Havelock North Parking Study 2020

PREPARED FOR: HASTINGS DISTRICT COUNCIL | MARCH 2021

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1.0 INTRODUCTION

To assess whether the current parking provision within Havelock North village is adequate in meeting both existing and future demands, Hastings District Council (**Council**) has commissioned Stantec to undertake a parking study that includes a series of surveys to provide empirical data on parking use and patterns. The study recognises that there is a need for careful planning to ensure the increased pressures on the available car parking in the central area arising from future population growth and retail/commercial activity expansion can be adequately accommodated, to ensure the village remains a successful and vibrant destination.

Accordingly, the agreed project scope as outlined by Council, can be summarised as follows:

- measure car parking occupancy and duration of stay within the Havelock North study area on three separate occasions through 2020;
- provide an up-to-date parking inventory for both public and private parking resources across the study area;
- undertake analysis of the parking patterns and utilisation at a block by block / street by street level;
- forecast demand for parking over the next 10 years;
- identify the quantum of any additional parking provision needed to accommodate anticipated forward growth; and
- provide recommendations around parking management practices and any associated changes to improve parking amenity and efficiency.

This report describes the procedures undertaken for the surveys, summarises the associated data collected, and provides analysis of the results. Where appropriate, comparison with previous survey datasets from 2009 and 2017 is made, to provide context and assist in identifying historic trends.

2.0 STUDY AREA

Figure 2-1 illustrates the extent of the 2020 study area (along with the prior 2009 and 2017 study areas), which encompasses the shopping core and peripheral commercial areas of the Havelock North village. In this report the core central retail area of Havelock North is referred to as the 'Central Village', and the term 'Wider Village' applies to the 2020 study area inclusive of the Central Village.

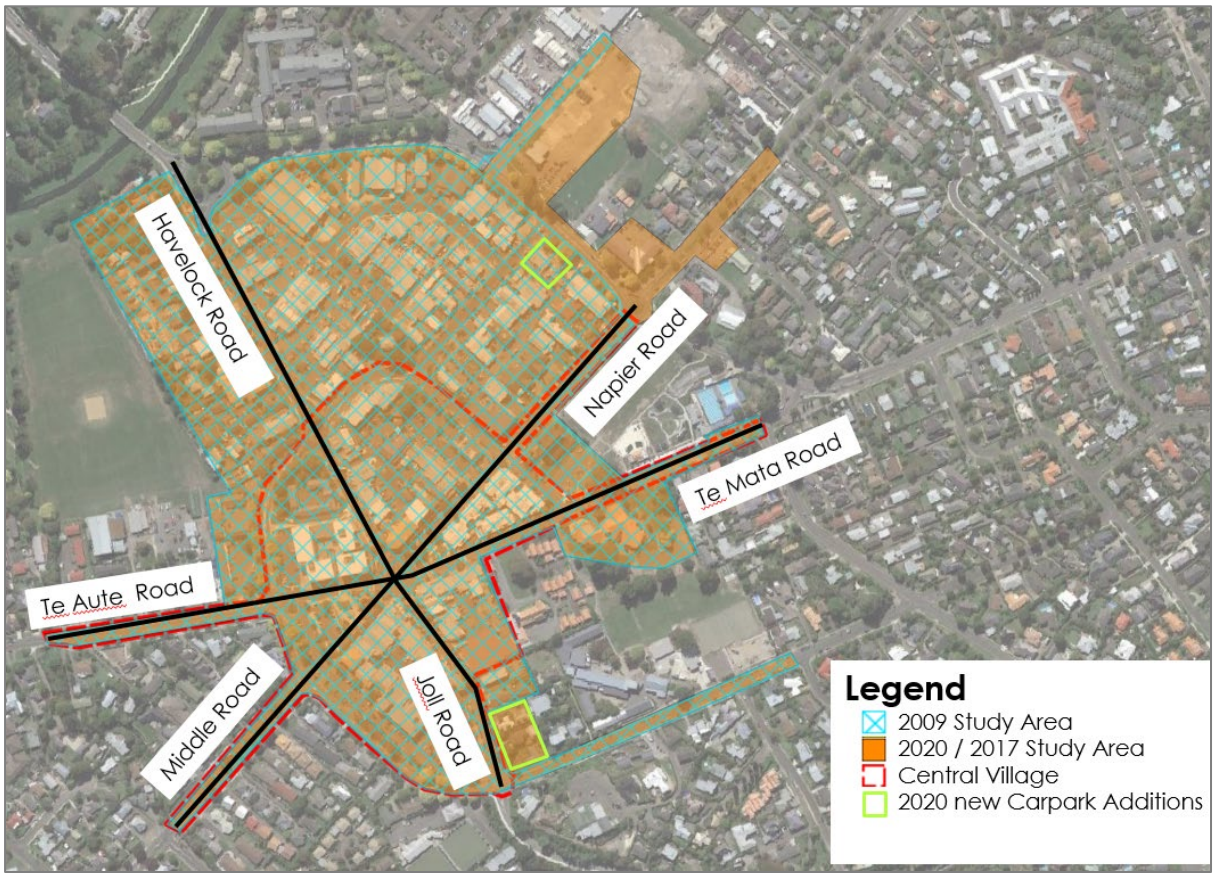

Figure 2-1: 2020 Study Area

The 2020 study area extent is equivalent to that adopted for the 2017 study, with the addition of two new carparks, at the corner of Campbell Street and Joll Road and at Aristotle's Corner, as outlined in **Figure 2-1**. To keep analysis consistent between studies, the 2009 study area was used when comparing occupancy rates between years.

3.0 STUDY METHODOLOGY

The initial stage of the assessment involved compiling a complete inventory of available parking within the study area, including all public and private areas both on and off street. These results were then compared with the parking inventory completed during the last 2017 study with changes noted relating to the number of spaces in each designated sector as well as their time restrictions.

A series of comprehensive parking surveys were then completed. These were aimed at establishing the patterns of parking occupancy throughout the village's central and peripheral areas, in conjunction with duration of stay surveys at key representative locations. The surveys were carried out on representative Saturdays and Weekdays, and were undertaken on the following dates:

- Friday 31 July and Saturday 1 August;
- Friday 16 October and Saturday 17 October; and
- Friday 4 December and Saturday 5 December.

The three periods were purposely chosen to represent changing parking demands over the year, especially after the government-imposed Level 4 lockdown associated with COVID-19. The peak demands were measured across the three periods and compared directly, along with equivalent data from the 2017 and 2009 studies.

Analysis of the survey results will inform the development of appropriate parking strategies and consideration of potential changes to the quantity, distribution and management of parking to meet the needs of visitors, customers and residents to the village for the future.

3.1 PARKING OCCUPANCY SURVEYS

To build an understanding of how all parks were utilised across the full survey days, the study area was broken into 51 individual zones as illustrated in **Figure 3-1.** Using the same field methodology as in previous years' surveys, surveyors recorded the number of cars parked in each zone and what restriction (if any) applied. The restrictions recorded are as listed below:

- Time restricted (P5, P60, P120, P180);
- Unrestricted;
- Mobility;
- Bus Stop;
- Leased;
- Loading Zone; and
- Reserved.

Each surveyor was assigned selected zones and given a specific route or 'survey beat' to walk each hour for the duration of the survey.

