Council that had to be met from rates. The same experiment has been tried in other towns and cities in New Zealand and has generally come back with the same result. Each time what it illustrates is that a small charge for parking is not a major impediment for people to come in to the downtown area, but what visitors do expect is that the downtown experience will be worth it. That in turn is a function of the environment created in the downtown area. It is not just a matter of making the downtown a cheap and easy place to buy things.

On balance, therefore, we do not see it as feasible or advisable to remove paid parking from Taradale. The problem with resistance among the elderly toward having to pay for parking is acknowledged but, we suggest, may be better tackled in other ways. That might include, for example, promotional campaigns for elderly shoppers in which they can access subsidised parking at certain times.

That could be through the use of the parking App. If free or cheap parking is on offer, and they are assisted in learning how to load and operate an App, they may be persuaded to use it. Such promotions could possibly not only encourage more elderly shoppers in to Taradale but also give them a sense of value in what they are receiving. There is no recognition of value in getting something for free that is already free, but there is in getting for free (or at least cheaper) something, like parking, that is ordinarily charged for.

8.2 SHOULD NCC PROVIDE LEASED PARKING?

Napier currently has about 320 leased carparks. These are presently fully occupied and there is a waiting list of people wishing to secure a space.

Most if not all New Zealand cities of comparable size to Napier (population 56k) also provide leased parking. For comparison, the following is a list of city councils that have been contacted and the number of leased parking spaces that each council is reported to have:

Table 6 : Leased Parking in Comparable NZ Cities

City	Population	No. of Leased Carparks
Whangarei	50k	100
Tauranga	110k	700
New Plymouth	49k	170
Nelson	59k	40
Dunedin	114k	650
Invercargill	47k	193

For the user, the benefit of a leased carpark is that it provides the certainty of an assured parking space that is within walking distance of their place of work. This means that commuters who have a leased carpark know in advance exactly where to go each day and can travel there directly at any time and not have to resort to cruising for a park or shuffling between P120 carparks over the course of the working day. They only have to park once, and are likely to be prepared to walk a little further (once in the morning and back again in the evening) for the certainty and convenience that a leased carpark provides.

For the Council the advantages are that, with appropriate placement and pricing, and with the user-incentive of a 'guaranteed' parking space, leased carparks can provide a means of drawing commuter parking away from the inner city to free up retail and business-errand parking space in the downtown area. Leased carparks are also generally cheaper and easier to set up and administer because there is no metering and therefore less maintenance and no enforcement required. They can be established virtually anywhere in the wider business district (because businesses are all throughout the CBD, not just in the downtown area) and, because of their relative simplicity, are adaptable for either later conversion to metered parking or for disposal and re-sale as needs and/or circumstances change.

The main strategic requirement is to simply ensure that the placement of leased parking is arranged so that it is set back from areas that would otherwise be well-utilised for high-turnover casual metered parking (a priority for the central downtown area). As a general rule, if the rate of occupancy is likely to be consistently lower on a given site with leased parking, versus equally-priced metered parking, then leased parking would not be the preferred form of parking in that area. A further guide is that it should not be established within 100m walking distance of any downtown continuous retail shopping strip, and that preferably a set-back distance of at least 200m should be allowed.

The existing arrangement of leased parking in Napier already largely conforms to this pattern. There are at present no council-leased carparks in the block either side of Emerson Street nor either side of the continuous retail sections of Hastings, Dickens, Dalton and Tennyson Streets. In the block beyond there are a few leased carparks but these comprise only a small percentage of the whole and are still more than 100m walking distance away from any continuous retail strip. The bulk of the leased carparks are instead located south of Station Street. In this location they will be having almost no adverse impact on the availability of casual parking in the downtown shopping area. They will instead be providing a pressure-relief for commuter parking that would otherwise be likely to reach into and overlap with the retail parking in this area.

There is also a moderate amount of NCC leased parking to the north of Emerson Street – mainly to the rear of the Municipal Theatre. This is nearer to the downtown area than the leased parking areas to the south, making it not as ideal for leased parking, but is constrained from getting any further away by the physical obstacle of Napier Hill. There is nevertheless, for most of this leased parking, still at least a 100m separation from the nearest continuous retail strip.

It is concluded that overall, as long as this general strategy of maintaining an adequate separation distance between leased parking and downtown retail areas is adhered to, the provision of leased carparking will remain a valid and useful part of the overall mix of parking opportunity in the city. These carparks service a need, take pressure off the critical downtown area, and provide a relatively simple, adaptable, low-maintenance solution for commuter parking in the CBD.

8.3 SATURDAY USE OF LEASED CARPARKS

As part of the interview phase for this report the holder of one of the Napier City Council leased carparks expressed concern at the fact that, as a retailer who works on Saturday mornings, he is unable to be assured of the use of his leased carpark (one of the parks next to Pit Stop, on Tennyson Street) because the lease only covers Monday to Friday. He will often get to town for work on Saturday mornings, when the leased sites are available for general use, and find his carpark already taken. He then has to either take someone else's weekday leased park (if any remain unoccupied) or pay for a park in the pay & display.

This highlights two issues:

1. *Charging for General Public use of Leased Carparks on Saturdays*

There is an anomaly in the way that leased carparks are currently available for general public use on Saturdays, free of charge, when pay & display parks literally right beside the leased parks are charged for. Naturally, the leased parks are taken first on Saturday mornings, because they are free. Yet there is no obvious reason for making them free of charge at these times. Saturdays are now major shopping days, with parking generally charged for and in high demand. It therefore makes sense that charging should also be extended to the leased carparks in the vicinity of the main retail area at these times, if outside the period covered by the relevant lease.

For leased carparks that are within a pay & display area the solution is to amend the existing signage to identify the carparks as pay & display rather than 'free' on Saturdays.

For leased parks that are *outside* pay & display areas, and/or not conveniently close to a pay & display ticket dispenser unit (for example, the leased sites to the rear of the Municipal Theatre, which are too far removed from a pay station to make this work easily) this would be more difficult. These carparks may have to be left as they are – meaning that they are available, free of charge, for general public parking on Saturdays. Alternatively, there may be other systems of payment that can be used in place of pay & display for these carparks on Saturdays, including the use of App-based payment systems or the use of some of the current stock of spare pay & display kiosks that are understood to be in storage at NCC. These options should be further investigated.

2. *Demand for Saturday Leased Parking*

It is apparent that there is a demand for leased carparking to be extended into Saturday morning, for some lease-holders. This will be a minority of leaseholders – primarily those in retail, who work Saturday mornings – but potentially affecting a significant number overall. If so then it would be reasonable to try to cater to this demand in the same way and for the same reasons as leased carparking is currently provided through the Monday to Friday working week. It is recognised that for most retailers Saturdays are now a normal working day and that Saturdays are now also days of high demand for parking in the retail area of the inner city.

What is unknown at this point is how many lessees would want to take up this option if it was offered. Also to be established is how much extra should be paid by lease-holders for extending leases into Saturday mornings. We assume that the additional charge would be directly proportionate to the cost of the weekday lease but based on an 8am till 2pm occupation period for Saturdays (the period on Saturdays when parking is charged for).

