

Schedule of Workshops and Briefings being held on:

Date: **Wednesday 28 January 2026**
Time: **10:00 am**
Meeting Room: **Council Chambers**
Venue: **126-148 Oxford Street**
Levin

Workshops and Briefings

SCHEDULE

MEMBERSHIP

Mayor His Worship The Mayor Bernie Wanden
Councillors Councillor David Allan
Councillor Mike Barker
Councillor Nola Fox
Councillor Morgan Gray
Councillor Clint Grimstone
Councillor Nina Hori Te Pa
Councillor Sam Jennings
Councillor Lani Te Raukura Ketu
Councillor Jo Mason
Councillor Katrina Mitchell - Kouttab
Councillor Paul Olsen
Councillor Alan Young

ITEMS FOR DISCUSSION

10.00am **Levin Access and Car Parking Strategy**

Open

11.00am **Levin Town Centre: Oxford Street Properties Options**

Public Excluded

11.30am **Lake Horowhenua - Induction Briefing**

Public Excluded

12.00pm **Councilor only time - Strategy/CE KPIs**

Public Excluded

2.30pm **RAS - Ratepayers Assistance**

Open

File No.: 26/24

10.00am Levin Access and Car Parking Strategy

Author(s)	Robyn Ryder Strategic Projects Coordinator Kaikotuitui Kaupapa Rautaki
	Cathryn Finlayson Delivery Manager Ō2NL
Approved by	David McCorkindale Group Manager - Vision & Delivery Tumu Rangapū, Matawhānui Haporī, Whakarite

PURPOSE | TE PŪTAKE

1. To provide elected members with a summary of community feedback on access and car parking in the Levin Town Centre, which will inform the final Levin Access and Car Parking Strategy.

ATTACHMENTS | NGĀ TĀPIRINGA KŌRERO

No.	Title
A1	Pre-reading - Levin Access & Car parking Strategy Community Feedback Summary - Workshop - 28 Jan 2026



Levin Access & Car Parking Strategy

Community Feedback Summary

Date: 23 January 2026

Purpose: Summarise community feedback to guide the finalisation of the Levin Access & Car Parking Strategy.

Executive Summary

Council asked the community to provide feedback to guide the development of the Levin Access & Car Parking Strategy, focusing on people's experience accessing the town centre, find parking, and moving around safely and comfortably.

Engagement overview:

- **Survey responses:** 283 online respondents, 15 physical respondents
- **Council Expo attendees:** 30–40 participants
- **Method:** Online survey + in-person discussions

Key quantitative findings:

- **Access modes:** 97% drive, 41% walk, 8% cycle, small numbers use bus or mobility aids
- **Parking experience:** 69% of respondents reported that parking is often hard to find or rarely available
- **Top parking issues:** Availability (141 mentions), design/condition (86), accessibility (78), time limits (80), safety (74), cost (41)

Key qualitative findings / community priorities:

1. **Parking:** Availability, usability, and clarity of rules are major concerns
2. **Accessibility:** Steep streets (particularly Oxford Street), footpath conditions, and accessible parking are critical
3. **Safety:** Traffic speed, crossings, and pedestrian comfort influence usability
4. **Balance:** The community wants a town centre that is safe, welcoming, and vibrant, while retaining practical vehicle access

Expo insights:

- Reinforced survey themes
- Emphasised accessibility and the need for parking close to shops
- Strong support for a mix of parallel and angle parking

Overall message:

The community is not asking Council to choose between cars and people. They support a balanced approach that:

- Improves safety and comfort for walking and moving around

- Maintains convenient, well-managed parking
- Embeds accessibility into parking and street design
- Recognises street-specific challenges, especially on Oxford Street

This feedback provides a strong evidence base for the Access & Parking Strategy and highlights the community's priorities and expectations.

1. Introduction & Background

Levin's Town Centre is a hub for shopping, services, and workplaces. Council is developing the Access & Parking Strategy to guide how people get to, move around, and park in the town centre both now and in the future.

Rather than releasing a draft strategy first, Council sought community input to identify:

- How people currently access the town centre
- Experiences with parking and movement
- Barriers to getting around
- Priorities for future improvements

This approach ensures the Strategy is responsive to local needs, particularly given the upcoming Ōtaki to north of Levin expressway (Ō2NL), which will change traffic flows and create opportunities for safer, more people-friendly streets.