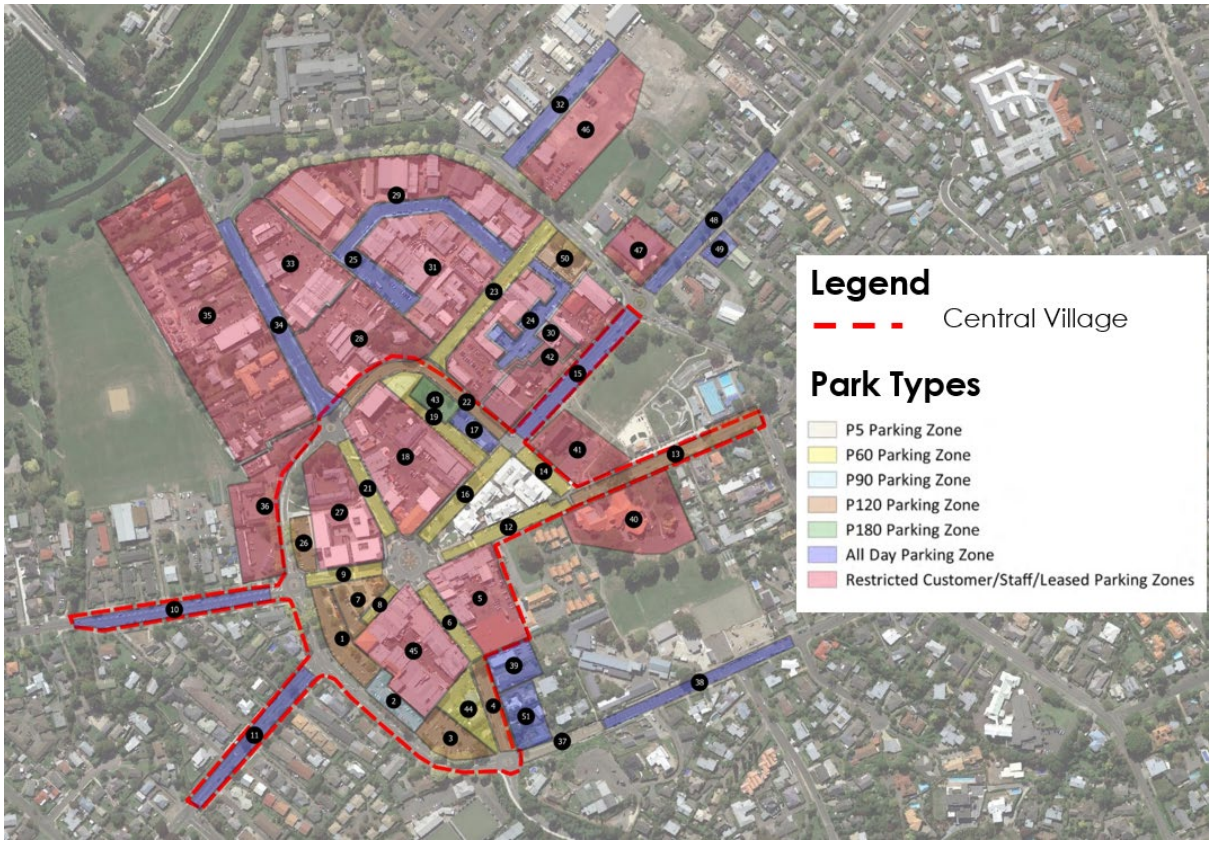

Figure 3-1: 2020 Parking Zones

3.2 DURATION OF STAY SURVEYS

The Duration of Stay survey was used to determine lengths of stay and compliances with parking restrictions. To inform this, four beats, matching those done in 2009 and 2017, were chosen as representative of parking within the Havelock North village.

On the days of the survey, individual parking spaces were monitored in 20-minute intervals and partial number plates of the vehicles were recorded. This partial data was sufficient to allow the tracking of users throughout the day, but in a way that would not breach the privacy of the vehicle owner.

4.0 PARKING SUPPLY

Table 4-1 summarises the parking inventory for the study area at 2020.

Table 4-1: 2020 Study Area Public and Private Parking Provision

Type of Park	On-Street	Off-Street	2020 Total
Short / medium stay parks (P5, P60, P120, P180)	398	266	664
Long Stay Parks (All Day / Unrestricted)	250	57	307
Total provided by Council	**648**	**323**	**971**
Private	0	1,194	1,194
Total	**648**	**1,517**	**2,165**

This supply of parking was derived from actual spaces where marked. For the case of on-street parallel parking where actual spaces were not visibly defined, a nominal 6m parking space length has been assumed. Similarly, the unmarked areas of off-street parking have been estimated.

The combined number of public and private car parks inventoried during this 2020 study totals some 2,165.

It is noted that there has been no material changes to the number of parks provided in Havelock North in 2020 when compared to 2017, with the exception of the two new additional parking areas that have been added to the study area off Campbell Street / Joll Road and at Aristotle's Corner.

5.0 PARKING OCCUPANCY

One element of the parking surveys undertaken during the 2020 Study comprised a series of parking occupancy surveys conducted throughout the study area.

Parking 'occupancy' is the proportion of available spaces occupied at any one time. Generally, drivers perceive areas of on-street parking to either be full or inconvenient once the overall on-street occupancy levels reach around 85%. Beyond these levels, drivers must continue longer search patterns to find a vacant parking space. In well laid out off-street carparks, with good circulation, higher occupancy levels of up to 95% are generally considered acceptable by users at peak times. Where a mixture of on-street and off-street parking is provided then an overall occupancy level of 90% would generally reflect an acceptable level of service. Above these thresholds, responses are needed to improve the management and supply of parking.

For this latest review study, surveys were deliberately timed in early December to capture the lead up to Christmas and coincide with a 95th percentile 'design week' demand (or the fifth busiest week of the year), in an equivalent manner to the previous studies undertaken in 2009 and 2017. This 'design week' demand is generally taken to represent the practicable level of car parking provision that a centre should be providing, rather than meeting demand on the absolute busiest day (which would mean much of the parking would stand empty for the balance of the year). In addition, two 'control' surveys were also undertaken (in late July / early August; and October) to provide a broader understanding of the utilization patterns across the village at other times of the year.

In this manner, detailed occupancy surveys were undertaken throughout the study area on a Friday and Saturday, between the hours of 9:00am and 6:00pm, for each survey round. As previously described, by designating the surveyed parking spaces into zones, it is possible to draw direct comparisons with the results measured in 2009 and 2017.

5.1 OCCUPANCY PATTERNS BY ZONE

Figure 5-1 through **Figure 5-3** have been prepared to visually illustrate the occupancy across each of the surveyed zones during the peak hour (which generally occurred around 11am-12 or 12-1pm) for the busier surveyed weekday during each of the July, October and December surveys respectively. These maps have been prepared based on the overall peak hour demand recorded for the study area as a whole, so do not necessarily reflect the peak occupancy rate experienced in each individual zone. Saturday patterns are not presented here since parking counts were much lower overall than the higher weekday counts. Further detail of Saturday patterns is however presented from Section 5.2.

As stated previously, there is a desire to manage on-street carparking to a level of occupancy below 85%. By achieving this outcome, drivers searching for a space will tend not to park in poor and/or illegal locations. This is perhaps even more pertinent in smaller urban areas like Havelock North, where motorists are more inclined to adopt the attitude that an on-street park in very close proximity to their destination is not an unreasonable expectation. In some cases, this can lead to an underutilisation of public off-street parking facilities, which are generally viewed as more inconvenient.