A more difficult problem is how this would be administered. Not all lease-holders want Saturday parking (or at least wouldn't want to pay for it) and it would not be feasible to have a mixture of leased carparks, all in the same carparking area, where some are exclusively for use of the lessee on Saturdays and others are available to the general public. It would most likely require a dedicated leased carparking area where all carparks are leased Monday to Friday and through to 2pm on Saturdays.

To establish if this is feasible it would be necessary to firstly poll existing lease-holders to see how many would be interested in extending their leases into Saturday morning. If there is a sufficient number to create a dedicated 6-day leased carparking area then the next challenge would be to determine where that area will be and whether it is then possible to shuffle some of the leased carparks about (sorting the Saturday from non-Saturday users) to create this carpark, with appropriate signage.

As an alternative there may be technological (App-based) solutions. For example, retaining the ability for the general public to use all leased carparks on Saturday mornings but allowing lessees to switch to other carparks (e.g. pay & display carparks) with no separate charge. Or enabling lessees the ability to effectively 'sub-lease' their carparks on a casual basis on Saturday mornings, via an App.

8.4 SUNDAY PARKING

In the Napier inner city there is now an increasing popularity for Sunday shopping. This is resulting in pressure on the retail-shopping parking resource. That is in part because, as a legacy of the days when there was little or no Sunday shopping, the parking on Sundays remains free. The absence of a charge also means that retail workers are tempted to park their own cars on the shopping streets while they go to work.

The level of parking now observed on Sundays indicates that this policy needs to be re-visited. It also suggests that there may now be value in extending the annual parking surveys into Sunday so that data can be gathered and trends followed over time.

If paid parking is introduced on Sundays this may only need to be applied to certain key shopping streets where the main pressure exists.

8.5 PARKING FOR INNER CITY APARTMENT LIVING

It is possible that inner-city apartment living will become more of a feature in the Napier CBD in the future. If so, and if apartments are located in the CBD parking exemption area, then they will be exempt from the need to supply on-site carparks. The issue is whether such activities and concentrations of people living full time in the city could cause an over-load of parking resources in the vicinity of such apartments.

For people choosing this style of living, in apartments where carparks are not provided, the choices are to either:

1. Live without a car;
2. Have a car but store it out of the city;
3. Have a car and park it on the street wherever a space can be found; or
4. Lease a carpark

Of these options, the first two would have no material impact. The third option – parking cars on the street – will be subject to normal parking controls in the central CBD but could result in people making long-term use of 'free' all-day parking areas around the edges of the CBD, which are currently used by commuters, if apartments are located on the CBD periphery.

A current example is the use of the free all-day parking at bottom of Shakespeare Road by some residents of the McLean Towers apartments. Ownership of an apartment in this complex does not bring with it an automatic right to use the on-site parking. It is understood that some of the residents of the building therefore park on the street. In so doing, these cars are effectively using space that would otherwise be available for suburban commuters and other visitors to town.

If these same cars are used by their owners through the day then the carparks will be freed up for use by others. But if it is just a convenient place for an apartment resident to park a car, for example only for occasional weekend use, then that becomes a less efficient use of sought-after commuter parking space.

A similar outcome could occur, for example, if an apartment without on-site parking was constructed in the vicinity of the Edwardes Street carpark or Munroe Street.

These potential impacts are acknowledged but, on balance, we suggest that there is not sufficient reason to change the existing parking exemption rules for the CBD or restrict the development of inner city apartment living as a response to this issue. The Council will always have the ability to change parking controls in areas where problems might start to occur. To some extent the risks or fear of break-in attached to leaving cars parked out overnight in the CBD will be a self-limiting factor.

Of greater concern will be if inner-city apartment residents were to take up large numbers of NCC leased carparks around the inner city as a way to conveniently 'store' their cars. This would mean giving up space otherwise available for inner city workers to residents who may only intend to use their car on weekends. In effect the Council would be providing a residential-style parking opportunity in the inner city commercial area. This would be an inefficient and low priority use of limited NCC parking space.

At the present time this is not a significant issue because of the relatively small number of permanent inner city residents. There is also currently no 'secure' over-night NCC leased parking available in the city which means that cars on leased sites must be left outside. However, in the event that secure over-night parking is provided by NCC in the inner city in the future there is the potential for these carparks to become an easy solution for inner city residents to simply store their cars. This would defeat the idea of car-less inner city living and exclude the use of the same carparks by CBD commuters.

This issue requires further consideration in respect of the development of policies for the allocation of secure inner city carparks, should such carparks come available through NCC in the future.

8.6 REAL-TIME PARKING INFORMATION

Future improvements in the efficiency of use of carparking space, including reductions in the amount of time, fuel and congestion expended by drivers in searching for carparks, will be possible through advances in information technology.

The ideal future scenario will be that drivers know, before they even arrive in the city, where the nearest vacant carpark to their destination is at that moment so that they can drive straight to it, and possibly even 'book' and pay for it in advance.

It will be some time before both cars and carparks are likely to have this level of in-built technology but it is a direction that NCC should anticipate, plan for, and incrementally move toward as opportunity and funding allows.

In the interim there is opportunity to at least improve information on parking space availability in the Tiffin carparking building. With these types of facilities it is hard for passing drivers to know if there are vacant spaces and inconvenient to drive inside and check. Parking sensors and electronic on-street sign-boards showing the number of available carparks can improve on this.

It is recommended that this technology be further investigated for use on the Tiffin carparking building.

NAPIER PARKING STRATEGY

ACQUISITION GUIDANCE REPORT

Prepared for Napier City Council
by Birman Consulting Limited
6 November 2018

1. Introduction

The following is a supplementary report to the Napier Parking Strategy (September 2018), prepared to address questions relating to possible further land acquisitions by NCC for off-street parking in the Central Business District (CBD). The following questions are considered:

1. Is further off-street carparking needed in the CBD?
2. If so, *how much* extra carparking is required?
3. What '*type*' of carparking should be focused on? and
4. *Where* are the best places to look to acquire land for new carparks?

2. Is More Off-Street Parking Needed?

The Parking Strategy Report (2018) finds that there is currently a shortage of carparking in the Napier CBD. This conclusion is based on an assessment of parking survey results from 2007 to 2017 and in particular the results of the last two surveys (Dec 2016 & Dec 2017) which indicate that parking occupancy rates in the CBD have begun to exceed the maximum policy guidance level of 85% occupancy set by the NCC Long Term Plan[1]. This means that under existing NCC policy there is now officially a supply-demand imbalance for parking in the wider CBD.

The 85% maximum occupancy target is consistent with the target 50% - 85% range used in other cities around New Zealand and overseas and is, therefore, a widely-accepted guidance value.

It is acknowledged as possible that the 2016 and 2017 survey results were unusually high and therefore short term aberrations. However, with the two successive years showing the same consistent pattern; with continued anecdotal evidence of a parking shortage; and with further significant reductions in the total amount of parking available in the city since December 2017 (particularly with the loss of the Munro Street 'gravel pit' carpark), it is reasonable to expect that the same if not higher rates of over-occupancy will be recorded in future surveys if the current imbalance is not corrected.

Some of the imbalance can be addressed through 'demand management' (that is, by intentionally constraining parking supply while promoting other alternatives to the use of private motor vehicles) but it is apparent that, in addition to such measures, more actual parking space will still be needed.