Engagement methods:

- **Online survey:** 283 responses
- **Council Expo:** in-person discussions with approximately 30–40 attendees

2. How People Currently Access Levin Town Centre

Survey question: *"How do you currently access Levin's Town Centre? (tick all that apply)"*

What we heard:

Driving is the dominant mode, with 274 of 283 online respondents (97%) reporting they drive. Walking is common, reported by 115 respondents (41%), often for short trips or after parking. Cycling is used by 23 respondents (8%), while bus, scooter, and mobility aids are each used by 5–7 respondents. This shows that while cars dominate, walking and active modes remain important for residents who live nearby or combine walking with driving.

Community voices:

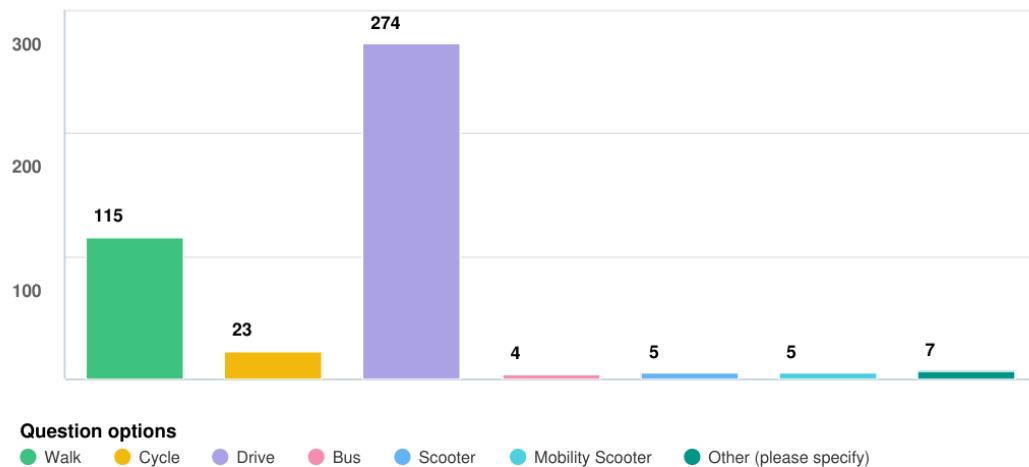
- "I usually drive, but I try to walk once I've parked."
- "I live close enough to walk, but it doesn't always feel safe."
- "I'd love to cycle more, but the streets feel unsafe."

What this means:

Car access will remain essential, but safe, comfortable walking connections from parking areas are

critical. The Strategy should integrate pedestrian pathways, crossings, and wayfinding alongside vehicle access to support all modes.

Q1 How do you currently access Levin's Town Centre? (tick all that apply)



Mandatory Question (283 response(s))
Question type: Checkbox Question

3. Experience Finding Parking

Survey question: "What's your experience of finding parking in Levin's Town Centre?"

Survey responses (279 respondents):

- Always easy: 9 (3.2%)
- Sometimes hard: 77 (27.6%)
- Often hard: 72 (25.8%)
- Rarely find one: 121 (43.4%)

What we heard:

Many respondents find parking difficult, particularly near shops. Short-stay parking is highly valued, while long-stay parking for workers can reduce turnover. Time limits, unclear signage, and inconsistent enforcement were also highlighted.

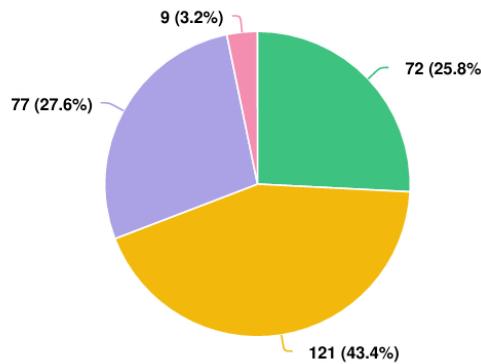
Community voices:

- "There are parks, just not where I need them."
- "Parking rules aren't always clear."
- "I spend a lot of time circling looking for a spot."

What this means:

The issue is less about total supply and more about location, usability, and clarity. The Strategy should ensure well-managed, accessible parking near shops, with clear rules and turnover measures.

Q2 | What's your experience of finding parking in Levin's Town Centre?



Question options

● Always easy ● Sometimes hard ● Often hard ● Rarely find one

*Optional question (279 response(s), 4 skipped)
Question type: Dropdown Question*

4. Top Parking Issues

Survey question: “What are your top three parking issues?”

