



## Strategic Partners Forum Meeting

### Agenda

8:00am – 10:30am, Tuesday, 23 October 2018

Classic Flyers, Armoury Room, Tauranga

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1. Apologies	Chair
2. Previous 17 August 2018 minutes and matters arising ( <b>Paper A</b> )	Chair
3. Tauranga Parking Strategy - Possible Parking Strategy Issues and Topics ( <b>Paper B</b> )	Mathew Stewart
4. Future Development Strategy	Doug Spittle
5. Tauranga Urban Strategy	Ana Hancock
6. Creative Bay of Plenty Update	Meg Davis
5. SmartGrowth Partnership Report – <a href="#">August 2018</a>	For Reading
6. Forum Chairs Round Table	Forum Chairs



7. Any Other Matters	Chair
8. Key messages for SmartGrowth Leadership Group	Chair

### Strategic Partners Forum – Terms of Reference

The following paper is a summary of the terms of reference to be utilised for the on-going governance and implementation role of strategic partners post the adoption of the SmartGrowth Strategy.

These terms of reference were developed in collaboration with the strategic partners.

#### Terms of Reference

That the Strategic Partners Forum continues to provide community governance to the SmartGrowth strategy with the two broad responsibilities being;

Strategic partners acting as a community audit

- The strategic partners have been an integral part of the process within the development of the SmartGrowth strategies and actions and as such have a strong basis of understanding of the issues related to growth management within the western Bay of Plenty sub region.
- They play an important role in acting as a “consumer audit” providing a monitoring function to ensure the strategy and actions are met, not just by local authorities but also by Central Government and community agencies that have lead roles within the strategy.

#### Strategic partners to act as a knowledge pool for SmartGrowth Leadership Group Structure

- As sector agencies the strategic partners are to play a strong role in acting as a steering agent and a knowledge pool to the SmartGrowth Leadership Group (SLG) and to assist guiding decisions relating to implementation.
- Many of the strategic partners are regional associations of national agencies representing specific sectors. This network of knowledge should be utilised to ensure that the best decisions are made with respect to the implementation of SmartGrowth.
- The basis of this role is that the strategic partners are able to provide support to the SmartGrowth Governance structure in a collaborative fashion rather than in a strict audit and monitoring role.



- Many strategic partners have specific roles as either lead or support agencies within the actions of SmartGrowth. This will further enhance the ability to provide sound community governance advice to the SLG and identify potential solutions to issues.

### **Strategic partner representation guidelines**

The Strategic Partners Forum generally consists of organisations based on the following:

- agencies with a national or regional affiliation
- mandate to speak on behalf of sectors effected by the SmartGrowth Strategy
- cover the sub region, which is the scope of the strategy
- represent the 4 well-beings defined in the Local Government Act 2002 being social, economic, cultural and environmental well-being
- have a structure in place that allows outwards and in wards communication in respect of membership

### **Current Members**

- Bay of Plenty Branch NZ Property Council
- Bay of Plenty Tertiary Partnership
- Bay Trust
- Chamber of Commerce
- Combined Tangata Whenua Forum
- Creative Tauranga
- Envirohub Bay of Plenty
- Environment and Sustainability Forum
- Federated Farmers
- Forest and Bird Society
- Housing Affordability Forum
- Housing NZ Corporation
- Katch Katikati
- Katikati Fruitgrowers



- Living Streets Aotearoa
- Mainstreet Tauranga
- National Council of Women Tauranga
- New Zealand Kiwifruit Growers
- Population Ageing Technical Advisory Group
- Priority One
- Property Developers Forum
- SmartGrowth Independent Chair
- Social Sector Forum
- Sport Bay of Plenty
- Te Puke EDG
- Te Puke Fast Forward
- Te Puke Fruitgrowers

It should be noted that some central government sectors such as health or education sectors will also be dealt with individually as they are acting as lead agencies in major actions throughout the strategy. With the agreement of the SLG additional strategic partner members can be added.

### **Frequency of meetings**

The strategic partners meet bi-monthly. They meet prior to the SLG meeting. This would also allow for members of the Strategic Partners to be co-opted to the SLG if required to provide insight into specific issues related directly to the strategic partner's area of expertise.

The Strategic Partners Forum is serviced by the SmartGrowth office for items such as venues, agendas and report materials.

The chair of the SLG also chairs the Strategic Partners Forum.



