

Hibiscus and Bays Local Board Workshop Programme

Date of Workshop:Tuesday 18 June 2024Time:10:00am - 1:15pmVenue:Local board office - 2 Glen Road, Browns Bay

Apologies:

Item	Time	Workshop Item	Presenter	Governance role	Proposed Outcome(s)
		Welcome and apologies	Alexis Poppelbaum Chairperson		
1.	10:00am	Auckland Transport update	David Martin Parking Designer	Keeping informed	Receive the findings of the draft town centre review and discuss next steps.
		 Attachments Memo: Draft Orewa Town Centre Parking Review Orewa Town Centre Parking 	Jonathan Levell Parking Design Team Leader		
		Review 2024 report	Beth Houlbrooke Elected Member Relationship Partner		
2.	10:30am	Connected Communities update	Marilyn Kelly Community Broker	Keeping informed	Review the 2023/2024 work programme and discuss planning for the 2024/2025
		Attachment			work programme.
		 Presentation: Community Broker Tohono Hapori o Hibiscus and Bays - End of year wrap up 			



3.	11:00am	 The Local Board Portfolio Review Attachment Presentation: Local board portfolio review 	Hannah Alleyne Service and Asset Planning Team LeaderGary Pemberton Service Investment LeadAnna Papaconstantinou Service and Asset Planning Specialist	Keeping informed	Receive the proposed scope of work and programme timelines and discuss the local board priorities.
	11:45am	BREAK			
4.	12:15pm	 Hibiscus and Bays Local Board Engagement Strategy Attachment Presentation: Hibiscus and Bays 	Glenda Lock Engagement Advisor	Keeping informed	Receive an update on the development of the Hibiscus and Bays Local Board Engagement Strategy.
		Engagement Conversation			
	1:15pm	Workshop concludes			

Role of workshop:

(a) Workshops do not have decision-making authority.

(b) Workshops are used to canvass issues, prepare local board members for upcoming decisions and to enable discussion between elected members and staff.

(C) Workshops are not open to the public as decisions will be made at a formal, public local board business meeting.

(d) Members are respectfully reminded of their Code of Conduct obligations with respect to conflicts of interest and confidentiality.

(e) Workshops for groups of local boards can be held giving local boards the chance to work together on common interests or topics.

Memorandum



To:	Hibiscus and Bays Local Board
From:	David Martin AT Parking Designer
Date:	10 June 2024
Subject:	Draft Orewa Town Centre Parking Review

Purpose

1. The purpose of this parking review is to provide guidance on parking management to support existing activities and future growth.

Summary

- 2. The central town centre has limited parking availability at peak times.
- The occupancy survey results support a change of parking management from time limits to demand responsive priced parking.
- Time restrictions to be considered in the new unrestricted spaces on the Boulevard.

Context

3. We would like to share the findings of the draft Town Centre Review and would like elected members to be able to contribute before we move forward.

Discussion

4. Current time limits are no longer appropriate and may not support the activities of the town centre.

Some businesses indicated they would like longer restrictions to enable their customers to stay longer than two hours without having to move their vehicle (hair appointments etc).

Some businesses thought shorter restrictions would be better for their customers.

The results of the occupancy survey indicate there is little availability in the central town centre at peak times.

Results from the occupancy survey and conclusions drawn from the business survey indicate that approx. 20 per cent of all parking spaces in the P120 zone are taken up by shop staff.

Benefits of demand responsive paid parking

Paid parking has no time limits, this ensures that customers are able to park as long as they need to whilst a reasonable level of availability is maintained on-street. A graduated tariff can be applied which encourages short stays and the price of parking can be based on demand responsive pricing principles (this means the price can go up or down, depending on demand - occupancy is reviewed regularly and prices adjusted to achieve 85 per cent occupancy).



Memorandum



The occupancy survey and the business survey outcomes have been analysed and are covered in detail in the draft Town Centre Review document.

The main theme from the business survey is a perceived general lack of parking for both staff and customers.

We took the draft review report to Destination Orewa Beach Business Association and discussed it with them. Feedback from them is paid parking would not be supported. They would like to see parking spaces in the Town Centre taken up by workers freed up for customers. It was explained time restrictions are easily manipulated and if vehicles are moved on a regular basis no offence has been committed so it is not just a case for more enforcement.

Next steps

5. Once the Town Centre Review is finalised any short-term recommendations/outcomes that require proposals for changes can be added to the Parking Design work programme

Any proposals for changes to the existing restrictions would be publicly consulted on.

Attachments

Draft Town Centre Review report.





Orewa Town Centre Parking Review 2024

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Executive summary

Auckland Transport (AT) undertakes a rolling programme of town centre reviews (TCR) in Tier 1 areas. These reviews assess the effectiveness of existing parking management to respond to current and future changes. Parking surveys are undertaken to provide data along with a consideration of the strategic context and the views of relevant Business Associations and Local Boards. Recommendations are made for short and medium-term changes.

The report found a total of approx. 600 public parking spaces in and around the immediate town centre of which approx. 200 have no parking restriction. The town centre P120 parking zone has approx. 408 parking spaces, 100 of which are in the off-street parking areas of Orewa and Hillary Squares.

The survey found that weekday on-street restrictions had an average peak parking occupancy of 87%. The average peak occupancy (APO) in the unrestricted parking was 80%.

It was apparent at the time of the survey that parking demand was highest in the immediate town centre.

A survey of members of the Business Improvement District highlighted a perception of insufficient parking for staff and customers. (see appendix A)

The report found that while the overall parking supply can meet the demand needed to support the economic activity of the town centre, many of these spaces are used by staff. The high occupancy needs to be addressed and the existing restrictions lack flexibility. Changing the existing time restricted zone to paid parking is the recommended approach. It also recommended restricting an area of new angle parking on Hibiscus Coast Highway to two hours.

There has been engagement with Destination Orewa Beach Business Association (DOBBA) throughout. In November 2023 scope of the survey was discussed and agreed. A meeting was held in March 2024 to discuss the survey results. They understand the need for a change to the parking management but since meeting with some of their larger stakeholders they feel they are not in a position to support any paid parking proposal.

A further meeting was held in May 2024 to discuss the draft TCR report.

At this meeting DOBBA had some discussion points:

- 1. If the level of enforcement will not increase, how much more effective will meter parking be if expired parking meters are not better monitored? Will the infrequently issued fines be sufficient to reduce the staff parking impacts?
- 2. The parking culture of Orewa staff needs to be adjusted, so a firm email should be sent to all detailing the impacts on the whole town, through the parking habits of a few. An email was sent by DOBBA to all businesses highlighting the need for staff to park outside the parking zone.



- 3. Can the roadside area on Moana between Keith Morris Lane and Centreway Rd be excluded from the 120min parking? At any time on any day, the majority of these spaces are empty. Extracting these from the 120min zone would provide approx. 15 additional carparks that staff could park in, as customers do not use these spaces currently.
- 4. Businesses are still not back to pre-Covid foot traffic / revenues and risk of people 'boycotting' Orewa, and related lost income are understandably of concern for many businesses. The timing around potential roll out of paid parking is not ideal.
- 5. Can we ask AT to defer proceeding with this programme for Orewa to give us time to educate employees around parking outside the CBD area?

Representatives from the Parking Design team and DOBBA discussed these items

Item 1. We agreed enforcement is always going to be difficult due to AT staffing levels and the location. It was explained paid parking is less likely to be manipulated by staff and there are new methods of enforcement being trialled. The system recognises number plates and how long vehicles have been parked during that day to ensure higher priced tariffs for longer stays are used. The LPR vehicle is able to effectively enforce paid parking and time restrictions in most areas. Additional enforcement in a two-hour zone does not prevent staff moving every two hours.

Item 2. The email from DOBBA may work for some staff but is unlikely to make a long term difference.

Item 3. We agreed to look at changing the restriction in this section as part of any proposal.

Item 4. This is always going to be a point of contention for any town centre. While there is a perceived risk that paid parking may result in some lost customers – there is also a risk that those who struggle to find a free car parking space if nothing is done can also result in loss of customers – they may just go elsewhere at it is easier to find a parking space.

Item 5. We explained that this is a town centre review not a proposal for changes. The short term measures are for 1-2 years – any proposals resulting from recommendations would still need to go through public engagement before any changes were made.

The Orewa Centre Plan <u>orewa-town-centre-plan-2015.pdf (aucklandcouncil.govt.nz)</u> adopted in 2015 had aspirations/potential for a new parking building on the site of the bus depot in Centreway Road. This site is now to become Coast, a mixed retail/residential development. Also mentioned was potential redevelopment of Orewa Community Centre and Orewa Library with the possibility of including around 280 car parks in the latter. If a new parking building were to be developed this may ease pressure on the existing parking (this would not be an AT funded project).

<u>National parking management guidance (nzta.govt.nz)</u> has guidance for Road controlling authorities with some case studies.



1. Introduction

1.1 Background

Orewa Town Centre is located in the Hibiscus Coast area of Auckland and is classified as a town centre in the Auckland Plan. It is an established town centre. There are a range of retail and business activities including fashion retail, cafés, bars, restaurants and supermarkets.

The purpose of this parking review is to provide guidance on parking management to support existing activities and future growth.

1.2 Scope and Exclusion

The scope of the parking review was to:

- (i) Review the existing parking demand and supply.
- (ii) Identify the location and nature of parking problems.
- (iii) Identify and evaluate potential measures to address the problems and improve the overall parking management.
- (iv) Recommend specific short-term actions for implementation and medium-term options for future parking management.

The development of the Warkworth Town Centre parking review involved:

- (i) Parking utilisation and turnover study
- (ii) Local business perception survey
- (iii) Consultation with internal and external stakeholders (Rodney Local Board and the One Mahurangi Business Association)
- (iv) Public transport information
- (v) Infringement data
- (vi) Customer relationship data

Privately owned and controlled parking provision was not included in this review.



1.3 Study Area

The parking plan study area is shown in figure 1. All of the on-street parking spaces within the highlighted area were included in the parking surveys. The surveys also included off-street public car parking areas located within the study area.

Figure 1 – Warkworth Town Centre Parking Review study area



The off-street parking areas are.