Survey responses (252 respondents):

- Availability: 141 mentions
- Design / condition: 86
- Accessibility: 78
- Time limits / restrictions: 80
- Safety (visibility/lighting): 74
- Parking infringements: 71
- Cost: 41
- Other: 45

What we heard:

Availability is the most commonly cited issue, followed by design, accessibility, and time limits. Safety, enforcement, and cost were also raised.

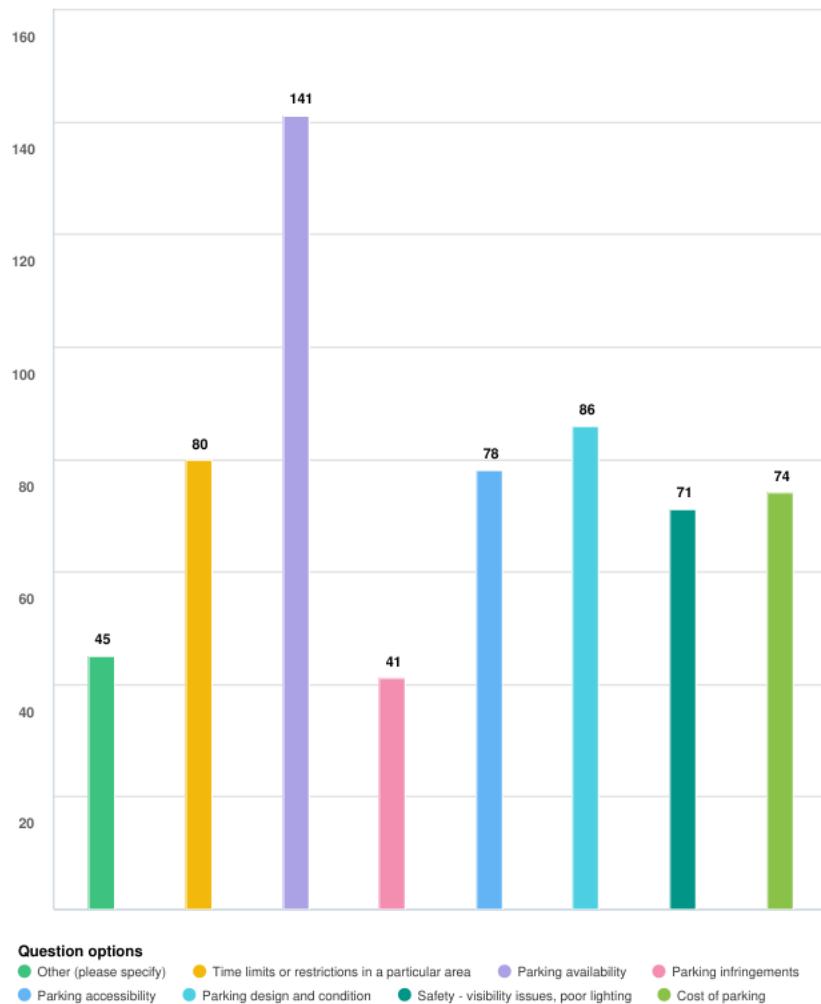
Community voices:

- “There aren’t enough parks where people actually need them.”
- “Time limits make it stressful if you’re not quick.”
- “Accessible parking is often too far from the shops.”

What this means:

The Strategy should address multi-layered parking challenges, considering availability, design, accessibility, enforcement, and clarity, particularly in high-demand areas such as Oxford Street.

Q3 | What are your top three parking issues?



5. What Helps or Hinders Getting Around

Survey question: *“What helps or hinders you getting around the town centre?”*

What we heard:

Many respondents highlighted challenges moving around the town centre. A recurring issue was the steep gradient of Oxford Street, affecting walking comfort and accessibility. Over 40% of respondents noted difficulties with footpaths, street slope, or pedestrian safety, indicating that gradient is a substantial barrier. Narrow or uneven footpaths, unsafe crossings, and fast-moving traffic also limit mobility for older adults, families, and people using mobility aids.

Community voices:

- “Oxford Street is hard to walk up, especially if you’re older.”
- “The steep hill makes it tiring to get to shops if you’re walking or using a pram.”
- “Crossing the road on Oxford Street feels dangerous because the traffic moves quickly.”
- “Footpaths are uneven in places, which makes it tricky for scooters and mobility aids.”

Expo insights:

- Gradients make entering and exiting vehicles more difficult.
- Support for resting points or seating along the slope.
- Reinforcement of need for accessible footpaths and crossings.