## Strategic Partners Forum - Membership

Name	Representing	Name	Representing
Bill Wasley	Chair	Mark Boyle	Te Puke EDG
Alastair Rhodes	Bay Trust	Mary Dillon	Envirohub
Alastair Talbot	NZTA	Paul Hickson	Te Puke Fast Forward
Anne Pankhurst	PATAG Chair	Phil Shoemack	Toi Te Ora Public Health
Annie Hill	Priority One	Puhirake Ihaka	Combined Tangata Whenua Forum
Barry Roberts	Federated Farmers	Rebecca Culliford	Toi Te Ora Public Health
Buddy Mikaere	Co-Chair Combined Tangata Whenua Forum	Sarah Davey	BOPDHB
Carol Gordon	Social Sector Forum, Innovation Trust & SUPA NZ	Shad Rolleston	Tu Pakari Advisor
Christine Ralph	Housing Affordability Forum Chair	Stan Gregec	Tauranga Chamber of Commerce
Dr Patricia Hanlen	National Council of Women Tauranga	Teresa Pou	Housing New Zealand
Eddie Orsulich	Forest and Bird Society	Terri Eggleton	Bay Trust
Jacqui Knight	Katch Katikati		
Jean-Paul Thull	Living Streets Aotearoa	<b>SmartGrowth</b>	
Jeff Fletcher	Property Developers Forum Chair	Megan Rumble	SmartGrowth Coordinator
John Garwood	Katikati and Te Puke Fruitgrower Associations		
Kathy Webb	SocialLink	<b>Partner Staff</b>	
Nikki Johnson	Kiwifruit Growers	Philip King	Tauranga City Council
Meg Davis	Creative Tauranga	Emily Watton	Western Bay of Plenty District Council

**SmartGrowth Strategic Partners Forum Meeting**  
**Friday 17 August 2018 8:00am – 10:30am**  
**Classic Flyers, The Armoury Room**

<b>Forum Members Present</b>	Bill Wasley (Chair), Anne Pankhurst (PATAG Chair), Annie Hill (Priority One / HAF), John Garwood (Fruitgrowers Association), Dr. Patricia Hanlen (National Council for Women), Paul Hickson (Te Puke Fast Forward), Mark Boyle (Te Puke EDG), Mary Dillon (Envirohub), Carole Gordon (Social Sector Forum Chair / Innovation Trust / SUPA NZ)	
<b>SmartGrowth</b>	Megan Rumble (Coordinator)	
<b>Other</b>	Jean-Paul Thull (Living Streets Aotearoa)	
<b>Partner Staff</b>	Phillip Martelli (WBOPDC), Philip King (TCC) Apologies: Emily Watton (WBOPDC), Philip King (early departure)	
<b>Apologies from forum members</b>	Alastair Talbot (NZTA), Christine Ralph (HAF Chair), Buddy Mikaere (CTWF), Meg Davies (Creative Bay of Plenty), Phil Shoemack (Toi Te Ora Public Health), Eddie Orsulich (Forest and Bird), Carole Gordon (for lateness)	
<b>Previous minutes</b>	Discussion	No matters arising from the previous 10 April 2018 minutes. Minutes confirmed by the forum. Bill noted the SPF submission to the Tauranga Urban Strategy which was lodged on April 16. Ana Hancock will attend the 2 October SPF meeting, providing an update, immediately prior to the TUS engagement and consultation period.
	<b>Action</b>	Megan to arrange Alistair from NZTA to update the forum at the October meeting.
Living Street Aotearoa	Presentation & Discussion	Jean-Paul Thull from Living Street Aotearoa presented to the forum – <a href="#">view his presentation here</a> . Also read Jean-Paul’s bio <a href="#">here</a> .  Questions and discussion followed: <ul style="list-style-type: none"> <li>- The need to focus on Pedestrian access on rural roads alongside cycleways e.g. kiwifruit workers walking from Te Puke to Paengaroa</li> <li>- Single laneing – incorporate more one way streets? Devonport road is well designed, low speed, good example of a two-way street.</li> </ul>