Orewa Square	
Hillary Square North and South	



1.4 Parking Stock

The commercial and retail activities in the Orewa Town Centre are supported by on-street parking, Auckland Council (AC) or Auckland Transport (AT) managed off-street car parks and private on-site parking provided as part of individual developments/buildings. AT's direct management of existing parking resources is largely restricted to the operation, maintenance and enforcement of Orewa Quare and Hillary Square off-street car parks and on-street parking within the study area.

A summary of the existing public parking supply is shown in **table 1** below.

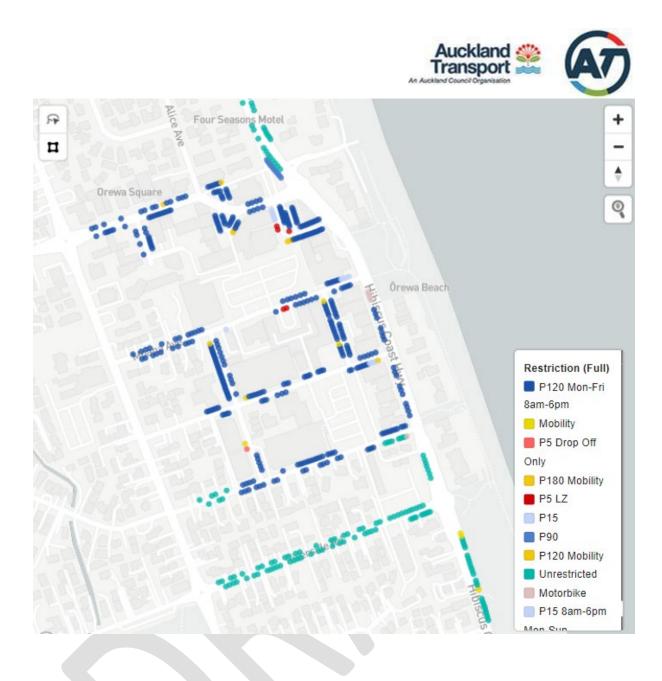
Parking type	Number available	%
Public on-street	500	84
Florence Av (Orewa Sq) and Hillary Sq carparks	100	16
TOTAL	600	100

Table 1 Summary of parking supply within the town centre

On-Street parking

On-street parking is available along most of the streets within the study area. The survey identified approx. 600 parking spaces in the town centre (including town centre fringe), with approx. 32% of these spaces unrestricted. Parking restrictions range from P10 to P120 with unrestricted spaces located further away from the central town centre. There are only five loading zones but much of this type of activity takes place in private parking areas. Mobility parking spaces are generally well distributed across the study area. This can be seen in Figure 3 and figure 4 below – figure 4 shows both public mobility spaces and also mobility spaces on privately owned land.

Figure 2







Off-Street parking

There are public car parks either side of Florence Avenue that provide 100 two hour restricted parking spaces. The car parks provide 16 percent of the existing public parking supply.

Private Off-Street parking

There are well over 800 private parking spaces in the immediate town centre.

2 Strategic context

This section summarises the main observations and comments on the general policy situation and planning context related to parking in the Orewa Town Centre.

2.1 Auckland Plan 2050



The Auckland Plan 2050 sets out the 30-year spatial framework for the growth and development of Auckland to become the world's most liveable city. Over that period, Auckland is expected to grow by around one million people. The Plan sets a number of targets that Auckland Council wants to achieve, including increasing public transport mode share, reduced greenhouse gas emissions, improved accessibility, lower congestion for public transport, and travel time savings. Under the Auckland Plan 2050 parking supply and pricing should:

- Facilitate safe and efficient access to land use activities.
- Reduce car travel to contribute to reduced energy consumption and climate change mitigation.
- Reduce dependency on car travel.
- Support the transformation of the public transport system.

Further, the location, design and management of parking facilities should enhance walkability, especially in metropolitan and town centres.

2.2 Orewa Structure Plan

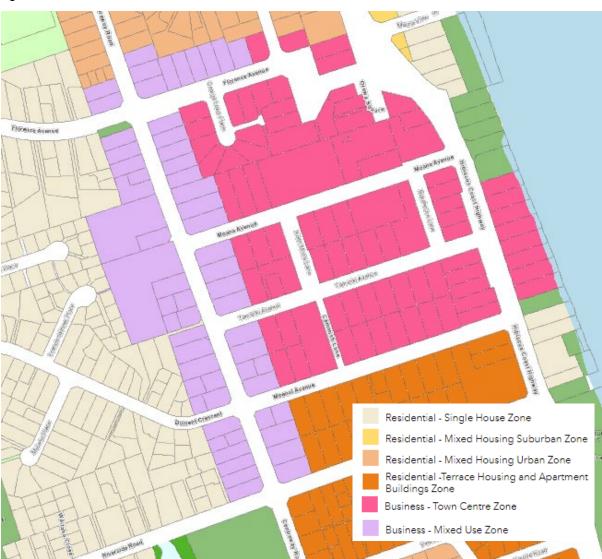
The plan sets out a pattern of land uses and the supporting infrastructure network for the Future Urban zoned land around Orewa. It is designed to accommodate growth around the town centre. Future land uses will be implemented through plan changes to the Auckland Unitary Plan.

2.3 The Auckland Unitary Plan (AUP)

Under the Auckland Unitary Plan Orewa is zoned as Business – Town Centre. It is surrounded by Business - Mixed Use zone.







The Business – Town Centre Zone applies to suburban centres throughout Auckland. The centres are typically located on main arterial roads, which provide good public transport access.

The zone provides for a wide range of activities including commercial, leisure, residential, tourist, cultural, community and civic services, providing a focus for commercial activities and growth. Most centres are identified for growth and intensification. Expansion of these centres may be appropriate depending on strategic and local environmental considerations.

This zoning applies to centres located in different sub-regional catchments of Auckland. These centres are second only to the city centre in overall scale and intensity and act as focal points for community interaction and commercial growth and development and contains hubs serving high frequency transport. These centres are identified for growth and intensification. This is shown in the plan below.

H10 Business - Town Centre Zone.pdf (aucklandcouncil.govt.nz) provides detail relating to Town Centre Zones.

The Business Mixed Use Zone is typically located around centres and along corridors served by public transport. It acts as a transition area, in terms of scale and activity between residential areas and the business areas. It also applies to areas where there is a need for a compatible mix of residential and employment activities. The zone also provides for residential activity as well as predominately smaller scale commercial activity that does not cumulatively affect the function, role and amenity of centres.



E27 Transport.pdf (aucklandcouncil.govt.nz) Chapter E27 of the Unitary plan specifically addresses the management of the location, number and design of parking and loading. The Auckland Unitary plans is a key tool for implementing the Auckland Plan 2050, the 30-year vision and the spatial plan to make Auckland the world's most liveable city. Parking is an essential component of Auckland's transport system as it can have major implications for the convenience, economic viability, design and layout of an area. It is important that parking is managed and provided in a manner that supports urban amenity and efficient use of land. The requirements for parking can reflect the trip characteristics of a range of activities at different locations that occur at different times. Parking can also be managed to have a significant influence on reducing car use, particularly for commuter travel. This in turn reduces the growth in traffic, particularly during peak periods and helps achieve a more sustainable transport system. The management of parking supply includes a region wide approach to regulating the amount of parking to support different activities (accessory parking). This regulation generally occurs by requiring parking (minimums) or limiting parking (maximums) or a combination of these approaches.

The purpose of limiting parking through maximums is to manage potential parking oversupply and in turn reduce traffic congestion and provide opportunities to improve amenity in areas earmarked for intensification. Maximum parking rates have been set at a level which appropriately provides for the management of on-site parking demands.

Requiring on-site parking through minimums has generally been used to manage the effects of parking (e.g., spill over effects) associated with development. Accommodating growth in areas where land is scarce, and a highly valued resource requires reconsideration of the use and benefits and costs of required parking. The planning framework to facilitate this growth includes managing parking minimums and recognising situations where removing the requirement to provide parking will have direct land use benefits in regard to reducing development costs, improving housing affordability, optimising investment in parking facilities and supporting the use of public transport.

There is generally no requirement or limit for activities or development, excluding office, educational facilities, hospitals, retail and commercial services to provide parking in Metropolitan Centres, Business Mixed Use or Residential –Terrace Housing and Apartment Buildings zone. This approach supports intensification and public transport and recognises that for most of these areas access to the public transport network will provide an alternative means of travel to private vehicles.

Standalone parking (non-accessory) facilities are individually assessed, this includes park and ride and other facilities that support public transport. This may be appropriate to facilitate rationalisation of centre-based parking resources to support activities in the centre and improve urban design outcomes.

Table E27.6.2.3 details the parking rates which apply to the zones within the study area. There are generally no minimums or maximums though the table details the exceptions.

There are precinct plans surrounding the town centre.

2.4 AT Parking Strategy – Room to Move

The new AT Parking Strategy, Room to Move, <u>auckland-transport-room-to-move-tāmaki-makaurau-</u> <u>aucklands-parking-strategy-may-2023.pdf</u> sets a clear direction for the future management of public parking across the region by setting out principles which will guide parking delivery and management, supported by policies which detail specific approaches which will be followed for different parking types, uses and users.

Principles of Parking Management

The following principles guide how public parking in Auckland will be managed over the coming years, as endorsed by Auckland Council and Auckland Transport.



Principles guiding the role of the road corridor, and the role of parking within the road corridor.

- I.The road network is a valuable public asset that needs to be managed to benefit all Aucklanders.Acknowledging this, parking will be supplied and managed in a way that helps deliver:
 - the Government Policy Statement on land transport 2021
 - the Auckland Plan 2050
 - Auckland's strategic objectives for transport
 - other agreed strategic planning documents, policies, and tools (Future Connect, The Roads and Streets Framework etc).
- II.
- To align with Government and Council direction we need to ensure that the way we manage parking:

• enables kerbside space to be utilised for the most beneficial activities, as indicated in Principle III below

• contributes to a better transport and land use system and supports Council's land use aspirations

- supports transport emission reduction plans.
- III. Kerbside space will typically be allocated in the following priority order:
 - 1. To ensure and improve the safety of people using the transport system

2. To preserve existing property access (e.g., retain existing property accesses and also accommodate vehicle movements to access properties)

3. To support the overall movement of people and goods (e.g., allocate space for public transport, cycle and micro-mobility, walking, freight, transit lanes and general traffic in accordance with the Strategic Transport Network)

4. Specialty parking, such as mobility parking, loading zones, car share parking, cycle and micromobility parking, motorcycle/moped parking or low emission vehicle parking, or public space improvements

5. All other general vehicle parking. Note that the way that kerbside space is allocated is contextsensitive and needs to reflect the needs of the local area. For example, movement of people is more important on the Strategic Transport Network but enhancing the local environment could be more important in locations such as town centres.

