



NAPIER
CITY COUNCIL
Te Kaunihera o Ahuriri

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MĀORI CONSULTATIVE COMMITTEE

Open Agenda

Meeting Date:	Tuesday 2 July 2019
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Time:	3.00pm
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Venue:	Small Exhibition Hall Napier Conference Centre Napier War Memorial Centre Marine Parade Napier
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Committee Members	Piri Prentice (In the Chair), Councillor Apiata Tapine, Tiwana Aranui, Te Whetū Henare-Winitana and Peter Eden
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Officer Responsible	Director Community Services
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Administration	Governance Team
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**Next Māori Consultative Committee Meeting
Tuesday 13 August 2019**

ORDER OF BUSINESS

Karakia

Apologies

Nil

Conflicts of interest

Public forum

Announcements by the Chairperson

Announcements by the management

Confirmation of minutes

A copy of the Minutes from the meeting held on Tuesday, 21 May 2019 are attached on page202

New Items for Māori Consultative Committee

Nil

Reports from Standing Committees

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- 2 Parking Strategy Adoption.....14

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REPORTS FROM STANDING COMMITTEES

MĀORI CONSULTATIVE COMMITTEE RECOMMENDATION

That the Māori Consultative Recommendations arising from the discussion of the Committee reports be submitted to the Council meeting for consideration.

REPORTS FROM STRATEGY AND INFRASTRUCTURE COMMITTEE HELD 11 JUNE 2019

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 Moriarity, 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.

Committee's recommendation

Councillors Jeffery / Wise

That 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.

Carried

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.

At the Meeting

Councillors discussed the item and the following points were raised:

- A Councillor suggested that planning should be done to tighten restrictions around the height of movable objects i.e. boats/campervans, to ensure that these are in line with boundary heights. This matter has been raised by the public with a number of Councillors as well as through submissions made to previous years' Long Term Plans.
- Council is working towards facilitating city living and this is reflected in the review of design controls for apartments in commercial zones.

In response to questions from Councillors the following points were clarified:

- As the District Plan focuses on land use it may not be the most efficient vehicle to address water conservation in new subdivisions; however, this could be considered when Council looks at urban growth and how this impacts the city.
- The Chief Executive confirmed that Council will be working with members of the Māori Consultative Committee and the Taiwhenua as part of the District Plan review engagement process. It was also noted that Council is currently developing a memorandum of understanding with the Taiwhenua in relation to how we will work together on a range of issues.
- Council has a statutory requirement to engage with everyone that lives in Napier about the District Plan. There are plenty of opportunities for engagement through the District Plan Review process.
- In terms of consistency around development fees, Council officers are currently undertaking a detailed review of the policy. It was confirmed that decisions to waive any development fees are currently made by way of Council decision.
- Electric vehicles fit within the Transport Strategy, currently being developed, which feeds into the District Plan. Electric vehicles may also be considered as part of the utilities provision within the District Plan. It was noted that the District Plan itself may not be the best vehicle to make provision for electric vehicles as this mainly looks at land use.
- Council is looking to move away from the concept of having one standalone dwelling on a site, preferring terraced/multiple housing. In order to meet the

housing needs of the future, Council will need to be more proactive and rely on other tools, not just the District Plan.

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.

Committee's recommendation

Councillors Jeffery / Wright

That the Strategy and Infrastructure Committee:

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

Carried

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

At the Meeting

A number of Councillors spoke in support of the Parking Strategy. It was noted that communication needs to be clearer with the public around the reasons for removing the P120 parking in the CBD, i.e. that Council is attempting to deter workers from using parks that should be available for use by daily shoppers.

In response to questions from Councillors the following points were clarified:

- It was agreed that the feasibility of another parking deck on the Dickens Street West parking building should be assessed as to whether this is a practical parking option in the future. Council officers noted that the need must first be

established before the capital spend and infrastructure investment for a project like this can be assessed.

- Council officers confirmed that the hybrid parking arrangement for the Tiffen parking building has been successful, with 100% uptake of the leased parks and the bottom level at capacity most days.
- Disability Strategy takes a broader view of the City rather than just parking. Council's roading engineers have certain requirements that they must meet around disability parking.
- It was noted that monitoring is crucial to help Council understand the success or otherwise of changes made in this space. Satisfaction surveys will also be completed on a quarterly basis moving forward.
- Customer services offer assistance to the public with installing and setting up the ParkMate app. Current data shows that uptake of the app is steadily increasing. Council officers confirmed that a breakdown of the ParkMate user data can be provided to Councillors following the meeting.
- Coins will remain as a payment option at parking meters for those that do not wish to or are unable to use the app.

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

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REPORT INFORMATION

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

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Napier City Council Parking Strategy (2018)

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 deadlier 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 parking¹.

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 car parks 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 car parks are not required by lessees, make provision for these car parks 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 car parks 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 car parks 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 car parks, and by locating car parks in areas where the movement of traffic to and from car parks 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 car parks 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 car parks 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 car parks 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.

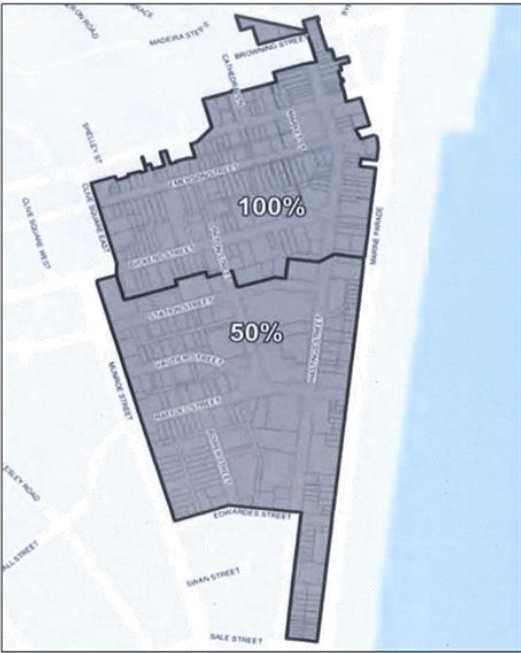


Figure 1 : Napier CBD Parking Exemption Area (Source: NCC District Plan, Appendix 24)



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 expenses³, 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 exist⁴.

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 car parks 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 total⁵, 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

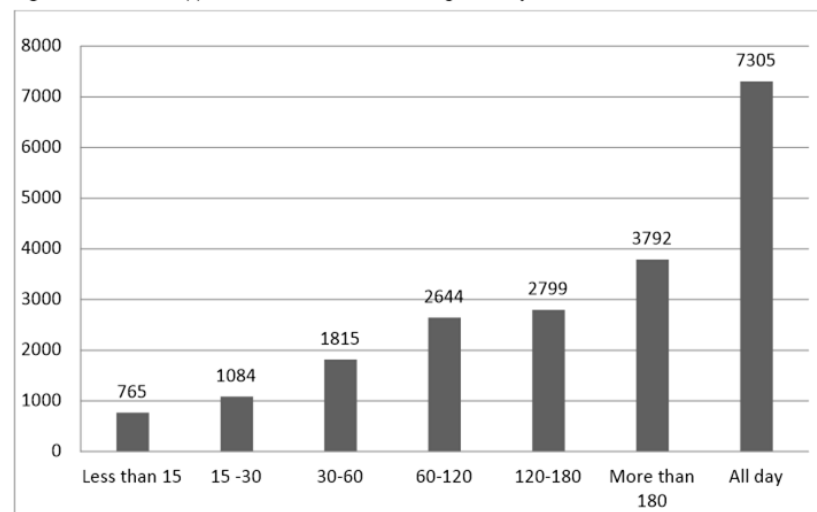
Current metering technology used in the city comprises a mix of:

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 carpark 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 carpark in the CBD and 388 carpark 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 carpark 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 carpark in the CBD. That equates to about 55 fewer carpark compared with now.

A similar result is obtained by counting off the various gains and losses in the number of Council carpark 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 carpark 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 its 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 of its closure in late 2016, this carpark was typically no more than 20% to 50% full⁶. 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' carpark⁷ 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.

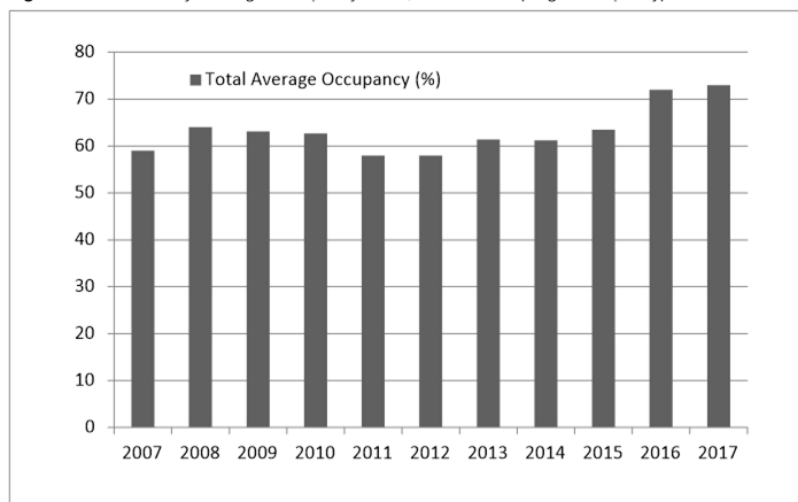
Also of interest is the Ocean Boulevard carparking building. This continues to be run as a private carpark but is very much under-utilised, mainly because of the way the carpark is currently operated. There is the potential for the use of this carpark to be increased if the system of operation was changed.

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)



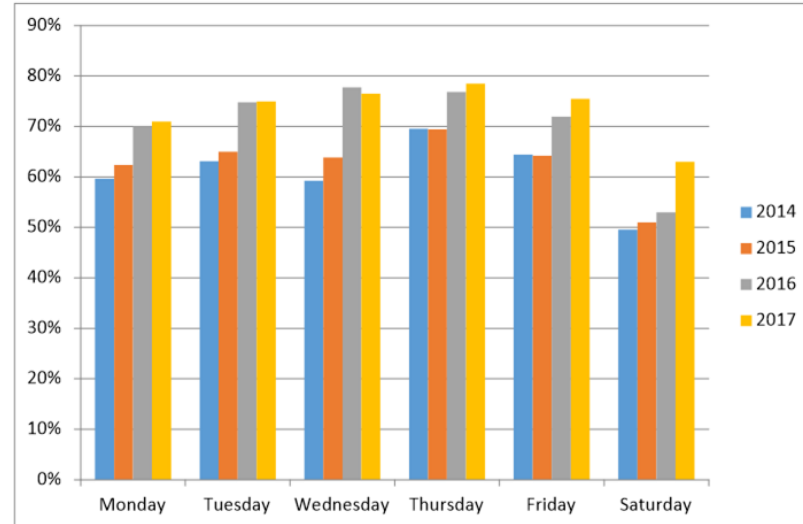
One of the points of interest in this graph is that it illustrates that occupancy rates can both rise and fall (rather than just continually rise). In the period from 2008 to 2011, in the wake of the global financial crisis, the demand on parking actually declined. Thereafter, in the five year period 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, 2014 – 2017 (%age Occupancy)

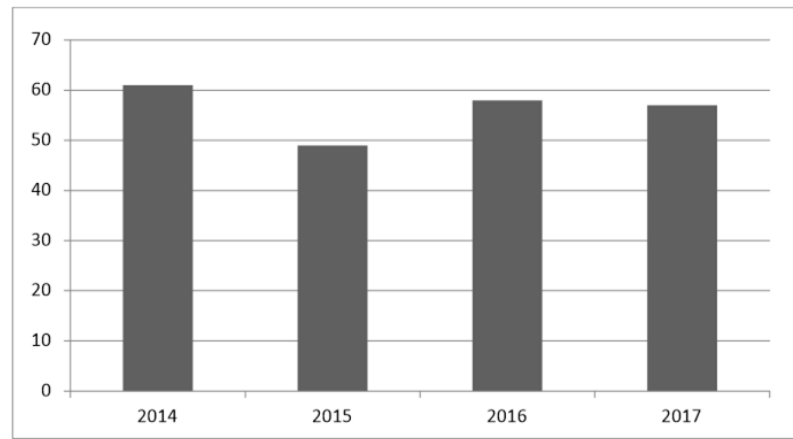
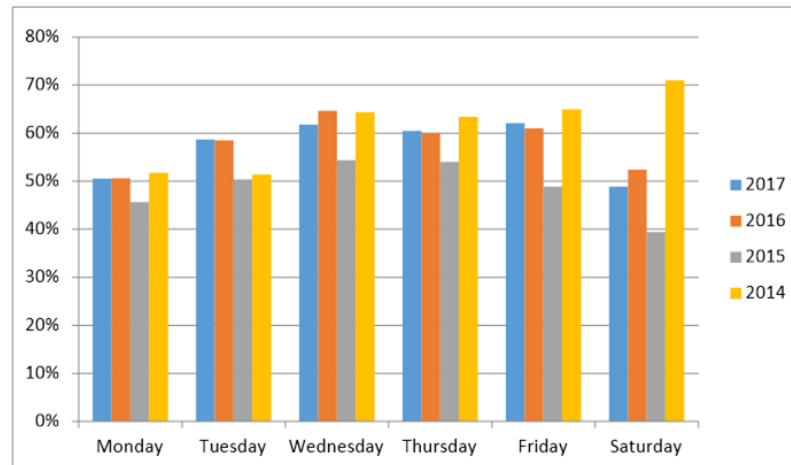


Figure 7, below, provides results for the same period but broken into daily averages. Note again, as with the Napier CBD, the significant increase in Saturday morning parking demand, as compared with previous years.

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 spaces⁸.

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 car parks in Taradale are limited to 3 and 4 hours (Lee Road and Symons Lane car parks respectively). Workers therefore mostly either park in private car parks 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 limited⁹, 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 car parks 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 car parks 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 spaces¹⁰, 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?

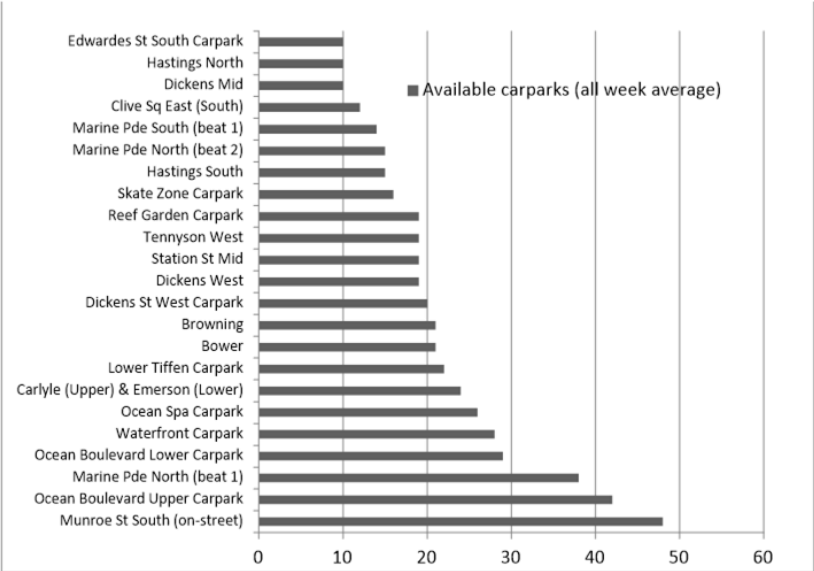
An analysis of 2015 – 2017 parking survey results has been undertaken to establish whether there is a particular 'type' of parking (e.g. commuter versus retail-related parking) or particular part of the CBD that is most in need of additional parking supply.

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 car parks 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 Tiffin 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 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 car parks and whether prime downtown car parks would start to be taken up by commuters, as it was in the past. Even now, some of the spaces in the Lee Road car park, 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 car parks 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 car parks 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 car parks 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 car parks 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 car parks 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 car parks 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 car parking will remain a valid and useful part of the overall mix of parking opportunity in the city. These car parks 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 car parks. The issue is whether such activities and concentrations of people living full time in the city could cause an overload of parking resources in the vicinity of such apartments.

For people choosing this style of living, in apartments where car parks 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 car park

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 Plan¹. 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 be 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 rate². 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 be 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.

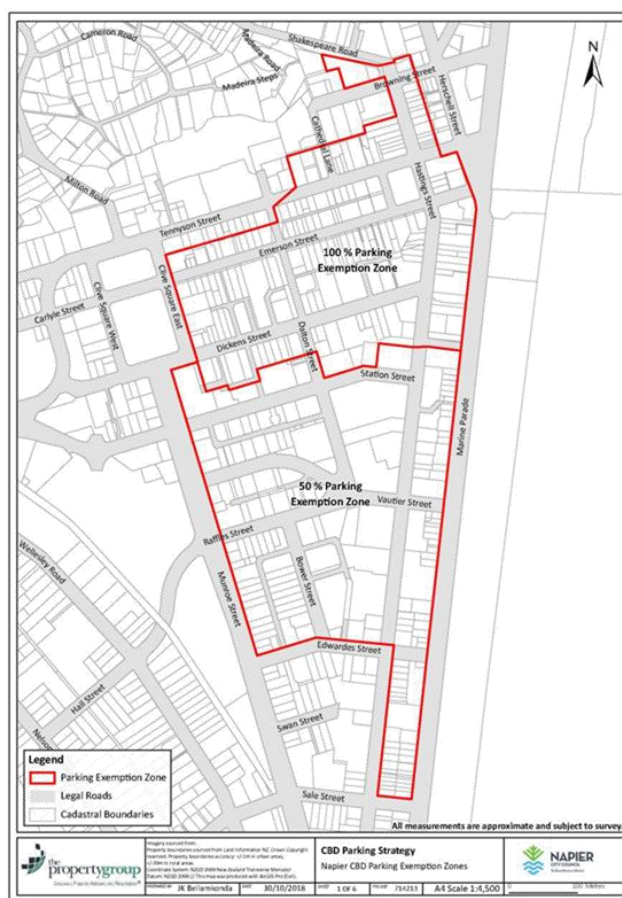
To further assist in the identification of possible areas for acquisition of land for carparking, the following series of maps is presented. There are 6 maps altogether. These are intended to:

- 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.

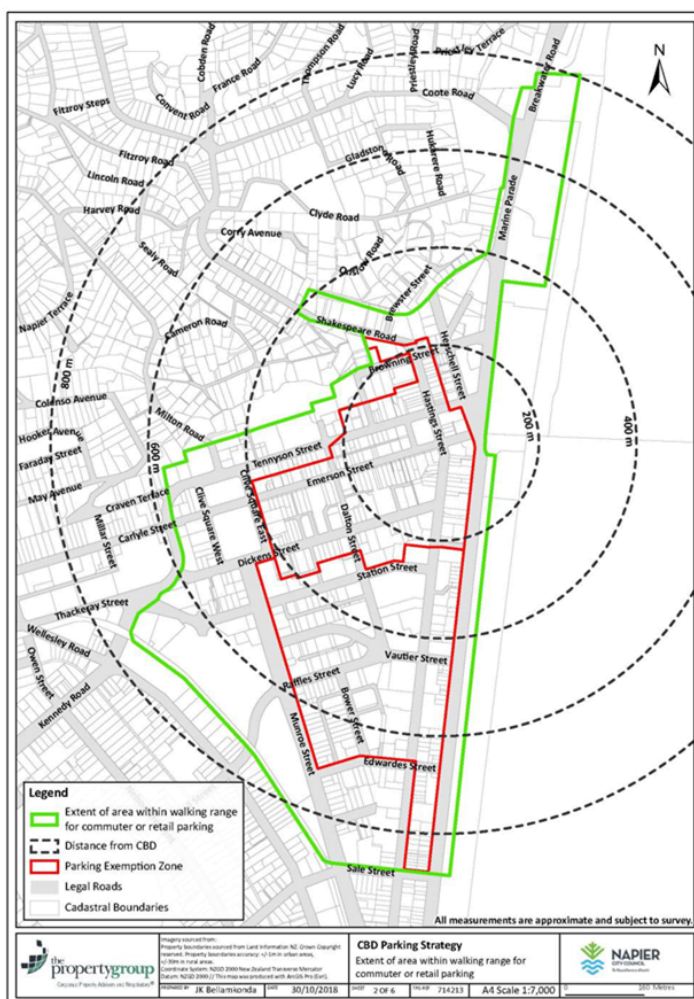
This map is provided partly for context but also as a reminder of the relative importance of Council-provided carparking in and around the 100% exemption area. In this area a higher annual rate is paid for parking and it is entirely upon the Council to ensure that there is sufficient carparking available 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

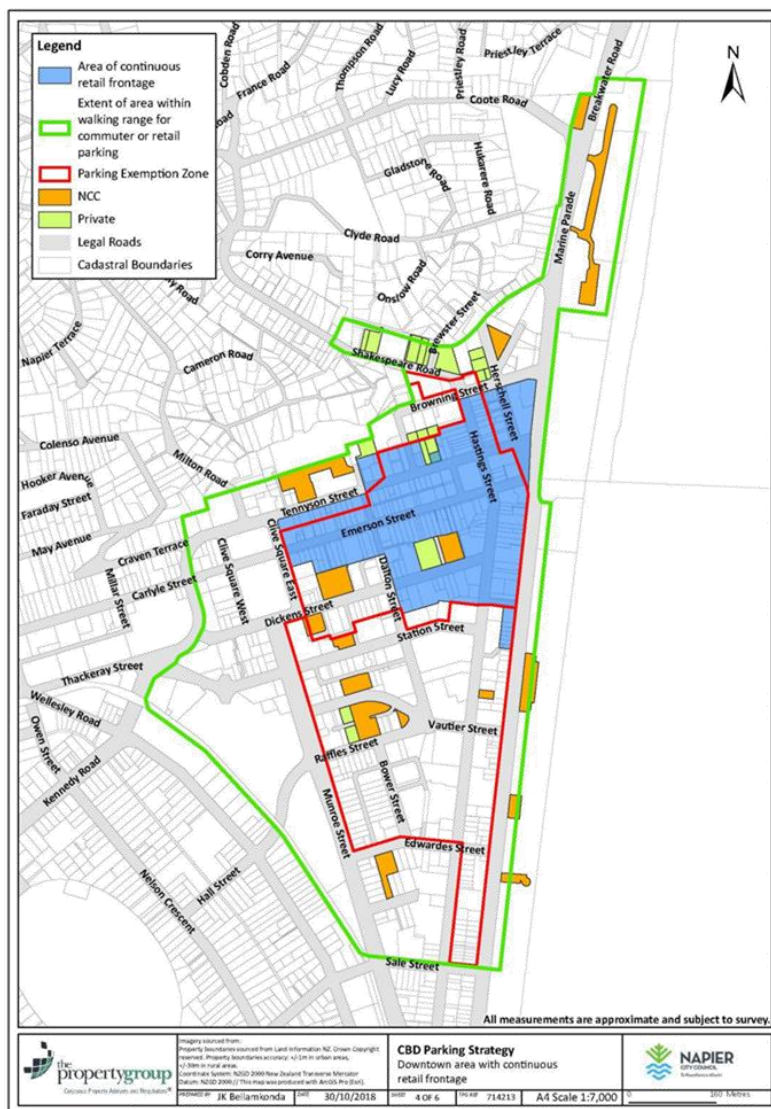
Map 3 overlays onto Map 2 the configuration of existing off-street carparking (both NCC and private) in the Napier CBD. The purpose of this map is to give context to the current layout.

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.



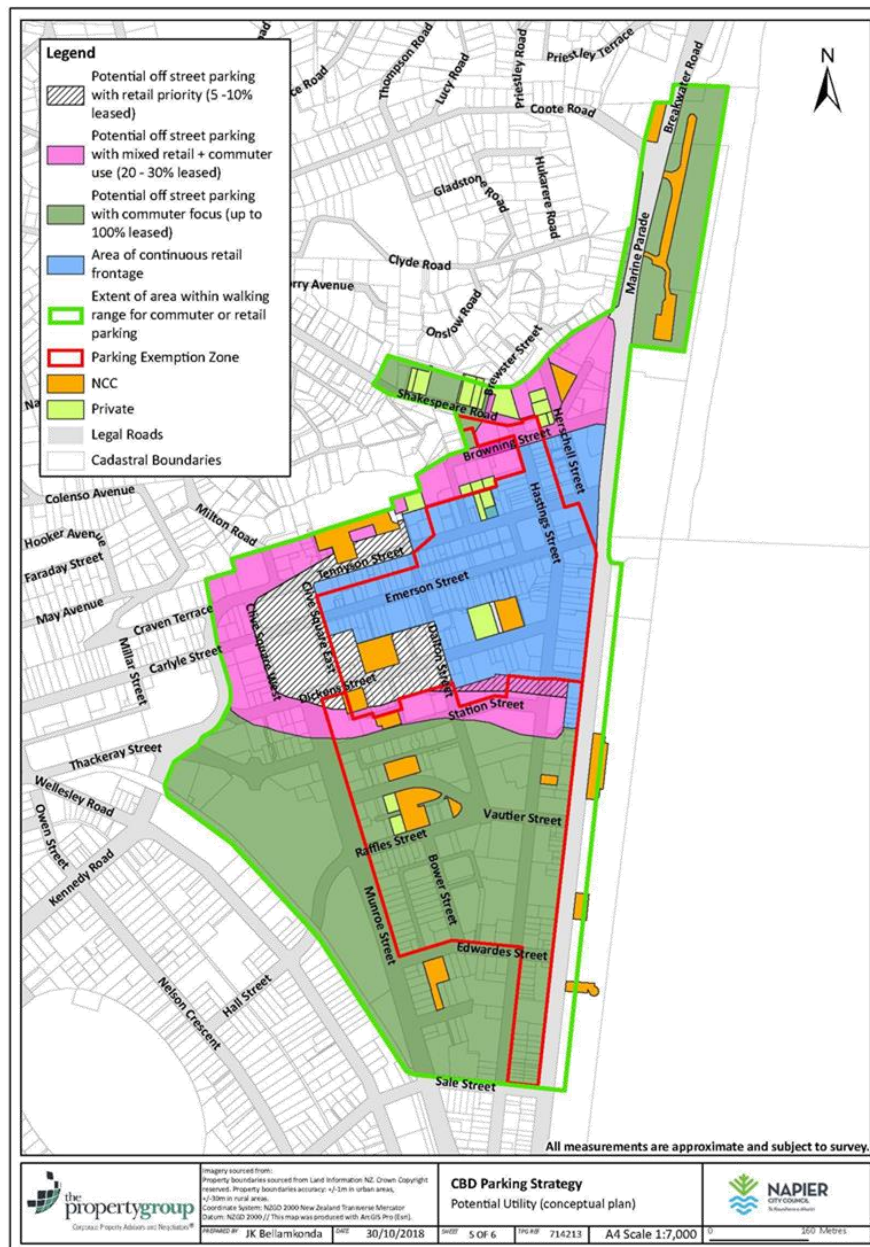
Map 5 : Versatility of Use

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.