		<ul style="list-style-type: none"> <li>- 30km/h speed limit in the city. Bill queried Jean-Paul’s view on the comprehensive initiative in Christchurch where a one way system including narrower roading with cycle and walkways has been established – How does Jean-Paul feel this has worked? Jean-Paul noted his view is that it does seem to be overkill and the central city is not drawing people in.</li> <li>- Age friendly – Japan is a good example of transport and urban planning policies. Jean-Paul noted extent of retirement village living here in NZ – a lot more than other countries – needs a different way of thinking.</li> <li>- Live, learn, work examples from cities around the world – commercial, retail and living all in the one building.</li> <li>- Think about taxi and bus shared lanes e.g. people know they will get to the airport efficiently.</li> </ul> <p>Bill thanked Jean-Paul for his presentation. A number of matters were raised, interesting in terms of progress made on cycleways, needing to give emphasis on walking also.</p>
	<b>Action</b>	Megan to add Jean-Paul to SPF membership <b>Post note:</b> actioned by Megan 27 August.
Proposed Future Development Strategy (FDS) and Process/ Timeframes	Discussion	<p>Bill provided an update. The draft FDS document will go to SLG on 7 September and it is intended SLG sign off on the FDS for engagement. Engagement is proposed to begin early October with a view to taking an alternative approach to the traditional hearing process. Western Bay of Plenty District Council took a community conversations approach with elected members for their recent LTP consultation. Looking at similar approach for the FDS where SLG members and people can engage directly. There will also formal submissions as well as a combined SmartGrowth Forums Hui and an additional Tangata Whenua Hui.</p> <p>Bill noted the advice on 7 Sept to SLG will be to go through the consultation process but not to sign off the final FDS if transport investment decisions do not support implementation of the FDS. This may not be until the first half of 2019.</p> <p>It is essential this document is more than ticking the box for the NPS. Important this outlines what the sub-region wants. Discussion followed:</p> <ul style="list-style-type: none"> <li>- It was noted the document is missing economic strategy – BOP economic growth particularly around kiwifruit – short of labour, short of accommodation. This isn’t reflected. This needs to be included as a high priority – long term accommodation, not just seasonal worker accommodation. Phillip M noted it certainly is noted in the draft strategy but does not include the solutions.</li> </ul>

		<ul style="list-style-type: none"> <li>- Essential we can show the linkage between the Tauranga Urban Strategy (TUS) and the FDS.</li> <li>- FDS and TUS are interwoven and engagement occurring at the same time. Forums are key in support for the TUS.</li> <li>- Provincial growth fund – linkage? Access needs to be part and parcel with a wider regional need.</li> <li>- It was noted individual groups need the opportunity to also present to politicians. There will need to be a balance.</li> <li>- Discussion around kiwifruit labour and 12 hours shifts. It was noted working holiday people don't want this. 6 or 7 hour shifts would attract more employees. It was noted NZKGI have developed a strategy and they do address the part time work options in there.</li> </ul>
	<b>Action</b>	
SmartGrowth Partnership Bi-Monthly Report	For reading	<p>For reading and information:</p> <p><a href="#">SmartGrowth Partnership Report May 2018</a></p> <p><a href="#">Tauranga City Council Growth Monitoring Report June 2018</a></p>
	<b>Action</b>	
<b>Forum chairs roundtable update – each forum chair to give a brief update on their forums, and any key points on strategic issues. (verbal)</b>	Update	<p>Social Sector Forum:</p> <ul style="list-style-type: none"> <li>- Carole Gordon noted the forum has asked to have concerns noted around housing and transport work progressing. Social housing providers called a meeting and HNZ is very concerned and were looking for innovative ideas and solutions around housing difficult tenants. Carole has since met with Darren Toi from HNZ in terms of elder housing.</li> <li>- SSF are concerned about how TCC is progressing elder housing and how the existing land can be progressed to produce more complexes. There is opportunities for development here. It was noted there are concerns around creative issues, Matua dog park example used.</li> <li>- With relation to the TUS – transport in communities set for development needs to be looked at.</li> <li>- SUPA NZ are holding discussion groups with relation to the governments 'Preparing for an Ageing Population' Elders Strategy. Carole is also holding a meeting in Rotorua. Please give Carole a call if you would like to be part of discussion.</li> </ul>