IV. On the Strategic Transport Network, the important movement needs for people and goods will be prioritised over permanent space allocated to vehicle parking (except in exceptional circumstances*). A flexible approach will be adopted, to ensure that the right mix of space is allocated for the right purpose at the right time, and this will change at different times of day and on different days. Therefore, where and when space is not required to achieve our level of service targets for strategic modes or other key objectives, then the provision of parking can be enabled.

V. Principles I-IV need to be applied in a way that is consistent with Principles VI-XIII that follow.

*Exceptional circumstances are defined with the Parking management on the Strategic Transport Network policy.

Principles guiding how the approach to parking management should be applied to different locations across Auckland.

- VI. Tāmaki Makaurau Auckland is a large and diverse region, with varying levels of public transport access and differing land use patterns. To recognise this, the parking implementation approach will be dependent on, and tailored to, the transport and land use characteristics, and community needs, of each location.
- VII. In areas with the highest readiness for change (i.e., good public transport access and denser land use activities) parking will be managed proactively and in a way that prioritises/encourages travel by a range of modes. A broad approach to the management of AT controlled parking is proposed.
- VIII. For areas with moderate readiness for change, we will focus on encouraging sustainable modes for commuting while still supporting short-stay parking.



- IX. In areas with lower access to public transport and less dense land use activities, we will manage parking responsively (i.e., respond to issues as they arise).
- X. The parking management approach for an area will be updated as the public transport and active modes networks improve, and land uses change (e.g., land use intensifies in an area). The 'access indicators' (readiness for change) will be refined over time, as better information becomes available. Principles guiding how we will work with communities to implement the approach to parking management.
- XI. In areas where significant changes to parking management and supply are likely to occur, we will work with the community and local boards to develop parking management plans.
- XII. Our communities' receptiveness to change is diverse. We will work with communities as we develop and implement projects that impact on the management and supply of parking.
- XIII. Projects on the Strategic Transport Network will be treated differently, however. We are aware that parking repurposing for new projects on the Strategic Transport Network, under Principle IV, may inconvenience vehicle users and impact some businesses that may have customers using parking. However, we consider that generally such individual interests are likely to be outweighed by the benefits of improved network performance to the Auckland community as a whole except possibly in exceptional circumstances. Parking-related consultation on these projects will, therefore, be limited to seeking feedback on possible exceptional circumstances that may outweigh the benefits of parking repurposing.

Principle XIII will help alleviate the frustration of Aucklanders being asked for their views on elements of proposals where there is little room for change. This is not about removing public feedback/consultation opportunities. Rather it's a more honest and upfront way to manage expectations through this process.

Parking Management will be tailored to individual areas - Warkworth has been assessed and classified as Tier 1 – this is classed as having a low readiness for change. Tier 1 will not have any proactive parking management, unless requested by the local board/community, or if a safety issue is identified.

This Town Centre Review was on our work programme from 2022/23, before the Room to Move strategy was implemented.

Policy that relates to Tier 1 areas – Group 2 On-street and off-street

On-street parking management for Tier 1

Responsive parking management. This means where on-street parking issues arise, such as high demand or safety issues, we determine the most appropriate parking management response, such as priced parking.

Projects to improve the Strategic Transport Network, or localised improvement projects, may affect parking.

Otherwise, there will be little or no change to the management or supply of on-street parking.

Off-street parking management for Tier 1

Retain off-street parking as an alternative to relieve pressure on on-street parking.

Only redevelop off-street parking if approved by Council. This may be considered where there are major opportunities for commercial development. In those instances, keep parking provision as part of those development conditions.

Gradually convert off-street parking to short-stay parking when occupancy rates are high and as land use develops and public transport services improve.

Increase the price of off-street long-stay parking progressively, using demand-responsive pricing.

Optimise off-street parking to ensure 85% occupancy, using appropriate time restrictions.



2.5 Consented and known development.

Coast, 188 Centreway Road (4 retail, 34 residential dwellings) Ivy, 7 Tamariki Avenue (90m2 retail, 73 residential dwellings)

2.6 Public transport connectivity

Orewa is served by buses.

Figure 7





Bus Network improvements:

NORTH INDICATIVE STRATEGIC TRANSPORT NETWORK

JULY 2019 Projects described in these maps have been identified by indicative business cases and will require further technical investigation, engagement with communities and landowners Wainui East and statutory approvals before their final detail, are also yet to be prioritised for funding for Red Bei Millwater Milldale NEW RAPID TRANSIT CORRIDOR Rapid Transit corridor extending from Albany Silverdale West to Milldale via new growth area NEW OR IMPROVED PUBLIC Silverdale TRANSPORT CORRIDOR Bus shoulder lanes from Albany to Silverdale 2. (interim) 3. High frequency bus route connecting Orewa and Silverdale with the Rapid Transit corridor

2.7 Previous parking reviews

Parking surveys have taken place in 2012 and 2014.

Comparison of streets surveyed in 2014 and 2024.



Figure 8 - 2024

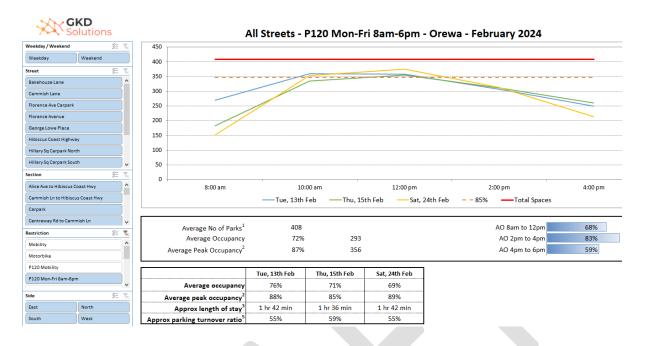
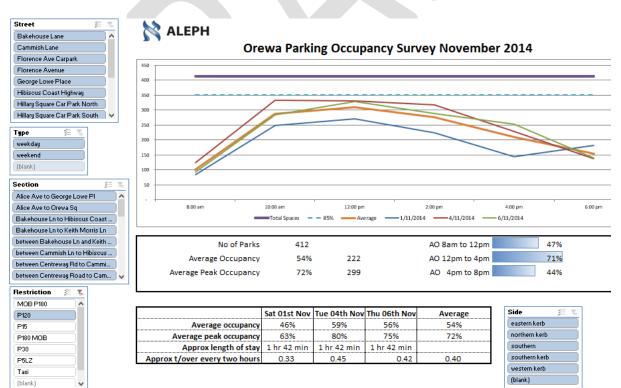


Figure 9 – 2014





The graphs and the figures show more vehicles are parking in 2024 than 2014 and are staying a similar amount of time.

3 Existing parking situation

Optimal parking utilisation levels are often quoted at around 85%. AT will apply various parking restrictions to achieve a target peak occupancy rate (the average of the three highest hours in a day) of 85% for on-street parking. This means the parking resource is well used but people can still easily find a space, thus reducing customer frustration and congestion. In other words, one parking space in every seven should be vacant. When peak parking occupancy is regularly above 85%, AT will recommend a change to the parking management approach. This is a recognised international approach to the management of on-street parking.

3.1 Parking Survey methodology

A parking survey of the Orewa Town Centre was conducted on

- Tuesday 13th February.
- Thursday 15th February; and
- Saturday 24th February 2024

Weather conditions were fine during all survey days and no special events were observed. Vehicle number plates were recorded every hour throughout the study area. Trained surveyors walked predetermined routes, using electronic tablets to capture this parking data. The data was split by street, section side and restriction. Each parking space was geocoded retrospectively.

3.2 Overall parking Occupancy

The study area has a total number of 607 spaces and has an APO of 81%. Approx. 140 of the surveyed spaces are unrestricted. (There are more unrestricted spaces on Centreway Road, Florence Av, Doment Crescent and Alice Av not included in the survey)

408 of these spaces are available as two hour time restricted parking with an APO of 87% (weekday 86%, Weekend 89%)

Figure 8 shows the utilisation of P120 parking area spaces within the study area during the survey period.

This shows the daytime parking demand for the 408 spaces peaks arounds 10am - midday. Parking was readily available in both unrestricted and restricted areas by mid-afternoon after the school pick up peak.

There are a total of 140 unrestricted spaces in the surveyed area and 462 with some form of restriction.

The average duration of stay during the survey period was 1hr 39 min weekdays and 1hr 42 min on weekends and the majority of vehicles (77%) stay for two hours or less.

In the P120 parking zone 21% of vehicles stayed longer than two hours on weekdays.

Demand on weekdays was 85-88% and the data collected shows demand on Saturday was similar with an average peak occupancy of 89%.

The demand for parking was typically concentrated close to the centre of the town.

The surveys revealed the overall parking supply is able to meet the demand for parking of the town centre.

3.3 On-street parking supply and occupancy



The study area has 477 on-street spaces with an average peak occupancy (APO) of 79%. The approximate length of stay was 2 hours.

337 spaces are restricted. The P120 zone applies Monday to Friday. Other restrictions apply 7 days a week.

P120 - There are 308 spaces with a weekday average peak occupancy of 83%. While the length of stay averages out to approx. 1 hours and 36 minutes, 16% of vehicles stay longer than 2 hours.

Unrestricted - There are 140 spaces with an average peak occupancy of 75%. This rises to 79% on weekdays. While the length of stay averages between 3 and 4 hours, 50% stay longer than two hours.