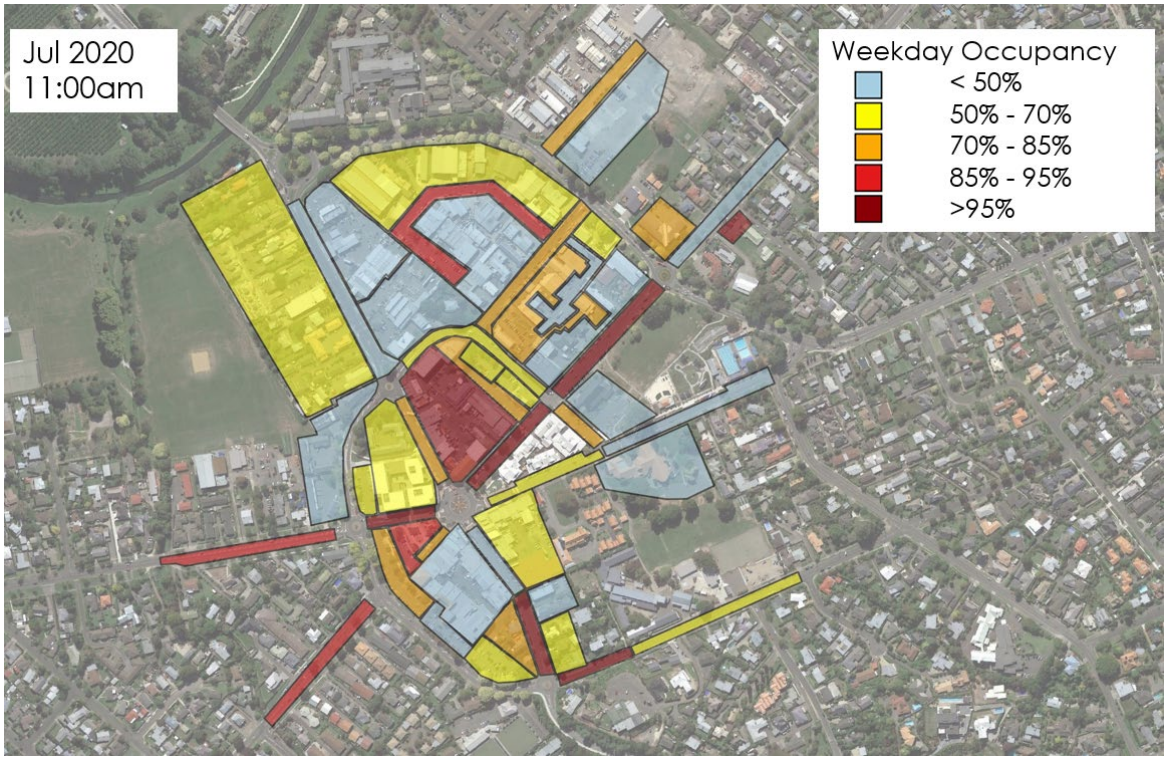

Figure 5-1: July 2020 Peak Hour Occupancy

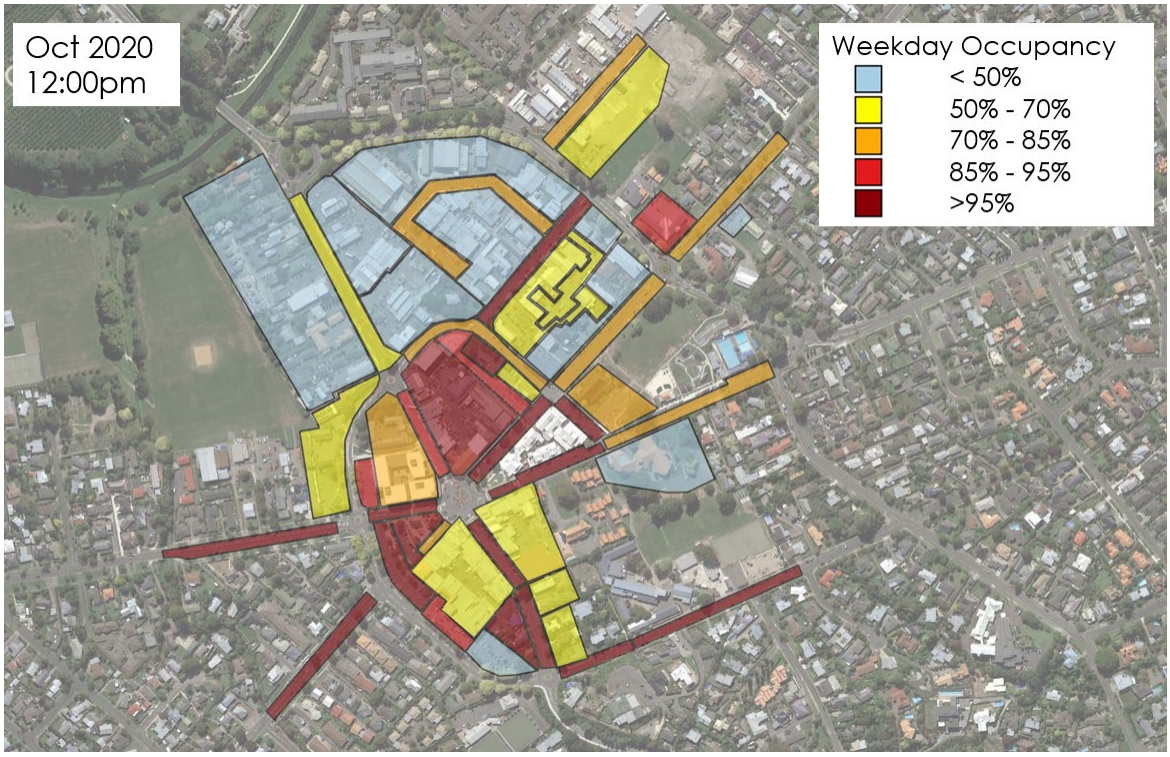

Figure 5-2: October 2020 Peak Hour Occupancy

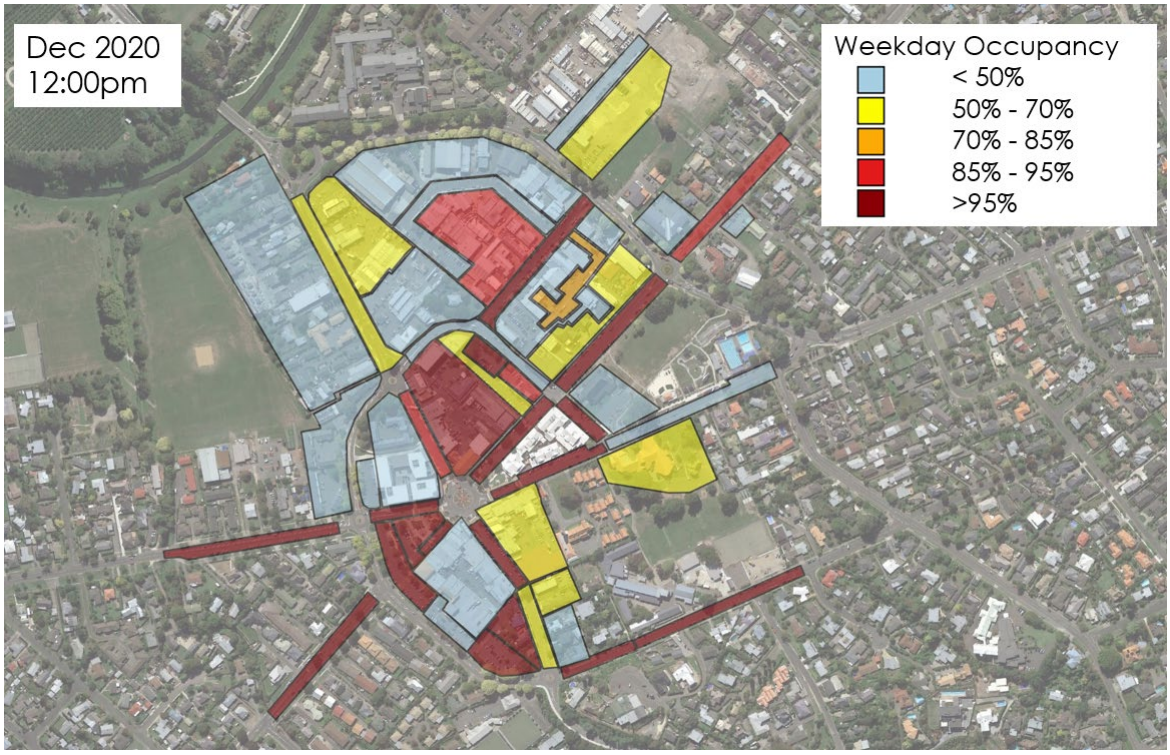

Figure 5-3: December 2020 Peak Hour Occupancy

The above diagrams confirm that parking in several of the on-street zones exceeded the 85% occupancy threshold during the measured peak hour. These include:

- Joll Road;
- Middle Road;
- Te Aute Road;
- Napier Road;
- Te Mata Road;
- Havelock Road (between Porter Drive and the roundabout);
- Campbell Street; and
- Columba Way.