		<ul style="list-style-type: none"> <li>- Phillip King noted the new Children’s Strategy. Anne to follow up on this and will go to SmartGrowth as the Preparing for an Ageing Population Strategy has.</li> <li>- Patricia Hanlen noted she is impressed with the work SSF has been doing. The housing meeting was excellent work – particularly around the difficult group around drug induced damage to housing, huge cost to HNZ - \$130K per year to move these people between homes.</li> </ul> <p>Environment &amp; Sustainability Forum:</p> <ul style="list-style-type: none"> <li>- Mary Dillon noted climate change needs to be noted as an overarching area is both the FDS and the TUS. Top and front of all issues.</li> <li>- There is continuing concern around public transport. At this stage our approach ensures we are increasing emissions rather than reducing. Risk of emissions if we are light handed with our public transport investment.</li> </ul> <p>PATAG:</p> <ul style="list-style-type: none"> <li>- Anne P noted the forum is going to submit on the government Elders Strategy – using stats and info they already have.</li> </ul> <p>Phillip King noted the Smart Housing Framework was presented to the BOP District Health Board on 7 August – good conversation was had with planners. The framework was also taken to HAF on 13 August.</p> <p>Bill noted the progress in the Housing Framework space, and that the councils need to be commended. Progress made through LTP processes. Bay Trust and Consumer Trust is doing work also – things are happening.</p> <p>Phillip King noted TCC Elder housing work is focussed on security of future stock – concerns raised have been noted. Not just elder housing, housing in general, keep the pedal on. 50 year horizon – housing decisions important.</p> <p>It was noted leadership is missing the social impact view.</p>
	<b>Action</b>	<ul style="list-style-type: none"> <li>- Please contact Carole if you would like to be part of the ‘Preparing for an Ageing Population Strategy’ discussion.</li> <li>- Smart Housing Action Framework to be presented at next PATAG meeting.</li> <li>- Anne P to follow up on Children’s Strategy coming to SmartGrowth.</li> </ul>

<b>Any other matter</b>		Nothing to note.
	<b>Action</b>	
<b>Key message for SmartGrowth Leadership Group</b>		<p>The SPF seeks that the SLG considers including the following matters in the FDS:</p> <ul style="list-style-type: none"> <li>- A focus on the importance of sustainable economic growth and kiwifruit's role in the sub-regional economy</li> <li>- Recognising and actively considering the need for housing for the kiwifruit industry workforce and management</li> <li>- Ensuring that the FDS recognises the significance of growth in the kiwifruit industry in the eastern parts of the sub-region</li> <li>- Making decisions about affordable housing with a long term view including elder housing and future security of supply</li> <li>- Considering the effects of climate change and how mitigation can be included in the FDS.</li> <li>- Supporting a low emissions economy by actively supporting public transport.</li> </ul>

**Meeting ended at 9:43am – Next Meeting 2 October – Classic Flyers, Armoury Room.**

**ACTION POINTS – from 17 August**

Item No.	Meeting	Action	Action
1.	<b>August</b>	Megan to arrange Alistair from NZTA to update the forum at the October meeting.	Megan
2.	<b>August</b>	Megan to add Jean-Paul to SPF membership <b>Post note:</b> actioned by Megan 27 August.	Megan
3.	<b>August</b>	Please contact Carole if you would like to be part of the 'Preparing for an Ageing Population Strategy' discussion.	All
4.	<b>August</b>	Smart Housing Action Framework to be presented at next PATAG meeting.	Philip King
5.	<b>August</b>	Anne P to follow up on Children's Strategy coming to SmartGrowth.	Anne P

## Possible Parking Strategy Issues and Topics

Parking issue/challenge	Can Parking Plan Help?	Why would it help?	How would we resolve this issue?
No agreed consistent approach to how parking is supplied and managed throughout the city. Leads to inconsistent and reactive decisions being made around parking.	Somewhat	<p>The Parking Plan would establish principles and approaches to how parking was managed in different areas.</p> <p>While this would help, in critical more complex locations like the City Centre, Mount North, and the Hospital an area based access and parking management plan would be required to provide an approach that is more targeted to that area, and provides more detail.</p>	<ul style="list-style-type: none"> <li>Community engagement to help identify issues and then to test possible solutions. However, at this stage there is only internal support for one round of public engagement on the draft Parking Plan, rather than an early public engagement where people can flag issues. As such during engagement on the draft Parking Plan, we would need to have some questions that allowed this sort of feedback, so we can test whether the Policies (etc) in the Parking Plan cover all key issues.</li> <li>Technical research to understand how parking is operating at the moment and to identify best practice approaches to parking management.</li> </ul>
Concerns that the <u>management</u> of the current parking stock is not optimising the use of the parking asset or the economic performance of the City Centre or Mount North.	Somewhat	<p>The Parking Plan would establish policies and approaches to how parking was managed in different areas.</p> <p>While this would help, in critical more complex locations like the City Centre and Mount North, an area management plan would be required to provide an approach that is more targeted to that area, and provides more detail.</p>	<ul style="list-style-type: none"> <li>Technical research would help to establish principles for managing parking, but would not provide the detailed evidence and recommendations required for these areas.</li> </ul>
Concerns that a <u>lack of existing parking supply</u> in the City Centre and Mount North is hindering	Somewhat	<p>The Parking Plan would establish policies and approaches to how parking was managed in different areas.</p>	<ul style="list-style-type: none"> <li>Parking Plan could pull together existing information on parking supply and demand in these locations. Further detailed investigations (e.g. future supply, area based solutions) would</li> </ul>