Figure 11

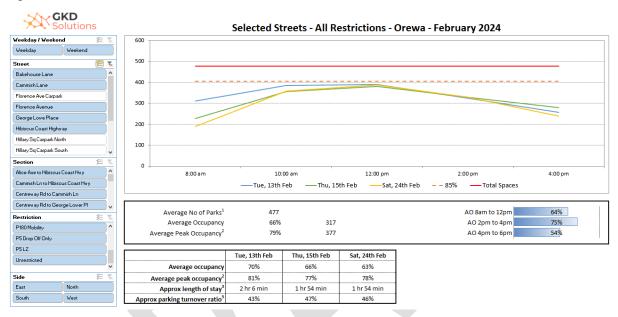


Figure 11 shows the utilisation of all on-street parking areas within the study area during the survey period.

This shows the daytime parking demand for the 477 spaces peaks arounds midday.

The average duration of stay during the survey period was 2 hours.



Figure 12



Figure 12 shows the utilisation of the restricted on-street general parking areas within the study area during the survey period.

This shows the daytime parking demand for the 318 spaces peaks arounds midday.

The average duration of stay during the survey period was 1hr 36 mins weekdays and 1hr 48 mins on weekends and most vehicles stay for two hours or less. It is worth noting that approx. 15% of vehicles stay longer than 2 hours across all the restrictions.



Figure 13

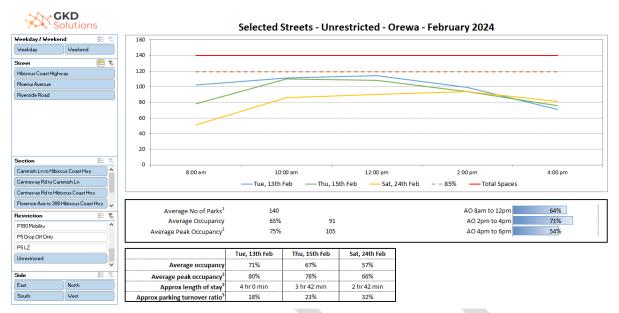


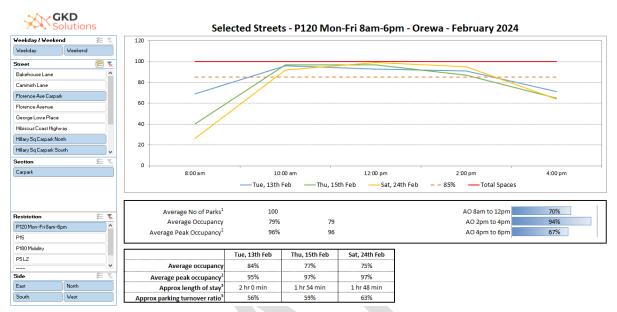
Figure 13 shows the utilisation of the unrestricted on-street parking areas within the study area during the survey period.

This shows the parking demand for the 140 spaces peaks between 10am and midday. There is still capacity in the unrestricted parking areas.

The average duration of stay during the survey period was between 3 and 4 hrs weekdays and 2 hr 42 min on weekends.



3.4 Public off-street supply and occupancy



These car parks are used for general parking.

Figure 14

Figure 14 shows the utilisation of the off-street car parks.

Florence Ave car park (Orewa Sq) has 59 P120 restricted parking spaces. The average peak occupancy during weekdays and Saturdays is 97%. On weekdays the average duration of stay in the car park is approx. 2 hours.

Hillary Sq has 41 P120 restricted parking spaces. The average peak occupancy during weekdays and Saturdays is 96%. On weekdays the average duration of stay in the car park is 2 hours.

Approx. 21% of vehicles stay longer than two hours, 9% stay longer than 6 hours.

Areas of high occupancy

Most of the core area has high occupancy on weekdays.



Figure 15 – heat map from Feb 2024



3.5 Private off-street parking

New World – 150 spaces Countdown – 150 spaces 6-10 Moana – 37 ground level – 52 upper level spaces (Owned by AC) Rear of 292- 316 HCH – 70 spaces 8 Hillary rear – 50 spaces Cammish Lane – 42 spaces



McDonalds – 38 spaces Bakehouse Lane mall - 33 spaces 24 Moana - 31 spaces Library – 29 spaces Rear of 320-332 HCH – 23 spaces Orewa medical centre – 22 spaces 14 Tamariki – 22 spaces 7 Tamariki 21 - spaces 12-14 Florence – 20 spaces 16 Florence – 18 spaces 16 Moana - 17 spaces 12 Tamariki – 17 spaces 842 total Plus, many other businesses have private parking.

3.6 Other parking/transport related issues

McDonalds – entry to drive through causes congestion

3.7 Summary of current parking situation (2024)

Weekday peak occupancy is similar to the weekend with an average of 81%.

Short term parking in the central town centre area (car parks and surrounding streets) is over 90% average peak occupancy.

Unrestricted spaces outside the town centre still have capacity.

Current time limits are no longer appropriate. The existing time limits may not support the activities of the town centre. The town centre is developing and has changed since the current time restrictions were installed. The information collected by the survey indicates there is little availability in the central town centre at peak times.

Customer Relationship Management CRM data April 2023 to April 2024

Customer requests related to Parking Design – four cases in total – two requests to extend time restrictions, one for additional mobility parking, and one to provide exemptions from the restrictions.

Infringement data April 2023 to April 2024

Parking enforcement plays an important role in promoting road safety, maintaining access and compliance of parking controls. It is critical for short-stay users in Orewa Town Centre that an adequate level of parking availability is maintained close to desired areas for visitors. The enforcement of time restrictions discourages long-stay users from using these parks, leaving them open for short-stay visitors.

In total 1850 infringements were issued to the whole of the Orewa suburb.

The majority of these were issued within the Town Centre study area.



Most of these infringements in the Town Centre were issued for overstaying a parking time limit. We are unable to know the purpose of the visit of the recipients of these tickets however it is safe to assume a large proportion of these infringements were issued to business customers who wished to stay longer in the area. Time restrictions can force clients to cut short their visit which may have an adverse effect on the local economy and receiving a parking infringement gives a customer a negative experience at the end of their visit.

No infringements issued in a Loading Zone.

One infringement issued in a mobility restriction.

Seventeen infringements for parking on broken yellow lines.

1452 infringements for overstaying the P120 time restrictions

Almost all of the remaining infringements are for Warrant and Registration offences (including warnings)

The low number of infringements issued is likely due to Orewa's location and low Parking Compliance staff numbers. Officers visit two to three times a week.

Infringements were issued on the 12/2 but not the 15/2. 9 infringements issued by LPR on the 14/2

Since July 2023 Licence Plate Recognition (LPR) vehicles have been used for enforcement in Orewa. This may have helped improve compliance.

Business Questionnaire

As part of the information gathering process associated with its town centre parking reviews Auckland Transport looks to consult with the local business community to ascertain their views.

A short questionnaire was sent out to local businesses through the Destination Orewa Beach Business Association seeking feedback.

In total approx. seventy individual responses were received from sixty businesses. Two of these were from outside the study area and were therefore not included in the results. Fifty eight of these were businesses within the study area.

Parking was seen as vital to ensuring access to businesses for clients, customers and service vehicles, and to provide parking for employees. Various feedback was given with regard to parking in the area summarised below:

- Not enough parking for staff
- Not enough parking for customers
- Time restrictions are not long enough
- Staff parking all day in time restrictions

We have used the information and feedback provided to help our understanding of the parking situation and how businesses are affected.

See Appendix A for more detail.

4 Parking Measures

4.1 Future parking requirements

As the number of dwellings increase in the surrounding area due to new developments, visitor numbers are likely to put more pressure on parking demand.



Our focus should be on the management of parking occupancy for customers of local businesses and visitors to the area. This would potentially mean encouraging a mode change for local staff who drive to work and park in the town centre.

Demand responsive priced parking will enable more dynamic parking management if the amount of parking is reduced over time to make way for cycle lanes, pedestrian improvements and to improve the character of the town centre.

4.2 Parking improvement measures

New angle parking has been provided as part of the Boulevard improvements.

5 Development of Parking Programme and Action Plan

5.1 Short term operational measures

This parking study has shown while the overall parking supply is able to meet the demand needed to support the economic activity of the town centre, there are areas of high occupancy that need to be addressed.

Sections 5.2 and 5.3 detail two important aspects that need to be included in the future.

5.2 More efficient use of existing parking resources

Parking utilisation reached a saturation point within the core area. High utilisation in these core areas creates a perception there is lack of short-term parking available in the town centre while empty spaces are available within a reasonable distance.

5.3 Improved parking experience and options

Time restrictions are currently the primary parking management tool employed in Orewa Town Centre. These restrictions could force clients to cut short their visit which may be having an adverse effect on the local economy. They also enable staff who are prepared to move their vehicles around to park in the core areas.

As noted in previous sections infringements were issued for parking over the time limit. This can lead to a poor customer experience.

To improve the overall parking experience, give more parking options whilst maintain a reasonable level of parking availability, the following parking management changes and supporting initiatives can be considered:

Appropriate levels of enforcement. Effective enforcement plans for the monitoring of parking restrictions to ensure compliance. LPR has improved compliance since its use started in July 2023.

Remove time restrictions and manage turnover through price. Removal of time limits will reduce the number of infringements and offer greater flexibility to the customer. To manage parking turnover, a graduated tariff can be applied which encourages short stays. The price of parking can be based on demand responsive pricing principles. This means on-street occupancy is reviewed regularly and prices adjusted up or down to achieve 85% occupancy. This will ensure that customers are able to park for as long as they need to whilst a reasonable of level of availability is maintained on-street. Parking infringements reduced by 27% when this approach was introduced in Auckland CBD. Replacing the entire existing time restricted zone with a paid parking zone would



help make it easier for visitors to understand new parking restrictions. To cater for people who just need to make a quick stop, a 10-minute grace period is given.

5.4 Short term measures (1-2 years)

Survey results support restricting the new angle parking spaces on the Boulevard to two hour parking.

The survey results also supported a change of parking management from time limits to demand responsive priced parking in the town centre area.

AT is keen to work closely with businesses to assess any expected and unexpected impacts of paid parking. We understand that it is important to recognise and address what businesses feel are important.

5.5 Medium measures (2-5 years)

Paid parking is an appropriate measure for the town centre area. If parking occupancy levels increase in roads surrounding the town centre after the zone has been introduced other measures can be investigated.

5.6 Budget implications

Any parking management improvement works can be programmed into the AT Parking Design and Solutions work programme for delivery. There may be proposed works that, because of their scale, will require further investigation to better ascertain the capital cost involved in implementation.