These areas represent the most favoured parking zones closest to the central core for short / medium term visitors, as well as those all day parks which lie in closest proximity to the main village activities.

By comparison, off-street parking areas are generally considered to offer a more convenient level of service for occupancy levels up to 95%. With this in mind, the measured peak hour occupancy during the surveys for New World, Te Aute Triangle, Porter Drive carpark, and Loading Ramp parking areas reached or exceed this 95% demand.

For comparison purposes, the December 2017 occupancy during the peak hour is shown below in **Figure 5-4.**

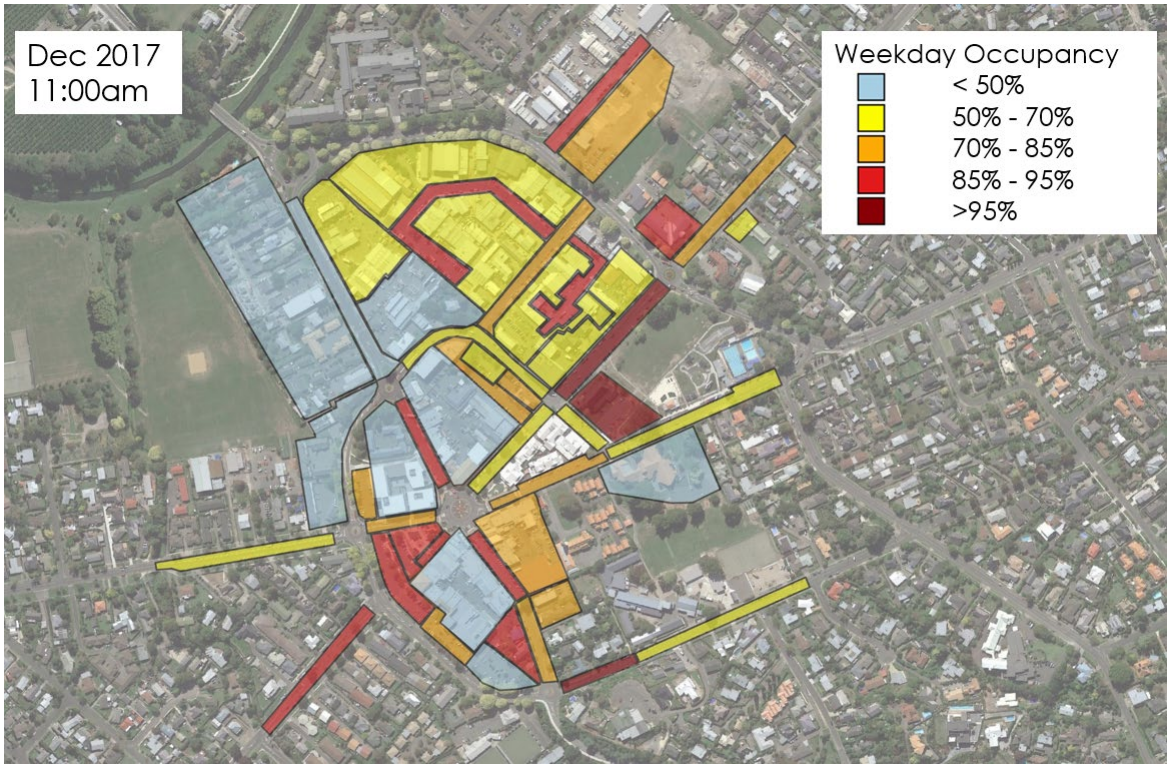

Figure 5-4: December 2017 Peak Hour Occupancy

A comparison of the December measured occupancies indicate that on-street parking within the central retail zones was significantly busier in 2020, as compared to 2017. The recommendations that emerge from this study respond to these growing patterns of parking demand.

5.2 PUBLIC PARKING PATTERNS

5.2.1 On-Street 'All Day' vs 'Time Restricted'

Figure 5-5 shows the hour-by-hour occupancy of the available public on-street parking provision, over the course of the three 2020 survey periods for 'unrestricted' or 'All Day' car parks. The graph also includes the results collected in 2017 and 2009 and adopts the 2009 study area to ensure like-for-like comparison between datasets.

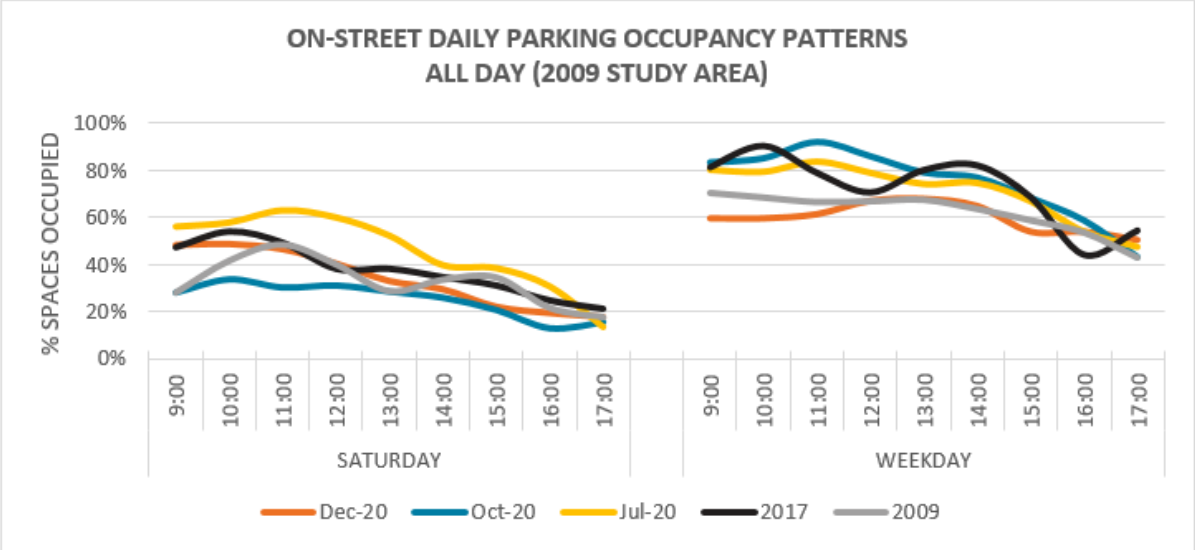

Figure 5-5: On-Street Time Unrestricted Occupancy, Council Provided Carparks

The occupancy recorded across the unrestricted parks on the Saturday in December 2020 was similar to previous years, albeit lower than the recorded occupancy in July 2020. During the weekday, the measured demand in December 2020 is slightly lower than results from earlier years.

Figure 5-6 shows the hourly occupancy of the available public on-street parking provision, over the course of the three 2020 survey periods for time restricted parks. Again, the 2009 study area is reported on for consistency between years.