Parking issue/challenge	Can Parking Plan Help?	Why would it help?	How would we resolve this issue?
the economic performance of those areas.		While this would help, in critical more complex locations like the City Centre and Mount North, an area management plan would be required to provide an approach that is more targeted to that area, and provides more detail.	be more appropriately addressed in area based access and parking management plans.
<p>Concerns that impacts of <u>future traffic growth</u> on parking demand in the City Centre, Mount North, and the Hospital are unknown. Concerns that there are no comprehensive plans as to how to respond to growing pressure on available parking.</p> <p>For example: What should our future parking supply be? Do we need a maximum parking cap? If so what should it be?</p>	Somewhat	<p>The Parking Plan would establish policies and approaches to how parking was managed in different areas.</p> <p>However it would <u>not</u> look in detail at traffic and growth modelling for the City Centre, Mount North, and the Hospital so would not provide implementable solutions.</p>	<ul style="list-style-type: none"> <li>• Technical research would help to establish principles for managing parking, but would not provide the detailed evidence and recommendations required for these areas.</li> </ul>
Lack of clarity as to what functions of the City Centre should be supported by parking and how parking should support them. For example should parking be prioritised for commuters, shoppers, lease, or entertainment? Which function is most important for current and future economic viability of the City Centre?	Somewhat	<p>The Parking Plan would establish policies and approaches to how parking was managed in different areas.</p> <p>However it would not recognise the different characteristics of the City Centre, and as such could not recommend any robust approaches for parking to support its various functions.</p>	<ul style="list-style-type: none"> <li>• Technical research would help to establish principles for managing parking, but would not provide the detailed evidence and recommendations required for the City Centre.</li> </ul>

Parking issue/challenge	Can Parking Plan Help?	Why would it help?	How would we resolve this issue?
<p>Pressure on residential parking from non-residential users in areas close to the city and around the Hospital.</p>	<p>Somewhat</p>	<p>The Parking Plan would establish policies and approaches to how parking was managed in different areas, and would aim to establish an approach to residential parking permits.</p> <p>It is possible that the Parking Plan would provide enough guidance to address the issues in these areas. But it's also possible that further engagement and technical work would be required to establish the best approach for each area.</p>	<ul style="list-style-type: none"> <li>• Community engagement would help establish the issues in these areas. However, at this stage there is only internal support for one round of public engagement on the draft Parking Plan, rather than an early public engagement where people can flag issues like this. As such during engagement on the draft Parking Plan, we would need to have some questions that allowed this sort of feedback.</li> <li>• On the ground analysis would assess the extent of the problem (but this maybe outside the scope of the Parking Plan).</li> <li>• Then solutions would be developed using technical research into a range of solutions and community engagement would be used to assess support for those potential solutions.</li> </ul>
<p>Uncertainty as to what parking demands and issues are arising in other areas of Tauranga.</p>	<p>Uncertain</p>	<p>Parking Plan on ground surveys and particularly public engagement would help flag areas of concern. However, at this stage there is only internal support for one round of public engagement on the draft Parking Plan, rather than an early public engagement where people can flag issues like this.</p>	<ul style="list-style-type: none"> <li>• Could use public engagement to flush out the areas of greatest concern. Then use on ground surveys etc. to confirm the extent of problems in these areas (on the ground surveys might be outside the scope of the parking plan). However, at this stage there is only internal support for one round of public engagement on the draft Parking Plan, rather than an early public engagement where people can flag issues like this. As such during engagement on the draft Parking Plan, we would need to have some questions that allowed this sort of feedback.</li> <li>• Then solutions would be developed using technical research into a range of solutions and</li> </ul>