What this means:

Street design, slope, and footpath quality are major factors for accessibility and usability. The Strategy should address footpath widening, resting points, safer crossings, and parking layouts to support all users.

6. Future Priorities for Levin Town Centre

Survey question: *“What do you think is most important for the future of Levin Town Centre?”*

What we heard:

Respondents want safer, more welcoming streets, but practical vehicle access and parking must remain. Slower traffic and pedestrian-friendly streets are widely supported.

Community voices:

- “Make it safer, but don’t take away the parking.”
- “We still need to be able to get into town easily.”
- “It’s important the town centre works for everyone, not just drivers.”

What this means:

The community supports balanced, inclusive improvements that enhance safety and comfort without compromising vehicle access or business needs.

7. Accessibility and Mobility

Survey questions & related feedback: “What helps or hinders you getting around?”, “Top parking issues”

What we heard:

Accessibility emerged as a top theme across the survey and Expo. Barriers include:

- Steep streets (Oxford Street)
- Footpath width, quality, and resting points
- Accessible parking near shops
- Difficulty entering/exiting vehicles safely

Quantitative evidence:

- 78 respondents listed parking accessibility as a top concern
- 97% of respondents drive, 41% walk, showing vehicle and pedestrian design are tightly linked

Community voices:

- “If you can’t get out of the car easily, you just don’t come into town.”
- “Accessible parks need to be closer to the shops.”
- “Oxford Street is steep and hard to walk up.”

Expo insights:

- Accessibility reinforced as critical
- Support for parking near shops and careful street design
- Mixed parallel/angle parking layouts preferred

What this means:

Accessibility is central to the Strategy: parking design, footpaths, gradients, and street layout must all consider inclusive access, particularly on Oxford Street.

8. Cycling and Public Transport

What we heard:

Cycling and public transport are less common but remain important. 23 respondents (8%) cycle, while bus usage is minimal. Participants want safer cycling routes, secure bike parking, and reliable bus services.

Community voices:

- “I’d cycle more if the streets felt safer.”
- “The bus works for me sometimes, but it’s not reliable.”

What this means:

Cycling and public transport should complement walking and driving, enhancing access for all users.

9. Council Expo – Additional Insights

- Reinforced survey themes on accessibility, parking, and safety
- Emphasised need for accessible parking close to shops
- Strong support for mix of parallel and angle parking

Community voices:

- “A mix of parking types is essential to make the town practical.”
- “Getting out of the car safely is just as important as finding a spot.”

10. Oxford Street Focus

- Steep gradient and slope affect walking, particularly for older adults and mobility aid users
- Footpath width and condition impact pedestrian comfort
- Parking layout and turnover affect access

Community voices:

- “Oxford Street is difficult for older people and those with mobility aids.”
- “Getting into shops from parking can be challenging.”
- “A few resting spots along the hill would make a big difference.”

What this means:

Oxford Street requires targeted improvements to parking, footpaths, crossings, and gradient management to make it accessible and safe for all users.

11. Overall Community Priorities

- **Parking:** availability, design, accessibility, clarity of rules
- **Accessibility:** footpaths, slope, accessible parking
- **Safety:** traffic speed, crossings, and pedestrian comfort

What this means:

Residents want a town centre that is safe, inclusive, and practical, balancing vehicle access, pedestrian movement, and business needs.

12. Conclusions and Recommendations

Conclusions:

- Safety, accessibility, and parking are interconnected priorities
- Community supports balanced improvements enhancing pedestrian safety without reducing vehicle access
- Oxford Street is a focal point for targeted improvements

Recommendations:

- Improve parking management, turnover, and clarity
- Enhance accessibility (footpaths, slopes, accessible parking)

- Implement traffic calming, crossings, and lighting improvements
- Retain mixed parking layouts
- Integrate walking, cycling, and vehicle access into cohesive street design

Message for Council:

The community does not want a trade-off between cars and people. They want a vibrant, safe, and inclusive town centre, and this feedback provides a strong evidence base for the Access & Parking Strategy.

File No.: 26/32

11.00am Levin Town Centre: Oxford Street Properties Options

Author(s)	Robyn Ryder Strategic Projects Coordinator Kaikotuitui Kaupapa Rautaki
	Cathryn Finlayson Delivery Manager Ō2NL
Approved by	David McCorkindale Group Manager - Vision & Delivery Tumu Rangapū, Matawhānui Haporī, Whakarite

PURPOSE | TE PŪTAKE

1. To discuss and provide a check-in with elected members on The Property Group Report, covering options for Oxford Street Properties in the context of the Levin Town Centre Redevelopment, ahead of the Council report being received.