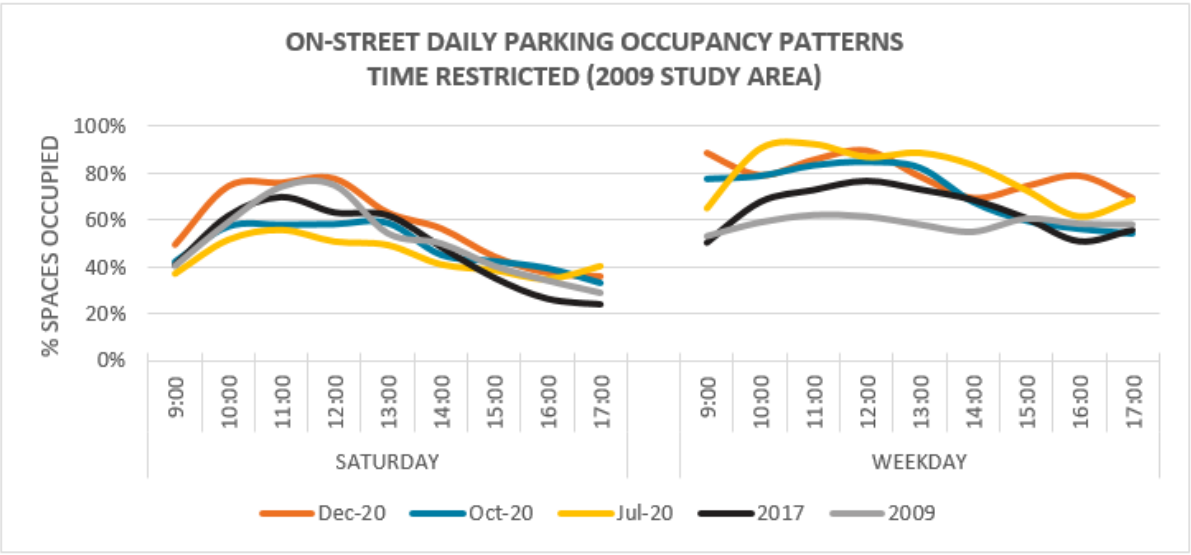

Figure 5-6: On-Street Time Restricted Occupancy, Council Provided Carparks

As shown, the most recent December survey recorded higher occupancy levels during the busiest period of the Saturday when compared with previous years. Data for all three 2020 surveys showed a higher occupancy throughout the surveyed weekday when compared to previous years.

5.2.2 Off-Street Public Parking

Figure 5-7 shows daily occupancy across the public off-street parking areas for 2009, 2017, and 2020, within the 2009 study area. It is noted that no formal 'all day' off-street 'public' parking currently exists within the Havelock North study area.

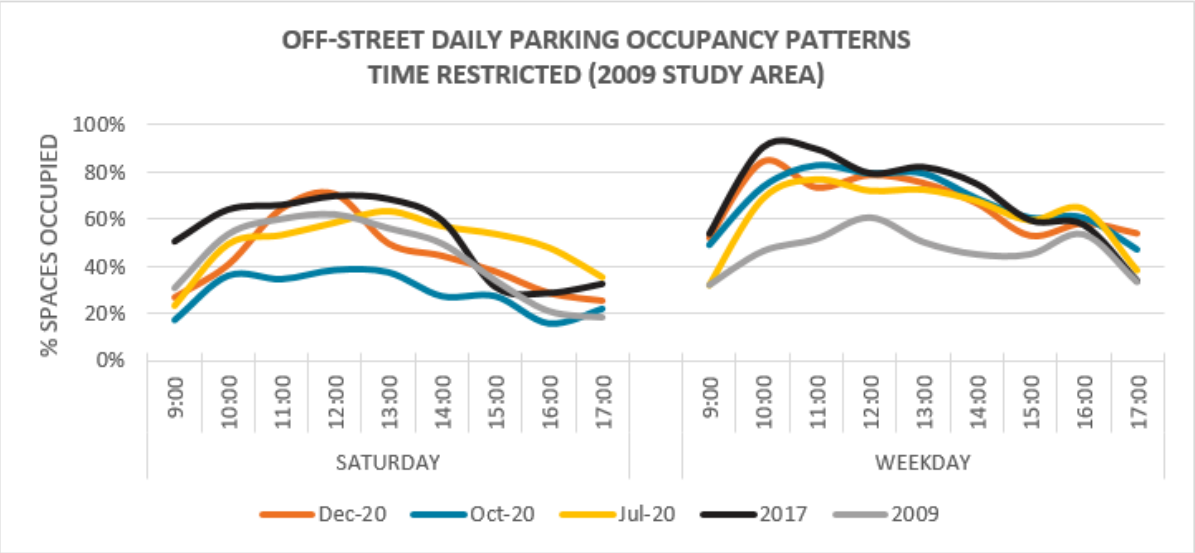

Figure 5-7: Off-Street Time Restricted Occupancy, Council Provided Carparks

In this instance, the weekday results for 2020 were similar over the three surveyed periods, and compare closely with the observed demands recorded in December 2009. The Saturday 2020 results showed a larger spread in data, with the October survey indicating a lower overall demand across the day.

5.3 PRIVATE PARKING PATTERNS

Figure 5-8 shows daily occupancy across the private parking resource across the village for 2009, 2017, and December 2020.

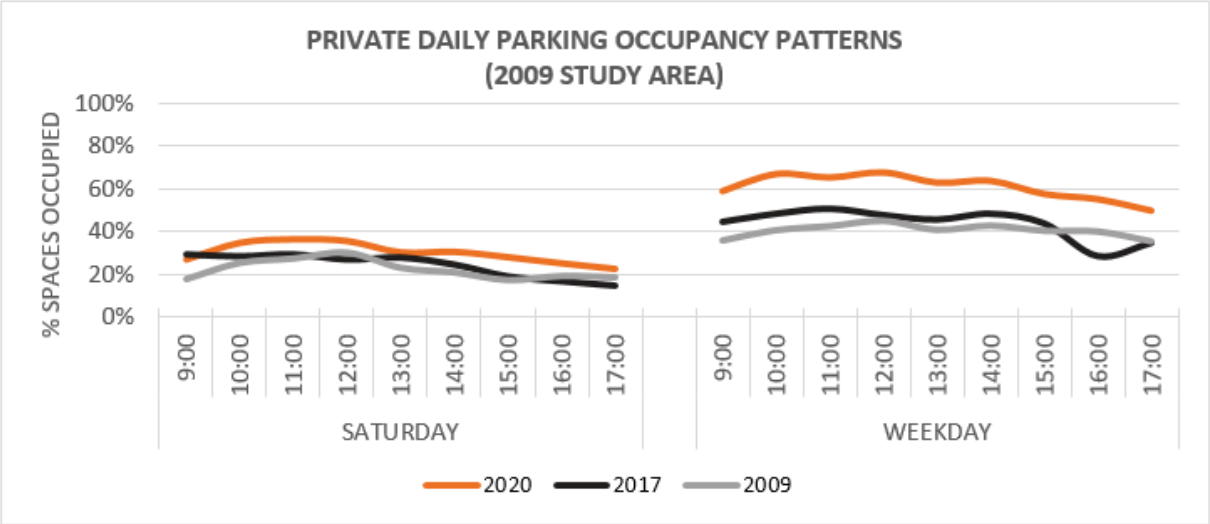

Figure 5-8: Private Parking Occupancy

An increase in private carpark occupancy across both the Saturday and weekday was observed in the December 2020 surveys as compared to the previous year's studies, demonstrating an increasing demand for private parking within the village over the 2009-2020 period.

5.4 CCTV VALIDATION

Closed Circuit Television (CCTV) cameras operate in some areas of the village in which the parking occupancy surveys were carried out. Monitoring of traffic behavior is part of the purpose of the CCTV cameras. CCTV footage data collected by Council during 2020 (between 2 March and 5 December) is illustrated in **Figure 5-9** below, and is shown next to occupancy levels recorded in the same areas from the three detailed surveys undertaken in July/August, October and December.

The data[1] presented for both CCTV and the field surveys is the combined average occupancy from 10:00am, 1:00pm, and 3:00pm, noting the CCTV data represents an average across a full week whereas the field data is averaged from the two weekday and Saturday surveys.

The CCTV footage reviewed for this study relates to vehicle quantities only and no personal information was collected. The footage is stored securely by Council and is erased within 30 days.