[1] For the purpose of this assessment the measurement of parking occupancy against the target occupancy range has been based on CBD-wide hourly (rather than daily) average occupancy rates.

3. How Much Extra Parking is Required?

The analysis provided in the Parking Strategy report concludes that about **185** more carparking spaces are now required in the CBD to re-balance supply and demand.

This figure (185) comprises three parts. The first is a simple comparison between the amount of 'spare capacity' that currently exists in the Napier CBD and the amount of spare capacity that *ought* to exist if the maximum target occupancy rate was 'just' being achieved. This can been calculated as the difference between the 'actual' number of un-occupied carparks across the CBD, as recorded in the parking survey results, versus the number of un-occupied carparks that would be available at the target maximum occupancy rate[2]. The results indicate that as at the time of the last (2017) parking survey the CBD was about **45** carparks short.

Since the 2017 survey was completed, however, there has been the closure of the privately-owned Munro Street 'gravel pit' carpark. This is the second factor. The gravel pit carpark was on former railway land and was used informally as a free parking area for many years until mid-2018 when it was passed over to a successful treaty claimant group. There had been, until then, about 250 cars parked in this carpark on a typical working day. Those cars have now been removed in readiness for the development of the site.

A survey of users of the gravel pit carpark prior to its closure suggested that, after closure, around 40% of cars displaced from the carpark would be likely to seek out paid parking elsewhere in the CBD with the remaining 60% prepared to find other alternative free parking and just walk further. On this basis it has been estimated that the effect of the closure of the gravel pit carpark, on its own, will be to increase the demand for parking within the NCC metered parking precinct by the equivalent of about another **100** cars (40% of 250).

The third factor is an adjustment for loss of spare capacity in the greater CBD now caused by the closure of the gravel pit carpark. Prior to its closure, this carpark provided a significant part of the overall 'spare' parking capacity for the city. The loss of the carpark means that this previous spare capacity is also now lost and has to accounted for. The effect is estimated to be an equivalent loss of about **40** carparks for the CBD as a whole.

The combined number is an estimated shortfall of 185 carparks, as above. The Parking Strategy report in fact concludes that this is more likely to be an under- than over-estimate due to the conservative nature of the supporting assumptions which have been intentionally designed to favour maintaining a slightly 'tight' parking supply.

[2] For this calculation a weekly, rather than hourly, target occupancy rate has been used as weekly averages provide a more 'stable' figure. The chosen weekly average target value is 70%. This has weekly value been found to correspond more or less with periods in which CBD-wide hourly averages of 85% begin to occur.

4. What 'Type' of Parking should be Focused on?

There are two broad categories of parking in the CBD – 'retail' parking (i.e. short-stay parking for retail shopping and business errands), and 'commuter' parking. The layout and management of parking in the CBD is designed give priority to retail parking in and around the downtown shopping area to ensure a high level of turn-over of carparks. Further out from the downtown area the parking then transitions over into longer-stay parking, suitable for commuters, including areas with all-day discounts and options for leased parking.

The concept is for commuters to be encouraged to park outside the downtown area and walk from there to their place of work – thereby keeping downtown carparks available for multiple other users, staying for short periods of time, over the course of the day.

The two forms of parking are distinct but there is also a degree of cross-over in the transitional areas – that is, with commuters encroaching into the downtown area or downtown periphery. The amount of cross-over by commuters is influenced by the availability, convenience and the relative price of parking in commuter-parking areas.

The Parking Strategy report finds that prior to the closure of the 'gravel pit' carpark there was a more or less equal shortage of both retail and commuter carparks. The rates of over-occupancy of carparks in the CBD showed no discernible pattern of difference between the two areas – suggesting that the provision of either additional commuter parking *or* additional retail parking would have a similarly beneficial effect.

However, with the closure of the 'gravel pit' carpark and consequent displacement of approximately 250 commuter cars, the need for additional parking is now more clearly skewed toward meeting the needs of commuter parking. Due to the cross-over effect, the provision of commuter carparks will in any case also indirectly relieve pressure on the retail parking areas. For this reason it is recommended that the provision of more commuter parking space should be the priority at the present time.

Commuter carparks can be provided as either metered (e.g. pay & display) carparks or as leased carparks. Those on the periphery of the downtown area tend to be metered as this gives flexibility in terms of their use as either commuter carparks or as retail over-flow, and means that these carparks are available to anyone. Those further away from the downtown area are predominantly leased, which gives certainty to users and has minimal on-going enforcement cost for the Council. In areas of lower competition for carparks it is also possible to provide lower-cost or even 'free' commuter parking. The 67-space Edwardes Street carpark, for example, was originally a free commuter carpark before it was converted to leased parking following the closure of the gravel pit carpark in mid 2018.

In regard to the physical form of any new parking, to provide the additional number of required carparks, the Parking Strategy recommends as a first priority simply getting more efficient use out of existing parking space. For example by re-configuring existing parking areas to fit additional car parks, converting on-road carparks to diagonal parking and marking currently un-marked parking areas. By this means, in ones and twos, it is estimated that as many as 50 of the target 185 extra required carparks could potentially be created without further land acquisition. This could also include getting better efficiency out of existing *private* carparks such as at the Ocean Boulevard parking building.

The report recommends as second priority the acquisition of land for ground-level carparks and as third priority either the provision of an additional layer on the existing Tiffin parking building or construction of a new parking building in the city. Parking buildings are the least preferred option because of the high cost of construction, limited alternative use (in the event of a change of future needs in the CBD, resulting in the asset being sold), and user resistance to parking buildings.

5. Where are the Best Places for New Carparks?

In this report, and in the Parking Strategy report, an increased supply of *commuter* parking is identified as the main priority at the present time. This is mostly as a result of the recent closure of the 'gravel pit' carpark and the significant loss of parking spaces that has followed.

Fortunately, with commuter parking, there is a much larger scope of area in which to look for possible land acquisition. Businesses and public service offices are located throughout the CBD and commuters, unlike shoppers, are generally prepared to walk further to get between their car and destination at their place of work. A walking distance of 400m is not unreasonable, and in Napier 400m is equivalent to walking about a third of the total length of the CBD. This means, in effect, that commuter carparks can be located almost anywhere in the wider CBD as there will generally be a number of businesses of various sort within walking range.

The periphery to the downtown area remains the most 'versatile' place for new carparking since carparks within this transitional area have the potential to serve *both* retailing and commuting. But if the focus is primarily on fixing the current shortage of commuter parking then the area for consideration becomes much larger.

Such carparks, for commuters, do not have to be concentrated at the centre. Nor do they have to be in one single place. There is in fact good sense in providing a scatter of smaller carparks throughout the CBD for improved coverage and lower visual impact (per site) relative to larger sites. Scattered smaller sites may also prove easier to dispose of in future if needs and circumstances change.