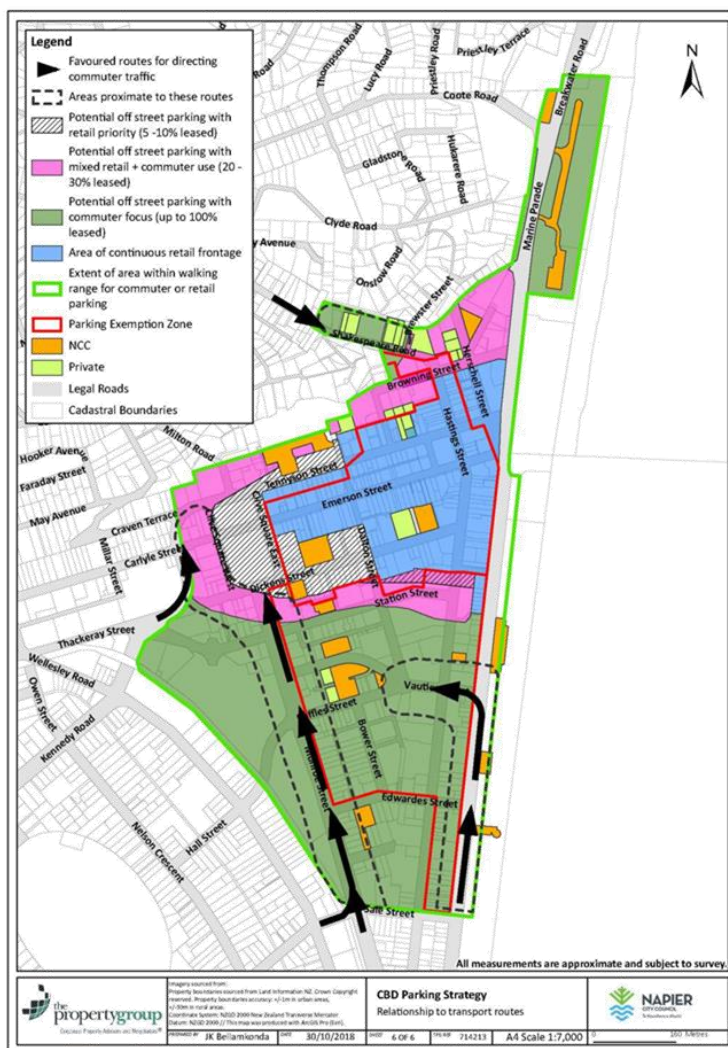
The remaining outer band is identified as an area suitable for general commuter parking (up to 100% leased). The preferred model for acquisitions in this area would be for incremental purchases of scattered sites. An incremental process would allow the effects of each progressive acquisition and site 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.



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 car parks 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.

REPORTS FROM REGULATORY COMMITTEE HELD 11 JUNE 2019

1. EARTHQUAKE-PRONE BUILDINGS - IDENTIFICATION OF PRIORITY BUILDINGS - CONSULTATION

<i>Type of Report:</i>	Legal
<i>Legal Reference:</i>	Building Act 2004
<i>Document ID:</i>	737346
<i>Reporting Officer/s & Unit:</i>	Malcolm Smith, Manager Building Consents

1.1 Purpose of Report

The report provides an analysis of submissions received on the Statement of Proposal that will enable Council to identify priority buildings under the earthquake-prone building legislation.

Committee's recommendation

Councillors Wright / Hague

That the Regulatory Committee:

- Receive the submissions on the Earthquake-Prone Buildings – Identification of Priority Buildings Statement of Proposal.
- Adopt the Earthquake-Prone Buildings – Identification of Priority Buildings Statement of Proposal as notified.
- That a **DECISION OF COUNCIL** is required urgently to enable Council Officers to meet a legislative deadline.

Carried

Council Resolution	Councillors White / McGrath
	That Council:
	<ol style="list-style-type: none"> Receive the submissions on the Earthquake-Prone Buildings – Identification of Priority Buildings Statement of Proposal. Adopt the Earthquake-Prone Buildings – Identification of Priority Buildings Statement of Proposal as notified.
	Carried

1.2 Background Summary

A national system for identifying, assessing and managing earthquake-prone buildings came into effect on 1 July 2017. It targets buildings or parts of buildings that pose the greatest risk to public safety and other property in a moderate earthquake.

Napier has been categorised as a high seismic risk area which means Council must identify priority buildings within two and a half years and other potentially earthquake-prone buildings within five years of the new legislation coming into effect on 1 July 2017.

The national system introduced the concept of 'priority buildings' which are certain types of buildings in high and medium seismic risk areas that are considered to present a higher risk to life or other property because of their construction type, use or location. Priority buildings need to be identified and remediated within half the time allowed for other buildings in the same seismic risk areas. Other buildings, such as unreinforced masonry (URM) buildings, may be considered a priority because, in an earthquake, parts of the building could fall onto thoroughfares with high pedestrian and vehicle traffic.

A Statement of Proposal was prepared under section 83 of the Local Government Act 2002 that presented the following proposal:

Based on there being sufficient traffic and the potential for part of an unreinforced masonry building to fall, Council proposes the following thoroughfares be prioritised.

Napier CBD

- a) **Shakespeare Road** from Hastings Street to Madeira Road
- b) **Browning Street**
- c) **Herschell Street**
- d) **Cathedral Lane**
- e) **Tennyson Street** from Clive Square East to Marine Parade
- f) **Hastings Street** from Shakespeare Road to Sale Street
- g) **Market Street**
- h) **Dalton Street**
- i) **Clive Square East**
- j) **Emerson Street** from Clive Square East to Marine Parade
- k) **Dickens Street** from Munroe Street to Hastings Street
- l) **Albion Street**
- m) **Station Street** from Munroe Street to Hastings Street
- n) **Vautier Street**
- o) **Raffles Street** from Munroe Street to Vautier Street
- p) **Bower Street**
- q) **Edwardes Street**
- r) **Sale Street**
- s) **Marine Parade** from Ocean Spa to Sale Street
- t) **Munroe Street** from Dickens Street to Sale Street

Taradale Shopping Centre

- a) **Gloucester Street** from Northern and Southern junctions with Lee Road
- b) **Lee Road** from Northern and Southern junctions with Gloucester Street
- c) **Symons Lane**

- d) **White Street** from Symons Lane to Gloucester Street
- e) **Puketapu Road** from Symons Lane to Lee Road

Ahuriri Shopping Centre including West Quay

- a) **Bridge Street** from Hardinge Road to Nelson Quay
- b) **Waghorne Street** from Barry Street to Wright Street
- c) **Barry Street** from Waghorne Street to Nelson Quay
- d) **Routledge Street**
- e) **Nelson Quay** from Barry Street to Bridge Street
- f) **West Quay**

Marewa Shopping Centre

- a) **Kennedy Road** from Douglas McLean Avenue to Nuffield Avenue

Onekawa Shopping Centre

- a) **Maadi Road** from 12 Maadi Road to Menin Road

The Statement of Proposal was notified on 6 May 2019. Submissions closed at midday on the 31st May 2019. A Summary of Submissions is included below, with copies of the full submissions provided as **Attachment A** to this report.

A cautious approach has been taken to the inclusion of areas. Where there is doubt it is recommended that the area be included at this stage of the process, given that the next stage is to investigate individual buildings in each identified area. Therefore, if there is no identified threat from individual earthquake prone buildings in a given area no action will follow and vice versa.

1.3 Summary of Submissions

A total of six (6) submissions were received by 31 May 2019. One of these submissions did not answer any of the questions and has not been considered within the summary. A submission has been received by Heritage New Zealand Pouhere Taonga which states it *“does not specifically comment on the proposed routes but focuses on the numerous heritage buildings within the proposed thoroughfares, predominantly in central Napier”*. As this submission is out of scope it is not considered in the summary or recommendations below. However, Officers have noted the points raised and will endeavour to keep Heritage New Zealand Pouhere Taonga advised throughout the remaining process.

Below is a summary for each of the identified areas feedback was sought.

Napier CBD

Of the six submissions received, one was in agreement with the identified roads or pathways having sufficient traffic and/or pedestrian activity and three disagreed. Two submissions identified the inclusion of additional roads, being:

- Thackeray Street as a main access road;
- Extending Tennyson Street around to the intersection with Kennedy Road, Station Street and Thackeray Street; and
- Including all of Dickens Street.

Three submissions agreed that roads or pathways identified should be excluded. One of these submissions recommended Cathedral Lane, Herschell Street and Browning Street be

excluded from the identified roads. While another recommended all current identified areas be excluded. With another recommending all except a “ring road” of Marine Parade, Sale Street, Munroe Street, Clive Square East and Tennyson Street be excluded.

Officer's Response to Matters Raised – Napier CBD

After considering the submission points received Officer's do not agree with the inclusion of additional roads (Thackeray Street, extending Tennyson Street and including all of Dickens Street), as while these access roads may have high traffic volumes it has been determined that there are no unreinforced masonry buildings that would qualify the roads to be included.

With regards to the submission to exclude Cathedral Lane, Herschell Street and Browning Street from the identified area, Officer's consider this area should continue to be included in the identifiable area to ensure due diligence is completed through the next stage of the process to identify buildings. At this point in time Officers cannot be certain there are no unreinforced masonry buildings within these streets.

Taradale

From the six submissions received, one was in agreement with the identified roads or pathways having sufficient traffic and/or pedestrian activity, while two disagreed. One submitted for all identified roads be excluded, while another submitted for all areas apart from Lee Road to be excluded.

No submission points were made to add any roads or pathways to the Taradale area.

Officer's Response to Matters Raised – Taradale

After considering the submission points received in relation to the identified roads and pathways in Taradale it is considered appropriate for the current proposal to remain to ensure due diligence is completed through the next stage of the process.

Ahuriri

Two of the submissions received are in disagreement with the identified area in Ahuriri as having sufficient traffic and/or pedestrian activity, while one is in agreement. Three submitters requested roads or pathways that were identified to be excluded, two of which requested all areas to be excluded, while one submitted for Barry Street to be excluded.

No submission points were made to add any roads or pathways to the Ahuriri area.

Officer's Response to Matters Raised – Ahuriri

After considering the submission points received in relation to the identified roads and pathways in Ahuriri it is considered appropriate for the current proposal to remain to ensure due diligence is completed through the next stage of the process.

Marewa

From the submissions received two were in agreement with the identified area in Marewa as having sufficient traffic and/or pedestrian activity while one is in disagreement. Two submission points were made for the current identified area to be excluded.

No submission points were made to add any roads or pathways to the Marewa area.

Officer's Response to Matters Raised – Marewa

After considering the submission points received it is not considered reasonable to exclude the Marewa area due to buildings being far enough away from the road especially given the high pedestrian activity.

Officers consider this area should continue to be included in the identifiable area to ensure due diligence is completed through the next stage of the process to identify buildings. At this point in time Officers cannot be certain there are no unreinforced masonry buildings within these streets.

Onekawa

Two of the submissions are in disagreement with the identified area in Onekawa as having sufficient traffic and/or pedestrian activity, while one is in agreement. Three of the submitters requested for the current identified area to be excluded.

No submission points were made to add any roads or pathways to the Onekawa area.

Officer's Response to Matters Raised – Onekawa

After considering the submission points received it is not considered reasonable to exclude the Onekawa area due to buildings being far enough away from the road especially due to high pedestrian activity.

Officers consider this area should continue to be included in the identifiable area to ensure due diligence is completed through the next stage of the process to identify buildings. At this point in time Officers cannot be certain there are no unreinforced masonry buildings within these streets.

Traffic routes of Strategic Importance

Three submissions received agreed there are no transport routes of strategic importance with unreinforced masonry buildings that could cause obstructions, while 3 submitters did not answer this question. One additional comment was received which has not been considered as part of this process as it is not relevant.

1.4 Significance and Engagement

The Special Consultative Procedure was undertaken on this matter as required by the Building Act 2004. A Statement of Proposal was prepared and housed on the Say it Napier website for public feedback. In addition, several stakeholders were identified as having a special interest in the matter, particularly building owners and/or operators, and were advised directly of the consultation and invited to make a submission. They were:

- Engineering New Zealand (Hawke's Bay)
- Art Deco Trust
- Historic Places Aotearoa (Hawke's Bay)
- Napier City Business Inc
- Taradale Marketing Association
- Ahuriri Business Association
- Hawke's Bay Tourism
- Business Hawke's Bay
- Contacts for Marewa and Onekawa Shopping Centres

In addition to the direct contact with these membership groups and stakeholders, the consultation was advertised to the wider community through print and digital promotion.

1.5 Options

The options available to Council are as follows:

- a. Adopt the proposal put forward in the Statement of Proposal – Based on there being sufficient traffic and the potential for part of an unreinforced masonry building to fall, Council proposes the identified thoroughfares be prioritised.
- b. Amend the proposal put forward in the Statement of Proposal.
- c. Reject the proposal put forward in the Statement of Proposal.

1.6 Development of Preferred Option

The option to adopt the proposal put forward in the Statement of Proposal will enable the Council to carry out its duty under the Building Act as follows:

Council will employ a retired Napier City Council Building Consents Officer to identify potentially earthquake-prone buildings and priority buildings using the Earthquake-prone Building Methodology.

Affected building owners will be notified that their buildings are potentially earthquake-prone. Owners of potentially earthquake-prone buildings, whether a priority building or not, have 12 months to provide an engineering assessment.

Once this assessment is received, Council will determine if the building is classified as earthquake-prone, and notify the building owner of its decision.

If a building on one of the proposed thoroughfares is constructed of unreinforced masonry and confirmed, earthquake-prone then it will be considered a priority building and the timeframe to remediate will be 7.5 years instead of 15 years.

At the Meeting

The Manager Building Consents spoke to the report and outlined the process undertaken to date. He confirmed that priority areas have been identified based on documents and guidance from MBIE, and the next step will be to engage an officer to check whether any unreinforced masonry buildings are located within those areas.

In response to questions from Councillors, the following points were clarified:

- Priority areas were identified as being areas with potentially unreinforced masonry buildings and high vehicle or high pedestrian traffic.
- Most unreinforced masonry buildings in Napier were destroyed in the 1931 earthquake. Those that remain would most likely be located in Taradale or the CBD. Officers advised that they have been conservative in their assessment by including other high traffic areas.
- It was noted that some of the buildings that did survive the earthquake will have already had strengthening work completed.
- Urgency is required as Council has a statutory requirement to identify the priority buildings by the end of this year. The sooner the priority areas are

identified the sooner an officer can be appointed to complete the next stage of identifying the buildings.

- Template letters have been prepared and will be sent out to all affected building owners advising them of the next steps.

1.7 Attachments

A Submissions received

Earthquake-Prone Buildings - Identification of Priority Buildings: Submissions Received to date

Contact Information	Do you want to present your feedback in person to the Council on 11 June 2019?	Are you providing feedback on behalf of a group or organisation?
Full Name	Response	Response
Bruce McGregor	No	No
Karen Vanderpols	No	No
David Hokke	No	No
Ronald Stewart lane	No	No
Paula Neale	No	No

Earthquake-Prone Buildings - Identification of Priority Buildings: Submissions Received to date

NAPIER CBD					
Contact Information	Do you agree these roads or pathways have sufficient traffic and/or pedestrian activity?	Are there any roads or pathways identified that you think should be excluded?	Are there any roads or pathways that should be added to this area?		
Full Name	Response	Response	If yes, which ones and why?	Response	If yes, which ones and why?
Bruce McGregor					
Karen Vanderpols	No	Yes	All the above marked.	No	
David Hokke	No	Yes	All of them except Marine Parade, Sale Street, Munroe Street, Clive Square East and Tennyson. These form a 'Ring Road Pathway' for emergency services. Add Thackeray Street as your main access road and hope the South end Marine Parade stays open after an earthquake as well.	Yes	See above.
Ronald Stewart lane	No	Yes	catherdral lane Hershell st Browning st seaview Tce	Yes	Kennedy from Z service station through to Tennyson & Dickens st
Paula Neale	Yes	No		No	

Earthquake-Prone Buildings - Identification of Priority Buildings: Submissions Received to date

Taradale						
Contact Information	Do you agree these roads or pathways have sufficient traffic and/or pedestrian activity?		Are there any roads or pathways identified that you think should be excluded?		Are there any roads or pathways that should be added to this area?	
Full Name	Response	If yes, which ones and why?	Response	If yes, which ones and why?	Response	If yes, which ones and why?
Bruce McGregor						
Karen Vanderpols	No		Yes	All marked.	No	
David Hokke	No		Yes	All of them except Lee Road	No	
Ronald Stewart lane	Yes		No		No	
Paula Neale						

Earthquake-Prone Buildings - Identification of Priority Buildings: Submissions Received to date

Ahuriri					
Contact Information	Do you agree these roads or pathways have sufficient traffic and/or pedestrian activity?	Are there any roads or pathways identified that you think should be excluded?		Are there any roads or pathways that should be added to this area?	
Full Name	Response	Response	If yes, which ones and why?	Response	If yes, which ones and why?
Bruce McGregor					
Karen Vanderpols	No	Yes	All marked	No	
David Hokke	Yes	Yes	All of them. there are not any large structures that would block a road which a small bulldozer couldn't clear in an emergency situation.	No	
Ronald Stewart lane	No	Yes	Barry st	No	
Paula Neale					

Earthquake-Prone Buildings - Identification of Priority Buildings: Submissions Received to date

Marewa					
Contact Information	Do you agree these roads or pathways have sufficient traffic and/or pedestrian activity?	Are there any roads or pathways identified that you think should be excluded?		Are there any roads or pathways that should be added to this area?	
Full Name	Response	Response	If yes, which ones and why?	Response	If yes, which ones and why?
Bruce McGregor					
Karen Vanderpols	No	Yes	All marked	No	
David Hokke	Yes	Yes	Kennedy Road. the buildings are far enough away from the road that there is no chance of them blocking it in an earthquake.	No	
Ronald Stewart lane	Yes	No		No	
Paula Neale					

Earthquake-Prone Buildings - Identification of Priority Buildings: Submissions Received to date

Onekawa					
Contact Information	Do you agree these roads or pathways have sufficient traffic and/or pedestrian activity?	Are there any roads or pathways identified that you think should be excluded?		Are there any roads or pathways that should be added to this area?	
Full Name	Response	Response	If yes, which ones and why?	Response	If yes, which ones and why?
Bruce McGregor					
Karen Vanderpols	No	Yes	All marked	No	
David Hokke	Yes	Yes	Maadi Road. The buildings are far enough away from the road that they would not block them	No	
Ronald Stewart lane	No	Yes	Maadi - no requirement given spacing from Street to shopping centre	No	
Paula Neale					

Earthquake-Prone Buildings - Identification of Priority Buildings: Submissions Received to date

Contact Information	Do you agree that there are no transport routes of strategic importance with unreinforced masonry buildings that could cause obstructions?	
Full Name	Response	If no, what are the routes you think should be added and why?
Bruce McGregor		
Karen Vanderpols	Yes	
David Hokke	Yes	Does the Council have vehicles in their yard that are designed to clear Steel beams and lift them off a main arterial road link? A large bulldozer to shift debris? The greatest threat (as learned from the 1931 event) is fire. Does the council have a good water pool/basin and helicopter with monsoon bucket capabilities ready right now? There is too much focus on earthquakes. The next disaster could be Tsunami, Volcanic ash, Heavy rainfall causing flooding, or unusual event like a Tornado and or Hurricane. It is foolhardy to try and build to a 'possible' scenario of the 'next earthquake'. The governments advisorycommittee has it all wrong. Yes, build so in a quake it won't collapse, but that should apply to FUTURE construction, not PAST construction. Use insurance for the 'worst case scenario' situation of lots of people in a building that collapses and causes loss of life. Deemed 'at risk' buildings pay higher premiums for potential 'worst case scenario'. When the building is over a certain age, THEN pull it down, not in 7 years time. That's not logical. Most buildings are built well enough. The Incas did NOT use mortar or frames to hold their buildings together, they let them 'move' and they have lasted hundreds of years. This ridiculous 'forced to re-build' focus is all over-reaction to Christchurchs' earthquake, which was a unique type of event. Hawkes Bay is going to more along the lines of the Kaikoura event.
Ronald Stewart lane	Yes	
Paula Neale		

2. RENEWAL OF LICENCE TO OCCUPY - SUNDAY MARKET

Type of Report:	Operational
Legal Reference:	Reserves Act 1977
Document ID:	736053
Reporting Officer/s & Unit:	Fleur Lincoln, Strategic Planning Lead

2.1 Purpose of Report

The purpose of this report is to obtain approval in principle the granting of a Licence to Occupy agreement with Margaret Habib of the Sunday Market for the carpark within the Marine Parade foreshore north of Ocean Spa for a term of 3 years, subject to the s.54(1)(d) Reserves Act 1977 process being successfully completed.

Committee's recommendation

Councillors Boag / McGrath

That the Regulatory Committee:

- a. Approve in principle, the granting of a Licence to Occupy to Margaret Carolyn Habib for a term of 3 years, subject to the s.54(1)(d) Reserves Act 1977 process being successfully completed.

Councillors Dallimore, Hague and Acting Mayor White voted against the motion.

Carried

2.2 Background Summary

On the 11th October 2016, Council entered into a Licence to Occupy (LTO) agreement with Margaret Carolyn Habib for the Marine Parade foreshore carpark located immediately north of the Ocean Spa complex. The LTO provided approximately 2,640m² of land within the car park that serves Marine Parade foreshore reserve north of the Ocean Spa complex to be occupied for use of the market, operating between 8am and 1pm each Sunday. The LTO required the market to relocate to an alternative venue as required by Council (typically when the venue was booked for large events). The LTO was for a term of 12 months.

During the term of the LTO, and for a period of time following it, The Licence holder worked together with Council to address a number of concerns relating to traffic and pedestrian safety and nuisance. The LTO was rolled over while these issues were resolved. A traffic safety assessment has been carried out on the operation and mitigation measures employed to an extent deemed satisfactory. As such, it is now appropriate to issue a new LTO to the licence holder for a period of three years, and to make changes to the hours of operation to reflect those that actually occur.

Legal advice has been sought on the renewal of this LTO. The LTO must be granted under section 54(1)(d) of the Reserves Act, which requires public notification, and approval of the Department of Conservation. The current LTO was issued as a temporary arrangement, as a means to trial this location before locking in a more

permanent arrangement. The current LTO is attached as Appendix 1, with tracked changes providing an indication of the likely changes that will be made to the new LTO.

In addition, a new alternative venue, Anderson Park, has been trialled successfully, and will become the new alternative venue for those dates that the market is required to relocate. Use of the alternative venue is subject to the ground conditions being favourable, and no other event being booked for the space. An aerial showing the location and extent of the alternative venue is provided in Appendix 2.

2.3 Issues

No issues.

2.4 Significance and Engagement

Section 54(1)(d) of the Reserves Act requires this LTO request to be publicly notified, and for approval to be sought and obtained from the Department of Conservation. This will give an opportunity to the public to make submissions for or against, and for these to be heard in a public forum. The LTO holder Margaret Habib has been notified of this process.

2.5 Implications

Financial

The LTO currently sets a rental for the site at \$200 per week plus GST. This will be continue to be the means for charging a fair fee for the use of this reserve.

Social & Policy

The Sunday Market provides the community with both an opportunity for small business and for social and cultural exchange. The Market adds vibrancy to the city fringe. The operation of the market is consistent with the City Vision's goal of a vibrant and thriving city centre.

The LTO is not inconsistent with the Reserve Management Plan and is consistent with the Napier Marine Parade Foreshore Reserve Business Concessions Policy.

The Draft Open Space Strategy is near completion. The reserve management plan for the Marine Parade Foreshore Reserve will be a high priority.

Risk

Risk to Council is low. The LTO specifies conditions that will ensure the operation and nature of the goods being sold do not cause a hazard or nuisance to any party; that the operation does not damage the reserve; that the operation must be related to an alternative venue if necessary, and that enables either party to terminate the LTO with notice. Council will continue to monitor the effects of the Market, and will work with the licence holder to address any issues.

2.6 Options

The options available to Council are as follows:

- a. Approve in principle, the granting of a Licence to Occupy to Margaret Carolyn Habib for a term of 3 years, subject to the s.54(1)(d) Reserves Act 1977 process being successfully completed;
- b. Do not approve in principle, the granting of a Licence to Occupy to Margaret Carolyn Habib for a term of 3 years, subject to the s.54(1)(d) Reserves Act 1977 process being successfully completed.

2.7 Development of Preferred Option

The Sunday Market is an asset to the city, and any safety or nuisance effects can be adequately managed by the conditions of the Licence, and through working in

partnership with the licence holder. Legal advice sought advises Council to notify the intention to issue a LTO under section 54(1)(d) of the Reserves Act.

At the Meeting

In response to questions raised by Councillors, the Strategic Planning Lead clarified the following points:

- A traffic engineer was engaged to assess any potential safety concerns in the area. The traffic engineer visited the market on six separate occasions, one of which was while a large cruise ship was in town. The conclusion was that although there is a lot of activity in that area while the market is held, this did not cause a safety issue and he is confident that the market can operate in a safe manner. He has made a number of mitigation recommendations and is comfortable that Council approve the licence to occupy.
- It was noted that the initial trial period of one year was extended to allow Council officers time to work with the market organisers to resolve a number of issues.
- There is only minor action required from depot staff, on occasion, in relation to maintaining facilities at the site.
- The only complaints received in the past have been from the previous owner of another business that operated from the reserve. These complaints had been dealt with by the Reserves Team and no complaints have been received from the new owners of that business.
- It was noted that the market organisers have asked for the licence to occupy to be renewed. The organisers have expressed concerns in the past with having to relocate, on occasion, due to other events being held in the area. Now that an acceptable alternative location has been found, that being Anderson Park, the organisers decided that this was an acceptable trade off to be able to keep their prime location on the Marine Parade.
- A more permanent location could not be found that meets the organiser's criteria for the site. The criteria includes but is not limited to a 3000m² hard surface area, facilities, power, walking distance to CBD.
- The size of the market will always be limited to the confines of the space.
- The market organisers are advised of other events as soon as Council is made aware of the dates. In most cases they are given notice months in advance as the events are mainly large annual events.
- It was noted that the speed limit will be reduced just before the car park entrance which should result in cars slowing down at that point as they enter the lower speed area.