[1] It is noted that between 28 October and 5 December the CCTV cameras were not fully functional at the Village Green and Te Mata Road areas

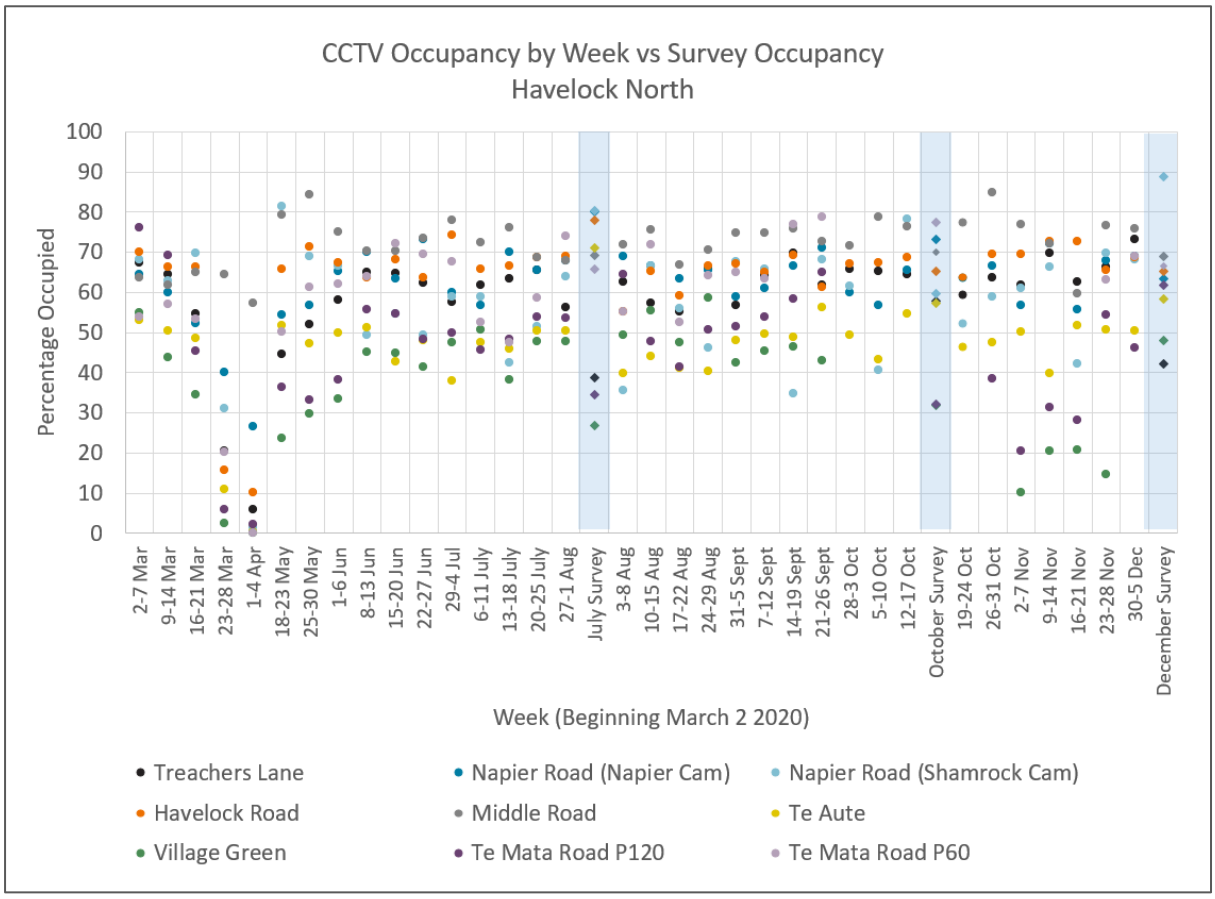

Figure 5-9: CCTV Occupancy Validation

For July 2020, the field data recorded an average occupancy of 60%, compared with the 61% occupancy of the CCTV data for the week of 27 July to 1 August, whilst the detailed surveys carried out in December 2020 recorded an average occupancy of 63% as compared with the 65% occupancy of the CCTV data for the week of 30 November to 5 December.

In general, the graph shows a good correlation between the CCTV data and the more detailed occupancy data collected during the surveys, and provides confidence that these sample areas covered by the CCTV cameras are representative of parking utlisation levels across the wider study area, providing longer term trend data.

5.5 OVERALL OCCUPANCY PATTERNS

By way of providing a historic comparison of occupancy patterns recorded across Havelock North, the measured weekday and Saturday parking demands for the December 2009, 2017 and 2020 surveys have been graphed and are illustrated in **Figure 5-10**. These occupancies represent a percentage of total spaces provided within the 'Central Village' and full 'Wider Village' study area extents, respectively.

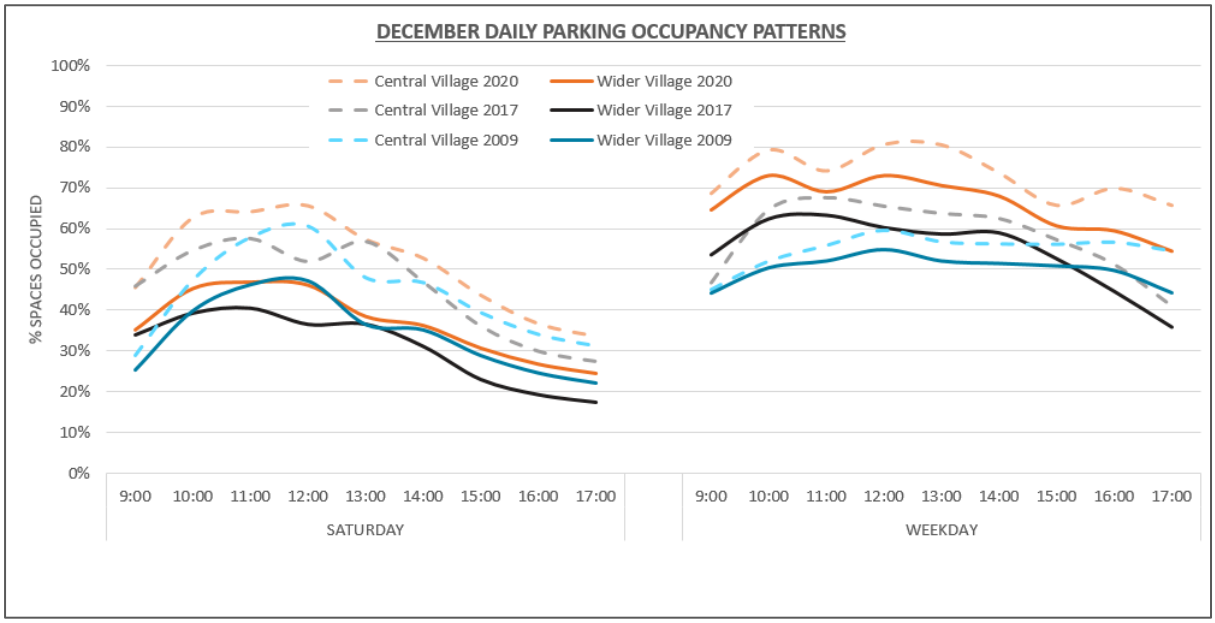

Figure 5-10: Overall Parking Occupancy

As can be seen there is a general increasing trend over time in parking demand observed during the 'design week' December surveys. In this manner, the highest Central Village parking occupancy recorded across the surveys occurred in the most recent December 2020 surveys, with 66% and 81% of all spaces occupied during the Saturday and weekday peak, respectively.

These graphs also demonstrate the higher percentage of parks occupied within the Central Village, compared to the wider village, indicating the tendency for people to park closer to the central / retail area.

5.6 PARKING OCCUPANCY SUMMARY

For the purpose of comparing peak occupancies between previous years' studies, the December 2020 survey indicates 1,579 and 1,014 occupied spaces for the weekday and Saturday peak hours, respectively. This demand includes all of the total public and private on-street and off-street parking provision across the 2020 study area (around 2,165 spaces).

With respect to the Central Village, utilization of the combined resource of public and private parking currently stands at 774 spaces, or 81% of the actual provision, as measured during the December 2020 'design week' peak hour.

at 81% overall, the level of parking demand is approaching the 90th percentile threshold at which responses are needed to improve the management and supply of parking.

6.0 PARKING DURATION

In parallel with the detailed occupancy surveys conducted at all surveying sessions of 2020, sample vehicle 'duration of stay' surveys were undertaken at key locations throughout the study area, as shown in **Figure 6-1** below. All vehicles parked in each of the sampled locations were recorded at 20-minute intervals through the day, for the same time periods as the occupancy surveys.