6 Conclusion

While overall across the study area there is parking capacity the central Town Centre area has limited availability at peak times.

Appendix A - Business Survey results

Auckland Transport (AT) has undertaken a business survey in Orewa. The survey helps us to identify the parking (and traffic) problems and the location of these problems. It also informs us of how staff are travelling to and from work and their parking needs.

AT bases its questionnaire on a series of standard questions.

The format of the questionnaire was as follows.

- 1. What is your company name and address?
- 2. What is the nature of your business?
- 3. How many employees work at this site?
- 4. What time does you company's operating hours start?
- 5. What time does you company's operating hours end?

6. How many of your staff travel by each of these ways as their main mode to and from

work? (Drive alone, drive with others, motorcycle/scooter, Public Transport, Bike,

Walk/Run, work from home and other.)

- 7. If other please specify.
- 8. How many of your staff park at the following locations while at work? (Paid on-street,

free on-street, free on street time limit, on site staff car park, off-street public car park, other.)

9. How many spaces does your company provide for staff parking?



10. How much does your company charge for staff parking?

11. Does your company provide free on-site parking for customers?

12. How much parking does your business ideally need to provide for your customers?

13.Do you think there is currently sufficient parking in Orewa to provide for your

customers?

14. Who should public parking be prioritised for? (Customers or staff)

15. Are there any major parking issues that your business is experiencing?

16.Is there anything else you would like to comment with regard to parking or staff

travel?

17. Would you like to upload any additional information?

The responses were collated and analysed:

Nature of businesses

Supermarket, Real estate, Health sector, Beauty sector, Food and beverage sector, Clothing retail, Automotive sector, Volunteer organisations, Theatre production, Shoe repairs, Financial services, Florist, Wholesale, Newspaper, Civil engineers, Quantity surveyors

Business Operation Hours

The operational hours of the businesses were generally starting between 7am and 9am. The close of operating hours was far more variable between 5pm and 10pm

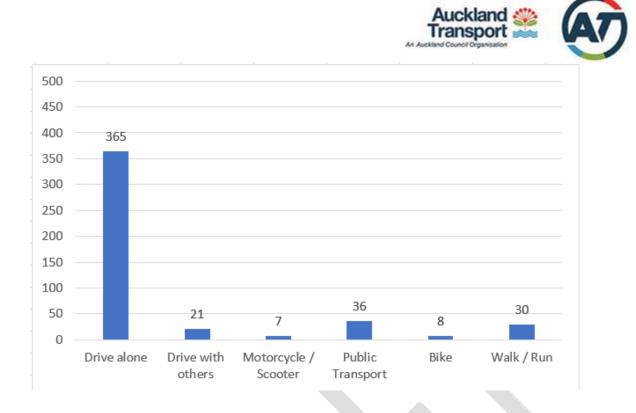
Modes of getting to and from the place of work

The majority of journeys to and from work were made by a vehicle with most being in a single occupancy situation.

Figure 20

Method of travel	Number of people
Drive alone	365
Drive with others	21
Motorcycle / Scooter	7
Public Transport	36
Bike	8
Walk / Run	30

Figure 21



Where do staff park?

From the fifty eight businesses within the study area that responded 375 staff members of the 386 that drive have shared where they are parking in total.

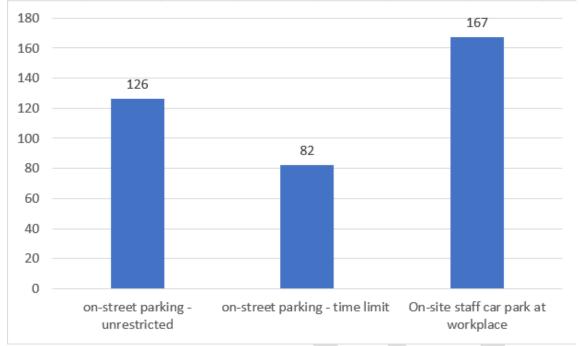
The majority park on-street.

Figure 22

Parking location	Number of people
on-street parking - unrestricted	126
on-street parking - time limit	82
On-site staff car park at workplace	167
	375

Figure 23





Does your company provide off street parking for staff?

From the responses received 34 businesses provided 1-5 parking spaces for staff and five provided more than 5 spaces. A total of 167 spaces used by staff. Only two of these businesses charged for parking and this price ranged from less than \$20-\$29 per week.

Does your company provide free on-site parking for customers?

24 businesses provided parking for customers, 7 provided between 1 and 5 spaces and nine provided more than 5. A total number of 357 spaces. The number of ideal spaces for customers was 480, a perceived deficit of 123 spaces.

Do you think that there is sufficient parking within Orewa for your customers?

37 of the responses felt that there was insufficient parking to provide for their customers, while 24 felt that there was sufficient.

Who should public parking be prioritised for?

49 respondents felt that public parking should be prioritised for customers and clients, only 13 felt it should be for staff.

Are there major parking issues that your business is experiencing?

A number of issues were raised, and these themes are listed below.

- 1. Not enough parking/limited parking (17 mentions)
- 2. Staff using time restricted street parking (14 mentions)
- 3. Not enough monitoring of parking (7 mentions)
- 4. Parking restrictions too short (6 mentions)
- 5. Parking restrictions too long (3 mentions)
- 6. Exemptions from restrictions needed for voluntary staff (3 mentions)
- 7. Too far to walk to find all day parking (3 mentions)
- 8. Car parking full by 8am (2 mentions)
- 9. Not enough loading zones for large vehicles

Is there anything else you would like to comment with regard to parking or staff travel?

- 10. Do not introduce paid parking (10 mentions).
- 11. Public transport is limited (7 mentions)



- 12. Provide more parking / build a car park (5 mentions).
- 13. Restrict weekends (2 mentions)
- 14. Educate people that time restricted street parking is for customers not staff.
- 15. Make Bakehouse Lane one way
- 16. Encourage biking

Conclusion from the responses

The main theme is a perceived general lack of parking for both staff and customers.

Staff want to be able to park close to where they work.

Another theme is illegal parking, mainly perceived to be by staff. The majority would like more enforcement

Parking restrictions – people either want shorter or longer restrictions

Parking availability is clearly low in the town centre at peak times

The method of travelling to and from work shows a high dependency on single occupancy vehicles

Two thirds of businesses provide some staff parking, of these only two charge for spaces.

Less than half of the businesses provided customer parking.

Many businesses did not participate in the survey.

The total number of staff from the 58 businesses that responded is approx. 500

375 of these staff have shared where they park

The total number of on-street parking spaces in Orewa town centre are approx. 600 (including unrestricted parking close to the TC)

126 staff members (of those who responded) currently park in the approx. 200 unrestricted spaces outside the immediate town centre.

408 parking spaces in the town centre are restricted to two hours – approx. 82 staff members (of those who responded) use these spaces - this shows at least twenty percent of the on-street parking is taken up by staff.

Community Broker Tūhono Hapori o Hibiscus and Bays **End of year wrap up**

Marilyn Kelly

June 2024

No surprises

Today

A quick run-through of the 2023/2024 work programme

2 July

Community groups funded from 2023/2024 present to the local board

16 July

Re-setting the scene for 2024/2025 work programme



Wrapping up the 2023-2024 work programme

- 173 Diversity, Equity and Inclusion
- 174 Māori Responsiveness
- 175 Local implementation of Ngā Hāpori Momoho
- 176 Building resilient and connected communities East Coast Bays
- 179 Placemaking to support a diverse, equitable and inclusive Hibiscus and Bays
- 180 Developing a resilient youth ecosystem across the Hibiscus and Bays
- 181 Building resilient and connected communities Hibiscus Coast
- 3986 Local Crime Prevention safety initiatives Hibiscus Coast



Drivers for work and allocation decision making.

- Auckland Plan
- Ngā Hapori Momoho (Thriving Communities strategy)
- Local Board Plan
- Community Development principles

Questions I ask

- If I leave, or the money goes what is the community left with?
 (building resilience or dependency)
- Is the community leading? (local for local)
- Are we building capacity, connections and collaborations?



173 - Diversity, Equity and Inclusion



Digital Seniors

Helping seniors with all technology issues with free support. Started a trial in East Coast Bays Library last year. (not LB Funded). This year wanted to continue in East Coast Bays and starting a new programme in Whangaparāoa Library.



Te Herenga Waka o Orewa

Helping seniors with all technology issues with free support. Started a trial in East Coast Bays Library last year. (not LB Funded). This year wanted to continue in East Coast Bays and starting a new programme in Whangaparāoa Library.



174 - Māori Responsiveness



Ngā Whare Maha Te Kōhanga Reo

Supporting the 40th Anniversary of the Kōhanga Reo event where there is expected to be approximately 450 in attendance.



175 - Local implementation of Ngā Hāpori Momoho



176 - Building resilient and connected communities – East Coast Bays



ANCAD (Auckland North Community and Development)

Providing discounted and free governance and operational training



Totally Connected - We Empower Us

A local delivering an appreciative inquiry process with community around youth wellbeing including Intermediate and College students.



Recreation Solutions

Supporting a collaborative community garden project with Library.



Children's Panel

Jacqueline Collins, Play Advisor, Eddie Tuiavii, Principal Advisor and myself are piloting a children's panel for primary aged children – with a contractor Olivia Huszak delivering the work.



179 – Placemaking to support diverse equitable and inclusive Hibiscus and Bays



Neighbourhood Support - North Shore & Rodney

Building neighourhood connections through street-by-street engagements



Supporting a Neighbours Aotearoa/Community garden event and World Choir Games



Stillwater Community Inc

Supporting a collaborative community garden project with Library.



Asian Community Network Inc

Placemaking events to engage with the ethnic communities across Hibiscus and Bays with the intention to develop an Ethinic Communities Plan

180 - Developing a resilient youth ecosystem



Coastival - HBC Youth Hauora Network

Youth focused event in March to highlight what is available for youth.



Youth-led Activities – Wellbeing Protocol/Salt Trust/Ōrewa College

Online platform that puts young people as the decision-makers for the design and delivery of outcomes that matter to them.



Bays Youth Voice

Supporting the development of the Bays Youth Voice and activities they identified as priorities.