A number of Councillors expressed their concern around a three year term for the licence to occupy. They believed that it would be better to grant the licence to occupy for a shorter period to ensure that staff continued to try and find an alternative permanent location for the market. They noted that the current site is not a sustainable long term solution and would like some certainty from staff that they will continue to look for suitable alternatives. It was advised that the three year term was proposed to give some certainty to the market organiser and store holders.

The size of the market was another concern for some Councillors and it was noted that officers will continue to monitor the situation and work alongside the organisers to resolve any concerns.

The Strategic Planning Lead confirmed that she would provide a copy of the traffic engineer's report to Councillors.

2.8 Attachments

- A LTO with tracked Changes
- B Alternative Venue Aerial

Dated: 11 Oct 2016

NAPIER CITY COUNCIL
Council

MARGARET CAROLYN HABIB
Licensee

LICENCE TO OCCUPY

WTR&SH
WillisToomeyRobinsonScannellHardy
NAPIER & HASTINGS

MLRG-404660-365-7-V1

THIS DEED made the 11th day of October 2016

PARTIES

1. **NAPIER CITY COUNCIL ("the Council")**
2. **MARGARET CAROLYN HABIB ("the Licensee")**

OPERATIVE PART

The Council, pursuant to Section 54(1)(d) of the Act, **hereby licenses** the Land to the Lessee on the terms and conditions following and the Lessee **hereby accepts** this Licence.

TERMS AND CONDITIONS

1. **Description:** That part of Marine Parade, Napier, being off street car park and more particularly defined edged in orange and blue on the plan attached hereto as Plan A ("the Land").
2. **Term:** The term of this Licence shall be ~~36~~42 months commencing on ~~3-April-2016~~2019 and expiring on ~~2-April~~2019. This Licence shall only entitle the Licensee to access to the Land on Sundays from ~~6~~8am to ~~2~~4pm.
3. **Rental:** The rental for this Licence shall be \$200.00 per week, plus GST, payable monthly in advance without further demand by the Council at the Civic Building, Hastings Street, Napier, or such other location as the Council may from time to time require.
4. The Licensee will at all times pay punctually the rent as it may from time to time be due at the rate and place as described herein. Notwithstanding anything to the contrary contained herein, in the event of the late or non-payment of the rental, the Council reserves the right to suspend or terminate at its sole discretion the rights created by this Licence without payment of compensation to the Licensee or any third party.

MLRG-404660-365-7-V1

5. This Licence is granted as a personal privilege and shall not take effect as a lease or any other legal estate. Nothing herein expressed or implied shall be deemed to confer on the Licensee the right to exclusive occupation of the Land or to acquire the freehold or any other interest or estate thereof.
6. The Licensee shall not assign, charge, or part with this Licence or with any of the rights, powers and privileges thereby conferred.
7. The Licensee shall not carry on or permit any trade or occupation or suffer any act or omission on the Land that will or is likely to cause annoyance, damage or disturbance to any owner or occupier or the public of any land or buildings adjoining or in the vicinity of the premises or Land. And furthermore, the Licensee shall ensure that unlicensed food sellers (with the exception of those selling only fruit and vegetables) are prohibited access to the site for the purposes of sale. The Licensee shall further ensure no illegal or dangerous goods (including, but not limited to, air rifles, firearms, machetes, swords, knives and illegal drugs) are sold on the Land.
8. The Licensee shall only use the Land for the purposes described herein and shall comply with all statutes, bylaws and regulations for the time being in force in the district in which the Land is situated as they relate to the Land and the Licensee's use thereof and shall obtain any relevant consents or approvals which may be required. Nothing in this Licence shall be construed as guaranteeing that the Council warrants that the Land is suitable for the purposes of the Licensee.
9. The Licensee shall maintain the Land in the same repair, order and conditions as the Land was at the commencement of this Licence (fair wear and tear and damage by fire, tempest, earthquake, flood, subsidence of soil or inevitable accident excepted).
10. The Licensee shall make adequate provision for the disposal of rubbish, refuse, waste material of any description and shall not allow such matter to accumulate on the Land.
11. The Licensee shall not erect any buildings on the Land.
12. The Licensee shall not allow spikes or pegs to be driven into the Land and shall not chop down or damage any trees or bushes on the Land or on any grass areas adjoining the Land. The Licensee shall ensure no vehicles are parked on the grass areas adjoining the Land at any time and shall ensure no vehicles use said grass

areas for ingress or egress to the Land. The Licensee shall also ensure no stalls or other structures are placed on the grass areas adjoining the Land at any time. If any damage is caused to the grass areas adjoining the Land, the Licensee shall rectify such damage at the Licensee's cost.

13. The Licensee shall indemnify and keep indemnified the Council from and against all claims, actions, suits or demands by any person or persons in respect of any injury, damage or loss caused or suffered as a result of or arising from the use of the Land by the Licensee or member of the Licensee's family, employee, agents, servants or invitees.
14. The Licensee must throughout the term of the Licence keep current a public risk liability insurance policy applicable to the Land and the activities carried out on the Land for an amount of at least one million dollars (\$1,000,000.00).
15. The Council shall not be liable to pay compensation to the Licensee for any damage to the Land or to any fixtures, fittings or chattels which it may contain or for any disturbance from any cause whatsoever, or for any business loss arising from any activity of the Council as a Local Authority.
16. The Licensee shall not carry on or suffer or permit to be carried on the Land anything or any act or omission which may render any insurance policy against fire void or voidable or which may render or cause to be rendered an increased or extra penalty premium to be payable.
17. The Licensee shall at all times comply with (and ensure that its employees, invitees, sub-licensee's, hirers, workmen and assigns comply with) all statutes, bylaws, regulations and standards for the time being in force in the district in which the Land is situated as they relate to the Land and the Licensee's use and occupancy thereof and shall obtain any relevant consents, approvals or permits which may be required. Nothing in this Licence shall be construed as guaranteeing that the Council warrants that the Land is suitable for the purposes of the Licensee.
18. The Council will not be liable for any accident, injury or damage suffered by or caused to any person or property arising out of or by reason of the use of the Land by the Licensee (including its employees, invitees, sub-licensee's, hirers, workmen, assigns) and any other persons using the Land with the Licensee's permission and/or knowledge and the Licensee will indemnify and keep the Council indemnified from any penalties imposed on the Council as a result of a prosecution under the Health

and Safety at Work Act 2015 arising out of the use of the Land by the Licensee (including its employees, invitees, sub-licensee's, workmen, assigns) and any other persons using the Land with the Licensee's permission and/or knowledge.

19. The Licensee will consult, co-operate and co-ordinate activities and facilitate engagement with the Council and any other persons (including but without limitation all other hirers, users, suppliers, service providers and contractors to the Land) to the extent that the parties have overlapping duties in relation to health and safety, including in relation to the public and other invitees to the Land. The Licensee will ensure that during the term of this Licence it acts in accordance with and at all times complies with:
 - (a) the Council's policies and procedures in respect of the Land regarding health and safety, including but not limited to evacuation procedures, maximum number of persons on the Land, electrical safety, no smoking policy etc; and
 - (b) all of the Council's directions.
20. The Licensee will immediately notify the Council of any risk or hazards which the Licensee observes or becomes aware of on the Land and/or any near miss, notifiable event, incident, injury, illness or accident it becomes aware of on the Land whether or not the same involved any equipment or any of the Council's employees. The Licensee will provide the Council with such assistance as may be necessary to conduct any health and safety review or investigation.
21. The Council shall have the full and unimpeded right to at all reasonable times by and through its officers, servants, employees, agents and workmen to enter the Land for any purpose and by any means whatsoever.
22. This Licence may be terminated by either party by giving to the other one month's notice in writing of their intention to do so.
23. Notwithstanding anything to the contrary in Clauses 4 and 22 herein, the Council may give to the Licensee twenty four (24) hours' notice (verbal or in writing) suspending for the time being the rights of the Licensee contained herein.
24. At the expiry of this Licence in the event that the Council wishes to enter into a like licence the Licensee shall have first option to take out a new licence on terms to be agreed between the parties at the time.

25. In none of the events contemplated by this Licence shall compensation be paid or payable to the Licensee for any improvements made to or put on the Land EXCEPT THAT provided all covenants on the Licensee's part have been duly observed and performed any rent paid in advance in respect of the Land or any portion thereof reoccupied beyond the date when this Licence is suspended or terminated shall be refunded to the Licensee.
26. In the event of the Land being destroyed or damaged by fire or other inevitable accident without fault of the Licensee the Licence may determine at the option of either party or continue on such conditions as are agreed PROVIDED HOWEVER the Council will at no time be under any obligation to repair or reinstate the Land.
27. The powers, rights and authorities in the Licensor by this Licence may be exercised on behalf of the Reserves Manager.
28. Any dispute or difference arising between the parties which cannot be resolved by agreement shall be referred to the Chief Executive, Napier City Council, Napier whose decision shall be final and binding on both parties.
29. Any costs incurred in the preparation of this Licence shall be met by the Licensee.
30. The expression "the Council" and "the Licensee" shall where not inconsistent with the context extend to and include the executors, administrators and successors to the Council and the singular shall include the plural and the masculine shall include the feminine.

DATED the 11 day of October 2016

SIGNED by
MARGARET CAROLYN HABIB
as Licensee in the presence of:

[Signature]

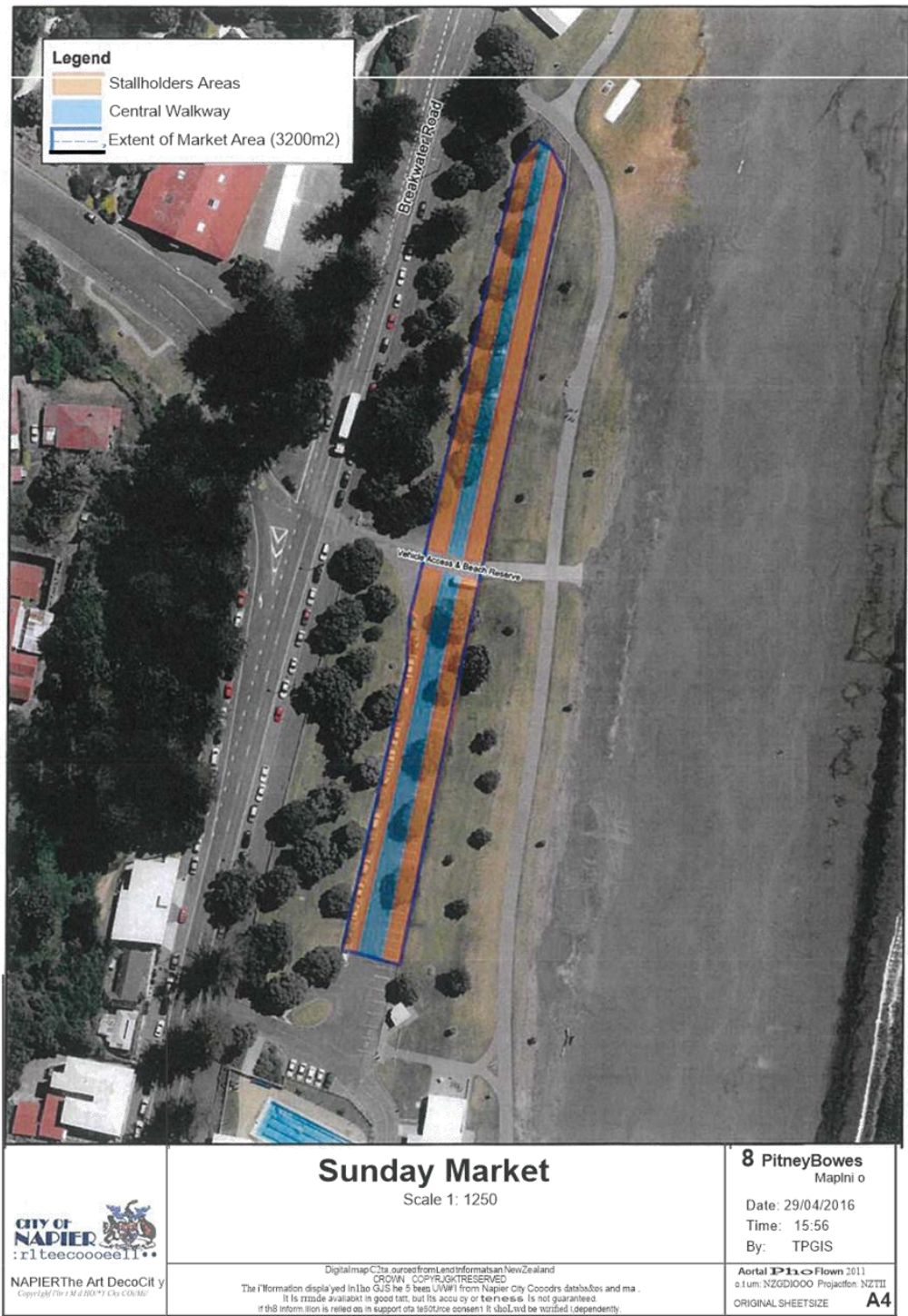
Signature of Witness: *[Signature]*
Printed Name of Witness: E:Je.o Fr:or:1\1

Occupation of Witness: CoCt2f re:2eC
Address of Witness: 7/1226 Louie Str
Hastings

SIGNED by the RESERVES MANAGER
on behalf of the NAPIER CITY COUNCIL)
in the presence of:)

[Signature]

Signature of Witness: m_ _ _ _ _
Printed Name of Witness: Qif (b/-0.A-
Occupation of Witness: A(μ)- ("f J...9.../
Address of Witness: Jll-1 Jdo..1:f (,0



Sunday Market Alternative Venue
Anderson Park



REPORTS FROM FINANCE COMMITTEE HELD 25 JUNE 2019

1. NAPIER CITY COUNCIL REMUNERATION POLICY

Type of Report: Legal and Operational

Legal Reference: Local Government Act 2002

Document ID: 757537

Reporting Officer/s & Unit: Sue Matkin, Manager People & Capability

1.1 Purpose of Report

The purpose of the Remuneration Policy is to provide principles to guide the setting of remuneration for Napier City Council employees.

Committee's recommendation

Councillors Brosnan / Boag

The Finance Committee:

- a. Endorse the Officers recommendation for Council to adopt the Remuneration Policy 2019-22

Carried

1.2 Background Summary

The policy does not seek to alter the role of the employer to negotiate the actual remuneration of individual staff members or to determine staffing levels. These matters remain the responsibility of the Chief Executive to manage in the exercise of their statutory responsibilities to ensure the effective and efficient management of the activities of the Council. However, in fulfilling this statutory responsibility and the responsibility to employ and negotiate the terms of employment of all other staff of the Council, the Chief Executive must do so in accordance with this policy.

This policy has been developed under the provisions of section 36A, Schedule 7 of the Local Government Act 2002.

The original policy was developed and adopted by Council May 2016. Council are required to review the policy every three years as set out in the Local Government Act.

1.3 Issues

No issues

1.4 Significance and Engagement

NA

1.5 Implications

Financial

Remuneration will be based on what is affordable within the agreed annual budget and allowing for staff turnover.

Social & Policy

NA

Risk

NA

1.6 Options

The options available to Council are as follows:

- a. Adopt the proposed Remuneration Policy
- b. Not adopt the proposed Remuneration Policy

1.7 Development of Preferred Option

The preferred option is to adopt the Remuneration Policy as attached. This will provide both staff and management transparency regarding Napier City Council's approach to remuneration.

At the Meeting

The Manager People and Capability spoke to the report, noting that the Remuneration Policy (Policy) is reviewed every three years and that the proposed changes are aimed at demonstrating a transparent and fair approach to determining remuneration for Council staff. The guiding principles outlined in the Policy are intended to assist staff and management to understand how remuneration is set.

In response to questions from Councillors, the following points were clarified:

- The Policy does allow room for collective bargaining.
- The Policy and remuneration framework have been developed in conjunction with input from the Unions.
- This work also follows a staff survey, with a 59% response rate, that will lead into reviews in other areas also. Part of the staff engagement was around pay.
- The Policy does not preclude the Living Wage being considered by Council in the future.
- Reviews of the remuneration framework will be aligned with reviews of the Policy.

1.8 Attachments

- A 2019 Remuneration Policy
- B 2016 Remuneration Policy (for comparison)



Remuneration Policy

Approved by			
Department	People & Capability		
Original Approval Date	1 September 2016	Review Approval Date	
Next Review Deadline	1 July 2021	EDRMS Working Doc #	471407
Relevant Legislation	Local Government Act 2002		
NCC Documents Referenced	Not Applicable		

Purpose

The purpose of this policy is to provide principles to guide the remuneration of Napier City Council employees.

This policy does not seek to alter the role of the employer to negotiate the actual remuneration of individual staff members or to determine staffing levels. These matters remain the responsibility of the Chief Executive to manage in the exercise of their statutory responsibilities to ensure the effective and efficient management of the activities of the Council. However, in fulfilling this statutory responsibility and the responsibility to employ and negotiate the terms of employment of all other staff of the Council, the Chief Executive must do so in accordance with this policy.

This policy has been developed under the provisions of section 36A, Schedule 7 of the Local Government Act 2002.

Council Position on Remuneration

The Napier City Council (the Council) recognises that remuneration is an important factor in attracting, motivating and retaining talented and skilled people that the Council needs to ensure its services will continue to meet the needs of the City now and into the future.

The Council values its staff team and is committed to developing a strong performance and development oriented organisational culture, where each person is provided with a range of opportunities to grow, learn and perform.

The Council's Remuneration Framework supports Council's remuneration policy. The framework reflects an innovative approach, where growing individual competencies and their delivering stretch performance expectations, will underpin how they will be remunerated.

Individual growth and performance will enable the organisation to deliver more consistent, higher quality and solution oriented services.

Remuneration will be based on a combination of job competency and performance delivery, with a strong emphasis on demonstrated competencies.

Policy Statements

- a) Remuneration will support the business of Council and will be aligned with the Council's strategic intent and current Long Term Plan.
- b) Remuneration will be based on what is affordable and within annual budgets.
- c) Remuneration will be fair and equitable.
- d) The policy is supported by a Remuneration Framework, which will be used consistently to manage how all staff are remunerated.
- e) Remuneration will be nationally competitive within a local government environment, particularly in relation to similarly sized local authorities, to position the Council appropriately within the market place.
- f) The Remuneration framework will have sufficient flexibility to respond to any changes in circumstances.
- g) The remuneration framework will be efficient, manageable and easily understood.
- h) Remuneration will be driven and supported by a modern, efficient and credible performance management system.

Guiding Principles

- **Consistency.** Decisions on pay and performance systems and processes are applied in a consistent manner across the organisation in the interests of fairness and equity.
- **Credibility.** Staff have confidence in our performance and remuneration systems and processes.
- **Easy to understand.** Employees understand how performance and remuneration processes function and how they are affected by them. Transparent processes and communication.
- **Fair and equitable.** Employees are paid fairly in relation to the work they do, the level at which they operate and the value they create for the organisation.
- **Flexibility** within the system and its application to recognise changes in Council's operating environment and for adjustments in the interests of fairness and equity.
- **Market competitive.** Remuneration levels are fair and reasonable, both to staff and to the funder. Appropriately competitive, allowing Council to attract, retain and engage high calibre employees.
- **Performance-driven.** Mechanisms in place to drive, recognise and celebrate strong performance and promote base pay growth based on performance.
- **Robust.** The right rewards delivered the right way. Able to be upheld or defended as good business practice.
- **Affordability.** Reflecting the need to live within Council budgets, taking account of the economic context and external environment.

Policy Review

The meet the requirements of section 36A (2), Schedule 7 of the Local Government Act 20052, this policy shall be reviewed at intervals of no more than three years.

Document History

Version	Reviewer	Change Detail	Date
	Manager People & Capability	Add Guiding Principles Update Policy Statements	25 February 2019



Remuneration Policy			
Approved by:	Chief Executive		
Directorate:	People & Capability		
Date Approved:	September 2016	Review period:	3 yearly
Next Review Date:	September 2019	Document ID:	471407
Relevant Legislation:	Local Government Act 2002		
NCC Documents referenced:			

Purpose

The purpose of this policy is to provide principles to guide the remuneration of Napier City Council employees.

This policy does not seek to alter the role of the employer to negotiate the actual remuneration of individual staff members or to determine staffing levels. These matters remain the responsibility of the Chief Executive to manage in the exercise of their statutory responsibilities to ensure the effective and efficient management of the activities of the Council. However, in fulfilling this statutory responsibility and the responsibility to employ and negotiate the terms of employment of all other staff of the Council, the Chief Executive must do so in accordance with this policy.

This policy has been developed under the provisions of section 36A, Schedule 7 of the Local Government Act 2002.

Council Position on Remuneration

The Napier City Council (the Council) recognises that remuneration is an important factor in attracting, motivating and retaining talented and skilled people that the Council needs to ensure its services will continue to meet the needs of the City now and into the future.

The Council values its staff team and is committed to developing a strong performance and development oriented organisational culture, where each person is provided with a range of opportunities to grow, learn and perform.

The Council's Remuneration Framework will reflect an innovative approach, where growing individual competencies and their delivering stretch performance expectations, will underpin how they will be remunerated.

Individual growth and performance will enable the organisation to deliver more consistent, higher quality and solution oriented services.

Remuneration will be based on a combination of job competency and performance delivery, with a strong emphasis on demonstrated competencies.



Guiding Principles

- a) Remuneration is a key ongoing strategic driver for organisational development.
- b) Remuneration will be based on what is affordable within the agreed annual budget.
- c) The Remuneration Framework will be used consistently to manage how all staff are remunerated.
- d) The Remuneration Framework will be transparent, practical and aligned to the Leadership and Competency Frameworks and integrated with the Performance Development Planning process.
- e) All positions will be benchmarked with the national public sector or will be sector specific, dependent upon the focus and nature of the business unit (including whether the business unit is a revenue-driven business centre) and will take into account internal relativities.

Policy Contact

Chief Executive.

Policy Review

The meet the requirements of section 36A (2), Schedule 7 of the Local Government Act 20052, this policy shall be reviewed at intervals of no more than three years.

2. HAWKE'S BAY MUSEUMS TRUST STATEMENT OF INTENT 2019 - 2021

Type of Report:	Legal and Operational
Legal Reference:	Local Government Act 2002
Document ID:	761617
Reporting Officer/s & Unit:	Chris Denby, Finance Accountant

2.1 Purpose of Report

To receive the final Statement of Intent 2019 – 2021 for the Hawke's Bay Museums Trust to Council required for reporting requirements for Council-Controlled Organisations.

Committee's recommendation

Councillors Taylor / Hague

The Finance Committee:

- a. Receive the final Hawke's Bay Museums Trust Statement of Intent 2019 –2021

Carried

2.2 Implications

Financial

None

Social & Policy

None

Risk

None

At the Meeting

The report was taken as read. There was no further discussion on this item.

2.3 Attachments

- A Statement of Intent 2019 - 2021



Hawke's Bay Museums Trust
Ruawharo Tā-ū-rangi

30 April 2019

Hon. Faye White
Acting Mayor
Napier City Council
Private Bag 6010
Napier 4142

Dear Faye,

Hawke's Bay Museums Trust Statement of Intent 2019-2021

Enclosed please find the Statement of Intent for the upcoming 2019 to 2021 financial years.
The Trust adopted this finalised version at their quarterly board meeting on Monday, 29 April 2019.

Yours faithfully,

Richard Grant
Chairman

Copy to: Wayne Jack
Nigel Bickle
Bruce Allan
Caroline Thomson
George Lyons

C/- MTG Hawkes Bay, PO Box 248, Napier 4140, New Zealand



Hawke's Bay Museums Trust Ruawharo Ta-u-rangi

STATEMENT OF INTENT 2019 – 2021

The Hawke's Bay Museums Trust is a Council Controlled Organisation as two of the five members of the Board are Council nominees.

As a Council Controlled Organisation the Trust acknowledges the 2012 amendment of the Local Government Act 2002.

The Objectives of the Trust are:

- To hold and protect the collection for the people of Hawke's Bay
- To encourage the development of quality cultural facilities capable of accessing or drawing upon the collection within Hawke's Bay
- To advance and promote cultural heritage and the arts through the use of the collection
- To oversee collection management through the development of collection policy, conservation and risk management strategies via a contract for services with the Napier City Council
- To oversee collection development through the regulation of the acquisition and disposal of collection items
- To manage the bequests vested in the Trust in a way in which best industry practices benefit to the collection.

Governance of the Trust is:

The Board is constituted to have five members appointed as follows:

- One appointed by the Napier City Council
- One appointed by the Hastings District Council
- One appointed by the Hawke's Bay Museums Foundation Charitable Trust
- One by Ngati Kahungunu Iwi (Incorporated)
- One Chairperson who is jointly appointed by the Napier City Council and the Hastings District Council.

The Trust Board will govern on a high level strategic direction basis. It will ensure regional balance and iwi representation. It will undertake a management agreement with Napier City Council for the care and management of the regional collection.

The strategic intentions of the Trust for 2019-2021 are:

The Trust will:

- work closely with the Napier City Council and the Hastings District Council and other local authorities in the Hawke's Bay region to promote public appreciation of the collection
- consult regularly with the Director of MTG to advance the standing of the MTG in the community and further afield
- review annually the performance of the Napier City Council in the execution of its contract for care and management of the collection
- ensure that the Trust's investment policy is managed in a manner that satisfies the guiding principles set by Hastings District Council and Napier City Council for their own investment policies.
- work closely with Napier City Council, Hastings District Council and Hawke's Bay Regional Council to determine a solution to develop long-term storage for the collection.

The Nature and Scope of Activities to be undertaken by Napier City Council are outlined below. These activities will be achieved in accordance with agreed best industry practice and consistent with HBMT policies and procedures.

1) Protection

- Storage including pest control, storage media, shelving and air quality
 - Pest control
 - Storage media
 - Shelving
 - Air quality
- Security including alarm and access systems and monitoring, and insurance
 - Alarm systems (burglary, fire)
 - Alarm monitoring
 - Access systems
 - Insurance (loan items, owed items)
- Records Management including Vernon database and other records
 - Vernon database
 - Other records

2) Quality including conservation, accessioning and de-accessioning.

- Conservation - appropriate conservation to accepted best industry practice and consistent with HBMT collection policies.
- Accessioning - appropriate accessioning to accepted best industry practice consistent with HBMT collection policies.
- De-accessioning - appropriate de-accessioning to accepted best industry practice consistent with HBMT collection policies.

3) Access including exhibitions, research and archives.