File No.: 26/33

11.30am Lake Horowhenua - Induction Briefing

Author(s)	Monique Davidson Chief Executive Officer Tumuaki
Approved by	Monique Davidson Chief Executive Officer Tumuaki

PURPOSE | TE PŪTAKE

1. The purpose of this induction briefing is to provide guidance to Elected Members on Council's relationship and role with regards to Lake Horowhenua, with a focus on the Lake Domain Board and Lake Horowhenua Trust. No pre reading is required.

File No.: 26/34

12.00pm Councillor only time - Strategy/CE KPIs

Author(s)	Monique Davidson Chief Executive Officer Tumuaki
Approved by	Monique Davidson Chief Executive Officer Tumuaki

Confidentiality

Reason:	The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.
Interests:	s7(2)(a) - The withholding of the information is necessary protect the privacy of natural persons, including that of deceased natural persons.
Grounds:	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.
Plain English Reason:	This works contains details of employment arrangements between an individual and their employer.

PURPOSE | TE PŪTAKE

The purpose of the workshop is for Council to frame what success looks like and measurable outcomes related to the Direction Setting Document to inform the development of Chief Executive KPI's. Further pre reading may be provided prior to workshop pending a meeting between the Mayor and Chief Executive on Monday.

File No.: 26/26

2.30pm RAS - Ratepayers Assistance

Author(s)	Jacinta Straker Group Manager Organisation Performance Tumu Rangapū, Tutukinga Whakahaere
Approved by	Jacinta Straker Group Manager Organisation Performance Tumu Rangapū, Tutukinga Whakahaere

PURPOSE | TE PŪTAKE

To provide elected members with an overview of the Ratepayer Assistance Scheme in advance of the Council Paper due to be presented on February 4.

RATEPAYER ASSISTANCE SCHEME (RAS) SUMMARY

Overview and Purpose

The Ratepayer Assistance Scheme (RAS) is a proposed new entity designed to address New Zealand's cost-of- living crisis, aging population challenges, and infrastructure investment needs.

RAS would be owned by local authorities, New Zealand Local Government Funding Agency (LGFA), and government, enabling more efficient and effective delivery of products and services currently provided by local authorities.

It is envisaged that RAS will provide three core financial assistance products to ratepayers:

1. Deferred Development Contributions (DCs):

RAS effectively converts upfront DC charges into 30-year annual payments.

Deferred DCs remove any potential cash flow impediments for developers (corporates and 'mum and dad' developers) of DCs:

- LAs receive cash upfront removing any impact on their constrained balance sheets
- Optional for developers (who can pay DCs in full or defer through RAS)
- The financing option to developers enables LAs to fully charge the costs of growth to the beneficiaries of the growth investment (removing the effective subsidy from existing ratepayers)
- The "cost" of growth more closely matches the benefits of the investment and subsequent beneficiaries / owners can effectively finance via the RAS deferred DC levy.

Future property purchasers in principle should pay less to reflect deferred DC levies .

The present value of the unpaid levies can be repaid at any time.

Assists housing affordability and development viability (including developers of granny flats who may have no immediate intention to sell).

2. IMPACT Loans:

IMPACT loans would be made available by RAS to finance property improvements with public benefits.

Examples include:

- Solar and home batteries loans – cash flow positive for households + increased distributed renewable generation, reducing the need for new large-scale generation and transmission investment (leading to lower electricity prices) and improving household, community and system energy resiliency and sustainability
- Efficient heating, insulation and double glazing – improving housing stock, providing energy savings to households and improving health outcomes
- Septic tank replacement and water storage tank loans – enables LAs and water CCOs to defer / avoid potentially very significant network infrastructure investment.

In time larger community investment projects are possible such as seawalls, flood protection, remote water schemes – providing necessary infrastructure for specific groups - avoiding cross-subsidisation from other ratepayers and mitigating risks / costs that fall to local government and government.

LAs opt-in and manage administration directly or via Implementation Partners (e.g. Energy, Efficiency & Conservation Authority (EECA)).

EECA and Rewiring Aotearoa:

- Consider RAS to be the most impactful of 60 policies considered to accelerate electrification of the economy, drive down consumer power bills and emissions and improve New Zealand energy resiliency
- Note that Energy IMPACT loans could save most participating households \$1,000-\$2,000+ a year (after all repayments) by installing solar, batteries, hot water heat pumps and/or heat pumps.