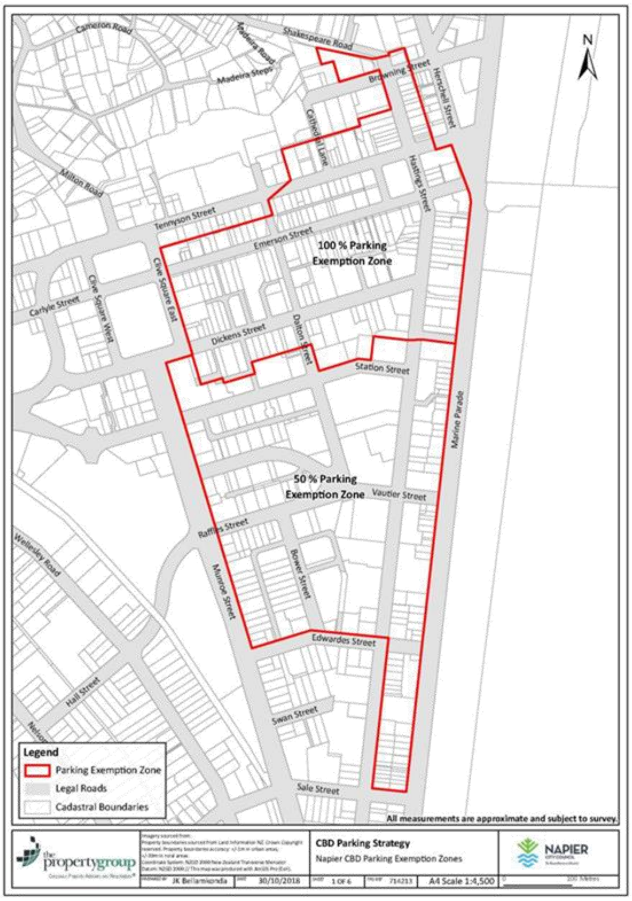
To further assist in the identification of possible areas for acquisition of land for carparking, the following series of maps is presented. There are 6 maps altogether. These are intended to:

a) Define the extent of the area where additional CBD parking would be feasible;
b) Provide context for the existing pattern of off-street carparks in the CBD;
c) Offer guidance on more and less preferred locations; and
d) Identify specific areas where new off-street carparks should *not* be provided.

Map 1 : Napier CBD Parking Exemption Zones

Map 1 shows the current extent of the 100% and 50% 'parking exemption zones' in the Napier CBD. In the 100% exemption zone businesses are not required to provide any on-site parking under the District Plan but instead pay an annual rate to the Council for the Council to provide parking on their behalf. In the 50% exemption area businesses are required to provide half the amount of on-site parking otherwise normally required by the District Plan and, in return, pay half of the additional annual rate.

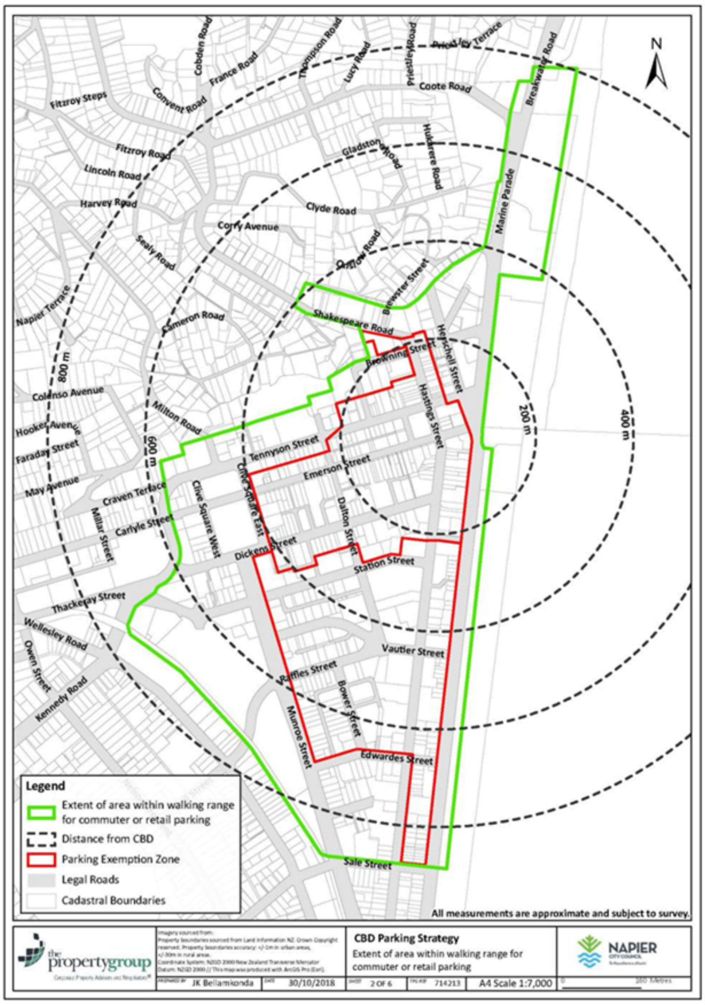
This map is provided partly for context but also as a reminder of the relative importance of Council-provided carparking in and around the 100% exemption area. In this area a higher annual rate is paid for parking and it is entirely upon the Council to ensure that there is sufficient carparking available here. In the 50% exemption zone, building-owners take a share of that responsibility and pay a lower rate accordingly.



Map 2 : Extent of Area within walking Range for Commuter or Retail Parking

Map 2 shows the extent of what is determined to be, in this report, the potential area of interest for land acquisition for new parking space. The extent of this area is marked by boundaries that are likely to define, for most people, the natural walkable range for potential commuters. Boundaries include such feature as the base of the hill, the railway line to the west, and a busy 3 to 4-lane road crossing at the western end of Tennyson Street. Also shown, for reference and scale, are the distances of all points on the map from the centre of the downtown area (taken to be the junction of Emerson and Hastings Streets).

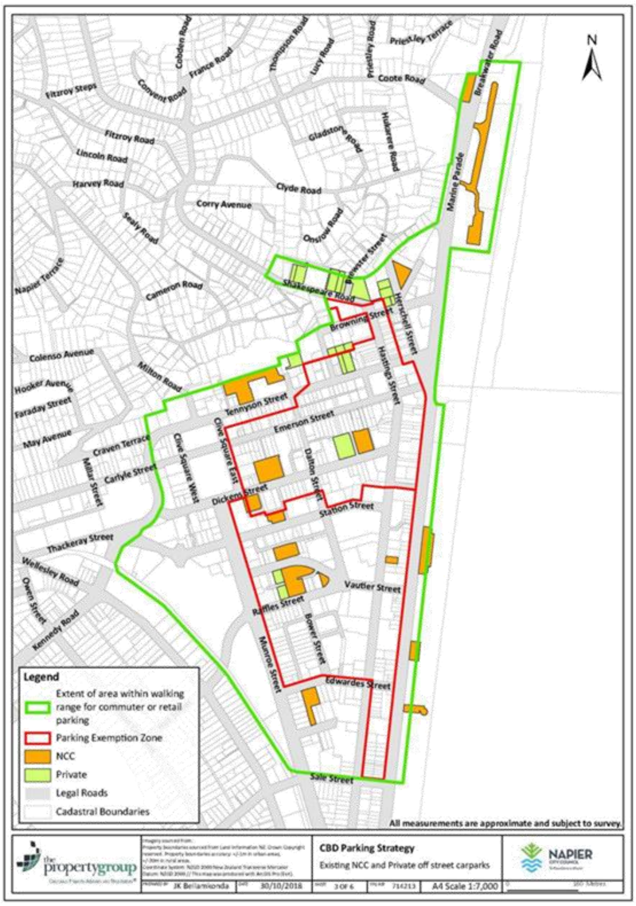
This map effectively defines the possible extent of the acquisition search area.