- Exhibitions - Collection available to Hastings City Art Gallery and MTG Hawke's Bay and other institutions as appropriate within accepted best industry practice.
- Research - Collection made available through MTG Hawke's Bay as appropriate within accepted best industry practice.
- Archives - Archives made available through MTG Hawke's Bay as appropriate within accepted best industry practice.

4) Development including fundraising, reserves management and relationship development.

- Fundraising - To work with the MTG Hawke's Bay Foundation to provide funding.
- Reserves - To appropriately manage accession reserves.
- Relationships - To appropriately manage relationships to allow the collection to develop appropriately.
 - Funding Councils
 - Te Rōpū Kaiawhina Taonga
 - MTG Friends

Accounting Policies adopted by the Hawke's Bay Museums Trust will be:

Reporting entity

The Hawke's Bay Museums Trust is registered under the Charitable Trusts Act 1957 and is registered as a charitable entity under the Charities Act 2005.

Statutory base

The financial statements will be prepared in accordance with Section 15 of the Public Audit Act 2001.

General accounting policies

The general accounting policies recognised as appropriate for the measurement and reporting of results, and

financial position, under the historical cost method as modified by any revaluation of any assets will be followed in the preparation of the financial statements.

The Trust qualifies as a Not-for-Profit (NFP) public benefit entity (PBE) for financial reporting purposes and is classified as a Tier 3 PBE reporting entity. It is therefore eligible to elect to report in accordance with PBE Simple Format Reporting - Accrual (Not-for-Profit) (PBE SFR-A (NFP)) on the basis that it does not have public accountability (as defined in XRB A1 (FP Entities + PS PBEs + NFPs -FP T3 + T4 Update)) and it has total expenses less than or equal to \$2 million.

Specific accounting policies

This Statement of Intent has been prepared on the basis that the Hawke's Bay Museums Trust is a going concern.

Accounts receivable

Any accounts receivable will be stated at their estimated net realisable value.

Inventory

Any inventory will be stated at the lower of cost and net realisable value on a FIFO basis after due allowance for damaged and obsolete stock.

Investments

Investments will be stated at lower of cost or net realisable value.

Grants

Any grants received will be recognised in the Statement of Financial Performance when the requirements under the grant agreement have been met. Any grants for which the requirements under the grant agreement have not been completed will be carried as liabilities until the conditions have been fulfilled.

Artworks and Collection assets

The Board considers it is a custodian of the Collection and as the collections tend to have an indefinite life, and are generally not of a depreciable nature, depreciation will therefore not be applicable and collection assets will be carried at fair value.

An independent qualified valuer provides a three-yearly full revaluation of the collection. Carrying values will be reassessed annually in the intervening years.

Purchases of collections will be recorded at cost, and donated collection assets will be recorded without attached values at the time of acquisition. These values will be captured during annual update revision of the valuation as noted above.

Goods and Services Tax (GST)

The Statement of Financial Performance will be prepared so that components will be stated exclusive of GST. All items in the Statement of Financial Position will be stated net of GST, with the exception of receivables and payables, which will include GST invoiced.

Income tax

Hawke's Bay Museums Trust is exempt from paying income tax.

Changes in accounting policies

Any changes in accounting policies will be clearly signified and quantified.

Performance Targets

Key Result Area	Performance Indicator	Target/Reporting Method	
		2019/20 target	2019/20 actual
Protection	Full insurance cover is provided for the collection.	Yes	
	Collections are stored in an acceptable environment.	No items reported to have suffered deterioration due to environment	
Quality	Every item accessioned into the collection has undergone a detailed selection process within the framework of the Collection Strategy	Yes	
	De-accessions are managed in accordance with the Collection Strategy and reported to the Board	Yes	
Access	HBMT collections are used for academic and personal research	1,500 enquiries	
	Collections are made available to the public through quality exhibitions	Minimum of 5 collection based exhibitions	
Development	Bequest funds income is used in the manner determined by the donor.	Yes	
	Conservation funds income is used solely for collection care.	Yes	
	Joint HBMT/Te Rōpū Kaiawhina Taonga meeting held.	1 per annum	

Hawke's Bay Museums Trust Financial Targets

Financial Performance	2019/20	2020/21	2021/22
Revenue			
Council Funding (NCC & HDC)*	1,182,520	1,208,205	1,234,455
Interest Income **	20,100	20,100	20,100
Donations	5,000	5,000	5,000
Total Revenue	1,207,620	1,233,305	1,259,555
Expenses			
Management Fee & Education Grant	950,620	971,534	992,907
Off-Site Storage	180,000	183,960	188,007
Education Grant (LEOTC)	15,000	15,000	15,000
Trust Admin & Management	27,900	28,514	29,141
Audit, Insurance & Legal etc***	9,000	9,197	9,400
Conservation	12,550	12,550	12,550
Accessions	12,550	12,550	12,550
Total Expenses	1,207,620	1,233,305	1,259,555
Surplus/(Deficit)	0	0	0
Financial Ratio Target:			
Ratio of Shareholders Funds to Total Assets (minimum ratio): (Measures the percentage of assets on which equity holders have a residual claim)	95%	95%	95%

* Council Funding has been inflation-adjusted according to the assumptions used by both Councils' Ten Year Plans, but the future year adjustments for 2020/21 and 2021/22 may differ from the above targets.

** Interest income is based on maintaining capital funds at present levels – early spending of these funds will reduce the interest income.

*** Audit, Insurance & Legal etc for 2019/20 includes Audit \$5,275, Insurance \$2,080 and Legal \$1,600 and Charities \$45.

No dividend is recommended.

No additional Council funding is requested.

Capital Expenditure

There is no planned expenditure on buildings or plant and machinery for the 2019-2021 periods. Accessions and conservation will be funded from grants, donations, de-accessions, and bequest and investment interest income.

Faraday Centre

Trustees are reviewing the future direction of the Faraday Centre. This includes potentially separating this activity from the Hawke's Bay Museums Trust when a sustainable model is identified.

Financial Reports

These will be inserted as the 2019/20 final audited accounts.

Compensation from Local Authority

The costs of maintaining the collection will be equally funded by Napier City Council and Hastings District Council. Additional funding may be sought from other sources as appropriate.

The Board estimates the commercial value of the Hawke's Bay Museums Trust collection at \$40 million (including the Faraday Collection).

Reporting against intended performance

An Annual Report will be prepared which will include a comparison of performance with the relevant Statement of Intent.

REPORTS FROM COMMUNITY SERVICES COMMITTEE HELD 25 JUNE 2019

1. NAPIER POSITIVE AGEING STRATEGY - DRAFT FOR CONSULTATION

Type of Report:	Operational
Legal Reference:	N/A
Document ID:	757232
Reporting Officer/s & Unit:	Michele Grigg, Senior Advisor Policy

1.1 Purpose of Report

This report summarises development of the draft 'Napier Positive Ageing Strategy – Te Rautaki Tipu Ora o Ahuriri' and seeks approval to release it for community feedback prior to its finalisation for adoption by Council.

Committee's recommendation

Councillors Boag / Taylor

The Community Services Committee:

- a. Approve the release of the draft Napier Positive Ageing Strategy – Te Rautaki Tipu Ora o Ahuriri for community feedback.

Carried

1.2 Background Summary

Population ageing is a social change affecting many parts of the world, including Napier. Just over 10,000 people aged 65+ live in Napier, of which 550 identify as Māori. Older residents make up 19% of our population, higher than the national average of 14%. In twenty years' time, possibly earlier, older people will comprise 26% of our population.

It is important for Council and other agencies to plan for this future through a city-wide Strategy that supports Napier's seniors to live well, now and in the future.

The draft Positive Ageing Strategy covers the period 2019-2023. It has been developed in collaboration with and advice from a Steering Group comprising representatives from agencies and providers who offer services to older people in Napier, and a Reference Group of residents with a lived experience of ageing.

The Strategy was also informed by seniors and other organisations/groups through a range of forums. These included workshops, hui, presentations at meetings, discussion groups, and a survey distributed through multiple channels. The full list of engagements is shown in the attached 'Background Document' pages 6-7.

The Strategy supports Council's own Vision and Outcomes. It also reflects and aligns with the revision of the National Strategy 'Better Later Life – He Oranga Kaumātua 2019 to 2034', recently released by the Office for Seniors for feedback.

1.3 Issues

Prior to development of the Napier Strategy, the Napier Connects programme was implemented by Council in collaboration with several other groups and organisations. This programme aimed to reduce social isolation among older people by encouraging a range of activities and projects to strengthen individuals' connections with their community.

The Positive Ageing Strategy extends and builds on this earlier programme and provides an overall strategic approach to Napier supporting seniors in the community.

Council has also previously received a number of requests to develop a policy or strategy on ageing, including submissions to Annual and Long Term Plans. In 2015, Council agreed to the development of a Positive Ageing Strategy, with a view to potentially adopting the internationally recognised Age Friendly Cities model once the Strategy is embedded. The Positive Ageing Strategy is also identified in Council's current LTP 2018-2028.

The draft Positive Ageing Strategy focuses on city-wide priorities to support seniors in Napier to live well. It sets out seven key priority areas that contribute to the Strategy's overall vision of **'Living Well, Ageing Well – Kia Tika Te Ora, Kia Tika Te Tipu'**.

The seven priority areas are:

- Being informed and involved – Kia mōhio, kia mahi
- Being safe – Kia haumarū
- Community spirit – Te wairua hāpori
- Getting around - Hāereere
- Health & wellbeing – Hauora & oranga
- Housing – Ngā whare
- Things to do – Hei mahi

A snapshot of the Strategy can be found on page 1 of the draft attached.

The priority areas closely align with the anticipated goals of the proposed revised national strategy and to the domains of the World Health Organization's Age Friendly City model.

An implementation plan will be developed for the Strategy following adoption by Council. This will be led and monitored by a Positive Ageing Strategy Advisory Group, to be established after adoption of the Strategy. Members will include representatives from organisations leading the priority areas, organisations/groups who provide services or support to seniors, and seniors who have a lived experience of ageing. The Group will be supported by Napier City Council officers.

The implementation plan will identify actions for each of the priority areas, which will be prioritised and phased over the five-year period of the Strategy to ensure they are practical and achievable.

The Strategy will be reviewed every five years, and regular assessments of progress will be undertaken for a number of population and performance measures.

1.4 Significance and Engagement

The impact of population ageing is significant. Napier's population of over 65s is projected to almost double, and for Māori the percentage increase is expected to be even higher. As our population ages, we will also experience an increased number of residents living with a disability. Recent data shows over half of residents aged 65+ live

with a disability. Linkages to Council's recently drafted 'Napier Disability Strategy' will be important.

A number of groups, organisations, and individuals provided input into the development of the Strategy. Many requested the opportunity to provide feedback once the Strategy was developed. These people will be directly contacted and encouraged to give feedback. Other organisations, community groups and the wider public will also be given the opportunity to provide feedback during the four-week consultation period.

All parts of Council will be made aware of the Strategy during the feedback phase, and given the opportunity to provide comment. Other parts of Council will be involved in developing the implementation plan for a number of the key priority areas.

1.5 Implications

Financial

The Strategy Implementation Plan will be developed following adoption of the Strategy by Council. Any actions included in the Plan that incur costs to Council will be either included in future budgets or funded through external sources. It is anticipated some projects identified in the Plan will be supported by partner organisations and/or could attract external funding.

Social & Policy

This is Napier's first Positive Ageing Strategy. It acknowledges the growing ageing population and the anticipated impacts this will have on our city and in our community. As such, there is a high level of interest in its implementation.

A number of agencies and organisations were involved in the development of the draft. Many were members of the Steering Group. Other organisations and individuals were given an opportunity to provide input through a range of workshops, hui, forums, discussion groups, and a survey.

Several agencies (eg, HBRC, HBDHB, Age Concern Napier) have indicated they are prepared to lead coordination of some of the Strategy's priority areas. Napier City Council and the Safer Napier Strategic Group will also have responsibility for leading relevant priority areas.

Risk

At the beginning of development, it was determined the Strategy needed to span a range of sectors, services, and activities in order to achieve broader community outcomes.

The Strategy therefore requires leadership and collaboration amongst multiple agencies and organisations, and with the community, to achieve its vision. Implementation will be reliant on the ongoing commitment of those organisations who have indicated they will lead a priority area, along with guidance from an Advisory Group (to be established following adoption of the final Strategy by Council), and oversight and support from Napier City Council.

Given the wide involvement of the community and relevant organisations in the development of the Strategy to date, it is unlikely that feedback on the draft document will be dissimilar to what was raised during its development. We anticipate also receiving ideas for action, which will be considered during development of the Implementation Plan.

1.6 Options

The options available to Council are as follows:

- a. Release the draft Napier Positive Ageing Strategy – Te Rautaki Tipu Ora o Ahuriri for community feedback (preferred)

- b. Not release the draft Napier Positive Ageing Strategy – Te Rautaki Tipu Ora o Ahuriri for community feedback

1.7 Development of Preferred Option

Many organisations and seniors from the community have been closely involved in the development of the draft Strategy. There is an expectation they will be provided an opportunity to feedback on the draft that has been developed with their input. This will also give the wider community an opportunity to have a further say on positive ageing, now the Strategy has been drafted.

At the Meeting

The Chair acknowledged the work of staff, individuals and agencies involved in developing the draft Strategy to date, and noted the next stage is to seek community feedback through consultation.

In response to questions from Councillors, the following points were clarified:

- The consultation process will take place over four weeks, commencing in July, with options for feedback being made available both online and in writing.
- It was noted that it will be important to address projected figures for retiree homeownership as the number of over 65 year olds is set to double over the length of this Strategy. Council officers noted that this information will likely be drawn out during development of the implementation plan, following adoption. A Councillor advised that a recent report commissioned by the Retirement Villages Association of New Zealand predicted that homeownership of people over the age of 65 will reduce to 50%.
- An Advisory Group will be established once the Strategy is adopted, comprised of members that would be able to take the lead on different areas of the Strategy. It is intended that the Advisory Group will be independently chaired and will work with the relevant agencies to deliver action plans.
- The implementation plan and drivers will come back through Council for consideration.
- The intention is to have an implementation plan in place by the end of the year; however, this will be dependent on feedback received through consultation and staff workloads, noting that officers will be required to work around this year's Election and the impact this has on the meeting schedule.
- It was noted that the development of the Strategy, together with the Disability Strategy, has highlighted parallels to developing a Child Friendly City framework and provided learnings to take forward into that space. Officers are considering how this framework could be developed in future.

1.8 Attachments

- A Draft Napier Positive Ageing Strategy
- B Napier Positive Ageing Strategy: Background Document





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Strategy Summary

Napier's Positive Ageing Strategy is portrayed in this stylised tree. The tree shows the Strategy's vision, the seven priority areas, and the underpinning core principles. The priorities and principles are all weighted equally.

The tree represents enduring strength, growth and protection, stability, wisdom and beauty – all of which reflect the intent of this Strategy.

Vision: Living well, Ageing well



Background

Population ageing is a large social change affecting many parts of the world and Napier is no exception. Just over 10,000 people aged 65 and over currently live in Napier - 550 identify as Māori; and almost half live in the Taradale area. Older Napier residents make up 19% of our population, higher than the national average of 14%.¹

In twenty years' time, or possibly earlier, the number of older people² living in Napier will increase substantially – numbering 19,500 and making up 26% of our population. In a matter of a few years, seniors in Napier will outnumber children for the first time ever. This will become the 'new normal' not only for our city, but also for most of New Zealand.

Coupled with the rapidly changing demographic make up of our population, lifestyles are also changing as our population ages. Life expectancies are higher now than ever, older people are more likely to work longer, many are taking on childcare roles, and those moving into this age group are both more culturally diverse and more active than

the previous generation. There are also challenges associated with ageing such as having a fixed, limited income, changing health needs including living with a disability, negative perceptions of 'the elderly', and the possibility of experiencing social isolation.

This purpose of this Strategy is to outline an age friendly approach for Napier with the overall vision of people 'living well and aging well'. An advisory structure was established for the Strategy's development to ensure it was well-informed by agencies, providers, and seniors living in the Napier community. These views, combined with local data and information have been key to shaping the vision and key priority areas.³

Importantly, the Strategy spans a wide range of sectors, services and activities. It will require leadership and collaboration amongst multiple agencies and organisations to achieve the vision. The Strategy covers the period 2019-2023 and provides guidance and direction for our city into the future.

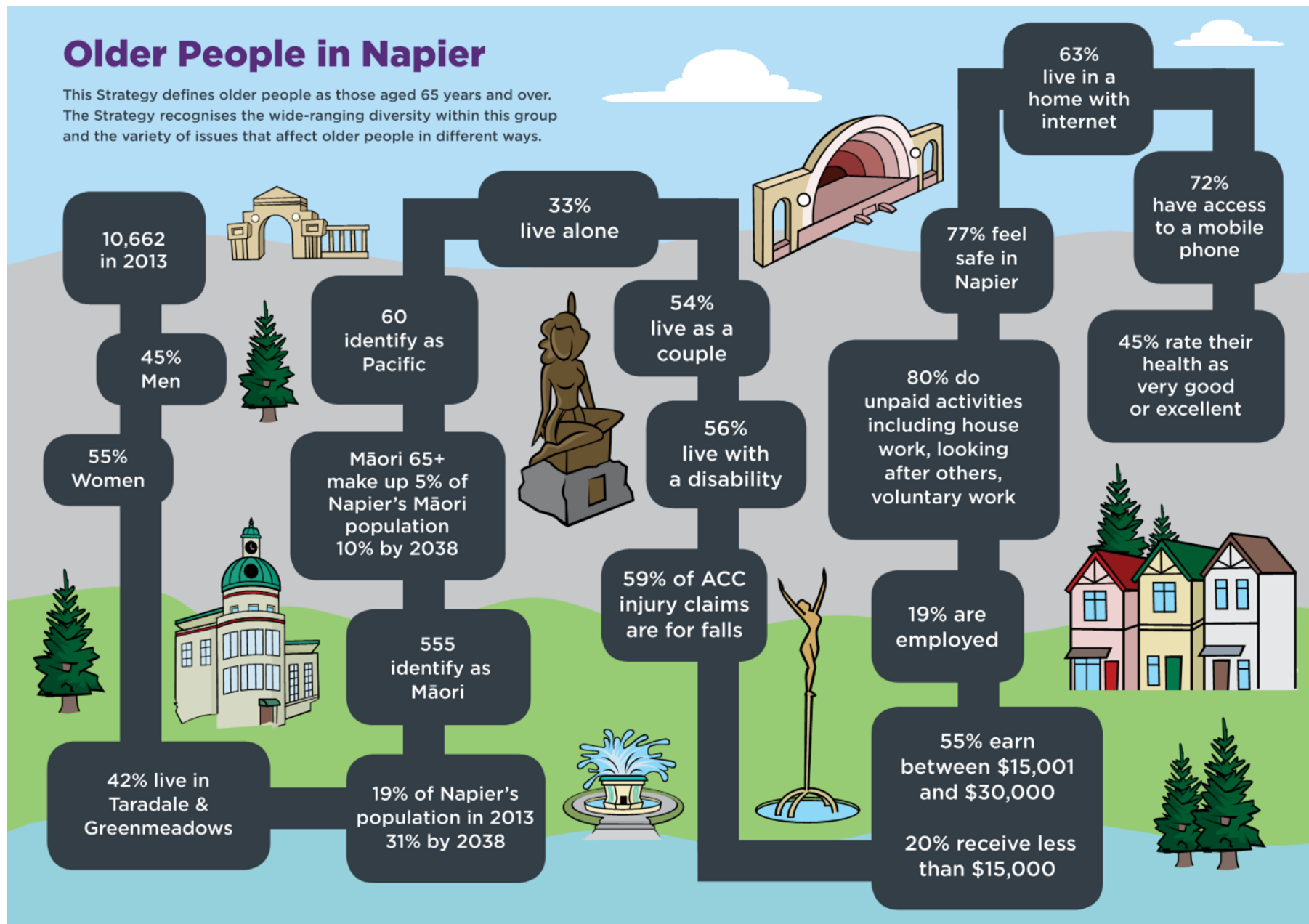
¹ According to the latest available data, from the 2013 Census of Population and Dwellings.

² Defined as 65+ years for the purpose of this Strategy.

³ Detailed information about the Strategy's development is contained in the accompanying document, *Napier Positive Ageing Strategy: Background Document* (2019).

Older People in Napier

This Strategy defines older people as those aged 65 years and over. The Strategy recognises the wide-ranging diversity within this group and the variety of issues that affect older people in different ways.





Napier's Positive Ageing Vision

The Strategy's vision is:

'Living well, ageing well'.

This vision reflects the community's desire to recognise that ageing affects everyone in our community.

Key Principles

Key principles identified for the Strategy are:

- **Whakawhāitanga, inclusion**
- **Āheitanga, access**
- **Kauanuanu, respect**
- **Whai wāhitanga, participation**
- **Rerenga kētanga, diversity.**

These underpin the Strategy and will guide implementation.

Priority Areas

Seven priority areas are proposed for the Strategy. These were established in discussion with the community and following a review of key information. Each priority area will have a coordinating organisation/entity overseeing progress with planning and actions. Napier City Council will have an oversight role for implementation of the Strategy.

The seven priority areas closely align with the priority goals of the 2001 New Zealand Positive Ageing Strategy and the domains of the World Health Organization's Age Friendly City model.

The seven priority areas and lead organisations are:

Te wairua hapori - Community spirit **Positive Ageing Strategy Advisory Group**

Having a safe city, safe neighbourhood, and safe streets so people feel safe to age in their community.

Kia mōhio, kia mahi - Being informed & involved **Age Concern Napier**

Having access to information and resources about services and support so people feel well informed and are prepared for ageing.

Kia haumarū - Being safe **Safer Napier Strategic Group**

Having a safe city, safe neighbourhood, and safe streets so people feel safe to age in their community.

Hāereere - Getting around **Hawke's Bay Regional Council**

Ensuring services and facilities are easy to get to and affordable and accessible transport options are available.

Hauora & ora - Health & wellbeing **Hawke's Bay District Health Board**

Having access to affordable health and support services to remain healthy, active and independent.

Ngā whare - Housing **Napier City Council**

Having suitable housing options that are affordable and accessible so people are safe and secure, warm and healthy, and feel part of the community.

Hei mahi - Things to do **Napier City Council**

Having accessible, affordable facilities, recreational and leisure spaces, and cultural activities so people have the opportunity to participate.



Strategic Links

This Strategy has close links with a number of documents that support positive ageing.⁴

Locally, the Strategy aligns with the vision of Napier City Council's Long Term Plan 2018-2028, which is a *vibrant and sustainable city for all*. It also has close links with the Safer Napier programme, which has the vision of *Napier is a safe and healthy city*, the Napier Disability Strategy vision of *Napier is a city for everyone*⁵, and Hawke's Bay District Health Board's *Improving Health Services for Older People in Hawke's Bay Strategy 2011-2026*.

National and international linkages include:

- Age Friendly Cities and Communities model (World Health Organization)⁶
- Positive Ageing Strategy 2001 (New Zealand)⁷
- Healthy Ageing Strategy 2016 (New Zealand)⁸
- Sustainable Development Goals (United Nations).⁹

The World Health Organization's Age Friendly Cities and Communities model aims to foster healthy and active aging across a range of domains, covering both the physical and social environments. The model includes eight domains, which focus on identifying and addressing enablers and barriers to the well-being and participation of older people.¹⁰ The domains overlap and interconnect with each other. They are:

- outdoor spaces and buildings
- transportation
- housing
- social participation
- respect and social inclusion
- civic participation and employment
- communication and information
- community and health care.

The intention is that the Age Friendly Cities model may be adopted for Napier once this Positive Ageing Strategy is embedded.

⁴ For more detail, refer to the accompanying *Napier Positive Ageing Strategy: Background Document*, (2019).

⁵ Napier City Council, 2019.

⁶ extranet.who.int/agefriendlyworld/age-friendly-cities-framework/ Accessed January 2019

⁷ www.superseniors.msd.govt.nz/about-superseniors/office-for-seniors/positive-ageing-strategy.html Accessed January 2019

⁸ www.health.govt.nz/publication/healthy-ageing-strategy Accessed January 2019

⁹ <https://www.un.org/sustainabledevelopment/sustainable-development-goals/> Accessed January 2019

¹⁰ See *Napier Positive Ageing Strategy: Background Document*, (2019) for details.



Making the Strategy Happen

An implementation plan will be developed for the Strategy. This will be directed by a Positive Ageing Strategy Advisory Group comprising representatives from organisations leading the priority areas, organisations/groups who provide services to or support seniors, and seniors who have a lived experience of ageing in Napier City.

The purpose of the Advisory Group will be to:

- provide leadership, guidance and support for implementation of the Strategy
- proactively share resources, information and experience to achieve the vision of the Strategy
- prioritise actions for implementation across the Strategy
- deliver actions in the 'Community Spirit' priority area
- monitor progress towards implementing the Strategy.

The Advisory Group will be supported by Napier City Council.

The implementation plan will identify a set of actions under each of the seven priority areas. The actions will be prioritised and phased over the five-year period of the Strategy to ensure they are manageable and achievable.





Monitoring and Review

The Strategy will be reviewed every five years. Regular assessments of progress will be undertaken for the following population and performance measures.

Measure	Baseline and data source
% of residents 65+ who feel safe in Napier (very or fairly safe)	77% of 65+ age group compared to 69% of all ages surveyed (Social Monitor survey, 2017)
% of residents 65+ with improved quality of life over the last five years	39% of 65+ age group report improved quality of life compared to 56% of all ages surveyed; 34% of 65+ group in 2014 (Social Monitor survey, 2017)
% of residents 65+ undertaking regular volunteer work	26% of 65+ age group report undertaking regular volunteer community work compared to 28% of all ages surveyed (Social Monitor survey, 2017)
% of residents 65+ with access to the internet	80% of 65+ age group compared to 93% of all ages surveyed (Social Monitor survey, 2017)
Satisfaction with participation in Positive Ageing Strategy Advisory Group	Collaboration; progress towards achieving goals; value of involvement (Self-assessment survey)

The implementation plan will be reviewed annually to ensure actions remain relevant and the plan reflects new or emerging issues.

Where possible, projects will apply a review or evaluation approach appropriate to its size, cost, nature and duration using a variety of tools (eg, surveys, feedback forms, discussion groups, outcome measurement).

Project evaluations/reviews will cover some or all of the following:

- **What was done?** Purpose, target audience, rationale, approach
- **How well did we do it?** For example, number of people involved, participant satisfaction, budget vs actuals, unexpected outcomes
- **Is anyone better off?** For example, reduced duplication, increased collaboration (shared projects, new partnerships, organisations working together), increased opportunities, increased knowledge, changes in behaviour
- **Lessons learnt.** What worked well, what didn't, should the activity continue, what should be changed (who, what, where, when, how)?