Scholarships

Youth Scholarships are given out each year to one student at each of the 5 colleges in the area. This comes from this budget line and is managed by HBLB PA.

181 – Building resilient and connected communities – Hibiscus Coast



17

18

ANCAD (Auckland North Community and Development)

Providing discounted and free governance and operational training

HBC Youth Hauora Network

Supporting the facilitation and development of the Network

HBC Youth Centre Inc

Supporting with access to specialists to help organisation re-development



HBC Grandparents parenting Grandchildren

Supporting access to software to help with data management and capacity



Coast Community Trust

Supporting the driver licencing programme to allow them to focus on governance and strategic planning.



3986 - Local Crime Prevention – safety initiatives Hibiscus Coast

Hauora Hub NZ

The development of a girls programme as part of their youth offenders programmes.

22

Blue Light – North Harbour

Delivery of the BLAST Programme at Long Bay College

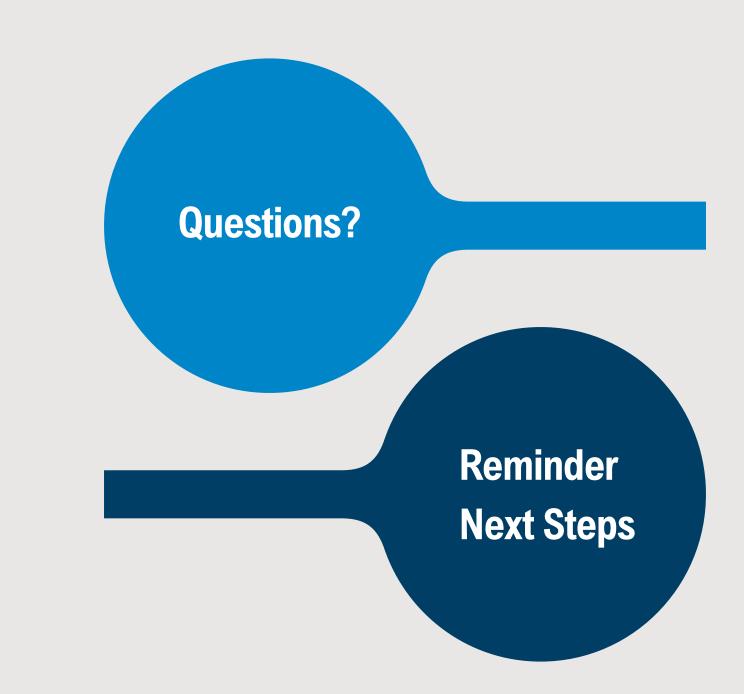
23

Te Au Haka

To support their programme with at risk youth.

Important to note – at this stage they have not signed the funding agreement – I am still chasing.







Matapopore

Local Board Portfolio Review



Updated June 2024

Overview

- We are reviewing every local board's service asset portfolio.
- The review will provide local boards with advice to support them with:
 - o increased local board decision making
 - \circ adjusting to financial allocations.

Objectives

- Support implementation of the LTP 2024-2034 direction.
- Progress priorities and identify new opportunities.
- Manage underperforming and underutilised service assets.
- Support a shift from asset-dependant service delivery.
- Portfolios are safe, sustainable, affordable, and fit for purpose.



Scope

In scope

- Aquatic and leisure centres
- Arts and culture facilities
- Cemeteries (closed)
- Civic spaces
- Coastal assets
- Commercial and residential leases
- Community leases
- Community centres
- Council-run holiday parks
- Greenways and connection links
- Libraries
- Passive recreation spaces
- Sports parks
- Venues for hire

Provision influencers

- Botanic gardens
- Cemeteries (open)
- Coastal assets
- CCO properties
- Corporate property
- Department of Conservation land
- Holiday parks
- Maunga
- Properties leased by Council
- Regional parks

Out of scope

- Collections
- Social housing

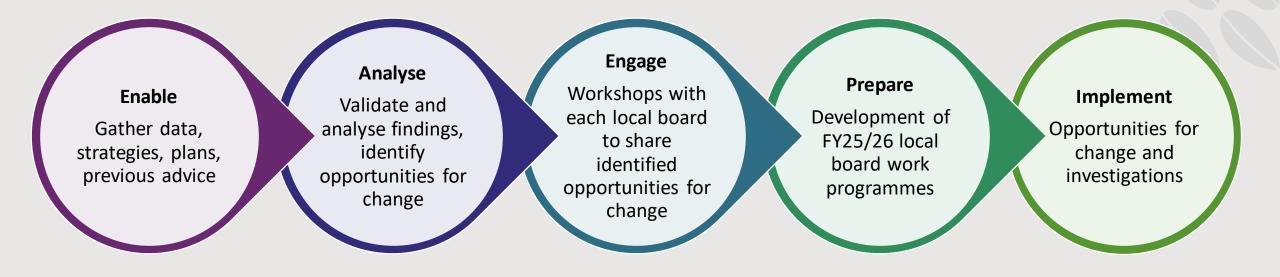


Examples of opportunities for change

Partnerships	new or enhanced		
Investment	to address under provision of services or to improve current assets		
Integration of services	or co-location		
Decommissioning assets	to relieve cost burden		
Divestment	through the service property optimisation framework		
Non-asset service delivery	to reduce cost and increase accessibility to services		



Process – phase one



May - June 2024

July - December 2024

January - May 2025

> July 2025 onwards



Assessment areas





Outputs



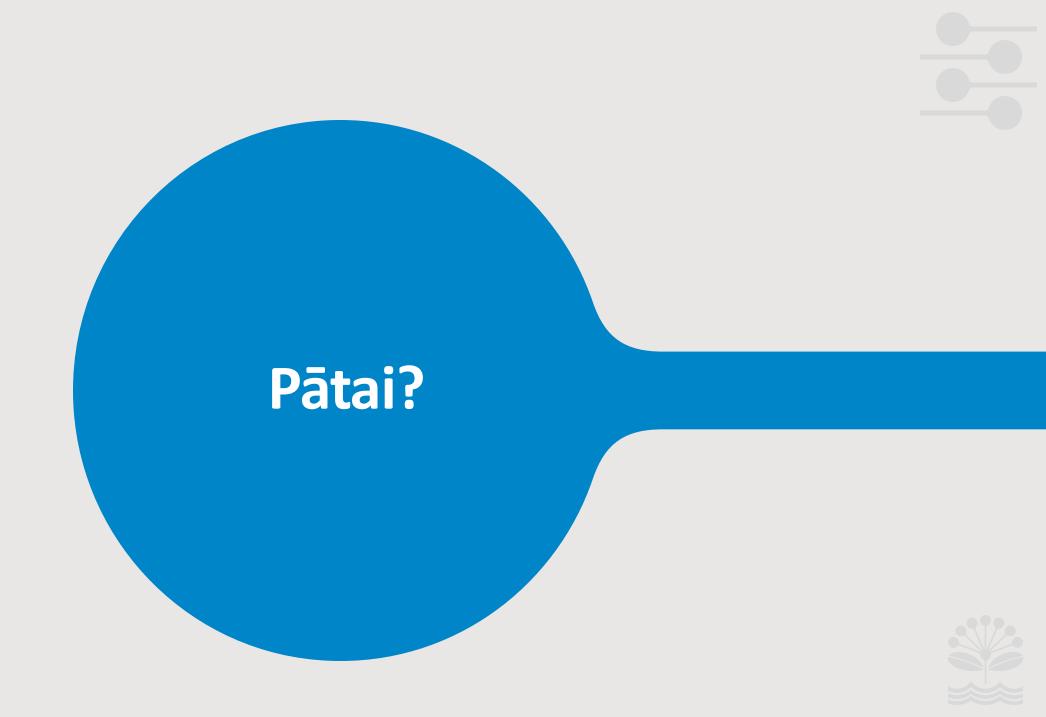
Opportunities for change will be implemented through local board decision making





• Workshop opportunities with all local boards in preparation for FY25/26 work programmes





Hibiscus and Bays

Engagement Conversation





Purpose of workshop

Receive feedback to inform the development of Hibiscus and Bays Local Board engagement strategy

A rough draft engagement strategy is provided, not word-smithed

- Contains the sorts of information that could be included
- Does the structure work?
- What is missing/wrong/needs further development?



The **engagement strategy** is a simple high-level document outlining the local board's commitment and approach to engagement. It may be supported by a workplan or similar.



Context to inform engagement strategy

- Local Board guidance
- Hibiscus and Bays Local Board Plan 2023

"Take a proactive approach to ensuring that the different voices in our communities are heard to inform our local board decision-making."

- 2023 Census data
 - Large and rapidly growing in population
 - Becoming more ethnically diverse
 - 25% population aged 0-19 years.
 - On average older than the Auckland population as a whole
- Legislation and Policy
- Analysis of recent engagement events



Approach to Engagement

Engagement goals

- Ensure that decision making is accessible to all
- Empower residents and organisations to shape local proposals and decision so they reflect the values and aspirations of the community.

Anything else?



Approach to Engagement

Communities of focus

- Mana whenua
- Mataawaka
- Young people
- Voices not traditionally heard from
- Environmental groups
- Business community
- Place based groups including faster growing localities
- Ethnic communities and new commers.

Anything else?



Any other feedback

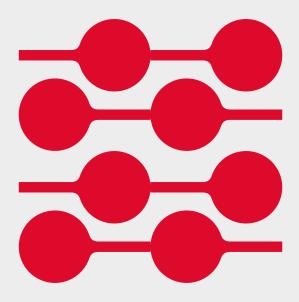




- Take guidance from workshop and further develop the draft engagement strategy
- Workshop a more complete draft engagement strategy
- Present Hibiscus and Bays Local Board engagement strategy to board meeting for adoption



HIBISCUS AND BAYS LOCAL BOARD





Engagement Strategy 2024-2025

May 2024, Version 2.0





aucklandcouncil.govt.nz



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3.	Approach to Engagement	7
4.	Roles and responsibilities in relation to engagement	10
5.	Roles and responsibilities in relation to engagement Applying the Strategy	11

1. Purpose of the engagement strategy

The purpose of this engagement strategy is to outline the Hibiscus and Bays Local Board's commitment and approach to engagement for the electoral term 2022-2025. It serves as a guide to local board members, and to staff engaging with the Hibiscus and Bays communities.