Map 3 : Existing & Private Off-Street Parking

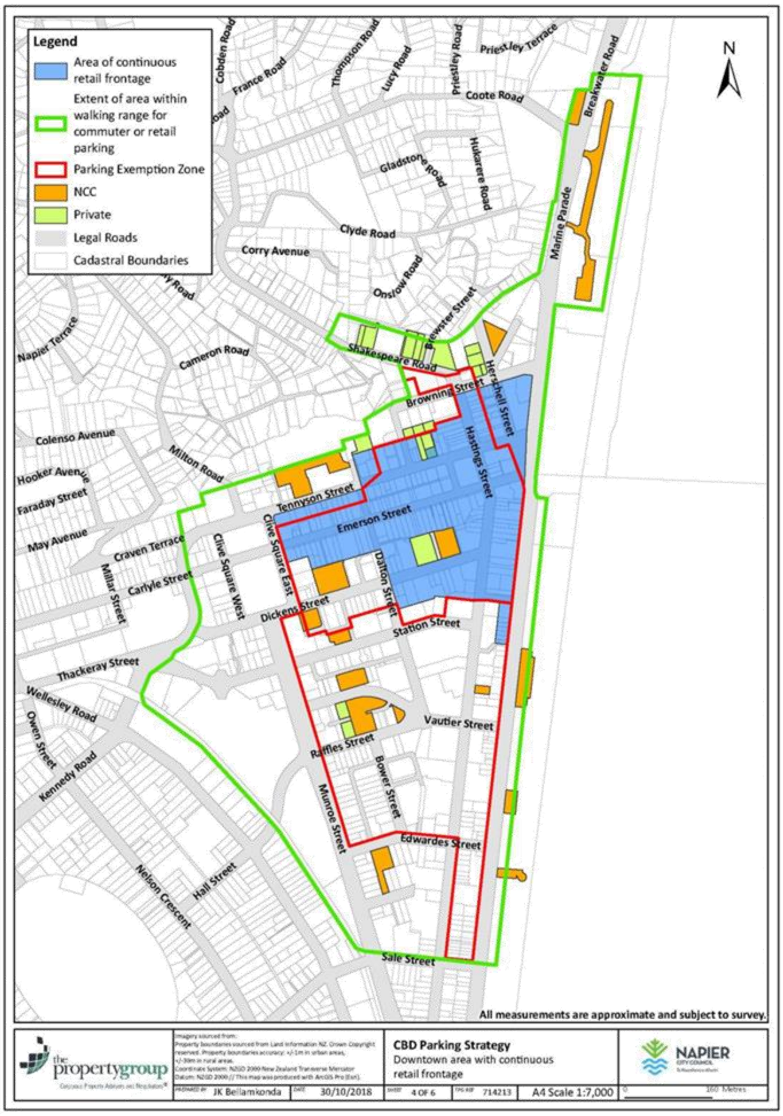
Map 3 overlays onto Map 2 the configuration of existing off-street carparking (both NCC and private) in the Napier CBD. The purpose of this map is to give context to the current layout.

Features of interest include the number of privately-owned leased carparks, especially at the base of Shakespeare Road, but also to the rear of the Cathedral and in the Ocean Boulevard building on Dickens Street. These private carparks, like the former 'gravel pit' carpark, have no long-term certainty and could therefore also potentially be considered for possible acquisition. Although this would not increase the current supply of carparks, and therefore would only be a partial solution, it would protect against future loss. The map also shows the areas in the greater CBD where there are larger spaces without nearby carparks. If the concept of 'scattered' commuter carparks is to be followed then these areas could be more closely investigated.



Map 4 : Downtown Area, Unsuitable for new Off-Street Parking

Map 4 shows what in this report is defined as the main 'downtown area' of the CBD. In this area it is imperative to maintain the continuity of the retail frontage. Ground-level off-street carparks within this area have the potential to disrupt the connectedness of the retail frontage by creating 'dead-zones' of street-front parking. It is recommended, therefore, that this area should be excluded from any land acquisition search for parking purposes.



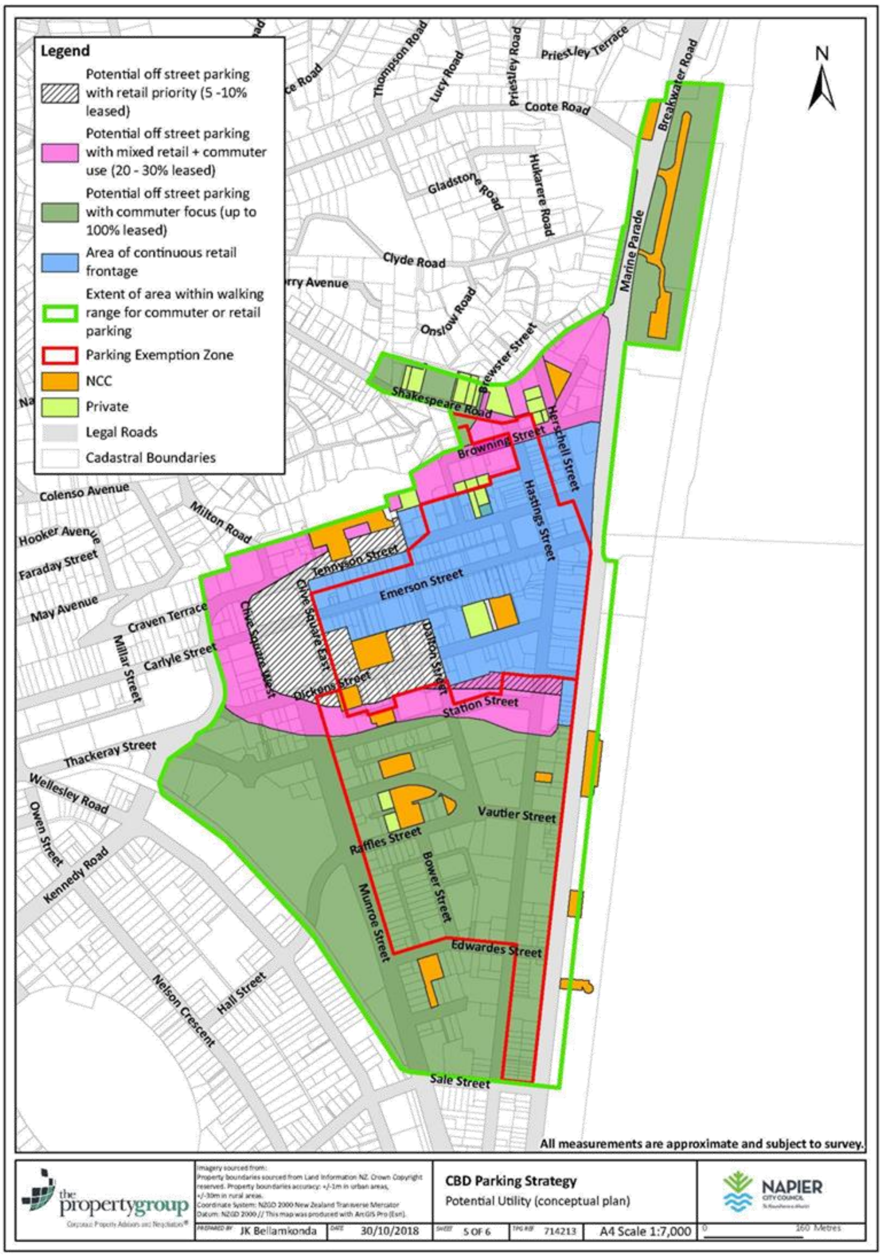
Map 5 : Versatility of Use

Map 5 (refer next page) is a conceptual plan showing the potential utility of different areas around the CBD for off-street parking.