Napier Positive Ageing Strategy: Background document

Te Rautaki Tipu Ora o Ahuriri: Te tuarongo o te whare kōrero

DRAFT – JUNE 2019

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Introduction

Since mid-2017, we have spoken and connected with a range of Napier residents, from all walks of life of varying ages and ethnicities from all around the city, to hear their thoughts about positive ageing. We have held workshops and discussion groups, given presentations, talked at meetings and with individuals, and run a survey. Everyone we have heard from has been generous in providing us with their ideas and vision for an age friendly Napier.

This report summarises the information we have collected and the stories and ideas we have heard. Where feedback of a particular group differs from the overall picture, this is highlighted. What was striking is the similarity and consistency in responses from the community about the priorities and ideas for positive ageing. That being said, there are also unique issues of importance for some groups of residents (eg, Māori and people in their 50s/early 60s). This document and the accompanying Positive Ageing Strategy ("the Strategy") are the beginnings of a collaborative approach for making Napier a more age friendly community.

This is a supporting, background document to the Strategy. It consists of several parts. Part One outlines the process used to develop the Strategy, including the background to development, the advisory structures put in place by Council, and the ways in which seniors and other Napier residents provided input to inform and guide the Strategy's content.

Part Two presents information about the older/senior population living in Napier, sourced from national and local statistics and surveys. This information provides context to the Strategy.

Part Three refers to relevant national and international programmes that provide guidance for the age friendly approach.

Part One: Strategy Development

Early Development

The Council has previously received requests to develop a Positive Ageing policy or strategy, including in submissions to Annual and Long Term plans. In 2015, Napier's Council agreed to the development of a Positive Ageing Strategy with a view to possible future adoption of the Age Friendly City framework.¹ Prior to this, the Napier Connects programme was implemented by the Council in collaboration with other groups and organisations. This programme aimed to reduce social isolation among older people by encouraging a range of activities and projects to strengthen individuals' connections with their community.²

It was determined that the Positive Ageing Strategy would span a range of sectors, services and activities in order to achieve broader outcomes. It will therefore require leadership and collaboration amongst multiple agencies and organisations to achieve its vision.

Advisory Structure

An advisory structure was established prior to development of the Strategy to ensure it was well informed by agencies, providers and seniors from the Napier community. Two groups were established, each with a terms of reference agreed by group members (Figure 1).

¹ <https://extranet.who.int/agefriendlyworld/age-friendly-cities-framework/> Accessed May 2018

² See <http://www.napier.govt.nz/napier/community-development/seniors/napier-connects-toolkit/>

Figure 1 - Advisory structure for development of Napier's Positive Ageing Strategy, 2017-2018



A Steering Group was set up in May 2017, comprising representatives from agencies and providers who offer services to seniors in the Napier community. Invitations were extended to a range of representatives, many of whom actively attended the 6-8 weekly meetings, and contributed ideas and feedback.

The purpose of the Steering Group was to provide advice and input into Strategy content; seek feedback from and provide information to networks; and assist with community engagement during Strategy development.

Members of the Steering Group (some of whom receive email correspondence but are unable to attend meetings) are:

- Age Concern Napier
- Grey Power Napier
- Hawke's Bay District Health Board
- Hawke's Bay Regional Council
- Health Hawke's Bay
- Housing New Zealand Corporation
- Māori Women's Welfare League (email member)
- Ministry of Social Development
- Napier City Council (lead)
- Red Cross
- Retirement Villages Association Hawke's Bay
- St John Ambulance (email member)
- Sport Hawke's Bay
- Te Kupenga Hauora – Ahuriri
- Te Taiwhenua o Te Whanganui-a-Orotu (email member)
- Volunteering Hawke's Bay.

A Reference Group (who by consensus re-named themselves the 'Living Positively Group') began meeting shortly after the Steering Group, in August 2017. A call for nominations was extended through Steering Group members and other relevant community groups seeking Napier people with lived experience of ageing or being a senior.

The purpose of the Living Positively Group was to provide advice and input from their lived experiences; seek feedback from and provide information to networks; and assist with community engagement during Strategy development.

Fourteen members joined the group from the following organisations and backgrounds:

- Age Concern Napier
- Bryant House
- Grey Power Napier
- Napier City Council retirement housing residents
- Red Cross
- Rotary Clubs of Napier
- Spirit of Napier Lions Clubs
- Sport Hawke's Bay Kiwi Senior programme participants
- Tiare Ahuriri P.A.C.I.F.I.C.A.

The Living Positively Group also met 6-8 weekly. Some members retired from the Group due to poor health or other commitments, and new members subsequently joined.

Both groups played a key role in contributing to and guiding development of Napier's Positive Ageing Strategy.

The advisory structure will be reviewed following adoption and publication of the Strategy to have a focus on ongoing implementation and monitoring.

Two Napier City Councillors are the Council 'champions' for the Strategy. Councillors Maxine Boag and Graeme Taylor both have an interest in ageing, and assisted with guiding the Strategy through the Council approval process.

How the Strategy was Informed

Information and input from seniors living in Napier, and those working with seniors, was key to shaping development of the Napier Positive Ageing Strategy.

Several relevant national and local strategies with a focus on ageing already exist, however development of the Napier Strategy began from scratch to ensure its development was locally relevant. The Living Positively Group and Steering Group identified a potential vision for the Strategy and a set of possible priority areas following a number of meetings and discussions. These were further developed during workshops with providers and agencies, and seniors from the local community.

From this series of activities, key priority areas began to emerge. The range of ideas is shown in the following word clouds, where issues or words identified more often are given greater prominence (Figures 2 and 3).

Figure 2 - Issues raised in workshops with the community, providers/agencies, and advisory groups, 2017



Figure 3 - Issues raised by older people in the community workshops, 2017



A small group of Māori kaumātua and kuia met to discuss positive ageing priorities from their perspective. Key issues they identified included:

- a need for suitable housing; animal-friendly housing
- a need for cheaper and more accessible exercise options
- better wheelchair accessibility in Napier
- improved bus stops (especially timetable signage)
- more public transport
- a focus on encouraging families and the wider community to support older people
- encouraging everyday use of te reo Māori
- assisted and supportive learning opportunities, especially in relation to financial management
- education on keeping personal belongings and bank information safe and secure
- a vibrant, accessible environment
- tika, tapu, noa, manaakitia te wairua o te whenua – a Māori worldview/mātauranga Māori.

Māori kaumātua and kuia identified a number of key issues for positive ageing, including the importance of a Māori worldview.

Two discussion groups were also held with Napier residents aged in their 50s and early 60s, to hear their thoughts about ageing. This generation grew up during a time fundamentally different from that of the previous generation. People in their 50s and early 60s today were

teenagers during the late 1960s into the 1970s – a time of rapid social change, involving the easier availability of contraception, experimentation with drug taking, and the liberalisation of views on sexuality, motherhood, and working. These discussion groups were held to determine the extent to which the priority areas identified by the older generation resonated with this group.

The next stage of development involved seeking input and 'testing' the potential key priority areas with a wider community audience. This was done through presentations, information sessions, discussion groups, and a survey (paper copy and online), where participants were invited to:

- provide their vision for an age friendly Napier
- give feedback on the suggested priority areas
- indicate which of these was most important
- identify anything missing, and
- outline what was working well and what could be improved in each area.

Seven potential priority areas were identified and 'tested' in discussions with the community.

Table 1 lists the face-to-face presentations and discussions held with Napier residents and agencies/ providers to inform the Strategy's development.

Table 1 - Workshops, sessions and presentations during Strategy development, 2017-2018

Group	When	Participants
Workshops with Reference Group ('Living Positively Group')	Sept-Oct 2017	12
Workshops with Steering Group	Sept-Oct 2017	12
Seniors workshop 1	22 November 2017	7
Seniors workshop 2	30 November 2017	25-30
Agency/provider workshop	22 November 2017	30
Rotary Napier	12 February 2018	20
Maraenui Kai and Korero Group	19 February 2018	18
Kiwi Seniors Napier	26 February 2018	40-50
Kiwi Seniors Taradale	27 February 2018	30
Taradale Senior Citizens Association	1 March 2018	20
Rotary Greenmeadows	14 March 2018	40
Rotary Taradale	15 March 2018	35
U3A (University of the Third Age)	4 April 2018	80
Discussion groups with 50-64 year olds	10 and 12 April 2018	20
Kahui Pakeke group, Te Kupenga Hauora – Ahuriri	19 April 2018	25
Taradale Lions Club	9 May 2018	18
Hui led by Māori kaumātua and kuia	2 July 2018	8

The survey had the same purpose of inviting a wider group of people to give their input into the Strategy, particularly those who may not otherwise be connected with community and interest groups. The survey was distributed through a variety of groups and venues between February and May 2018 (Table 2). Online and paper versions of the survey were available (with freepost return for the paper survey). The survey was open to Napier residents of all ages.

Table 2 - Survey distribution channels during Strategy development, 2018

Group	When	Recipients
Kiwi Seniors Napier	26 February 2018	Est. 30
Kiwi Seniors Taradale	27 February 2018	Est. 30
Grey Power newsletter	March, May 2018	Url link
Taradale Senior Citizens Association	1 March 2018	Est. 10
Summerset Village, Merlot Drive	2 March 2018	180
Masonic and associated villages	2 March 2018	150
NCC Retirement and Council flats	6 March 2018	380
City Library	6 March 2018	50
Taradale Library	8 March 2018	50
Rotary Greenmeadows	14 March 2018	Est. 5
Rotary Taradale	15 March 2018	Est. 5
Meals on Wheels, Red Cross	16 March 2018	150
Facebook posts	March, April 2018	Url link
Grey Power meeting	March-April	Est. 30
U3A (University of the Third Age)	4 April 2018	Est. 40
DHB – NASC (Needs Assessment Service Coordination) 65+, EngAGE	9 April 2018	100
Discussion groups with 50-64 year olds	10 and 12 April 2018	20
Kahui Pakeke group, Te Kupenga Hauora – Ahuriri	19 April 2018	Est. 10
Community newspaper advertisements	April, May 2018	Url link
Taradale Lions Club	9 May 2018	18

From all of the described activities, the following seven areas were confirmed as the Strategy's priority areas:

1. Being informed and involved
2. Being safe
3. Community spirit
4. Getting around
5. Health and wellbeing
6. Housing
7. Things to do.

An additional issue, raised in the discussion groups with those in their 50s and early 60s, was a desire to consider environmental sustainability for future generations. This wasn't specifically identified by the over 65s and is anticipated it will be addressed in the Strategy's implementation plan under one or more of the other priority areas (eg, sustainability of transport options, the impact of climate change and water quality on health and wellbeing, and so on).

Younger residents (in their 50s and early 60s) also expressed a desire to focus on environmental sustainability.

The seven identified priority areas closely align with both the 10 priority goals of the 2001 national Positive Ageing Strategy and with the Age Friendly City domains (see Part Three). They also largely reflect the original areas identified by both the Steering Group and Living Positively Group. The synergies across all of the discussions reinforce the overall consistency in vision of the Napier community.

Part Two: Seniors in Napier

Population ageing is a large change affecting many parts of the world, and New Zealand is no exception. In twenty years' time, or possibly earlier, the number of seniors living in Napier will make up a third of the city's population. In a matter of a few years, seniors in Napier will outnumber children under the age of 15 for the first time ever.

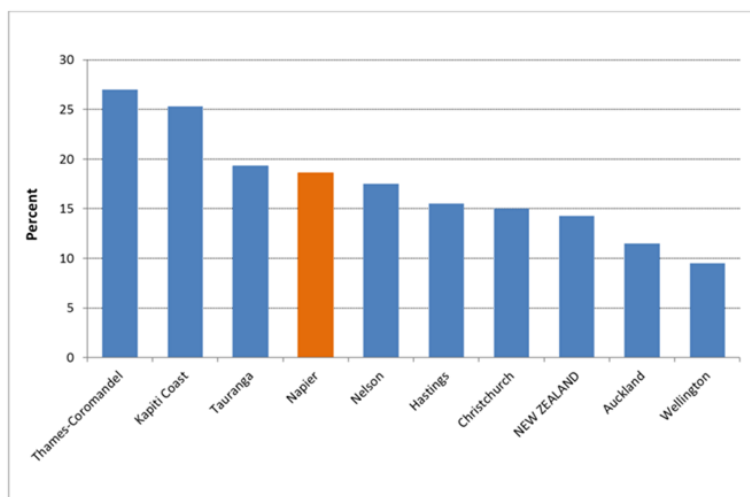
Findings from a recent Attitudes Towards Ageing survey point to challenges ahead for New Zealand as our population ages.³ The survey of 1,600 New Zealanders sought to understand attitudes towards ageing and older people. Almost two-thirds of those surveyed (62%) are not confident that New Zealand is prepared for the expected increase in the 65+ population over the next thirty years.

Overall, more than eight out of 10 New Zealanders surveyed across all age groups say they have high levels of respect for seniors. Many also value their contribution to society (more than half feel older people are more of an asset than a burden to society, 54%). However, the survey also found a number of older people feel lonely, socially isolated and/or invisible.

Population Profile

The Census recorded 10,662 people aged 65+ years living in Napier in 2013⁴ (19% of Napier). Napier has a slightly higher percentage of seniors compared to the national average of 14% (Figure 4). Other areas have even higher proportions such as Thames-Coromandel with 27% and Kapiti Coast with 25%. Areas with the lowest proportions include Wellington (10%), Porirua City (10%), and Auckland (12%).

Figure 4 - Percent of population 65+ years, Napier, New Zealand and selected cities/districts, 2013



Source: 2013 Census of Population and Dwellings

³ Office for Seniors, Te Tari Kaumātua. 2016. *Attitudes Towards Ageing: Research commissioned by the Office for Seniors*. Wellington: Ministry for Social Development. <http://www.superseniors.msd.govt.nz/documents/attitudes-towards-ageing-research/attitudes-towards-ageing-summary-report-2016.pdf> Accessed May 2018.

⁴ The most recent Census data available at the time of writing.

Just over 500 Māori are aged 65+ in Napier. Māori aged over 65 have a slightly 'younger' age profile than non-Māori. Over two-thirds of Māori in this age group were 65-74 years (69%, compared to 53% of non-Māori). In contrast, just 5% of Māori were aged 85+ (compared to 14% of non-Māori).

Just over 500 Māori aged 65+ live in Napier, with a slightly younger age profile overall.

Older women outnumber men. Overall, women make up 55% of the 65+ age group. Among older Māori women make up 59%. The percentage of women increases as age increases - of those aged 85+ years, two-thirds (66%) are women. Among Māori aged 85+, nearly eight out of ten are women (78%).

Table 3 shows the age groups of seniors living in Napier for Māori, non-Māori, and the total population.

Table 3 - Māori, non-Māori and total population aged 65+ years, by sex, Napier, 2013

		65-74 years	75-84 years	85+ years	Total 65+
Māori	Male	171	57	6	234
	Female	216	87	21	324
	Total	387	144	27	558
non-Māori	Male	2,538	1,530	480	4,548
	Female	2,856	1,794	906	5,556
	Total	5,400	3,327	1,386	10,113
Total	Male	2,709	1,587	486	4,782
	Female	3,072	1,881	927	5,880
	Total	5,781	3,468	1,413	10,662

Source: 2013 Census of Population and Dwellings

Note: Totals may not add due to rounding.

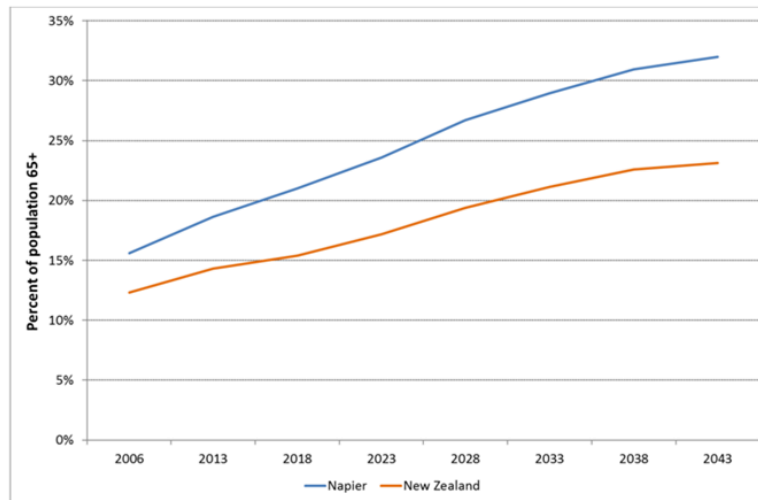
Future population growth

Napier's older population is expected to grow considerably over the next 25-30 years. While Napier's total population will increase by about 10%, the senior population aged 65+ is expected to increase by 83%, from 10,662 to 19,500. This is similar to the national trend.

By 2038, almost a third of Napier's population (31%) will be aged 65+, compared to 23% nationally (Figure 5). It is anticipated that the number of seniors in Napier will outnumber children (aged 0-14) from this year.

Napier's population of over 65s is expected to almost double in the next 30 years, and for Māori the percentage increase will be even higher.

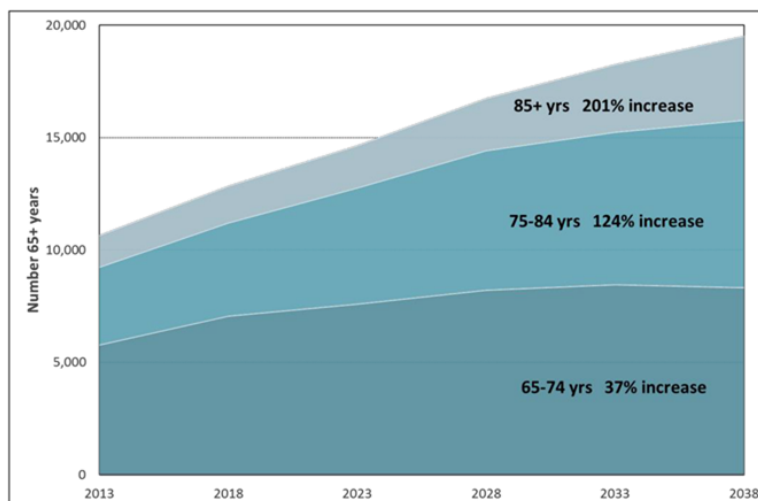
Figure 5 - Actual and projected percent of population 65+ years, Napier and New Zealand, 2006-2043



Source: Statistics New Zealand, Subnational Population Projections, 2013(base)-2043 update
http://archive.stats.govt.nz/browse_for_stats/population/estimates_and_projections/SubnationalPopulationProjections_HOTP2013base-2043.aspx

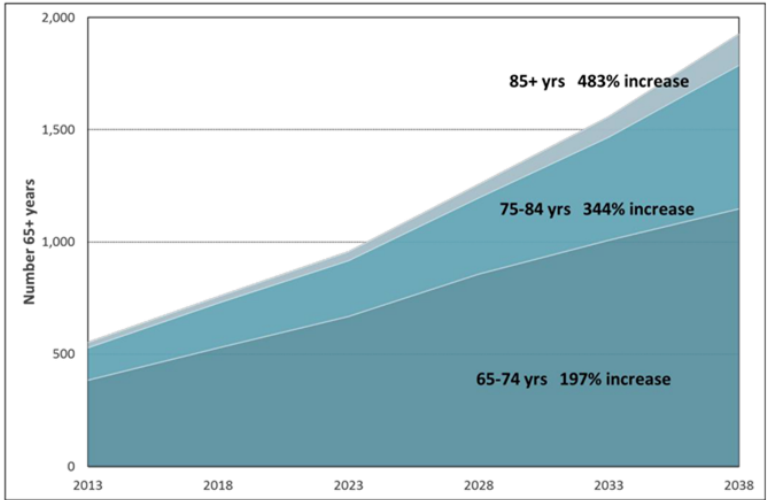
Projected growth rates of Napier seniors are expected to be highest amongst those aged 75-84 and 85+ (Figure 6). Increases are also high for Māori (Figure 7).

Figure 6 - Actual and projected population growth, 65+ age group, total population, Napier, 2013-2038



Source: Statistics New Zealand, Subnational Population Projections, 2013(base)-2043 update
http://archive.stats.govt.nz/browse_for_stats/population/estimates_and_projections/SubnationalPopulationProjections_HOTP2013base-2043.aspx

Figure 7 - Actual and projected population growth, 65+ age group, Māori population, Napier, 2013-2038

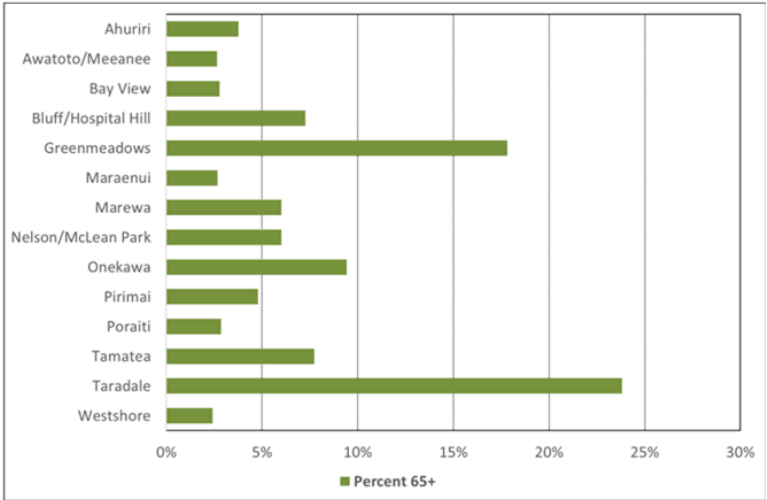


Source: Statistics New Zealand, Subnational Population Projections, 2013(base)-2043 update
http://archive.stats.govt.nz/browse_for_stats/population/estimates_and_projections/SubnationalPopulationProjections_HOTP2013base-2043.aspx

Place of residence

Forty-two percent of Napier’s population aged 65+ lived in the Taradale and Greenmeadows areas at the time of the 2013 Census (Figure 8). About three quarters of Napier’s senior population live more than 2.5 kilometres from the city centre; most live more than 4.5 kilometres from the centre.

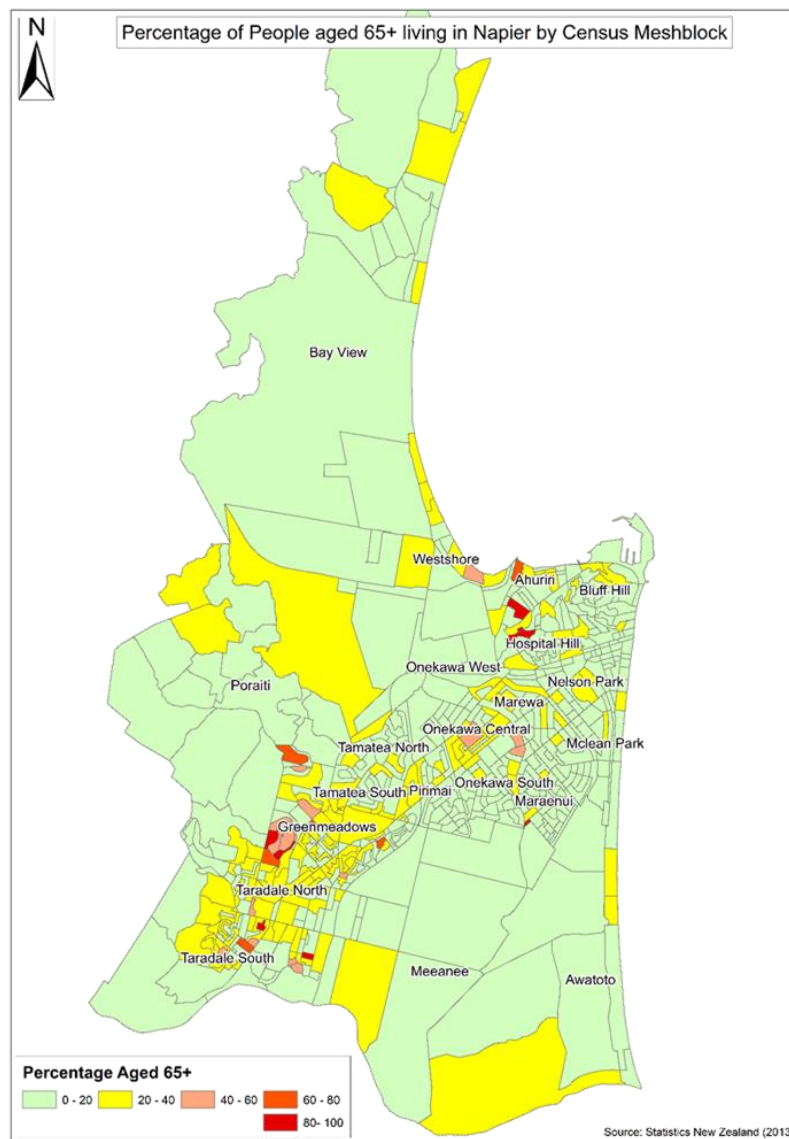
Figure 8 - Percent of population aged 65+ by suburb, 2013



Source: 2013 Census of Population and Dwellings

Figure 9 shows where seniors live in Napier. The orange and red areas have the highest proportion of older people (over 60% of residents are aged 65+). These pockets of high density reflect the locations of retirement villages.

Figure 9 - Distribution of population 65+ years, Napier, 2013



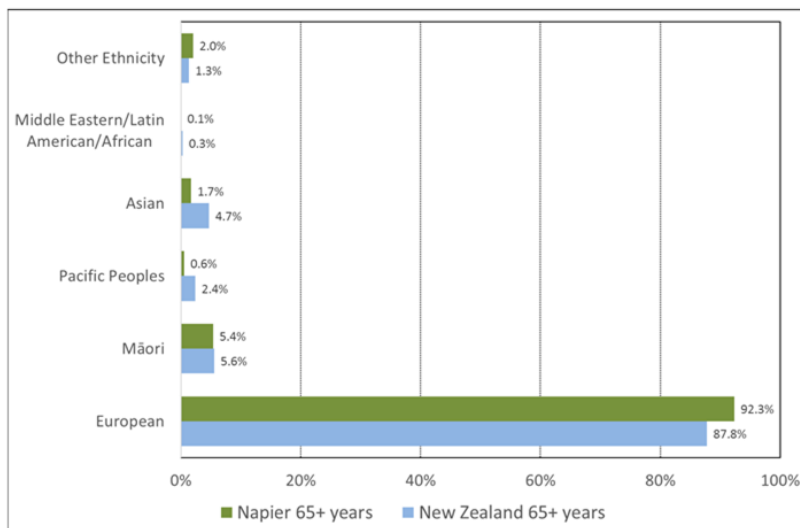
Source: 2013 Census of Population and Dwellings

Population characteristics

Among those aged 65+, nine out of ten identified as European (92%) (Figure 10). A further 5% identified as Māori, 0.6% Pacific people, and 1.7% Asian. The 'Other' ethnic group makes up another 2% (most people in this group identified New Zealander as one of their ethnicities). Overall, Napier's senior population is less ethnically diverse than both New Zealand's as a whole and the under 65s resident in Napier.