2. Context

Role of Hibiscus and Bays Local Board

The Hibiscus and Bays Local Board has a role in representing the views of its communities on issues of local importance as well as responsibilities for decision-making on local matters, activities and services and for providing input into regional strategies, policies and plans.

The local board is committed to making democratic, well-informed and sustainable decisions to promote the general wellbeing of the diverse population of Hibiscus and Bays. To do this well, the local board is committed to working alongside the community – ensuring decision making is accessible to all, empowering people to contribute and partnering with residents and organisations to shape proposals and decisions so they reflect the values and aspirations of the community.

How the Hibiscus and Bays Local Board intends to undertake this role (within legislative and policy requirements) is outlined in Te mahere ā-rohe o Hibiscus and Bays 2023 – Hibiscus and Bays Local Board Plan 2023.

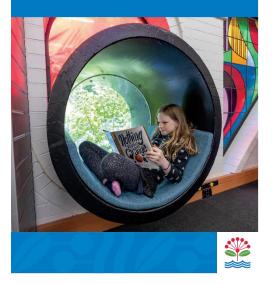
Hibiscus and Bays Local Board Plan 2023

The Hibiscus and Bays Local Board Plan 2023 sets out the local board's direction including objectives and key initiatives. In terms of engagement, the key overarching initiative is

"Take a proactive approach to ensuring that the different voices in our communities are heard to inform our local board decision-making."

There are a number of other objectives and key initiatives that also guide the board's approach to engagement. These are listed under there key themes, and include:

Te mahere ā-rohe o Hibiscus and Bays 2023 Hibiscus and Bays Local Board Plan 2023



Our People

Hibiscus and Bays: a community of thousands that feels like a	Support the youth networks in our area to help our young people thrive and to have a voice in local board decision-making		
village, with strong connections and roots, with easy opportunities for participation	Take a proactive approach to ensuring that the different voices in our communities are heard to inform our local board decision-making		
	Acknowledging the mana whenua we work closest with, Ngāti Manuhiri and Ngāti Whātua o Kaipara, by initiating conversations intended to lead to the development of relationship agreements		

Our Environment

Supporting our communities by	Engage with our communities during the planning and process of adapting our
planning and engagement on	coastal reserves to prepare for and mitigate damage from storms, flooding and
how to mitigate and manage	erosion, with projects such as the shoreline adaptation plans
risks from climate change	

Our Community

We have more opportunities to	Engage with our community, and in particular mana whenua, on the future uses
connect for recreation, play and	of our undeveloped reserves, and older established ones, including
to help others in our community	investigation of cost effective options for other informal recreation and play in
than ever before	these areas
A vibrant and thriving	Engage with our arts and culture partners and providers to investigate
community with places to celebrate, learn and enjoy	equitable and sustainable funding models, by reviewing existing arrangements and establishing alternative options
culture and arts	Engage with staff and users of our council owned facilities and spaces, such as libraries, leisure centres and pools, and venue for hire, to ensure that they continue to reflect the evolving ways our community wishes to use and access services and remain accessible to all

Our Places/Our Economy

Town centres feel like a friendly village but operate like a bustling metropolis

Listen to the voices of community by utilising placemaking and other engagement opportunities to enhance the character of our town centres, to transform our public spaces

About Hibiscus and Bays

The Hibiscus and Bays local board area comprises many distinct and diverse communities – geographicbased communities as well as communities based around demographics, interests, and other commonalities such as speakers of a specific language. The local board area stretches from Waiwera in the north to south of Campbells Bay. Key points to note from data currently released from the 2023 census are, that Hibiscus and Bays is:

• Large and rapidly growing in population

• The fourth largest local board with a population of 114, 033

- Continues to grow rapidly, with the fifth largest population increase of the 21 local boards between 2018 and 2023 (both in terms of percentage growth and actual number of people), with an additional 10,023 people, 9.6% increase in population. This follows rapid population growth in the 2013 to 2018 period.
- Bounded by two other rapidly growing local boards areas (Upper Harbour second fastest growing and Rodney Fourth fastest growing in terms of percent increase.
- Becoming more ethnically diverse
 - Increasing Asian population (21% in 2023, up from 8% of population in 2013)
 - Increasing Māori population (7.2% in 2023 cf. 5.8% in 2013)
 - Increasing Pacific Peoples population (2.4% in 2023 cf. 1.8% in 2013) and Middle Eastern/Latin American/African (2.2% in 2023 cf. 0.9% in 2013) from a smaller base
 - Reducing European population (76% in 2023, down from 89% of population in 2013)
 - Still remains less ethnically diverse than many other parts of Auckland
- On average older than the Auckland population as a whole
 - Nearly one in five Hibiscus and Bays residents are aged 65+ (18.6% of population) cf. 13.1% of Auckland population
 Hibiscus and Bays Local Board - Population by ETHNICITY (2018 Census data)

Total population: 104,010

V 11.5% AKL

6.5% Māori

2.1% Pacific peoples 15.5% AKL 28.2% AKL

16.0%Asian

A 1.1% AKL

1.2% Others

1.5% Middle Eastern, Latin American, African

2.3% AKL

A 53.5% AKL

80.8% Europear

• A quarter of population 25.2% is aged 0-19 years.

(Add more relevant information as it becomes available. Add updated graphics- such as a 2023 version of the one included)

Previous engagement

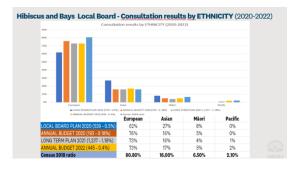
Hibiscus and Bays Local Board residents are slightly more engaged than Auckland as a whole, however generally only 1-2% of the local population engage with formal local board consultation processes.

The below tables provide ethnicity and age group breakdowns for a number Special Consultative Procedure events and compares these to census data. In general, these show:

- A variability in terms of engagement by different ethnic groups, and in particular Asian communities across different consultations. This in part relates to where efforts have been made to engage with specific populations.
- A lower proportion of submissions from people in younger age groups and a corresponding higher proportion of submissions is received from submitters in older age groups.

\sim	European	Asian	Māori	Pacific	Middle Eastern, Latin American, African	Other
Census 2018	88.8%	16.0%	6.5%	2.1%		
Census 2023	75.9%	20.6%	7.2%	2.4%	2.2%	2.1%
Local Board Plan 2020	62%	27%	8%	0%		
Local Board Plan 2023	88%	10%	7%	1%	3%	2%
Long-term Plan 2021	73%	16%	4%	1%		
Long -term Plan 2024	64%	33%	4%	1%	2%	3%
Annual Budget 2020	76%	16%	5%	0%		
Annual Budget 2022	73%	17%	5%	2%		
Annual Budget 2023	84%	16%	5%	2%	3%	1%

	0-24 years	25-44 years	45-64 years	65+ years
Census 2018	31%	24%	27%	17%
Census 2023	30%	25%	26%	19%
	(10-24years-			
	19%)			
Local Board Plan 2020	2%	19%	30%	49%
Local Board Plan 2023	10%	27%	42%	32%
Long-term Plan 2021	21%	24%	33%	22%
Long-term Plan 2024	8%	27%	35%	30%
Annual Budget 2020	3%	17%	45%	35%
Annual Budget 2022	12%	31%	33%	24%
Annual Budget 2023	7%	29%	35%	28%



Example of how information could be presented as a graph and table.

Legislative Context

Engagement is required or recommended under a number of statutes, plans and policies. The overarching context is provided by the Local Government Act 2002 (LGA), (together with subsequent amendments) and Auckland Council's Significance and Engagement policy (SEP) which sets out the way in which council complies with the legislation.

From a legislative perspective, a local board is expected to:

- Communicate with community organisations and special interest groups within its local board area
- Identify and communicate the interests and preferences of the people in its local board area in relation to the content of the strategies, policies, plans, and bylaws of the Auckland Council
- Give consideration to the views and preferences of persons likely to be affected by, or to have an interest in, a local board decision
- Use the local board plan process to reflect the priorities and preferences of the community, and identify and describe the interests and preferences of the people and communicate them to the Auckland Council
- Provide an opportunity for people to participate in decision-making processes on the nature and level of local activities to be provided by the Council within the local board area.

<u>Council's Significance and Engagement Policy</u> is required under the LGA. Consultation and engagement principles related to Auckland Council's strategic assets and matters of 'significance' are referenced in the Significance and Engagement Policy, which guides all local board engagement. The type and nature of a decision, including its level of significance, guides how the local board will go about engaging its communities. Further details on legislative requirements are provided in Appendix 1.

3. Approach to Engagement

The Hibiscus and Bays Local Board's approach to engagement is guided by range of documents, learning and other information, as detailed in Section 2 of this plan. It is also guided by an understanding of some of the challenges that the local board faces in engaging with its communities, including:

- Limited community knowledge about the local board roles
- Distinct and disconnected communities with varied levels of relationship with the local board and a range of barriers to engagement such as language
- Sectors of community not heard from
- Council processes are difficult to navigate and often focussed on issues rather than relationships
- Residents often feel over-engagement or disempowered, as if their opinion doesn't matter.

Engagement Goals

The goals of engagement are to:

- Ensure that decision making is accessible to all
- Empower residents and organisations to shape local proposals and decision so they reflect the values and aspirations of the community.

Working towards achieving these goals, the Hibiscus and Bays local board will:

- Connect with Hibiscus and Bays communities regularly throughout the electoral term
- Spend time building and maintaining trusting relationships, including through having open honest conversations, both formally and informally, even when these are difficult
- Build understanding how difference voices would like to be heard or are more comfortable being heard
- Build engagement opportunities into work programmes so it happens intentionally and across the full project journey from dreaming to planning to implementation, celebration and ongoing maintenance
- Work with organisations that are closest to their community to increase engagement opportunities
- Share information with their communities in a timely manner, and in languages, formats and media that are accessible to the diverse range of residents and groups.

In working towards these goals there will be a focus on:

- Increasing awareness of the local board and its role
- Increasing engagement with Māori
- Increasing engagement with communities of focus.

Within the above approach, the local board still wishes to hear from all members of the local community. This does not preclude the use of more traditional engagement tools such as hearings style events, which can provide a useful supplement to the engagement approach.