Central to the map is the 'downtown area' (as defined in Map 4) where it has been recommended that there are no land acquisitions for parking, but beyond this (mainly to the west and south), is a narrow band where parking could potentially be created. These locations are close to the downtown area and would best suit retail parking but, conversely, would be less suitable for commuter parking (able to accommodate, say, 5 – 10% leased).

The band beyond this (shaded in pink) illustrates a transitional 'mixed' parking zone, suitable for spill-over retail parking but also potentially suitable for commuter parking (say, 20 – 30%). This would be the most 'versatile' area for parking acquisitions insofar as it is an area that can be adapted to changing demands over time. However, it is also a relatively narrow search area where there are likely to be fewer opportunities for acquisition, and where the cost of land purchase will be higher.

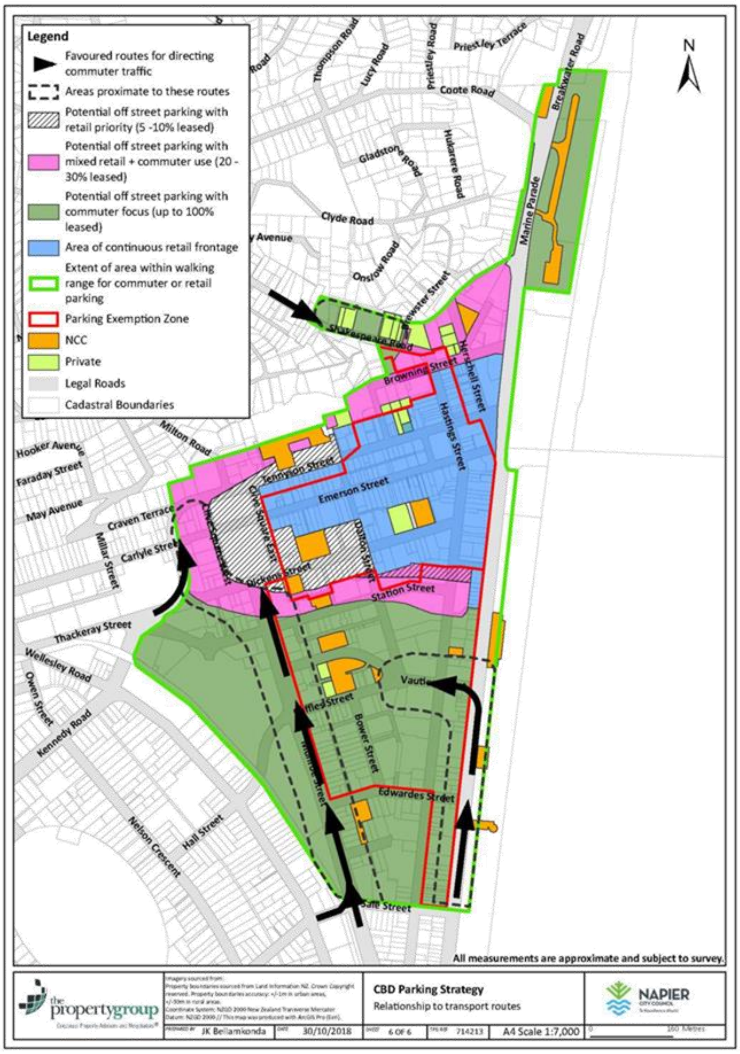
The remaining outer band is identified as an area suitable for general commuter parking (up to 100% leased). The preferred model for acquisitions in this area would be for incremental purchases of scattered sites. An incremental process would allow the effects of each progressive acquisition and site development to be assessed; would provide a scatter of sites for scattered businesses; and keep the Councils options open in regard to possible changing future needs.


Legend
Potential off street parking with retail priority (5 -10% leased)
Potential off street parking with mixed retail + commuter use (20 - 30% leased)
Potential off street parking with commuter focus (up to 100% leased)
Area of continuous retail frontage
Extent of area within walking range for commuter or retail parking
Parking Exemption Zone
NCC
Private
Legal Roads
Cadastral Boundaries
N
Thompson Road
Lucy Road
Priestley Road
Priestley Terrace
Breakwater Road
Coote Road
Gladstone Road
Hukarere Road
Clyde Road
Marine Parade
Onslow Road
Brewster Street
Shakespeare Road
Herschell Street
Browning Street
Hastings Street
Colenso Avenue
Milton Road
Hooker Avenue
Faraday Street
Tennyson Street
Emerson Street
May Avenue
Craven Terrace
Clive Square West
Clive Square East
Carlyle Street
Millar Street
Dalton Street
Dickens Street
Station Street
Thackeray Street
Wellesley Road
Vautier Street
Owen Street
Raffles Street
Kennedy Road
Bower Street
Munroe Street
Edwardes Street
Nelson Crescent
Hall Street
Sale Street
All measurements are approximate and subject to survey.
the propertygroup
Imagery sourced from:
Property boundaries sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas.
Coordinate System: NZGD 2000 New Zealand Transverse Mercator
Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).
CBD Parking Strategy
Potential Utility (conceptual plan)
NAPIER CITY COUNCIL
JK Bellamkonda
30/10/2018
5 OF 6
714213
A4 Scale 1:7,000
0
160 Metres

Map 6 : Other Considerations – Traffic Circulation

A final high-level consideration in the preferred areas to search for sites for acquisition is compatibility with existing (or future favoured) traffic circulation patterns.

The ideal is to locate carparks where users will arrive, knowing that they are likely to find a park that is 'near enough' to where they are going without having to pass through traffic-sensitive areas and/or be tempted to circulate around the inner city to find a 'better' spot. Map 6 shows suggested favoured traffic routes where this could be a factor.



6. Detailed Site Evaluations

The preceding maps provide a broader conceptual picture of where future carparking areas may be provided in and around the CBD. At the detailed level of assessing individual sites there will also be other site-specific considerations. Factors to consider will include:

a) Cost of land purchase.
b) Verification that there are users within range.
c) Safety – Does the site have good visibility for the personal safety of users and their cars?
d) Walking connectivity – is there safe and pleasant walking connectivity?
e) Aesthetics – the potential visual impacts of the site and whether these can be mitigated.
f) Traffic circulation – will traffic be drawn into or away from traffic-sensitive areas?
g) Impact on heritage buildings and traffic-sensitive recreation areas.