Parking issue/challenge	Can Parking Plan Help?	Why would it help?	How would we resolve this issue?
			community engagement would be used to assess support for those potential solutions.
<p>The Tauranga Transport Programme outlines strong targets for bus, bike and walking as commuter modes by 2031. Cheap all day parking in employment locations (particularly the CBD) are seen as a major barrier to the uptake of these transport modes.</p>	Somewhat	<p>The Parking Plan would establish principles and approaches to how parking was managed in different areas to help support an increase in people commuting by bus, bike and foot.</p> <p>Technical work could also identify the areas where charges could be introduced or increased for on street parking. However it is likely area based parking management plans would be require to set out the actual parking price increases and trigger points for parking increases.</p>	<ul style="list-style-type: none"> <li>• The areas where travel demand management pricing is to be used will need to be identified. This will take a bit of research to identify the areas with strong commuter demands, understand how parking operates in those areas, how well they are served by bus and cycleways and how different parking charging structures could affect parking use and busing and bike uptake in those areas.</li> <li>• Identify 'trigger points' in PT and cycleway provision where Council will increase all day parking prices to discourage commuting by car.</li> <li>• What impact are various parking charging regimes likely to have on the uptake of buses and bikes for commuting?</li> <li>• How parking pricing is applied in each area may vary.</li> </ul>
<p>What is the best way to deliver parking e.g. public or private sector?</p> <p>Do we want to have a pricing structure that allows for private parking provision to be more viable?</p> <p>What's the ideal ratio of private to public parking provision that still allows council to use parking</p>	Somewhat	<p>The Parking Plan would establish policies and approaches to how parking was managed in different areas. These principles would have a trickledown effect to how parking was provided/managed by the private and public sectors.</p> <p>It could also look at the general advantages and disadvantages of public vs private provision.</p> <p>While this would help, in critical more complex locations like the City Centre and Mount North, these principles and assessment criteria (advantages and disadvantages) would</p>	<ul style="list-style-type: none"> <li>• Use technical research and engagement to provide the information as per the column to the left.</li> </ul>

Parking issue/challenge	Can Parking Plan Help?	Why would it help?	How would we resolve this issue?
as a tool to support other aims and strategies?		need to be applied to the local environment to ascertain the ideal balance between public and private parking provision.	
Concerns there is negativity around the current parking experience and public perception of parking.	Somewhat	There will be some issues that are Tauranga wide and some issues that are more specific to certain areas. The Parking Plan would help identify the issues (largely through engagement), but it's unlikely it would be able to provide detailed recommendations for specific areas. For example Council's Design LAB identified a perception that in the City Centre safety from crime and run down parking buildings are a concern.	<ul style="list-style-type: none"> <li>Engagement would be a key mechanisms to identify current perceptions of the parking experience. However, at this stage there is only internal support for one round of public engagement on the draft Parking Plan, rather than an early public engagement where people can flag issues. As such during engagement on the draft Parking Plan, we would need to have some questions that allowed this sort of feedback.</li> </ul>

<p><b>Other issues/challenges/tasks</b> that could be addressed in the Tauranga Parking Plan include:</p>	<ul style="list-style-type: none"> <li>Considering the function of each road in the road hierarchy and the type of area (e.g. residential, shopping centre, commercial centre, industrial centre): <ul style="list-style-type: none"> <li>What is the function/role of parking (on different roads and in different locations)?</li> <li>When will other road uses be prioritised over parking? E.g. clearways, All day T3 lanes, cycleways.</li> </ul> </li> <li>What is our desired occupancy rate for parking areas?</li> <li>How do we achieve the desired parking occupancy rates/turnover e.g. time limits, demand responsive pricing?</li> <li>Supply, management and ratios of leased, long-stay, short-stay and free parking</li> <li>Supply and management of mobility parking</li> <li>Supply and management of loading zones</li> <li>Supply and management of parking for ride sharers, shared vehicles, electric vehicles, motor bikes and peddle bikes</li> <li>Approach to residential parking zones</li> <li>Management of parking permits</li> <li>Parking enforcement</li> <li>Changes to City Plan</li> <li>Alignment with other Council Strategies, initiatives and aims.</li> <li>Identify TCC's parking assets and parking regime</li> <li>Identify privately managed public parking stocks</li> </ul>
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|  | <ul style="list-style-type: none"><li>• How do we make the parking experience better for customers?</li><li>• Technology improvements e.g.<ul style="list-style-type: none"><li>○ Integrated parking payment technology e.g. with bus card.</li></ul></li><li>• Principles of suitable Park and Ride locations (but no identification of actual locations).</li><li>• Parking on roads which don't meet minimum widths for emergency access vehicles.</li><li>• What is the financial cost of providing parking to the Council through maintenance, increased stormwater costs, and the loss of rateable land.</li><li>• Should parking revenue be directly reinvested into providing better facilities for alternative transport modes, and other related activities?</li></ul> |
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