Best Practice: IAP2 spectrum of public participation

One way that Council ensures it is engaging according to best practice guidance, is by following the International Association of Public Participation (IAP2) approach (set out below) which indicates different engagement approaches on a spectrum from providing information through to community empowerment. It is important to note that IAP2 does not easily fit in relation to engagement with Māori due to Te Tiriti obligations in legislation – there is no option for Treaty partnership' although the collaborate and empower levels of the spectrum are more closely aligned.

Increasing impact o	n the decision
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Inform	Consult	Involve	Collaborate	Empower
To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implemen what you decide.

For any decision requiring consultation, staff will identify the appropriate level of consultation, which will inform the methods used for engagement. Currently wider Auckland Council consultation and engagement practice generally sits in the inform and consult space. Some local board local projects are in the involve space. Moving more towards the collaborate and empower levels of engagement is both a challenge and opportunity for Auckland Council and its local boards.

Engaging with Māori

Auckland Council formally recognises nineteen mana whenua iwi across Auckland, many who have interests in the Hibiscus and Bays local board rohe. As a Treaty partner, the relationship between the Hibiscus and Bays Local Board and mana whenua is more than just that of another stakeholder the local board will focus on developing and strengthening meaningful, authentic and respectful relationships that are respectful of the independent mana whenua status. During the 2022-2025 term, the Hibiscus and Bays Local Board is committed developing and strengthening its relationship with Ngāti Manuhiri and Ngāti Whatua o Kaipara and developing more meaningful relationships with the other iwi who have an interest in the Hibiscus and Bays area, when the timing is right for the iwi. To do this, the Hibiscus and Bays Local Board will:

Hibiscus and Bays falls within the areas of interest of many of Tāmaki Makaurau iwi, these are:

- Ngāti Wai Ngāti Wai, Ngāti Manuhiri
- Ngāti Whātua Te Rūnanga o Ngāti Whātua, Ngāti Whātua o Kaipara, Ngāti Whātua Ōrākei
- Waiohua-Tāmaki Te Kawerau ā Maki, Ngāi Tai Ki Tāmaki, Ngāti Te Ata Waiohua
- Marutūahu Ngāti Paoa, Ngaati Whanaunga, Ngāti Maru, Ngāti Tamaterā, Te Patukirikiri.
- Support the development of proactive rangatira-to-rangatira and staff-to-staff relationships
- Engage in ways that work for mana whenua, recognising that iwi have a range of priorities and acknowledge that they will not always be in a position to engage due to limited capacity.

- Have timely conversations with iwi on issues of relevance to their priorities and engage at the start of a project at the thinking stage and on an ongoing basis, not just on specific projects
- Build on previous engagement, conversations and work including understanding the existing information on each mana whenua views, priorities and preferences which are often longstanding, strategic and not subject to a lot of change. Key sources include:
 - Iwi management plans
 - Submissions on the council's strategic documents
 - The Independent Māori Statutory Board's Schedule of Issues of Significance for Māori in Tāmaki Makarau which provides a summary of priorities for all Māori in Auckland.
 - Kia Ora Tāmaki Makaurau Our Māori outcomes performance measurement framework.

The Hibiscus and Bays local board also has a relationship with Te Herenga Waka o Orewa.

This approach will also assist the Hibiscus and Bays Local Board to meet statutory and common-law obligations to Māori including responsibilities under Te Tiriti o Waitangi, legislation and in Auckland Council's Significance and Engagement Policy. Council is committed to meeting our broad legal obligations to Māori including responsibilities under Te Tiriti o Waitangi, the Treaty of Waitangi.

The Hibiscus and Bays Local Board values its growing relationships with mana whenua and wishes to ensure a focus on developing and strengthening meaningful, authentic and respectful relationships that are respectful of the independent mana whenua status.

There are many existing sources of information that can help inform the board about Māori views and preferences. Iwi priorities in particular are longstanding, strategic and not subject to a lot of change. Therefore, prior feedback can be a good source of insights about iwi priorities. Existing sources include:

- Iwi management plans
- Submissions on the council's strategic documents such as the Long-term Plan, Annual Budget, Water Strategy and Climate Action Plan and Local Board Plans.
- The Independent Māori Statutory Board's Schedule of Issues of Significance for Māori in Tāmaki Makarau provides a summary of priorities for all Māori in Auckland.

Communities of Focus

The local board has identified a number of communities where it wishes to focus engagement to ensure a broader cross-section of the community is heard. This focus will also ensure that the local board satisfies the Local Government Act 2002 requirement for decisions to take into account the diversity of the community and the community's interests. Notwithstanding the communities of focus, the local board is interested in hearing from all Hibiscus and Bays communities, and developing new and strengthening existing relationships. The current communities of focus are:

- Mana whenua
- Mataawaka
- Young people
- Voices not traditionally heard from
- Environmental groups
- Business community
- Place based groups including faster growing localities
- Ethnic communities and new commers.

4. Roles and responsibilities in relation to engagement

Staff and local board members have a collaborative and concurrent role in relation to engagement and consultation.

Local board members are responsible for:

- Building and holding relationships with the community, including individuals, community organisations, mana whenua and mataawaka
- Listening to their views and preferences
- Ensuring there are formal and informal opportunities for honest conversations between community organisations and the local board, even when these are difficult
- Ensuring community views and preferences are shared with the local board
- Ensuring community views and preferences are considered in relevant decision-making as appropriate
- Attending face to face conversations and events for local projects and Special Consultative Procedure consultations to listen to community views
- Attending meetings of organisations and reporting back to the local board the views and preferences of that group
- Co-operating with other local board members to ensure all community organisations that want a relationship with the local board have a local board member delegated to attend their meetings
- Working with other local board members to build relationships with less heard from communities of focus.

The Hibiscus and Bays Local Board Services support team including the Engagement Advisor, the Communications Advisor and the Community Broker support local board members and council staff with engagement, including:

- Providing advice on engagement approaches and how to best engage with the local community, including providing local context
- Supporting the local board members with collateral, equipment, training and other logistical support such as translations, google translate, QR codes
- Maintaining operational relationships with key community groups and organisations, supporting opportunities for local board members to partner and collaborate on engagement opportunities
- Keeping the local board stakeholder's database up to date
- Ensuring local communities and interest groups know about opportunities to engage on activities of the wider council group, particularly where the decisions will have local implications and would be of interest to the local community
- Developing regular, and meaningful informal engagement opportunities with the local community
- Ensuring that all work programmes build in engagement that is timely and relevant to communities
- Support consultation processes by:
 - Preparing a plan for each special consultation procudure, including a clear purpose, objectives to be achieved, methodology considering the communities of focus, a stakeholder list and close the loop and evaluation activities
 - Receiving early direction from local board members into potential consultations as part of their annual work programme.

5. Applying the Strategy

Auckland Council has an Engagement Performance Framework which has been developed with input from communities, council and council-controlled organisations to provide guidelines and standards to uphold when we engage so we deliver a more consistent and co-ordinated engagement experience to the people we serve, and how we measure our success.

It consists of six key areas to help deliver a more transparent, accessible and joined-up engagement experience for Aucklanders:

- Plan whakamahere. Make it count
- Prepare whakarei. Make it accessible
- Engage tūhono. Make it visible
- Report pūrongorongo. Make it transparent
- Close the loop kai te kono. Tell the story
- Evaluate aromātai. Make it better.

The Evaluate phase is to ensure we continually step up our engagement practices by sharing our successes and lessons, and to consider what other approaches could have increased participant satisfaction across the engagement process.



This strategy is an in principle commitment from the Hibiscus and Bays Local Board. The goals listed in this strategy should guide all engagement and consultation activity undertaken by elected members and staff in the local board area.

Supporting Resources

Auckland Council has a number of operational resources that support staff across the organisation to implement engagement and consultation including:

- Kura Kawana
- Significance and Engagement Policy
- Engagement Guidelines
- Guide to engaging with Māori
- Quality Advice Guidelines
- Guidelines for assessing significance for non-strategic assets
- Translating for a Diverse Auckland
- Accessible Communications and Information Guide
- Engagement HQ Business Partner Guide
- Insights Library
- Engagement Calendar
- Inclusive Engagement: An events guide for Auckland Council
- Community Partnership Guidelines
- Engaging with Auckland's Diverse Communities

Lessons for successful mana whenua engagement.

Appendix 1: Policy and Legislation

The Local Government Act 2002 lays out principles for consultation. From a legislative perspective, a local board is expected to:

- Communicate with community organisations and special interest groups within its local board area
- Identify and communicate the interests and preferences of the people in its local board area in relation to the content of the strategies, policies, plans, and bylaws of the Auckland Council
- Give consideration to the views and preferences of persons likely to be affected by, or to have an interest in, a local board decision
- Use the local board plan process to reflect the priorities and preferences of the community, and identify and describe the interests and preferences of the people and communicate them to the Auckland Council
- Provide an opportunity for people to participate in decision-making processes on the nature and level of local activities to be provided by the Council within the local board area.

Section 82 of the Local Government Act 2002 applies whenever the local board consults. In practice, this means that when consulting with the public, the local board will endeavour to:

- Identify people who will be affected by or have an interest in the decision
- Provide them with reasonable access to relevant information about the process and decision in an appropriate format
- Encourage people to give their views
- Give people a reasonable opportunity to give their views in an appropriate way
- Listen to and consider those views with an open mind
- After the decision, provide access to the decision and any other relevant material.

Part 6 of the Local Government Act 2002 specifies the use of a Special Consultative Procedure, a type of formal consultation, for some plans and processes, including Local Board Plans. The Hibiscus and Bays Local Board can also choose to use a Special Consultative Procedure format to consult on any matter if it wishes. Under a Special Consultative Procedure, the local board must:

- Develop and make publicly available detailed information about the proposed decision
- Allow feedback for a minimum of one month
- Ensure people are given an opportunity to present their views to council through spoken interaction i.e. through a face-to-face event (or using NZ Sign language).

Auckland Council also has a Significance and Engagement Policy that guides consultation and engagement principles related to Auckland Council's strategic assets and matters of 'significance'. The type and nature of a decision, including its level of significance, guides how the local board will go about engaging its communities.