7. Summary & Conclusions

- There is currently an under-supply of carparking in the Napier CBD.
- This under-supply looks likely to continue if not addressed.
- The scale of under-supply is estimated to equate to 185 carparks.
- The primary cause of the short-fall has been the 2018 closure of the informal private 'gravel pit' carpark on Munro Street, which has displaced about 250 cars.
- Some 'new' carparks can be created through more efficient use of existing parking space but land acquisition will be required to supply the balance.
- Ground-level carparks are preferred over the construction of parking buildings due to cost, user-resistance to parking buildings and maintaining future options for on-sale.
- The main need at the moment is for replacement 'commuter' carparks.
- The most 'versatile' location for any carparks is on the periphery to the CBD but for commuter parking, specifically, virtually anywhere in the wider CBD will work.
- Scattered smaller commuter carparks are preferred over a single centralised carpark.
- Acquisition decisions should take into account preferred traffic circulation patterns to reduce car movement in traffic-sensitive areas in the CBD.

Presentation of Parking Strategy to CBD Retailers

The findings of the Parking Strategy were presented to a group of retailers at a breakfast meeting organised by Napier City Business on Wednesday 17th April. Approximately 25 retailers attended the presentation which was held at the Masonic Hotel. The presentation was led by Murray Tonks of Birman Consulting. Mr Tonks is the principal author of the Parking Strategy report.

The presentation included background to the current state and configuration of the Napier parking resource and the way in which it is administered by the Council in the CBD. The broader objectives and principles of the strategy were also outlined.

Mr Tonks explained that there is now an estimated short-fall of 185 carparks in the wider CBD area, and that this shortage has mostly arisen within the last 3 years. It is believed to be the result of natural growth in downtown activity, exacerbated by closure of the private Munroe Street 'gravel pit' carpark in 2018; and against the background of a more or less static parking supply over the past 10 to 20 years.

The presentation explained that the current parking shortage applies equally to both commuter and downtown (retail) parking, but that as commuter parking is generally cheaper and easier to secure; has been particularly hard hit by closure of the 'gravel pit' carpark; and indirectly relieves pressure on downtown parking anyway. For these reasons it has been identified as the preferred focus for new parking-area procurements.

Discussion at the meeting confirmed that retailers are likewise concerned at the shortage of commuter parking, including the availability of leased parking. Another issue discussed was the management of parking in the downtown area on Sundays – which have now become major shopping days. At present there are no time-limit restrictions on parking in the CBD on Sundays and no system of enforcement as the wardens are not generally on duty on those days. This is an issue particularly on Emerson Street where some retail workers are known to park all day on what are normally 10 minute loading zones in the centre of the downtown shopping area – making fewer carparks available for shoppers. This is acknowledged as an issue that may require further assessment to determine the most efficient and effective way to keep cars turning over in the downtown area at these times. It may simply require coordinated self-regulation among retailers. Failing that, new rules and regulatory enforcement may be called for.

Also of interest were comments to the effect that Napier CBD parking is considered by some to be 'too cheap' and that parking charges needed to be increased to better incentivise the separation of commuter and retail parking. This is to some extent already being addressed through the current and on-going programme of changing 'free' 2-hour carparks on the downtown periphery to 'paid' all-day parking. The overall level of charge for parking is under continual review.

At the conclusion to this presentation was a further presentation from the operators of the ParkMate App – presented by Violet Hitchcock from ParkMate. Ms Hitchcock discussed some of the marketing applications for the App, including the ability for retailers to offer an incentive of paid parking to customers. These features are already in use among a number of the inner city hotels and has the potential to be extended to other downtown businesses.

Ms Hitchcock went on to visit businesses in Taradale over the rest of the day, with the assistance of Taradale Marketing Association coordinator, Linda Walsh. An 'after-5' meeting and presentation of findings from the Parking Strategy, similar to that provided to the CBD retailers, was also offered to Taradale retailers but had insufficient uptake for this presentation to proceed.

PUBLIC EXCLUDED ITEMS

That the public be excluded from the following parts of the proceedings of this meeting, namely:

AGENDA ITEMS

1. Art Deco Update

The general subject of each matter to be considered while the public was excluded, the reasons for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution were as follows:

General subject of each matter to be considered.	**Reason for passing this resolution in relation to each matter.**	**Ground(s) under section 48(1) to the passing of this resolution.**
1. Art Deco Update	7(2)(h) Enable the local authority to carry out, without prejudice or disadvantage, commercial activities	48(1)A That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist: (i) Where the local authority is named or specified in Schedule 1 of this Act, under Section 6 or 7 (except 7(2)(f)(i)) of the Local Government Official Information and Meetings Act 1987.

STRATEGY AND INFRASTRUCTURE COMMITTEE
Open Minutes

Meeting Date:	Tuesday 19 March 2019
Time:	3.00pm – 3.54pm
Venue	Council Chambers Hawke's Bay Regional Council 159 Dalton Street Napier

Present	Mayor Dalton, Councillor Price (In the Chair), Councillors Boag, Brosnan, Dallimore, Hague, Jeffery, McGrath, Tapine, Taylor, White, Wise and Wright
In Attendance	Chief Executive, Director Corporate Services, Director Community Services, Director Infrastructure Services, Director City Services, Director City Strategy, Manager Communications and Marketing, Manager Sport and Recreation, Manager Design and Projects, Senior Project Manager, Team Leader Transportation, Team Leader Parking, Waste Minimisation Lead, Corporate Planner
Administration	Governance Team

Apologies

Nil

Conflicts of interest

Cr Wright declared an interest in Item 2: Lease of Reserves – Napier Free Kindergarten Association Incorporated, due to her participation in the Napier Free Kindergarten Association committee.

Cr Boag declared an interest in Item 3: Lease of Reserve – Maraenui Rugby & Sports Association, due to her participation in the Maraenui committee.

Public forum

Nil

Announcements by the Mayor

Nil

Announcements by the Chairperson

Nil

Announcements by the management

Nil

Confirmation of minutes

Councillors Wright / Brosnan

That the Minutes of the meeting held on 19 February 2019 were taken as a true and accurate record of the meeting.

Carried

Questions from Councillors for Further Action

Item	Requestor	Action
1	Cr Wise	Officers will confirm whether the $500K budgeted for the demolition of the buildings at the Onekawa site allows for any management of contamination required.
1	Cr Price	Officers will provide an outline of Council's anticipated debt levels against comparable other Councils.

AGENDA ITEMS

1. NAPIER AQUATIC CENTRE DEVELOPMENT: COMPLETING LTP CAVEATS

Type of Report:	Operational
Legal Reference:	N/A
Document ID:	711664
Reporting Officer/s & Unit:	Glenn Lucas, Manager Sport & Recreation

1.1 Purpose of Report

The purpose of this report is to fulfil the requirements of the four caveats to the LTP decision to proceed with the development of the "Pools & Play" option at Prebensen Drive.