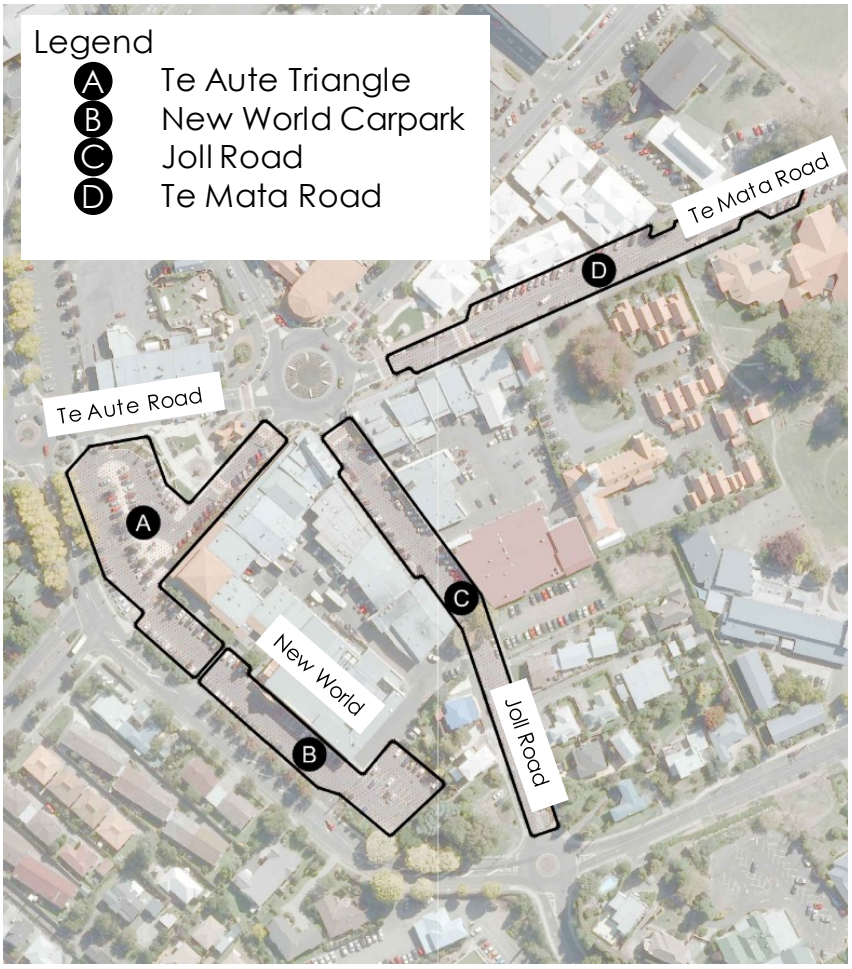

Figure 6-1: Duration of Stay Sample Zones

These surveys make it possible to determine the length of time that each car that was surveyed remained within the parking space. This in turn enables analysis of compliance rates relating to the time restriction for the individual spaces.

The average duration of stay measured for each of the four sample areas identified in the figure above, for both the weekday and Saturday surveys, are shown in **Table 6-1** below:

Table 6-1: Average Duration of Stay (minutes)

Survey Area	Type of Park	Average Duration of Stay									
		2009		2017		Jul 2020		Oct 2020		Dec 2020	
		Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri
Te Aute Triangle	P120	46	40	49	61	68	60	51	66	56	55
	P60	36	31	32	35	29	29	32	33	28	34
New World carpark	P120	37	33	28	32	*	*	36	32	35	32
	P90	26	30	36	36	*	*	42	40	38	38
Joll Road	P120	-	-	61	82	64	36	56	78	28	60
	P60	45	41	45	49	45	34	47	47	50	49
Te Mata Road	P120	-	-	64	52	63	60	38	36	46	68
	P60	44	36	43	40	82	92	42	42	36	42

** Duration of stay surveys were not permitted in the New World carpark in July 2020*

The durations of stay patterns observed during the recent 2020 surveys are similar to those recorded in the previous years, albeit the July 2020 surveys show greater parking durations the area of Te Mata Road, particularly the P60 spaces.

Table 6-1 also indicates that of the areas sampled, average duration of stays are typically within the times allowed for by the relevant parking restrictions. This is not to say however that all vehicles are adhering to the time limits, as set out in more detail below.

6.1 PARKING COMPLIANCE

The methodology utilised for collecting the duration of stay data also allows for the determining of the number of parked vehicles exceeding the relevant time restrictions which apply within the surveyed sample areas. **Table 6-2** below sets out the levels of non-compliance across each of the four survey zones, separately for each time restriction within the zone, alongside non-compliance figures measured in 2017 and 2009.

Table 6-2: Percentage of Vehicles Exceeding Time Limit

Survey Area	Type of Park	Percentage of Vehicles Exceeding Restriction									
		2009		2017		Jul 2020		Oct 2020		Dec 2020	
		Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri	Sat	Fri
Te Aute Triangle	P120	1%	3%	6%	10%	14%	9%	5%	12%	10%	8%
	P60	4%	2%	6%	8%	9%	8%	9%	14%	11%	13%
New World carpark	P120	10%	6%	1%	2%	*	*	3%	3%	1%	2%
	P90	6%	4%	5%	4%	*	*	7%	6%	3%	6%
Joll Road	P120	-	-	13%	15%	12%	3%	11%	13%	11%	9%
	P60	17%	13%	17%	19%	15%	8%	21%	20%	22%	18%
Te Mata Road	P120	-	-	13%	6%	28%	32%	6%	5%	7%	6%
	P60	15%	10%	15%	13%	46%	48%	13%	15%	12%	15%

** Duration of stay surveys were not permitted in the New World carpark in July 2020*

Table 6-2 shows a general decrease in compliance with time-restricted parking across the village, compared with the 2009 and 2017 data. The marked increase in overstaying observed in July 2020 is likely to be related to changing habits that emerged in moving out of the Covid-19 restrictions and adjustments to enforcement at that time, as evidenced by the comparative reduction in overstaying observed during the subsequent October and December surveys.

At the levels of overstaying recorded, turnover of parking is less than it should be, such that fewer spaces are vacant that should be able to be achieved with compliant parking. Improved enforcement is needed to reverse the increasing trend of parking overstays.

7.0 FUTURE PARKING DEMANDS

Predicting what Havelock North might look like in the future is critical in assisting with appropriate planning to manage the changing environment over time, including in respect of car parking. In determining the likely future parking demands that can be expected to arise within the study area over the next 10-years or so, guidance has been taken from a combination of observed parking trends, projected population growth, and expected additional future commercial development within the village.

7.1 HISTORIC PARKING TRENDS

In general, forecast parking demands for urban centres can usefully draw from historic occupancy trends across a comparable area. In this manner, a comparison of the observed occupancy demands within the study area over the period of 2009-2020 indicates an average 'annual' growth in peak parking demand of approximately 2%. With this in mind, a traditional methodology for projecting parking demand out to some point in the future is to establish the ratio of current parking demand vs. population, and then pro rata the parking demands by the forecast population growth figures.

7.2 POPULATION GROWTH

A review of the three most recent census years (2006, 2013, and 2018) shows Havelock North's population has increased at around 1.3% per annum, with an equivalent increase in the number of dwellings of approximately 1.4%.

Looking ahead, the Havelock North catchment population is expected to increase by around 2.5% per annum over the next 10 years through the realisation of several key housing developments (including Brookvale, Iona and Arataki) delivering approximately 1,400 to 1,500 new dwellings. This growth rate is significantly higher than historic forecasts[2] and as such it is timely that appropriate consideration of such increase be considered as part of the future parking planning strategy.

7.3 VILLAGE CENTRE ACTIVITY GROWTH

Research indicates that parking demand experienced within urban centres is not just influenced by population, but the prevailing economic conditions at the time. In making long term projections it is always difficult to take account of possible future changes to the economic climate, particularly considering the recent Covid-19 global pandemic, which can be expected to have continued impacts on both travel behaviours and economic activity at a local, regional, and national level.