Napier residents aged 65+ identify with a range of ethnic groups.

Figure 10 - Ethnic groups of population aged 65+, Napier and New Zealand, 2013



Source: 2013 Census of Population and Dwellings

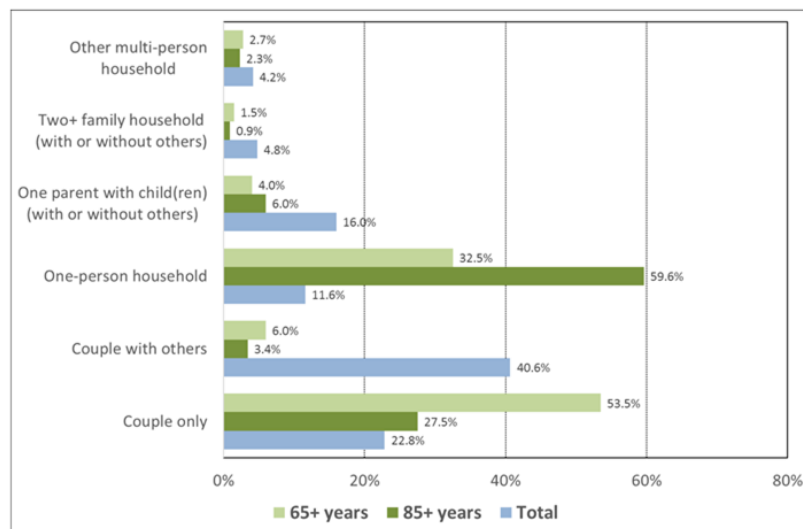
Note: People reporting more than one ethnic group were counted in each stated category. Totals do not add to 100%.

Most Napier residents aged 65 and over live in private dwellings (95%) but the proportion decreases with age – of those aged 85+, three quarters live in private dwellings (76%). These levels are the same nationally.

Most Napier residents 65+ live in private dwellings and in couple only households.

Just over half of the 65+ group who are in private dwellings, live in a couple only household (54%) (Figure 11). A further one-third live alone (33%). This pattern is reversed among those aged 85+.

Figure 11 - Household composition for people living in occupied private dwellings by age group 65+, Napier, 2013



Source: 2013 Census of Population and Dwellings

Older Māori and Pacific residents are more likely to live in households containing either multiple family/whānau members or several families. Napier Māori and Pacific people aged 65+ were three to four times more likely than others to live in dwellings with multiple members from the same family/whānau (27% of Māori 65+ and 41% of Pacific people 65+, compared to 10% of all 65+ year olds).

In addition, Pacific and Asian people aged 65+ were the most likely of all ethnic groups to live in a multi-family/whānau household with more than one family (18% of Pacific and 13% of Asian, compared to 1% of all 65+ year olds).

Māori and Pacific people in Napier were considerably less likely to live in a couple only household (35% of Māori, 24% of Pacific, compared to 54% of all 65+ year olds).

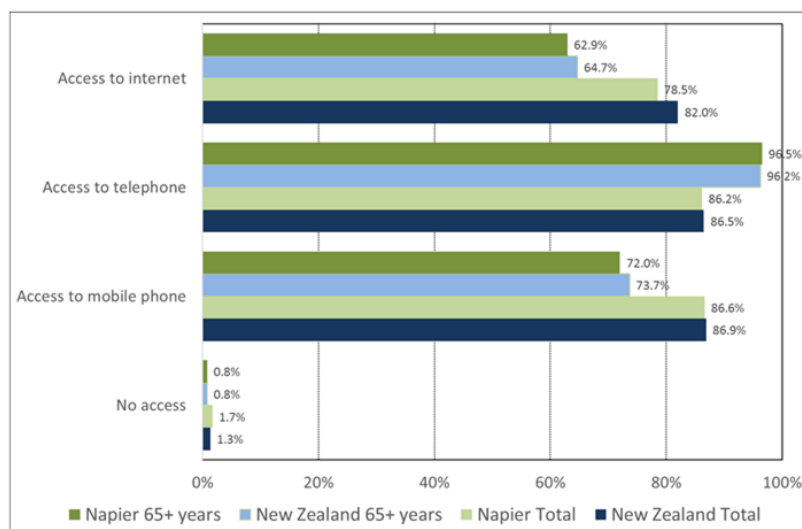
Of those aged 65+ living in non-private dwellings, almost all were in residential care (97%). This represents five percent of Napier's population aged 65+. Of the 549 Napier residents aged 65+ living in residential care:

- 62% were 85+
- 17% were 80-84
- 10% were 75-79
- 10% were 65-74.

Almost two-thirds of Napier residential care residents are aged 85+.

Sixty-three percent of people aged 65+ living in private dwelling households have access to the internet (Figure 12). This compares to 82% of those aged 15-64.

Figure 12 - Access to telecommunications in private dwellings 65+, Napier and New Zealand, 2013



Source: 2013 Census of Population and Dwellings

The proportion of people living in households who have access to the internet decreases with age:

- 75% of 65-74 year olds
- 53% of 75-84 year olds
- 28% of 85+ year olds.

Household internet access decreases with age.

Access to the internet also varies by ethnicity. While older Pacific people have access levels similar to all seniors in Napier (60%), Asians have higher access (66%), but older Māori have lower levels of internet access – less than half, 47%.

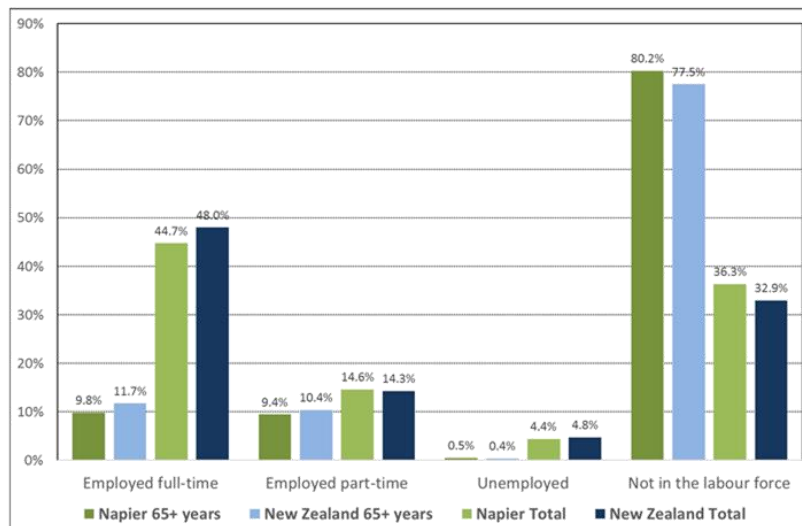
Overall, access to a mobile phone is higher than internet access - 72% of over 65s living in private dwelling households have access to a mobile phone. This is lower amongst the over 85s however – 37%. Mobile phone access is also slightly lower among over 65 Māori (67%) but higher among Pacific people of the same age (80%).

While older Napier residents (including Pacific and Asian residents) have near-universal access to a landline telephone (97%), this is lower amongst Māori at 90%.

In the week before the 2013 Census, one in five 65+ year olds (19%) were in full-time or part-time employment (Figure 13). Slightly fewer older Napier residents work than nationally. Across the three broad age groups within the 65s and over, there is a decline in the percentage employed as people age. Nevertheless, a proportion of people from all three of the age groups are in employment:

- 58% of people aged 65-74 are employed (31% full-time, 27% part-time)
- 13% of people 75-84 are employed (4% full-time, 9% part-time)
- 4% of people 85+ are employed (1% full-time, 3% part-time).

Figure 13 - Employment status 65+, Napier and New Zealand, 2013



Source: 2013 Census of Population and Dwellings

Older Māori were more likely to be in employment in the week before the Census (26% compared to 19% overall) as were Pacific people (21%). Both were mainly in full-time work.

One in five older Napier residents work full-time or part-time - older Māori and Pacific people were the most likely to be working.

National data indicates the number of older New Zealanders working is increasing over time.⁵

People aged 65+ who were working in the week before the 2013 Census were most likely to be employed as professionals (18%) or managers (16%). Almost equal proportions of employed people aged 65+ were labourers (14%) or clerical/administrative workers (13%).

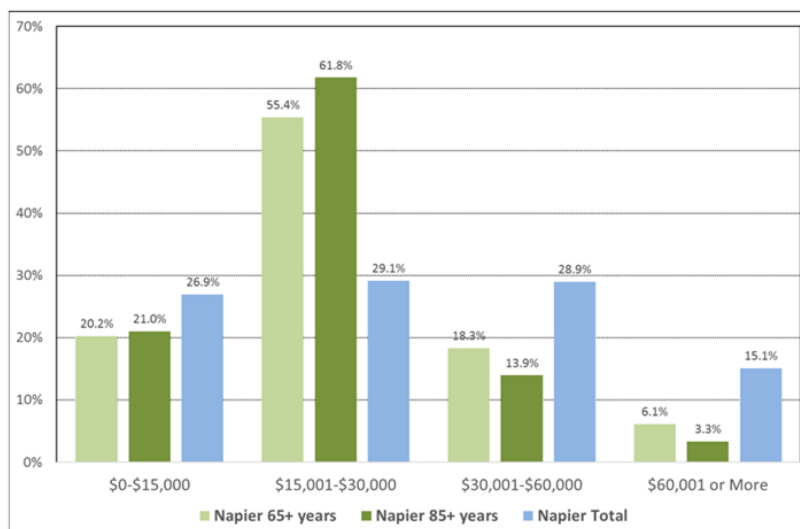
Māori and Pacific workers in Napier aged 65+ were more likely than average to be employed as community and personal service workers (24% for Māori and 25% for Pacific people compared to 10% for Napier over 65s) or labourers (21% for Māori and 25% for Pacific, compared to 14%).

Older Napier residents received a lower personal income than residents of other ages (Figure 14). Half of those 65+ had a personal income of between \$15,000 and \$30,000 in

⁵ Statistics New Zealand. 2015. *2013 Census QuickStats about people aged 65 and over*.

the 12 months prior to the 2013 Census. While one in five residents 65+ received between zero and \$15,000 in annual income, 24% received more than \$30,000.

Figure 14 - Annual personal income by age group 65+, Napier, 2013



Source: 2013 Census of Population and Dwellings

Older Māori and Pacific people are more likely to have a lower personal income (30% of older Māori and 35% of Pacific earned up to \$15,000 in 2013, compared to 20% of all those over 65). Conversely, older Māori and Pacific people were less likely to earn between \$15,001 and \$60,000 but were equally as likely to earn \$60,001 or more.

Older Māori and Pacific people have the lowest annual incomes.

The median annual income nationally for people aged 65+ is \$20,900.⁶ The most common sources of income are New Zealand superannuation or veterans pension, and interest, dividends, rent or other investments.

Eight out of ten (80%) of Napier residents aged 65+ were involved in some form of unpaid activity in the month before the 2013 Census. Two in 10 were not involved in any unpaid activities.

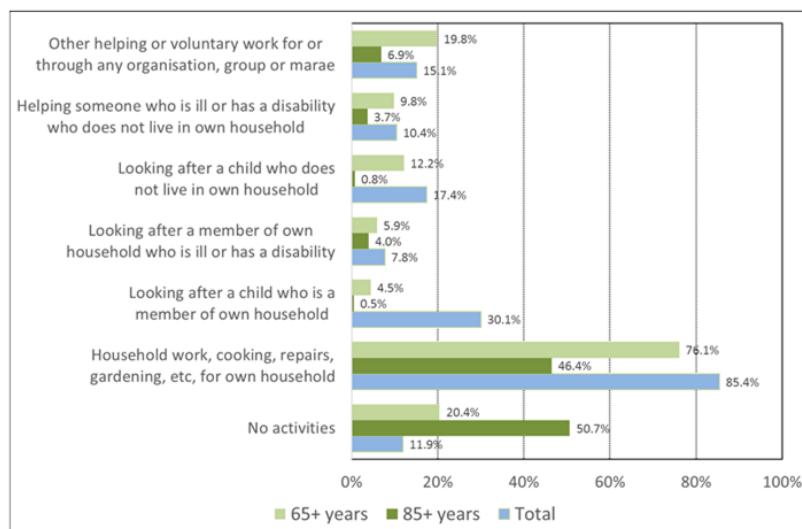
The most common types of unpaid activities for over 65s (Figure 15) were:

- Household work, cooking, repairs, gardening etc for own household (76%)
- Other helping or voluntary work for or through any organisation, group or marae (20%)
- Looking after a child who does not live in own household (12%).

These rates are similar nationally.

⁶ Statistics New Zealand. 2015. *2013 Census QuickStats about people aged 65 and over*.

Figure 15 - Unpaid activities by age group 65+, Napier, 2013



Source: 2013 Census of Population and Dwellings

Napier women aged 65+ were slightly more likely than their male counterparts to help or do voluntary work for an organisation, group or marae, and to look after children.

Many older Napier residents are involved in unpaid activities, with older women being more likely than older men to do voluntary work for an organisation.

While residents aged 85+ are less likely to do unpaid work overall, a number volunteer for an organisation, group or marae (7%) or look after others who are ill or have a disability (8%).

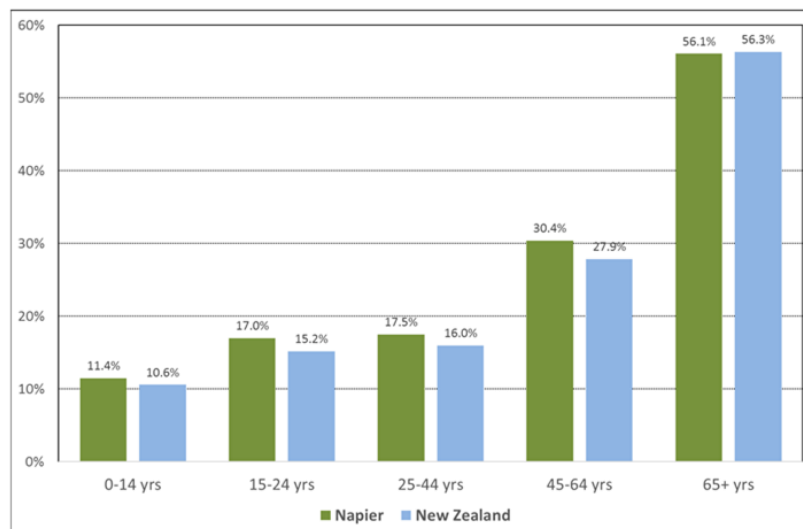
Overall, Māori and Pacific people aged 65+ were less likely to do unpaid activities, possibly because they are more likely to be working. However, both Māori and Pacific people over 65 are more likely than average to look after a child who is a member of their household (10% of Māori and 19% of Pacific people, compared to 4% of all over 65s).

Older Māori are less likely to do unpaid work overall, but are much more likely to look after a tamariki who is a member of their whānau, or to be in full-time employment.

People with Disabilities

In 2013, 56% of Napier residents aged 65+ identified they live with a disability (5,600 people). Disability rates increase with age - amongst those aged 80+, the rate was 76%. Napier's rates are similar to the overall New Zealand trend (Figure 16).

Figure 16 - Disability rates by age group, Napier and New Zealand, 2013



Source: 2013 Census of Population and Dwellings

The most common disability identified by Napier over 65s was physical limitations⁷ (85%), followed by a sensory disability - hearing (50%), vision (17%). Some people identified multiple impairments.

People with disabilities aged 65+ make up just over a third of Napier's total population living with a disability (37%), compared to 33% nationally. The proportion is higher when looking at the 55+ age group, which comprises over half of all people living with a disability in Napier (53%). Napier's ageing population means there will be an increasing proportion of people experiencing disability in our community in the future.

Older Māori are more likely than non-Māori to have a disability, particularly Māori men.

National survey data indicates that people with a disability are more likely than those without to have lower incomes, no educational qualification, and be less likely to be employed.⁸ Older men and women are equally likely to have a disability, and older Māori are slightly more likely than older non-Māori to have a disability (particularly so amongst Māori men).⁹

⁷ 'Physical' includes both mobility and agility impairments (Statistics NZ definition).

⁸ Office for Disability Issues. *Key Facts About Disability in New Zealand*. <http://www.odl.govt.nz/home/about-disability/key-facts-about-disability-in-new-zealand/> Accessed 17 July 2018.

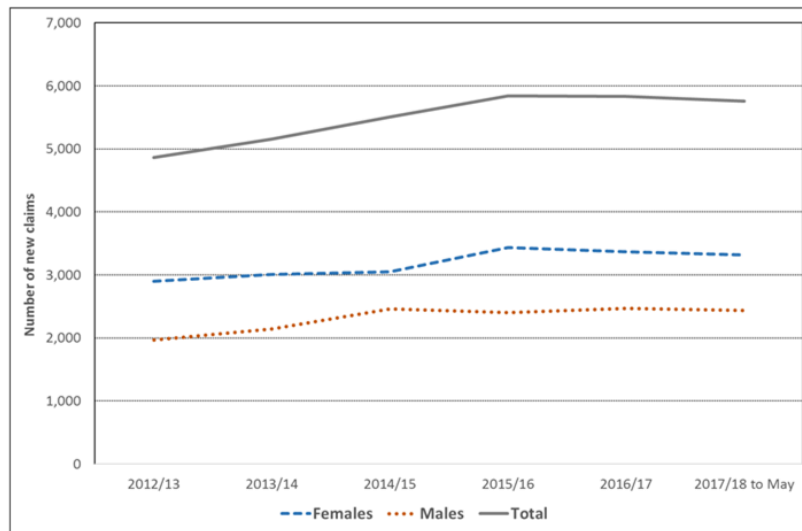
⁹ Statistics New Zealand. *2013 Disability Survey*. Customised data.

Injuries

New Zealand's Accident Compensation Corporation received almost 5,800 new claims from Napier residents aged 65+ for the 11 months from July 2017 to the end of May 2018.¹⁰ Over half of these claims were lodged for older women (58%), a trend which has remained consistent over time (Figure 17). The reverse is the case for those aged under 65, where more claims are lodged for males (53%) than females. Four percent of all new claims lodged by Napier's over 65s, were from claimants identifying as Māori.

The number of new claims amongst older Napier residents is increasing over time, likely to be driven by the growing ageing population.

Figure 17 - Number of new claims to ACC, 65+ by sex, Napier, financial years 2012/13-2017/18

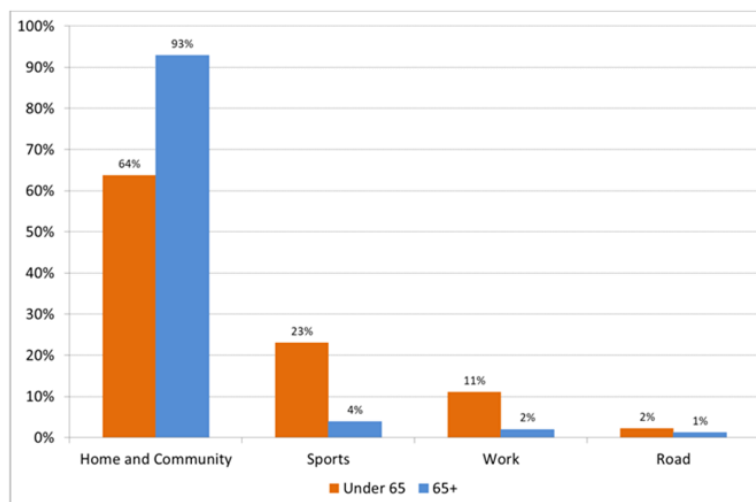


Source: ACC data request

Injury locations differ markedly, but not unexpectedly, by age. Older Napier residents are more likely than younger residents to be injured in the home or community environment (93% compared to 64%, Figure 18). In contrast, younger residents are more likely than seniors to be injured while playing sports, or working.

¹⁰ This figure is likely to increase once full financial year data become available.

Figure 18 - Number of new claims to ACC, by age group and claim category, Napier, 2017/18



Source: ACC data request

ACC data shows claim frequency is rising fastest amongst seniors, mainly for falls in the home which is the most common cause of injury amongst older people.¹¹ Nationally, up to 60% of people aged over 65 experience a fall and many of these result in injury, hospitalisation or sometimes death.¹²

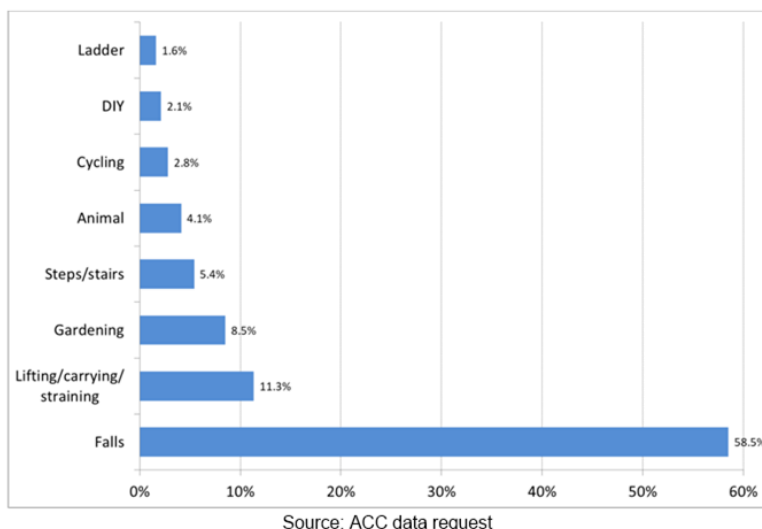
Injuries in the home, mainly falls, are more common among older residents.

Falls account for almost two-thirds (59%) of new ACC claims amongst those aged 65 and over in Napier (compared to 33% amongst the under 65s). Injuries where the largest number of new claims were made by the over 65s include falls (59%), lifting/carrying/straining (11%), gardening (9%), and steps and stairs (5%) (Figure 19). All of these occurred in the home and community setting.

¹¹ Accident Compensation Corporation. *Annual Report 2017. Investing in New Zealanders*. Wellington: New Zealand Government.

¹² Safe Communities Foundation NZ. 2016. *Falls Injuries and Prevention. Fact Sheet 8*.

Figure 19 - Largest number of new claims to ACC by claim type, 65+, Napier, 2017/18



The cost of claims among the over 65s living in Napier for falls alone is \$3.13 million per year. This is the highest cost for any one injury, followed at a distance by treatment injuries at \$554,000 per year. Injuries associated with lifting/carrying/straining, gardening, steps and stairs, and bicycling all cost over \$200,000 each per year.

ACC has launched a nationwide injury prevention programme to reduce the number of falls and to improve recovery from falls.¹³ This programme is coordinated locally by Enliven Hawke's Bay.¹⁴

Napier Social Monitor Survey

The Napier Social Monitor survey is commissioned by Napier City Council as part of the Council's Social Indicator Monitoring Programme. The survey has been undertaken since 1998.

A random sample of 400 Napier residents is contacted over the phone and online and asked a number of questions about their current quality of life. The objectives of the Napier Social Monitor are to establish:

- Satisfaction with living in Napier
- Nature of the community and community relationships
- Opportunity to express views about the future direction of Napier City and New Zealand
- Perceptions of safety
- Satisfaction with housing
- Satisfaction with overall health and access to healthcare facilities
- Perception of quality of life
- Current employment, community work and volunteer work

¹³ <https://www.livestronger.org.nz/> Accessed August 2018.

¹⁴ <http://psec.org.nz/learn-more/enliven/> Accessed August 2018.

- Involvement in education and training
- Access to a car, smartphone, and the internet.

Information from the Social Monitor also informed development of the Positive Ageing Strategy. Data presented here is from the 2017 Social Monitor comparing responses from those aged 65+ (96 people) to those aged 55-64 (61 people) and all age groups as a whole. In some instances, 2017 and 2014 data are compared (where available).

Many of the seniors surveyed for the 2017 Monitor have lived in Napier for more than 10 years (91%). Participants were from a range of suburbs. Slightly more older men than older women responded (55% compared to 45%), and 14% of all older respondents identified as Māori. The relatively small sample size means sub group analysis is only possible by age group (55-64 and 65+).

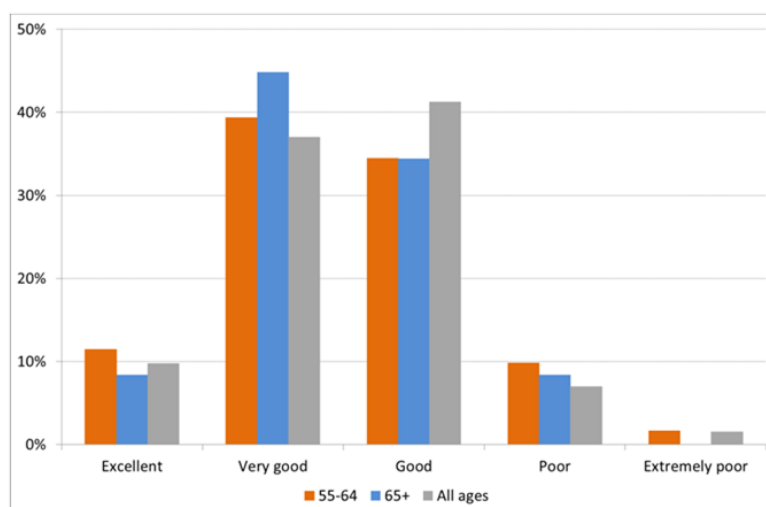
Overall, the data indicates:

- Seniors are reasonably positive about living in Napier, although the level of positivity has declined slightly for a number of indicators since the 2014 survey.
- Overall, seniors have high levels of perceived safety for themselves and whānau/family living in Napier. Fewer however feel *very* safe compared to three years ago.
- Many of the seniors surveyed live in their own home, with the majority indicating satisfaction with their current housing (regardless of whether they rent or own).
- Seniors are generally positive about their current personal health, however higher levels report poorer health than any other age group.
- While seniors have higher interaction with social service groups, those undertaking volunteer activities appear to be declining. This is the case across all age groups but is especially noticeable amongst seniors.
- A portion of seniors are still actively engaged in employment, and a portion are also interested in further training and education.
- One in five seniors don't have access to the internet, indicating a reliance on other forms of communication to source information. Internet access levels are likely to increase in the future as 55-64 year olds (who have much higher internet use) age.