At the Meeting

The following points were raised during the discussion on this item:

- Managing the costs of this project is a very high priority. A further $3M to the LTP provisions has been allowed for to provide some flexibility in recognition of the shifting construction market; this has not been formalised in future years at this point as it remains to be seen what bids are received from any tendering process.
- Some Councillors indicated strong concerns with regards to the affordability of the project, when considered against a number of other large pieces of work due to be undertaken.
- These Councillors also suggested that some cost figures provided (such as for the Onekawa site development) may be inadequate for the works required.
- A full contamination survey has been undertaken for the Prebensen site and no issues were identified.
- In regards to geotechnical considerations, the Prebensen site is no worse than the Onekawa site. The Design-Build contractor will also undertake their own further geotechnical assessments, and will take all factors, including the water table level, into account in the design of foundations and excavation.
- The critical success factors were developed in discussion with Council, and emphasis placed on accessibility and "value for money" based on the clear feedback from elected members.
- The Onekawa Park Working Group has not yet been established; Terms of Reference will be drafted and membership confirmed at the appropriate time in the wider project.
- The list of people that will be engaged with in regards to the Onekawa Park development is indicative only at this point, and is not exhaustive.
- The project as a whole has been taken to the Māori Consultative Committee on several occasions.

- It was reiterated that the decision in front of the Committee is whether to proceed to tender, not which site to use as that decision has already been taken; tenders will be brought back to Council, at which point Council can assess the costs which will have been refined through the tender process.
- Aquatic facilities have been the number one concern raised in the community surveys over several years.
- Although some councillors felt that the decision should be left until after the election, others noted that it is this Council that has received all the information, that has participated in the workshops and that has made the decisions to date, and it was important to continue to take ownership of the project.

Officers will confirm whether the $500K budgeted for the demolition of the buildings at the Onekawa site allows for any management of contamination required.

Officers will provide an outline of Council's anticipated debt levels against comparable other Councils.

Deputy Mayor White proposed a minor amendment to the Officer's recommendation, which as it was supported by the seconder to the motion, was captured as part c to the Committee's recommendation.

Officer's Recommendation

That the Strategy and Infrastructure Committee:

a. Note that three of the four caveats outlined during the Long Term Plan deliberations in relation to proceeding with the Aquatic Centre project have been completed:
    i. Caveat #1: Post-move development and funding plan put in place for Onekawa Park has been met by the Onekawa Park Development and Funding Plan.
    ii. Caveat #2: Outdoor space built-in to the new complex has been meet by the design concepts included in the 'Napier Aquatic Centre Concept Design Revision 3.0'.
    iii. Caveat #4: The site investigations for the new location being completed has been met by the Tonkin and Taylor report (Proposed Napier Aquatic Centre, Prebensen Drive, Napier).

b. Endorse the 'Scope of Tender' for the Aquatic Centre project as detailed in this report. This will complete Caveat #3: Scope for Tender agreed by Council before it is tendered.

Committee's recommendation

Councillors White / Taylor

The Strategy and Infrastructure Committee:

a. Note that three of the four caveats outlined during the Long Term Plan deliberations in relation to proceeding with the Aquatic Centre project have been completed:

i. Caveat #1: Post-move development and funding plan put in place for Onekawa Park has been met by the Onekawa Park Development and Funding Plan.

ii. Caveat #2: Outdoor space built-in to the new complex has been meet by the design concepts included in the 'Napier Aquatic Centre Concept Design Revision 3.0'.

iii. Caveat #4: The site investigations for the new location being completed has been met by the Tonkin and Taylor report (Proposed Napier Aquatic Centre, Prebensen Drive, Napier).

b. Endorse the 'Scope of Tender' for the Aquatic Centre project as detailed in this report. This will complete Caveat #3: Scope for Tender agreed by Council before it is tendered.

c. Note that the tender come back to Council for approval, including financial costs.

The division was declared ***carried*** *by 7 votes to 6 votes the voting being as follows:*

For: *Councillors Dalton, Brosnan, Hague, Price, Taylor, White and Wright*

Against: *Councillors Boag, Dallimore, Jeffery, McGrath, Tapine and Wise*

Carried

2. LEASES OF RESERVES - NAPIER FREE KINDERGARTEN ASSOCIATION INCORPORATED

Type of Report:	Legal
Legal Reference:	Reserves Act 1977
Document ID:	702389
Reporting Officer/s & Unit:	Bryan Faulknor, Manager Property Jenny Martin, Property and Facilities Officer

2.1 Purpose of Report

To obtain a Council decision to enter into two new ground leases with the Napier Free Kindergarten Association Incorporated for the Pirimai Kindergarten and the Onekawa Kindergarten.

At the Meeting

There was no discussion on this item.

Committee's recommendation

Councillors Taylor / Brosnan

The Strategy and Infrastructure Committee:

a. Recommends that Council Resolve to:

   i. Enter into new ground leases with the Napier Free Kindergarten Association Incorporated for the Pirimai Kindergarten and the Onekawa Kindergarten for 15 years with one 15 year right of renewal.

Carried

Cr Wright did not vote, as per declaration of interest

3. LEASE OF RESERVE - MARAENUI RUGBY & SPORTS ASSOCIATION INCORPORATED

Type of Report:	Enter Significance of Report
Legal Reference:	Reserves Act 1977
Document ID:	710981
Reporting Officer/s & Unit:	Bryan Faulknor, Manager Property Jenny Martin, Property and Facilities Officer

3.1 Purpose of Report

To obtain a Council decision to enter into a new ground lease with the Maraenui Rugby & Sports Association Incorporated for two portions of land located at Maraenui Park, Dinwiddie Avenue, Napier.

At the Meeting

It was confirmed that there were no implications for the Pukemokimoki Marae land aspirations from this item.

Cr Tapine advised the meeting that reserve for Marae have to be directly part of the activities of the Marae, and in this instance it is a nearby sports ground in question.

Committee's recommendation

Councillors White / Wise

The Strategy and Infrastructure Committee:

a. Recommends that Council resolve to:

   i. Enter into a new ground lease with the Maraenui Rugby & Sports Association for 15 years with one 15 year right of renewal.

Carried

Cr Boag did not vote, as per declaration of interest

PUBLIC EXCLUDED ITEMS

Councillors Hague / Wise

That the public be excluded from the following parts of the proceedings of this meeting, namely:

1. Parking Strategy Implementation
2. Award of Contract - Inner Harbour Dredging
3. Plastic Recycling

Carried

The general subject of each matter to be considered while the public was excluded, the reasons for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution were as follows:

General subject of each matter to be considered.	**Reason for passing this resolution in relation to each matter.**	**Ground(s) under section 48(1) to the passing of this resolution.**
1. Parking Strategy Implementation	7(2)(i) Enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)A That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist: (i) Where the local authority is named or specified in Schedule 1 of this Act, under Section 6 or 7 (except 7(2)(f)(i)) of the Local Government Official Information and Meetings Act 1987.
2. Award of Contract - Inner Harbour Dredging	7(2)(h) Enable the local authority to carry out, without prejudice or disadvantage, commercial activities	48(1)A That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist:

		(i) Where the local authority is named or specified in Schedule 1 of this Act, under Section 6 or 7 (except 7(2)(f)(i)) of the Local Government Official Information and Meetings Act 1987.
3. Plastic Recycling	7(2)(b)(ii) Protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information 7(2)(i) Enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)A That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist: (i) Where the local authority is named or specified in Schedule 1 of this Act, under Section 6 or 7 (except 7(2)(f)(i)) of the Local Government Official Information and Meetings Act 1987.

The meeting moved into committee at 3.54pm

Approved and adopted as a true and accurate record of the meeting.

Chairperson ....

Date of approval ....