A review of the quantum of commercial and retail activity Gross Floor Area (**GFA**) within the study area (i.e., that activity which can be attributed to generating the bulk of parking demand) indicates an annual average growth rate of around 2% over the last 10-years. Looking forward, some of the key additional commercial development anticipated within the village centre is expected to include the following:

- continued expansion of the staged commercial development at the southeast end of Joll Road;
- backfilling of the current New World supermarket GFA, following development of a proposed new supermarket to the north of Porter Drive; and
- further redevelopment around Donnelly Street.

This growth will give rise to an increase in parking demands experienced within the study area, in line with servicing the growing population.

[2] including the HPUDS projection of approximately 1,200 new homes for the period 2015-2045

7.4 FORECAST PARKING DEMAND GROWTH SCENARIOS

In view of the Covid-19 pandemic and the associated current economic uncertainty, it is considered that for future planning purposes a total of three growth scenarios for parking demand be identified and assessed, as follows:

- **Low** parking demand growth scenario of 1% per annum for a ten-year period, representing slower growth in the wake of Covid-19;
- **Medium** parking demand growth scenario of 2% per annum for a ten-year period, representing historic parking trends; and
- **High** parking demand growth scenario of 2.5% per annum for a ten-year period, representing future expectations of a 'higher than historic' scenario.

Analysis of these growth rates relative to the current parking demands measured during the December 2020 'design week' demand, is detailed below.

7.5 FORECAST PARKING TRENDS

Figure 7-1 below shows the projected peak parking demands for the Central Village study area (public + private spaces) for each of the low (1%), medium (2%), and high (2.5%) growth scenarios, relative to the current available parking provision.

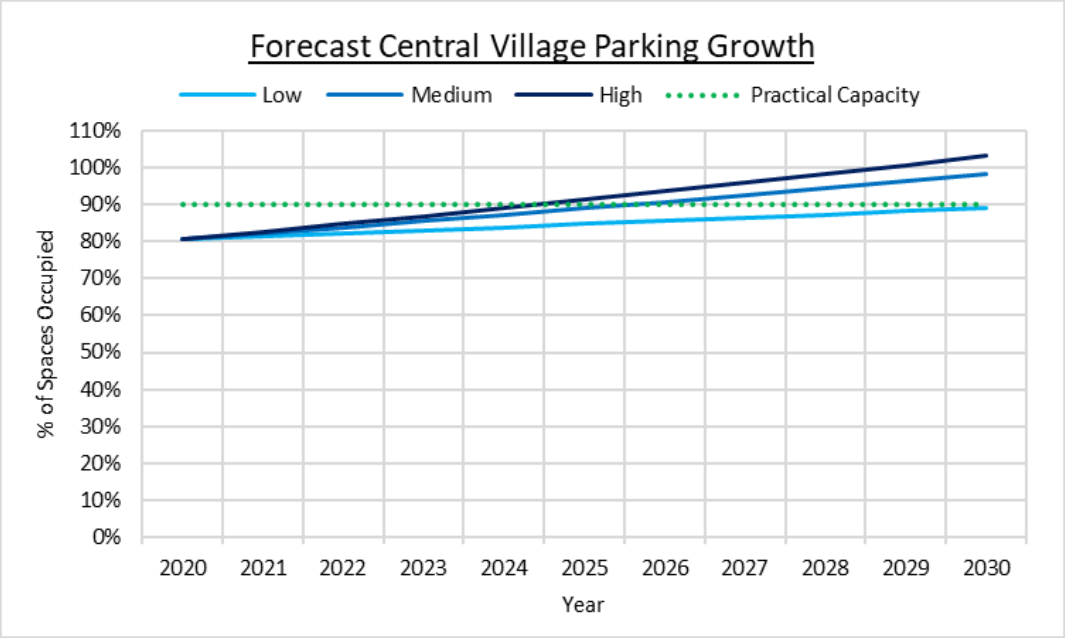

Figure 7-1: Forecast Parking Demands

As shown, under the medium growth scenario the design week parking occupancy can be expected to be approaching 90% of the current provision in the next 6-years, if no further parking is made available. These levels are at the margin of what would be considered acceptable and represent the practical capacity at which search paths for patrons looking for unavailable spaces begin to noticeably increase, impacting on village amenity and vibrancy. The 'high' growth scenario of 2.5% per annum would simply use the current spare capacity quicker, reducing the parking amenity to a level that is less than desirable by 2024/25.

In identifying quantum of additional carparking that would be required to adequately accommodate future demand, then factoring the December weekday design week by the medium growth rate indicates provision for a further 80-100 carparks will be needed by 2030, to ensure practical capacity levels are maintained.

7.6 NATIONAL POLICY STATEMENT

Under the recent National Policy Statement on Urban Development (**NPS**), Councils are required to remove all minimum parking standards from the District Plans by 2022, in a move to:

"enable urban space to be used for higher value purposes other than car parking, and remove a significant cost for higher density developments. Developers may still choose to provide car parking in many areas, but the number of car parks will be driven by market demand."

Whilst removing the current minimum parking standards from the Hastings District Plan for new activities will assist in enabling a denser urban form within the Havelock North study area, it will also place a greater level of responsibility on Council to appropriately accommodate associated parking demands. As such, strategies going forward will need to allow for such a shift in policy. Council will have the ability to consider the effects of developments where on-site parking is not provided but only for those that trigger resource consent applications for discretionary or non-complying activities.

7.7 FUTURE PARKING OPTIONS

As outlined above, general population and economic growth is expected to require an additional 80-100 new parking spaces in the next ten years if Havelock North is to be able to adequately satisfy design week demands. The future removal of parking minimums under the NPS may have the effect of increasing this requirement if significant new development occurs within the village that does not include on-site parking.

In considering options to provide additional parking spaces it is understood that an opportunity exists for Council to purchase land within the current New World supermarket site, and to secure this for the purposes of providing future public carparking. In the event the current New World activity shifts to a site north of Porter Drive, as currently proposed, adequate on-site carparking to accommodate the associated demand can be expected to be included at this new site. Accordingly, the existing supermarket demand captured within the surveys at the current New World will therefore be transferred to the new site, leading to a reduction in the peak occupancy reported above.

In estimating the scale of this reduced demand, it has been assumed that the current New World building will be backfilled with other retail and commercial activities, noting that such development would most likely have a lesser parking demand generation than a supermarket. Adopting an associated parking demand of around one-third of that generated by a supermarket (which generated demand for around 60 parks during the December weekday peak hour), indicates a net reduction in demand during the weekday peak of approximately 40 spaces in this part of the village.

This residual capacity would off-set some of the expected future parking demand growth, but further additional parking will be needed to satisfy the anticipated parking demand increase over the next 10 years.

8.0 CONCLUSIONS AND RECOMMENDATIONS

This study finds that the design week demand (as surveyed in December 2020) for the combined resource of public and private parking in the Havelock North Central Village currently stands at around 81% of the total resource.

In planning for the future, and having assessed the likely quantum of increase in parking demand in the village centre generated by the forecast population and development growth, it is concluded that Havelock North will require additional parking resources if it is to continue operating at a desirable and practical level of occupancy.

On the basis of this assessment, the following key recommendations are put forward to Council for consideration:

- investigate options to increase enforcement, particularly in the higher demand areas of Te Aute Triangle and Joll Road, to achieve better compliance with time restrictions and reduce habits of overstaying;
- plan for provision of an additional 80-100 parking spaces in the village centre (noting that the current proposal to shut the existing New World and redevelop a new supermarket at Porter Drive will provide a residual capacity of approximately 40 spaces in the central village); and
- undertake continued regular monitoring of parking demand across the village, with a comprehensive review to be undertaken ideally at least every 3-years to ensure the higher than historic growth rate anticipated within the village can be adequately planned for, particularly in view of the imminent removal of parking minimums from the District Plan (as required under the NPS).

These recommendations have been specifically designed to assist in meeting the design targets for car parking provision, and to ensure Havelock North can successfully and efficiently accommodate parking demands from all users in the future.

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