Napier community

Respondents were asked to rate how well the people of Napier take care of and provide for each other. The majority of those aged 65+ (88%) view Napier as good, very good or excellent as a caring community (compared to 85% of 55-64 year olds; 88% overall). A small percentage of seniors rate Napier as poor or extremely poor (8.3%) (Figure 20).

Figure 20 - How well Napier cares and provides for each other, by age group, 2017



Source: Napier Social Monitor, Napier City Council, 2017

Note: Totals may not add to 100% as 'don't know' and 'not specified' responses not shown.

These results are slightly less positive than in 2014, when 90% of seniors felt Napier was good, very good or excellent at being a caring community.

The survey asked if people used the service(s) of any social service organisation such as Age Concern, St John Ambulance, RSA, Birthright, WINZ, Lifeline and so on. One in five seniors (21%) use at least one social service organisation. This compares to 10% of those aged 55-64 years, and 20% overall.

Compared to the previous survey, the proportion of those aged 65+ using a social service organisation increased (from 15% in 2014 to 21% in 2017).

Twenty percent of seniors are a member of a voluntary social service group. In comparison, 16% of 55-64 year olds and 12% of all ages are members of such a group.

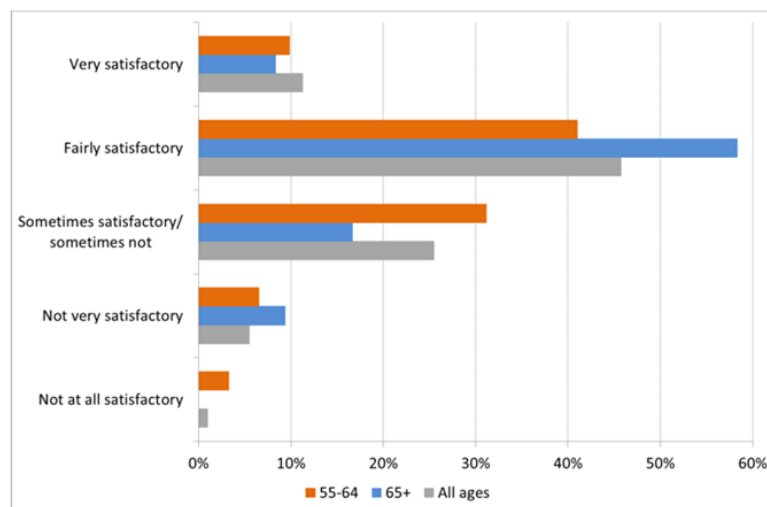
Community relationships

Respondents were asked to rate the current relationship between different ethnic groups in Napier. Two-thirds of seniors (67%) rate the relationship as either very or fairly satisfactory. This compares to 51% of 55-64 year olds and 57% overall (Figure 21).

Many seniors are positive about relationships between different ethnic groups in Napier.

A further 17% of seniors rate the relationship as sometimes satisfactory and sometimes not. An additional 9% rate it as not very satisfactory.

Figure 21 - Views on current relationship between different ethnic groups in Napier, by age group, 2017



Source: Napier Social Monitor, Napier City Council, 2017

Note: Totals may not add to 100% as 'don't know' and 'not specified' responses not shown.

These results are more positive than in 2014, when 48% of seniors perceived the relationship between different ethnic groups in Napier as very or fairly satisfactory.

Views on future direction of Napier City

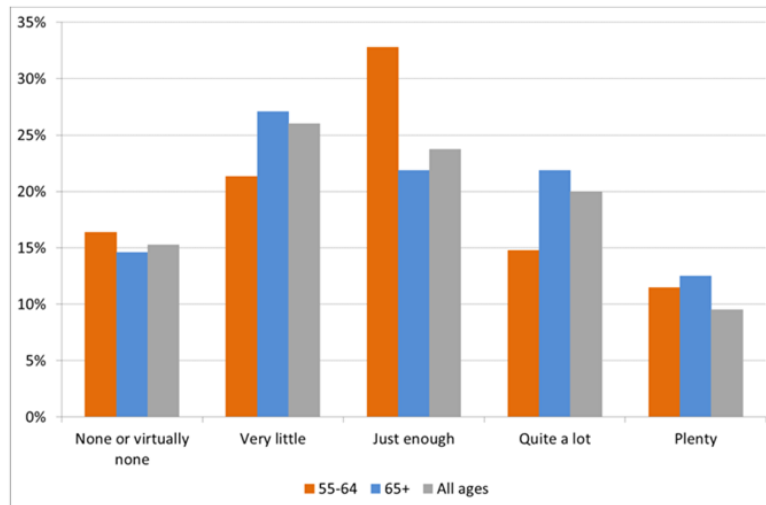
Respondents were asked how much opportunity they have to express their views about the future direction of Napier. One in four seniors aged 65+ (42%) feel they have very little, no or virtually no opportunity and 22% have just enough (Figure 22).

Seniors are more likely than any other age group however to say they have plenty or quite a lot of opportunity to state their views about the future of Napier (34%, compared to 26% of 55-64 year olds and 30% overall).

Respondents aged 65+ who felt they had plenty or quite a lot of opportunity to express their views increased slightly between 2014 and 2017 (from 32% to 34%).

Older people are more likely than other age groups to feel they have an opportunity to express their views about the future direction of Napier.

Figure 22 - Opportunity to express views about future direction of Napier, by age group, 2017



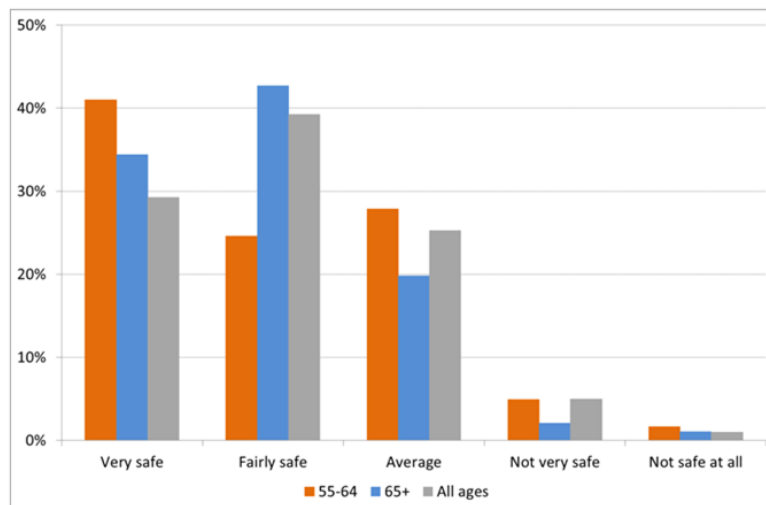
Source: Napier Social Monitor, Napier City Council, 2017

Note: Totals may not add to 100% as 'don't know' and 'not specified' responses not shown.

Safety

Almost all respondents aged 65+ rate their feeling of safety in Napier for themselves and other whānau/family members as average or better (97%) (Figure 23). Most give a rating of very or fairly safe (77%) and a further 20% give a rating of average. Seniors are the most likely age group to feel they and other whānau/family members in Napier are safe (77%, compared to 66% of 55-64 year olds, and 69% of all ages surveyed)

Figure 23 - Feeling of safety in Napier, by age group, 2017



Source: Napier Social Monitor, Napier City Council, 2017

Note: Totals may not add to 100% as 'don't know' and 'not specified' responses not shown.

77% of older residents feel very or fairly safe in Napier.

Overall, views on personal safety amongst seniors are more positive than in 2014, but the percentage feeling very safe is lower than it was three years ago (42% in 2014 down to 34% in 2017).

Housing

Most survey respondents aged 65+ and 55-64, live in their own home (94% and 92%, respectively). This compares to 83% of all age groups surveyed. Of the small proportion of surveyed seniors renting, some say they are renting because that is their preferred choice, and others because house prices are too expensive.

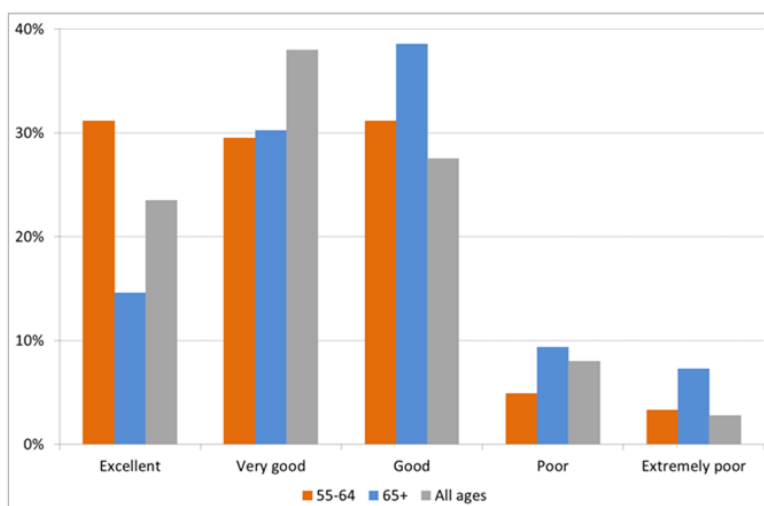
The proportion of people satisfied (very or fairly satisfied) with their current housing is 96% among seniors, and 95% among 55-64 year olds (compared to 94% overall).

Health and wellbeing

Seniors are mostly happy with their current personal health, with 83% rating it as excellent, very good or good (Figure 24). This is lower however than 55-64 year olds (92%) and all ages (89%).

Almost one in ten seniors (9%) rate their personal health as poor and a further 7% as extremely poor; the highest of all ages surveyed.

Figure 24 - Personal health rating, by age group, 2017



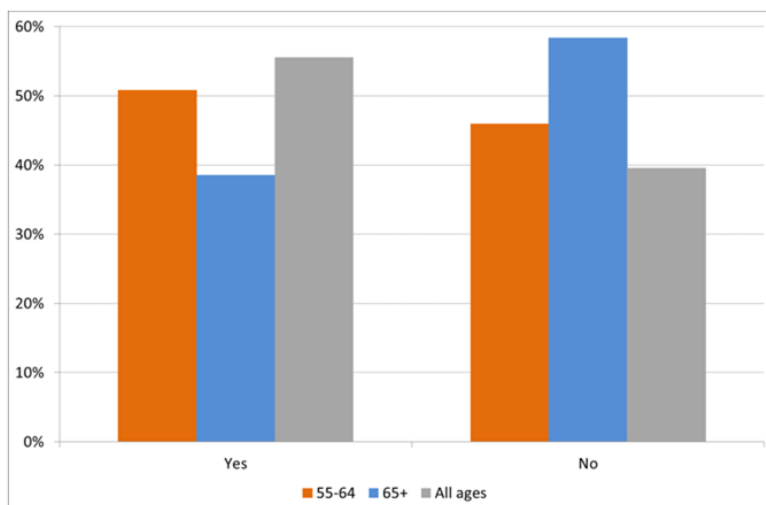
Source: Napier Social Monitor, Napier City Council, 2017

Note: Totals may not add to 100% as 'don't know' and 'not specified' responses not shown.

People were asked if their quality of life had improved over the last five years. Over one-third of seniors (39%) agree that it has improved, with 59% reporting no improvement (Figure 25). Improved quality of life was reported by 51% of 55-64 year olds and 56% of all ages surveyed.

Slightly fewer seniors reported an improved quality of life during the past five years in the 2014 survey (34%).

Figure 25 - Quality of life improved during last five years, by age group, 2017



Source: Napier Social Monitor, Napier City Council, 2017

Note: Totals may not add to 100% as 'don't know' and 'not specified' responses not shown.

Work, training, social services

Volunteer community work and other work

Over a quarter of seniors undertake regular volunteer community work (26%). This compares to 25% of 55-64 year olds, and 28% of all ages surveyed. This figure for seniors has decreased since the 2014 survey, when 37% reported they did regular volunteer community work. A similar (but less obvious) trend was also the case for all other age groups.

Just over one in ten seniors are in the workforce (3% work full-time, 8% work part-time). The majority of the remainder (80%) are retired.

The majority of those aged 55-64 years are either in full-time (48%) or part-time (18%) employment.

Training

Respondents were asked if they would consider some sort of education or training (beyond high school level) in something that interests them. One in ten 65+ year olds indicated an interest in future learning, compared to 53% of 55-64 year olds, and 55% of all ages surveyed.

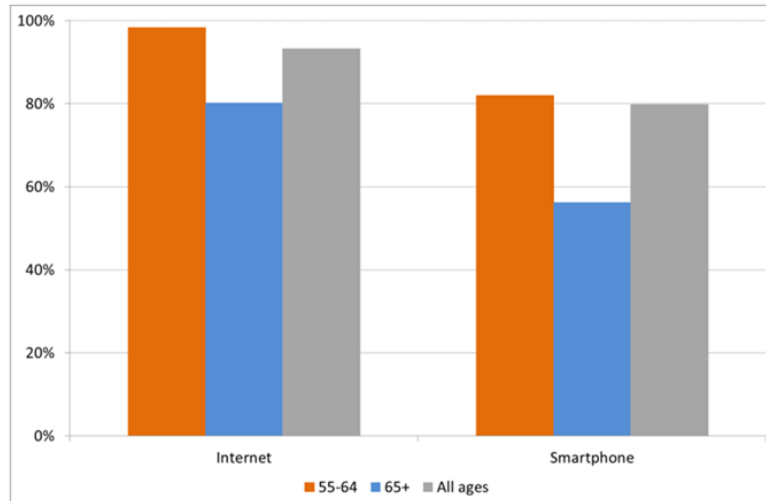
Communication, information

Seniors are more likely to have access to the internet than to a smartphone (Figure 26). Eighty percent indicate they have access to the internet (compared to 98% of 55-64 year olds, and 93% of all ages surveyed). This includes accessing the internet at home, work, school, or in public spaces like the library.

In comparison, 56% of seniors have access to a smartphone. This is lower than the 82% of 55-64 year olds, and 80% of all age groups surveyed.

Older residents are less likely to have access to a smart phone or the internet.

Figure 26 - Access to internet or smartphone, by age group, 2017



Source: Napier Social Monitor, Napier City Council, 2017

Note: Totals may not add to 100% as 'don't know' and 'not specified' responses not shown.

Transport

Nine out of ten respondents aged 65+ have access to a car during the day (90%). Car access is higher amongst those aged 55-64 years (97%) and all ages (93%).

Napier Positive Ageing Strategy Survey

The Napier Positive Ageing Strategy Survey helped inform development of the Strategy, and provided people with an opportunity to give their views about what would make Napier a more age friendly city.

The survey was distributed both electronically and as hard copy between February and May 2018 through a number of avenues (as discussed earlier).

The survey asked for:

- ideas for an age friendly Napier vision
- feedback on the suggested priority areas
- an indication of the most important priority areas
- identification of any missing priority areas
- views about what is currently working well and what could be improved in each priority area.

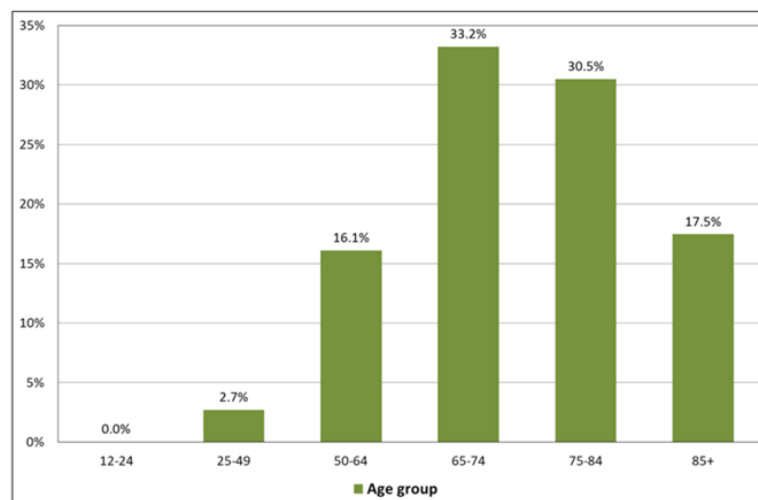
Respondents to the survey were also given the opportunity to provide their name and contact details if they were interested in providing feedback on the draft version of the Strategy once developed.

Information collected in the survey not only assisted with informing development of the Strategy, but will also be valuable for guiding the Strategy's implementation plan.

Who responded

A total of 385 residents responded to the survey. While the survey is not necessarily representative of Napier's population, it provides valuable information from a cross-section of residents, most of whom are aged 65+ years (81%, Figure 27).

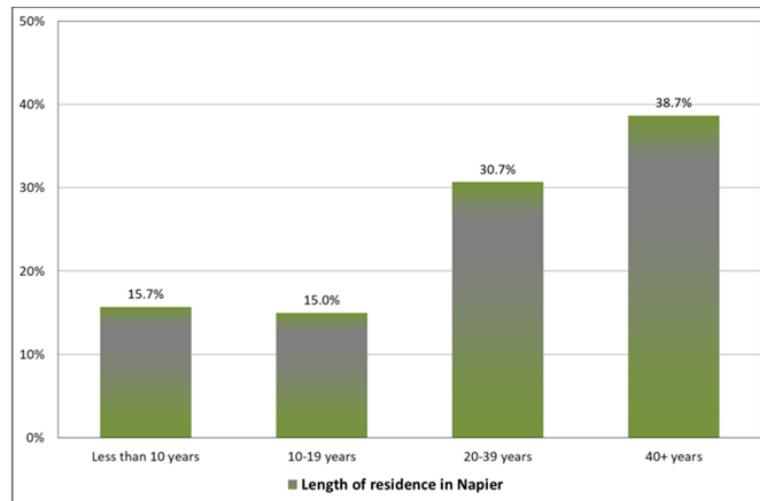
Figure 27 - Age group of survey respondents, 2018



Source: Napier Positive Ageing Survey, Napier City Council, 2018

Perspectives about ageing were provided by residents who have lived in Napier for anywhere between less than 10 years (16%) to 40 or more years (39%) (Figure 28).

Figure 28 - Number of years resided in Napier, 2018



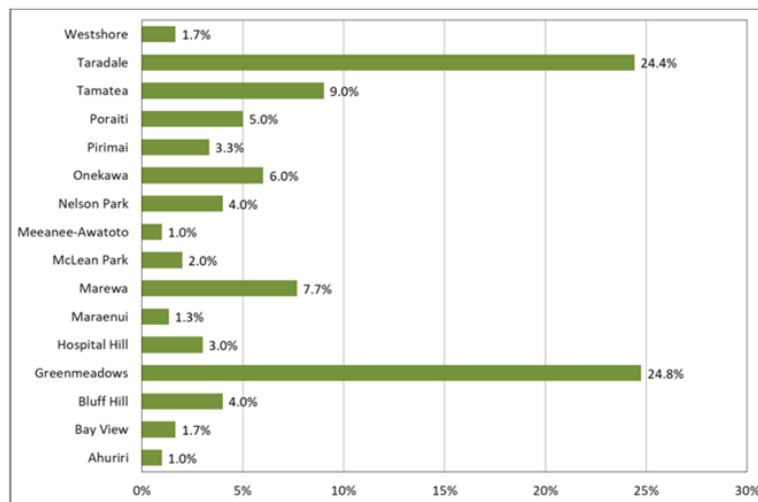
Source: Napier Positive Ageing Survey, Napier City Council, 2018

Almost three quarters of respondents were female (73%), 90% identified New Zealand European as at least one of their ethnic groups, and seven percent as Māori. A further seven percent identified at least one other ethnicity, including a Pacific ethnicity.

Seven percent of survey respondents identified as Māori, and a further seven percent as another ethnicity (non-Māori, non-European).

Half of the survey respondents live in either Greenmeadows (25%) or Taradale (24%). Responses were received from residents living in all of Napier's suburbs (Figure 29).

Figure 29 - Place of residence of survey respondents, 2018



Source: Napier Positive Ageing Survey, Napier City Council, 2018

Meaning of 'Positive Ageing'

The survey asked for peoples thoughts about the meaning of 'positive ageing'. We received a range of responses, with many people providing detailed feedback.

The responses are illustrated below in 'word clouds', where words and descriptions identified more often are given greater prominence. Three word clouds are shown: one for respondents aged 65 and over (Figure 30), a second for respondents of all ages identifying as Māori (Figure 31), and a third for respondents aged under 65 (Figure 32).

There are commonalities across all three word clouds, and also some key differences:

- all groups identify **safety** as an important part of positive ageing
- having access to **activities** is also important to all
- Māori and the younger age group were most likely to identify being **healthy**, while the older cohort (65+) were more likely to mention being **fit and active**
- Māori and the older age group mentioned **transport** and being **happy** as important
- In addition, Māori interpret positive ageing as being **financially secure** and having **access** to services and amenities
- Older people (65+) view positive ageing as being **fulfilling** and involving **friends and family**
- Those under 65 years see positive ageing as a time to be **valued** and **respected**.

Figure 30 - Views of 'Positive Ageing', survey respondents aged 65+, 2018



Source: Positive Ageing Survey, Napier City Council, 2018

Figure 31 - Views of 'Positive Ageing', survey respondents identifying as Māori, 2018



Source: Positive Ageing Survey, Napier City Council, 2018

Figure 32 - Views of 'Positive Ageing', survey respondents aged under 65, 2018



Source: Positive Ageing Survey, Napier City Council, 2018

Priority areas

Seven priority areas were identified during workshops and discussions with seniors, agencies, and providers in the community. These were:

- Being informed and involved
- Being safe
- Community spirit
- Getting around
- Health and wellbeing
- Housing
- Things to do.

The survey sought to determine the extent to which people agreed or disagreed with these priority areas. An explanation of each priority was provided, and respondents were asked to indicate if they agreed this should be a priority for the Positive Ageing Strategy.

The priority areas resonated with survey respondents with some small differences for Māori and by age group.

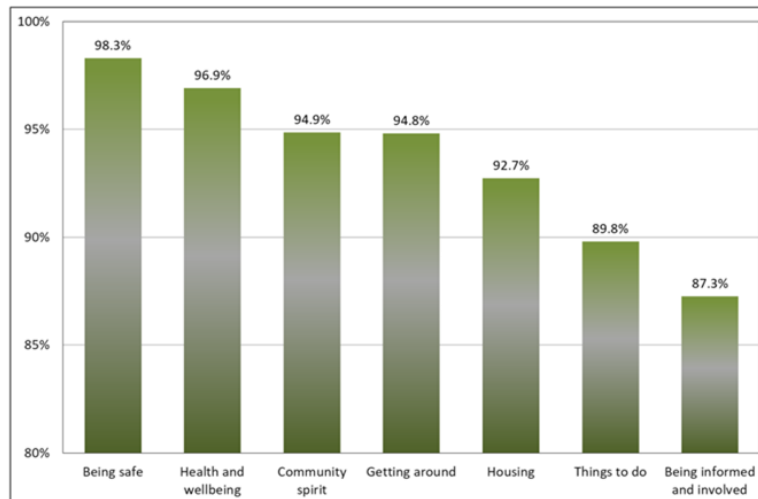
Figure 33 shows the percent of respondents agreeing with each area. Overall the survey findings indicate strong agreement with all seven of the identified priorities. Over 90% of respondents agreed that the following are priority areas:

- Being safe (98%)

- Health and wellbeing (97%)
- Community spirit (95%)
- Getting around (95%)
- Housing (93%).

Slightly fewer agreed that Things to do (90%) and Being informed and involved (87%) are priority areas, however these proportions are still high.

Figure 33 - Percent of respondents saying 'yes, this is a priority area', all ages, 2018



Source: Positive Ageing Survey, Napier City Council, 2018

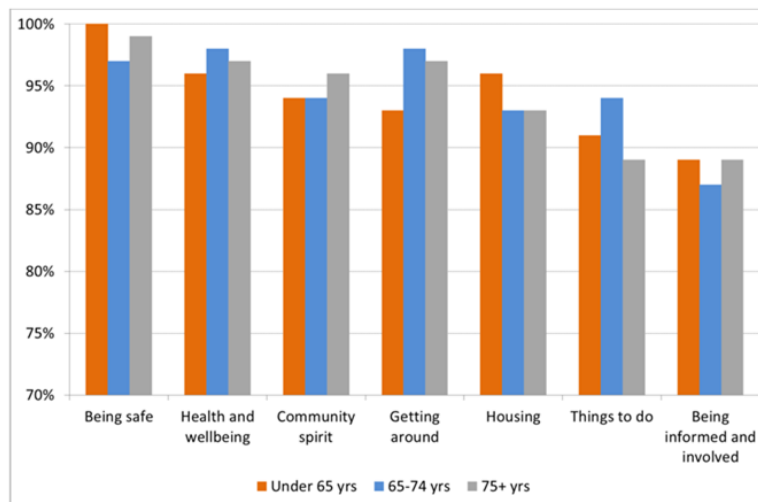
Respondents identifying as Māori were even more positive about the following priority areas:

- Being safe (100%)
- Getting around (100%)
- Health and wellbeing (100%)
- Being informed and involved (95%)
- Community spirit (95%)
- Things to do (95%).

Housing rated slightly lower among Māori than overall, with 90%.

Responses to the priority areas were slightly different amongst the various age groups surveyed (Figure 34). Getting around was a higher priority amongst older people (65-74 and 75+) as was Health and wellbeing. Have things to do was of particular importance to 65-74 year olds, perhaps reflecting a recent or imminent retirement lifestyle change for some in this age group.

Figure 34 - Percent of respondents saying 'yes, this is a priority area', by age group, 2018

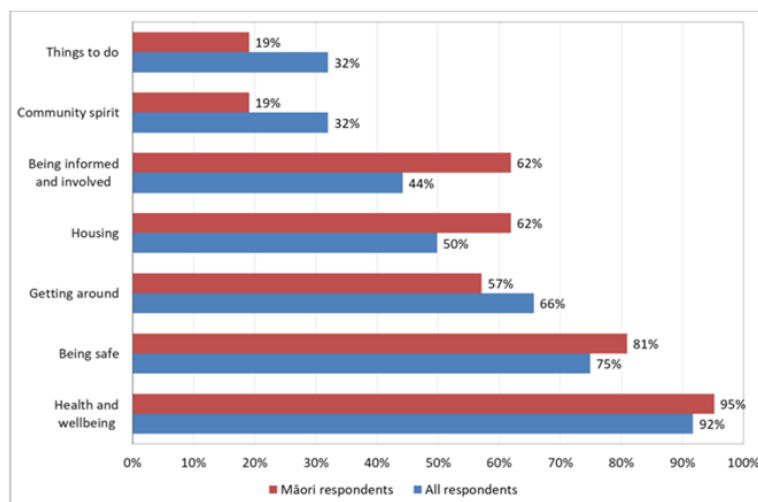


Source: Positive Ageing Survey, Napier City Council, 2018

The survey also asked which *four* of the priority areas are the most important to people. The purpose of this question was to determine the extent of importance across all seven priority areas. This information will help inform timing and phasing of actions in the Strategy's implementation plan.