3. Rates Postponement (RP):

RAS allows qualifying ratepayers to defer rates until property sale (average residential rates in NZ are ~\$4,000 pa).

RAS addresses affordability, demographic changes, and cost-of-living challenges:

- New Zealand's population is aging rapidly
- New Zealanders aged 65+ years currently number ~900k (17% of the total population) and are expected to increase to ~1.2m and over 20% of the population within ten years
- Many of this cohort are in semi / full retirement and will be reliant on superannuation
- 75% of 65 are homeowners
- Superannuation is unlikely to cover all living expenses for many low-income ratepayers
- Many have significant equity in their homes.

There is ~\$1.2 trillion in housing equity in New Zealand and RAS (and RAS provides a mechanism for home owners to efficiently access this).

RAS will enable “New Zealand Inc” to access / leverage some of this equity (at the lowest possible financing rates consistently available to New Zealanders) reducing fiscal risks to Central Govt and local government and allowing ratepayers to benefit themselves with significant positive externalities – for example:

- Rates postponement enables the rapidly growing cohort of asset rich / cash poor retirees to avoid hardship, mitigate cost of living increases (including inevitable rises in rates /

water / infrastructure charges required to ensure New Zealand remains a first world country) and continue to consume and contribute to the economy.

RAS rates postponement will be a standardized product available nationally and water charges and other charges (eg IFF levies) can be included

British Columbia has an existing scheme that provides a strong precedent with 83,000+ users, ~C\$2.7 billion in loans (3.9% of households)

4. What RAS is

RAS is a local government-led initiative similar in structure to the LGFA:

- Utilizes the strength of LA rates charges for security.
- Achieves economies of scale across the sector.
- Accesses low-cost financing and passes savings to ratepayers:
 - RAS expects to be able to provide financing at interest rates below all mortgages rates (including special rates) and 2%+ below equivalent bank floating rates
 - RAS would be able to provide financing at 4% – 5% below reverse mortgage rates
 - Proposed fees are \$100 flat on initial drawdown.
- Lends directly to ratepayers (unlike LGFA which lends to LAs)
- Ratepayers ‘opt in’ to use RAS products – there is no compulsion
- Provides financing for approved purposes only (requiring Cabinet approval)
- Very low-cost operations with no discretionary activities
- Would be off-balance sheet for local authorities.

Operationally the RAS is essentially a national shared service available to all LAs:

- Undertakes administration of ratepayer loans
- RAS levies ratepayers directly for repayment
- Seamless interface between LAs, RAS, and ratepayers
- Minimal LA involvement in administration.

5. Process

Development has been underway for over six years with funding supplied by nine councils (Auckland, Hamilton, Tauranga, New Plymouth, Palmerston North, Hutt City, Wellington, Christchurch and Queenstown Lakes) and the support of Local Government New Zealand (LGNZ), LGFA, Rewiring Aotearoa and EECA. This group has combined to form a Steering Group with overall responsibility for the project.

Advisors involved include Cameron Partners (lead financial), PwC (accounting, tax and IT) and Simpson Grierson (legals).

Other stakeholders include:

- Strategic Advisory Group comprising Hon Nick Smith, Cameron Bagrie and Stuart Henderson to provide independent and objective input to the Steering Group

- Government departments comprising DIA, Treasury, MHUD and MBIE

In early 2025 the Minister of Local Government expressed his in-principle support for RAS recommending that an updated Business Case be prepared so that government officials could undertake policy work in late 2025.

In response a detailed Business Case has been prepared by the Steering Group.

The 2025 Business Case has involved detailed business plan analysis (including development of a comprehensive financial model and detailed interrogation of key assumptions with multiple stakeholders including peak industry bodies and external experts) and the Steering group considers that:

- The business plan is conservative
- Any establishment and operational risks are low and manageable
- There will be strong support from local authorities and ratepayers for RAS's products
- RAS will have the ability to provide appropriate returns to shareholders (including Central Government)

The Business Case has been recommended to the minister by the Steering Group and is currently with government officials and preliminary ministerial advice is expected before Christmas 2025.

A "stop/go decision" is being targeted for Q1 2026 involving decisions by the key stakeholders – the existing funding councils (and other interested councils), LGFA and central government. If approved, establishment could occur within 6-9 months (Q3/Q4 2026).