Health and wellbeing was the priority area that scored most highly in the rankings overall (92%), followed by Being safe (75%) and Getting around (66%) (Figure 35). Māori were more likely than overall to prioritise Health and wellbeing, Being safe, Housing, and Being informed and involved.

Figure 35 - Top priority areas selected by respondents, all ages by ethnicity, 2018

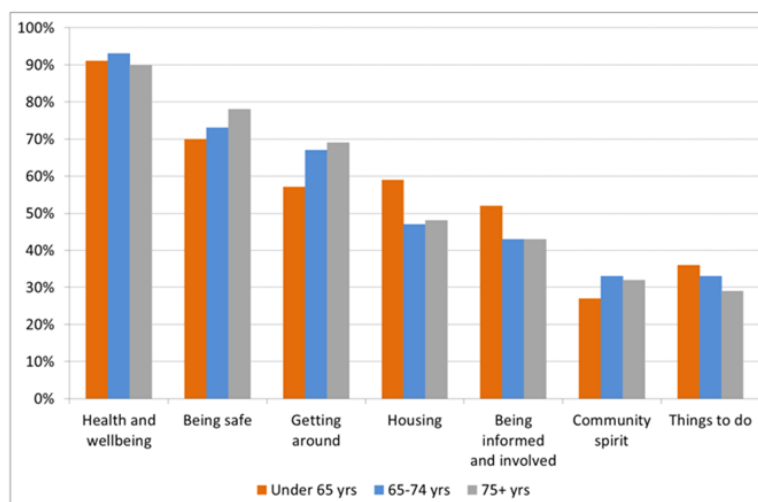


Source: Positive Ageing Survey, Napier City Council, 2018

Note: respondents could select up to four areas.

Older respondents were more likely than the under 65s to prioritise Being safe and Getting around, and less likely to prioritise Housing and Being informed and involved (Figure 36).

Figure 36 - Top priority areas selected by respondents, by age group, 2018



Source: Positive Ageing Survey, Napier City Council, 2018

Note: respondents could select up to four areas.

The survey asked if anything was missing from the list of priority areas. Just over a third of respondents provided ideas. The analysis of these identified that many people had outlined examples of activities that could be developed under one or more of the proposed priority

areas. Other people gave ideas that are reflected in one or more of the Strategy's five underlying principles (access, inclusion, respect, participation, and diversity).

The survey also collected information about what is working well now and what could be done to improve things, in each area, and overall. A wide range of innovative and practical ideas were provided by respondents relating to services, activities and programmes. These will be assessed and considered during development of the Strategy's implementation plan.

Overall, responses to the survey provide additional support for the priority areas identified for Napier's Positive Ageing Strategy. Importantly, the survey was also a way of generating discussion in the community about planning for an ageing population and identifying what we can do collectively to foster an age friendly city.

Part Three: International and National Linkages

Age Friendly Cities

The World Health Organization (WHO) has developed an age friendly cities and communities model to help communities prepare for the growing number of older people and their needs and expectations.

The aim of an age friendly community is to foster healthy and active ageing across a range of domains covering both the physical and social environments. The eight age friendly community domains help to identify and address enablers and barriers to the well-being and participation of older people.¹⁵ The domains are such that they overlap and interconnect with each other:

1. Outdoor spaces and buildings
2. Transportation
3. Housing
4. Social participation
5. Respect and social inclusion
6. Civic participation and employment
7. Communication and information
8. Community and health care.

Age friendly communities hold the views and values of older people at their core, while also taking into account the perspectives of other age groups who at some point in the future will themselves be seniors living in the community. An age friendly community is barrier-free, designed for diversity, inclusive, and cohesive. Age friendly environments enable people of all ages to stay active, connected and able to contribute to the economic, social, and cultural life in their community while retaining autonomy and health.¹⁶

The global Age-Friendly Cities Project began in 2006, to support countries, cities and communities looking to become age friendly.¹⁷ WHO's global network now has over 500 members from 37 countries around the world.

Hamilton City submitted their Age Friendly Plan 2018-2021 to WHO in February 2018, the first city in New Zealand to seek recognition from the Age Friendly Global Network of Cities and Communities.¹⁸ Hamilton's plan is supported by Hamilton City Council and led by an expert Steering Group. It covers nine key themes including the eight domains of the WHO framework, plus 'safety'. The plan also includes 48 actions for completion over the next four years.

¹⁵ <https://extranet.who.int/agefriendlyworld/age-friendly-cities-framework/> Accessed May 2018

¹⁶ <https://extranet.who.int/agefriendlyworld/why-become-more-af/> Accessed May 2018

¹⁷ <http://www.superseniors.msd.govt.nz/about-superseniors/office-for-seniors/age-friendly-communities.html> Accessed May 2018.

¹⁸ <http://www.hamilton.govt.nz/our-city/community-development/Pages/Hamilton-Age-Friendly-Plan---2018-2021.aspx> Accessed May 2018

New Zealand Positive Ageing Strategy 2001

A national strategy for positive ageing was published in 2001 by the Office for Seniors Citizens, Ministry of Social Policy (now Ministry of Social Development).¹⁹ At the time of preparing the Napier Positive Ageing Strategy, the Office for Seniors was seeking nationwide input on a revised New Zealand Positive Ageing Strategy.

The 2001 Strategy outlines Government's commitment to positive ageing and confirms the value of older people in society. The vision of the Strategy is:

*A society where people can age positively, where older people are highly valued and where they are recognised as an integral part of families and communities. New Zealand will be a positive place in which to age when older people can say that they live in a society that values them, acknowledges their contributions and encourages their participation.*²⁰

The Strategy identifies 10 priority goals which aim to guide central and local government agencies and communities to develop their own plans and initiatives for positive ageing.

The 10 goals are:

1. Income – secure and adequate income for older people
2. Health – equitable, timely, affordable and accessible health services for older people
3. Housing – affordable and appropriate housing options for older people
4. Transport – affordable and accessible transport options for older people
5. Ageing in the Community – older people feel safe and secure and can age in the community
6. Cultural Diversity – a range of culturally appropriate services allows choices for older people
7. Rural Services – older people living in rural communities are not disadvantaged when accessing services
8. Positive Attitudes – people of all ages have positive attitudes to ageing and older people
9. Employment Opportunities – elimination of ageism and the promotion of flexible work options
10. Opportunities for Personal Growth and Participation – increasing opportunities for personal growth and community participation.

The Strategy also provides a framework for developing and implementing policy that may have an impact on older people. An action plan was produced, which sits alongside the Strategy. This consists of specific projects from a wide range of government agencies working towards achievement of the ten goals. The Office for Seniors prepares monitoring reports and a revised action plan each year.²¹

¹⁹ <http://www.superseniors.msd.govt.nz/about-superseniors/office-for-seniors/positive-ageing-strategy.html> Accessed May 2018

²⁰ <https://www.msd.govt.nz/about-msd-and-our-work/publications-resources/planning-strategy/positive-ageing/vision.html> Accessed May 2018

²¹ <https://www.msd.govt.nz/about-msd-and-our-work/publications-resources/planning-strategy/positive-ageing/action-plan-and-annual-report/index.html> Accessed May 2018

In 2014, the Strategy's progress was reviewed.²² The review identified opportunities for further work, including meeting the needs of an increasingly diverse older population, and responding to access issues for older people living in rural communities.

Healthy Ageing Strategy, New Zealand

The Ministry of Health produced a ten-year Healthy Ageing Strategy in late 2016. This aligns with the New Zealand Health Strategy, and is a refresh and replacement of the earlier 'Health of Older People Strategy 2002'. The Healthy Ageing Strategy's vision is that "older people live well, age well, and have a respectful end of life in age-friendly communities".²³ The Strategy's approach is to maximise health and wellbeing for all older people.

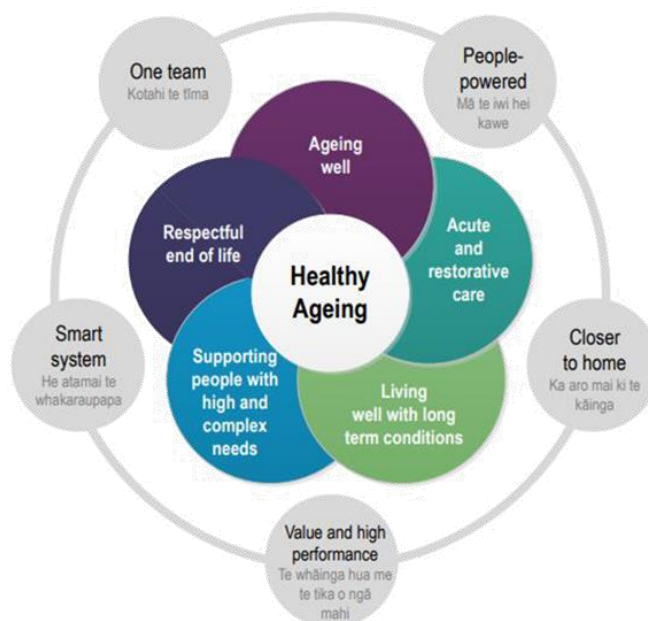
Five outcome areas are identified in the Strategy (Figure 37), which together form the framework for policies, funding, planning and service delivery:

1. Prioritise healthy ageing and resilience into and throughout people's older years
2. Enable high quality acute and restorative care, for effective rehabilitation, recovery and restoration after acute events
3. Ensure people can live well with long-term conditions
4. Better support people with high and complex needs
5. Provide respectful end-of life care that caters to physical, cultural, and spiritual needs.

²² <http://www.superseniors.msd.govt.nz/documents/msd-17470-2014-ageing-strategy-report-final.pdf> Accessed May 2018

²³ <https://www.health.govt.nz/publication/healthy-ageing-strategy> Accessed May 2018

Figure 37 - Health Ageing Strategy Framework, 2016



Source: Ministry of Health, *Healthy Ageing Strategy: A strategic framework*, 2017²⁴

²⁴ <https://www.health.govt.nz/system/files/documents/pages/has-snapshot-01-a-strategic-framework-july17.pdf>
Accessed May 2018

Sustainable Development Goals

The Sustainable Development Goals (SDGs) are a collection of 17 global goals established by the United Nations.²⁵ The goals came into effect in January 2016. They aim to end poverty, protect the planet, and ensure prosperity for all, across a range of social and economic development issues (including poverty, hunger, health, education, climate change, gender equality, water, sanitation, energy, urbanisation, innovation, environment, and social justice).

Ageing is an issue that is of relevance to several of the SDG's, in particular:

- Goal 1. End poverty in all its forms everywhere – for all men and women
- Goal 2. End hunger, achieve food security and improved nutrition and promote sustainable agriculture including for older persons
- Goal 3. Ensure healthy lives and promote well-being for all at all ages through universal health coverage including financial risk protection
- Goal 5. Achieve gender equality and empower all women and girls
- Goal 10. Reduce inequality within and among countries, by promoting the social, political and economic inclusion of all, irrespective of age
- Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable by ensuring universal access to safe, inclusive and accessible green and public spaces including for older people.

There are 169 targets for the 17 goals, and between 1 and 3 indicators have been set for each target to measure progress over time.



²⁵ <https://www.un.org/sustainabledevelopment/sustainable-development-goals/> Accessed May 2018

Timeline

Date	Activity
2012-2016	Napier Connects programme implemented and toolkit developed
2014	Napier City Council (NCC) and Councillor representatives visit Tauranga City Council to learn about age friendly approach
2015	NCC agrees to Positive Ageing Strategy development with potential Age Friendly City status in the future
May 2017	Positive Ageing Strategy Steering Group established
Aug 2017	Positive Ageing Strategy Reference Group (Living Positively Group) established
Nov 2017-Jun 2018	Information gathering – workshops, presentations, meetings, media
Feb-May 2018	Survey distributed
May 2018	Community Connects Grant application – OPERAT project
Jun 2018	NCC representative attends National Age-Friendly Communities Forum, hosted by the Office for Seniors, Wellington
Jun-Jul 2018	Collation, analysis of information
Aug 2018	Draft Positive Ageing Strategy to Steering and Reference Groups for comment
Oct-Nov 2018	OPERAT project underway
Oct 2018	International Day of Older Persons celebrated in Napier
June 2019	Draft Positive Ageing Strategy to Council
June/July 2019	Draft Positive Ageing Strategy released for feedback
Aug/Sep 2019	Feedback analysed, Positive Ageing Strategy revised
Est. Nov 2019	Final draft presented to Council
Est. Nov 2019	Napier Positive Ageing Strategy approved by Council

Linkages

- Improving Health Services for Older People in Hawke's Bay Strategy 2011-2026, Hawke's Bay District Health Board, 2011
- Matariki – Hawke's Bay Regional Social Inclusion Strategy, 2019
- Napier City Vision, Napier City Council, 2015
- Napier Disability Strategy, Napier City Council, 2019
- Napier Library Strategy, Napier City Council, 2018
- Napier Long Term Plan 2018-2028, Napier City Council, 2018
- Napier Youth Strategy 2018-2023, Napier City Council, 2018
- New Zealand Positive Ageing Strategy, Ministry for Social Development, 2001
- Regional Public Transport Plan 2015-2025, Hawke's Bay Regional Council, 2015
- Safer Napier Strategic Plan 2017-2021, Safe Communities and Napier City Council, 2016

2. IRON MĀORI EVENT - ROAD CLOSURES

Type of Report:	Operational
Legal Reference:	N/A
Document ID:	755845
Reporting Officer/s & Unit:	Sera Chambers, Transportation Team Administrator Kevin Murphy, Event Manager

2.1 Purpose of Report

To seek approval for the course change and road closures for the Iron Māori events to be held in 2019 and in future years.

Committee's recommendation

Councillors Taylor / Price

The Community Services Committee:

- a. Approve the course change and road closures for the Iron Māori event and other events.

Carried

2.2 Background Summary

The *Iron Māori Event – Hardinge Road and Marine Parade Proposed Road Closures* report was presented to the Community Services Committee on 14 May 2019 which identified proposed changes to the course and associated road closures for the Iron Māori events to be held in 2019 and future years. Council resolved to approve the proposed road closures subject to positive consultation feedback.

The Proposal

- The Iron Māori Quarter event and associated events will be held on Friday 8 and Saturday 9 November 2019 and the Iron Māori Half event and associated events will be held between Thursday 28 and Sunday 30 November 2019.
- That the cycle course for the event will travel south past the Napier Port gates via Marine Parade to Clive.
- To close the car park by the Hot Chick from the Friday evening prior to the Quarter event (8 November 2019) and the Thursday evening prior to the Half event (28 November 2019).
- Close Hardinge Road (seaward side only) from Bridge Street to Breakwater Road on the Saturday of the events (from 4:00 a.m. to shortly after the close of the cycle leg). The Quarter event will run to approximately 10:30 a.m. and the Half event to 1:30 p.m.
- Event parking would be required at Perfume Point reserve (separate application).
- To close Marine Parade (seaward lane only) from Browning Street to, and including, the Warren Street roundabout down to Ellison Street.

- Close Vautier Street to Marine Parade both ways to through traffic, however the Marine Parade Parking Precinct will be able to be accessed from Vautier Street and Albion Street and exited as usual opposite the i-Site.
- Outbound cyclists will continue south to complete the rural circuit.
- Returning cyclists will travel back via Awatoto and past Ellison Street then will move to the right and at the last gap in the median strip will cross to the seaward lane prior to the Vautier Street roundabout. Access to the Freedom Camping area and Pump Track will be from the south and vehicles can turn right when safe. Individual participants will need to obey road rules.
- With regards to the run course, the Quarter event is approximately 10km and the Half event is approximately 20km. The run course will be circuits within Ahuriri and no additional road closures are expected at this stage.

2.3 Issues

To make sure that the events run smoothly and safely, extensive traffic management will be in place including four marshals to manage the traffic and race competitors at the Port Container Gates. It has been confirmed there is no Cruise ship in this year for the proposed Quarter event dates. There is a small cruise ship in for the proposed Half event this year. Parking along sections of several roads will be prohibited to allow cyclists space to negotiate the corners. Marshals will be on duty to direct motorists to take the appropriate detours.

2.4 Significance and Engagement

A mail out and submission form was provided to all affected residents and business entities in Ahuriri and on Marine Parade on 3 May 2019. The submission form was also available for people to provide comment via Say It Napier on the Napier City Council website up to 31 May 2019. Three submission forms were received which were all positive and in support of the proposed road closures.

2.5 Implications

Financial

There will be no change to funding for the event.

Social & Policy

N/A

Risk

The proposed road closures may impact on traffic and people visiting or parking in the area, residents, cruise ship visitors and other stakeholders in the proposed road closure areas on Hardinge Road, Breakwater Road and Marine Parade including, but not limited to, the Napier Conference Centre, MTG, iSite and National Aquarium.

Affected residents and businesses provided positive feedback in the public consultation process and no concerns were raised that needed to be addressed.

2.6 Options

The options available to Council are as follows:

- a. Approve the request
- b. Decline the request

2.7 Development of Preferred Option

The preferred option is to approve the course change and road closures for the Iron Māori event for 2019 and for future years. It is recommended that other future events that may require the same or similar road closures be approved on a case-by-case basis

by the Transportation team including the Harbour to Hills 2020 event to be held in Napier on Sunday 26 January 2020.

At the Meeting

It was noted that a number of participants in these events have never taken part in events of this nature before which raises safety concerns around navigating difficult roads etc. Council officers confirmed that these concerns would be passed on to Council's Event Manager who will be working closely with event organisers.

In response to a question as to whether a trial period had been discussed, Council officers confirmed that these events are constantly reviewed. If the layout works well this year, officers have authority to approve the course for the next event; however, if significant concerns are raised this would come back to Council for their input.

2.8 Attachments

Nil

MĀORI CONSULTATIVE COMMITTEE

Open Minutes

Meeting Date:	Tuesday 21 May 2019
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Time:	3.00pm – 3.22pm
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Venue	Council Chamber Hawke's Bay Regional Council 159 Dalton Street Napier
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Present	Piri Prentice (In the Chair), Acting Mayor Faye White, Councillor Apiata Tapine, and Tiwana Aranui
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In Attendance	Chief Executive, Director Community Services, Manager Communications and Marketing
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Administration	Governance Team
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Karakia

Cr Tapine opened the meeting with a karakia. The Chair also spoke of those recently passed, and sending continuing best wishes to Mayor Dalton for a speedy recovery and to Te Whetu in Wellington.

Apologies

The apologies from Te Whetu Henare-Winitana and Charles Ropitini were accepted by the meeting.

Conflicts of interest

Nil

Public forum

Nil

Announcements by the Chairperson

The Iwi Leaders Forum is to be held in Ahuriri in August this year which is an honour for the city. It is anticipated that the Acting Mayor and CE will be invited.

The blessing of the Napier Girls High School carvings is to take place on 21 July 2019.

Announcements by the management

The Provincial Growth Fund announcement for Hawke's Bay will take place on 10 June 2019 – it is anticipated that the funding package may encompass approximately \$80M of investment.

The Napier-Wairoa railway line is due to open on 14 June.

Confirmation of minutes

Councillor Tapine / T Aranui

That the Minutes of the meeting held on 9 April 2019 were taken as a true and accurate record of the meeting.

Carried

REPORTS FROM STANDING COMMITTEES

Councillor Tapine / T Aranui

That the Māori Consultative Recommendations arising from the discussion of the Committee reports be submitted to the Council meeting for consideration.

Carried

REPORTS FROM REGULATORY COMMITTEE HELD 30 APRIL 2019

1. EARTHQUAKE-PRONE BUILDINGS - IDENTIFICATION OF PRIORITY BUILDINGS - CONSULTATION

<i>Type of Report:</i>	Legal
<i>Legal Reference:</i>	Building Act 2004
<i>Document ID:</i>	726241
<i>Reporting Officer/s & Unit:</i>	Malcolm Smith, Manager Building Consents

1.1 Purpose of Report

To advise Council of the requirements under the Building Act 2004 in relation to the identification of priority buildings under the earthquake-prone building legislation, and to seek approval to release the draft Statement of Proposal for public submissions prior to adoption by Council.

At the Māori Consultative Committee meeting

It was advised that there is a legislative requirement to have a Policy in place, and Council is consulting on the Statement of Proposal for this Policy. There are implication for building owners, as once a building has been identified as earthquake prone they have seven years within which to strengthen or demolish it.

The criteria for the buildings considered 'high priority' are outlined in the Statement of Proposal (refer p9 of the agenda). Maraenui is not currently considered a high risk area as there are not believed to be high numbers of unreinforced masonry buildings. However the public are able to submit if they believe that there are other areas that should be included as higher risk/ priority.

Māori Consultative Committee's recommendation

Acting Mayor White/ T Aranui

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

Carried

Officer's Recommendation

The Regulatory Committee:

- a. Approve the release of the draft Statement of Proposal for public submissions.

2. STREET NAMING - 250 GUPPY ROAD TARADALE NAPIER

Type of Report: Procedural

Legal Reference: N/A

Document ID: 723801

Reporting Officer/s & Unit: Paul O'Shaughnessy, Team Leader Resource Consents

2.1 Purpose of Report

The purpose of this report is to obtain Councils approval for one new street name to replace a previously approved street name within the recently approved residential subdivisions at 250 Guppy Road. The street in question has already been subject to a previous street name approval by Council (Chue Court), however a mistake by the developer has led to a request for a re-naming to Gee Place.

At the Māori Consultative Committee meeting DECISION OF COUNCIL

It was noted that this was a Decision of Council at the Committee meeting as there was a tight timeline with regards to the issuing of titles; the name change merely reflected the actual preferred and regularly used surname of the family who the street name recognises.

Māori Consultative Committee's recommendation

Acting Mayor White / T Aranui

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

Carried

Council Resolution Councillors Brosnan / Hague

That Council:

- a. Approve one new street name at 250 Guppy Road as follows:
 - Gee Place-250 Guppy Road
-

Carried

REPORTS FROM FINANCE COMMITTEE HELD 14 MAY 2019

1. FINANCIAL FORECAST TO 30 JUNE 2019

<i>Type of Report:</i>	Legal and Operational
<i>Legal Reference:</i>	Local Government Act 2002
<i>Document ID:</i>	731958
<i>Reporting Officer/s & Unit:</i>	Caroline Thomson, Chief Financial Officer

1.1 Purpose of Report

To report to Council the financial forecast to the 30 June 2019 for the whole of Council.

At the Māori Consultative Committee meeting

The Chief Executive provided an overview of the report, noting that the main impacts on the forecast have come from timing in relation to the Parklands development; sales were affected by a significant District Plan change and there have been regulatory settlements paid from the fund.

In response to a separate question it was advised that the water modelling results are expected later this calendar year.

Māori Consultative Committee's recommendation

Councillor Tapine / Acting Mayor White

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

Carried

Committee's recommendation

Councillors Wright / Price

That Council:

- a. Receive the financial forecast to 30 June 2019.
- b. Approve the 2018/19 financial forecast to 30 June 2019 including the proposed carry forward commitments to 2019/20.

Carried

2. POLICIES - CCTV AND DISPOSAL OF SURPLUS ASSETS

Type of Report: Operational

Legal Reference: N/A

Document ID: 727324

Reporting Officer/s & Unit: Duncan Barr, Manager Information Services
Bryan Faulknor, Manager Property

2.1 Purpose of Report

To present the CCTV and Disposal of Surplus Assets Policy to Council to be approved.

At the Māori Consultative Committee meeting

There was no discussion on this item.

Māori Consultative Committee's recommendation

Councillor Tapine / Acting Mayor White

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

Carried

Committee's recommendation

Councillors Price / Dallimore

That Council:

- a. Approve the updates made to the CCTV Policy for finalisation and publication.
- b. Approve the updates made to the Disposal of Surplus Assets Policy for finalisation and publication.

Carried

REPORTS FROM COMMUNITY SERVICES COMMITTEE HELD 14 MAY 2019

1. IRON MAORI EVENT - HARDINGE ROAD AND MARINE PARADE PROPOSED ROAD CLOSURES

Type of Report:	Operational
Legal Reference:	N/A
Document ID:	730705
Reporting Officer/s & Unit:	Sera Chambers, Transportation Team Administrator Kevin Murphy, Event Manager

1.1 Purpose of Report

To seek approval for the proposed course change and proposed road closures for the Iron Māori event to be held in 2019 and future years.

At the Māori Consultative Committee meeting **DECISION OF COUNCIL**

It was noted that the event route for Iron Māori has been similar for a number of years, and the event organisers are refreshing the course, both as a follow up to learnings from the 2018 and to provide competitors with a revitalised experience. It is expected that there will be approximately 2000 competitors across the four events of Iron Māori, accompanied by whanau and support crews. The event contributes approximately \$900k in economic benefit to Napier and the region. As well as directly quantifiable economic benefits there are significant social and wellbeing implications from the fitness participation and social cohesion which contribute to the positive impact of the event.

Māori Consultative Committee's recommendation

T Aranui / Councillor Tapine

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

Carried

Council Resolution	Councillors Price / Boag
	That Council:
	a. Note the proposed course change and road closures for the Iron Māori event and other events.
	b. Approve the road closures noting that the event traffic management plan may be modified to account for feedback obtained through the targeted consultation by the event management.
	Carried

2. CREATIVE COMMUNITIES FUNDING MARCH 2019

<i>Type of Report:</i>	Operational
<i>Legal Reference:</i>	N/A
<i>Document ID:</i>	728363
<i>Reporting Officer/s & Unit:</i>	Belinda McLeod, Community Funding Advisor

2.1 Purpose of Report

To note the Creative Communities funding decisions made on 28 March 2019. Council administers the scheme on behalf of Creative NZ. Funding decisions do not require ratification from Council.

At the Māori Consultative Committee meeting

It was noted this funding is a fixed grant provided by central government.

Māori Consultative Committee's recommendation

T Aranui / Councillor Tapine

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

Carried

Committee's recommendation

Councillors Wright / Boag

That Council:

- Note the Creative Communities funding decisions made on 28 March 2019.

Carried

KARAKIA

Tiwana spoke briefly of those recently passed, and the encouragement that tragic events like the recent fatal car collision brings to draw together as a community. He touched briefly on Pukemokimoki marae before drawing the meeting to a close with a karakia.

The meeting closed at 3.22pm

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

Chairperson

Date of approval