



# DISTRICT PARKING STRATEGY

December 2021



# Summary

Parking plays a critical role within Waimakariri by supporting economic growth through appropriate access to commercial and retail activity, as well as to important social and recreation services.

As a result of changes to the National Policy Statement on Urban Development, which will remove minimum parking standards from the District Plans of tier 1, 2 and 3 local authorities, and a desire to ensure parking continues to meet current and future demand, we have developed this District Parking Strategy to provide a framework which guides our efforts and decision-making in managing parking related matters within the Waimakariri District.

Our overarching goal with this parking strategy is to ensure parking is managed appropriately and effectively for our context, which means balancing a competing set of issues that have an influence upon parking supply requirements and management criteria.

This parking strategy outlines 18 policy responses that address the competing demands for public parking space and a diverse range of parking issues, covering such areas as: the allocation of roadside parking space, who should be prioritised, provision of additional supply, parking restrictions and the potential introduction of priced parking, amongst other considerations.

Through the policy responses, we seek to balance community parking needs while also being mindful of changes in the wider transport landscape, such as the move away from petrol vehicles to a range of transport technologies like electric vehicles, micro-mobility or e-bicycles, and the associated infrastructure and space requirements needed for these as well as greater public transport options within our communities.

This parking strategy provides guidance to Council planning and operational staff as to what responses should be applied and when.



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# Introduction

Public parking is an integral part of the transport network for the Waimakariri District, it affects many aspects of a journey including accessibility, safety, congestion, travel times and the appeal of the District as a destination. It can also support the District's economic development and growth potential by providing access to a range of employment, business, retail, recreational and social activities.

Waimakariri District Council is responsible for managing public parking to ensure equitable access for residents and visitors. In our role, we supply car parking and enforce parking regulations, as well as facilitate parking results that fulfil desired strategic outcomes. On a day-to-day basis we oversee all on and off-street public parking across the Waimakariri District. Moving forward, a key issue for us is balancing the future supply of parking against transport emission reduction targets and the needs of our growing communities. We will also need to provide parking for other transport modes such as cycling within our town centre areas.

Waimakariri District's population is expected to grow from just under 65,000 to approximately 97,000 by 2048, so demand for parking will increase, putting more pressure on our town centres and other key activity areas. The rural nature of our District sees a strong reliance on cars and with limited public transport options, we must cater to the different needs of our communities over this time by addressing a wide range of parking requirements and by maintaining the right balance of parking stock. This can be challenging, as community surveys show that public perceptions of adequate supply can often be at odds with technically optimal levels.

When balancing community expectations against need, we must carefully consider the interrelationship between climate change-related transport emission targets and the ongoing provision of parking supply; we should not be looking to oversupply on parking to incentivise a petrol transport fleet. Future car parking will still be required for a growing supply of electric vehicles and as new transport technologies develop and evolve, there will be increasing competition for public car parking spaces, which must also accommodate a range of alternative transport modes like bicycles and e-scooters. Cars do not reduce congestion or improve road safety, whereas public and active transport does both. So prioritising the allocation of some parking to support alternative transport is a positive step which may help reduce public parking demand over time and support Council in more efficiently managing limited parking resources.

We must also be mindful of future parking supply not coming at the expense of progress toward important urban design outcomes. Public parking can take up valuable land that could be better used to support the development of additional commercial, housing or social/recreational infrastructure for our communities.

The supply of additional parking also comes at a price which can sometimes be borne by the community, so Council must weigh up the benefits of additional supply against any financial considerations.

Taking all these things into account, this District Parking Strategy outlines the ways in which Council will supply and manage public parking to ensure parking is provided at the right location, at the right time, at the right price and with the right management controls.





## Parking Strategy purpose

The purpose of this Parking Strategy is to:

- Outline a range of parking policies that guide our actions and help us respond to and manage parking more effectively and efficiently
- Provide guidance about where and when it may be appropriate to supply additional parking
- Address key parking issues within the District
- Demonstrate to the public how public parking is to be managed.

## Scope

This document primarily addresses Council owned or managed parking (on or off-street) on public or private land and does not materially address private parking owned by individuals or businesses.

The District Plan provides guidance to developers about the design requirements for private parking spaces, including minimum supply requirements for accessible car parks.

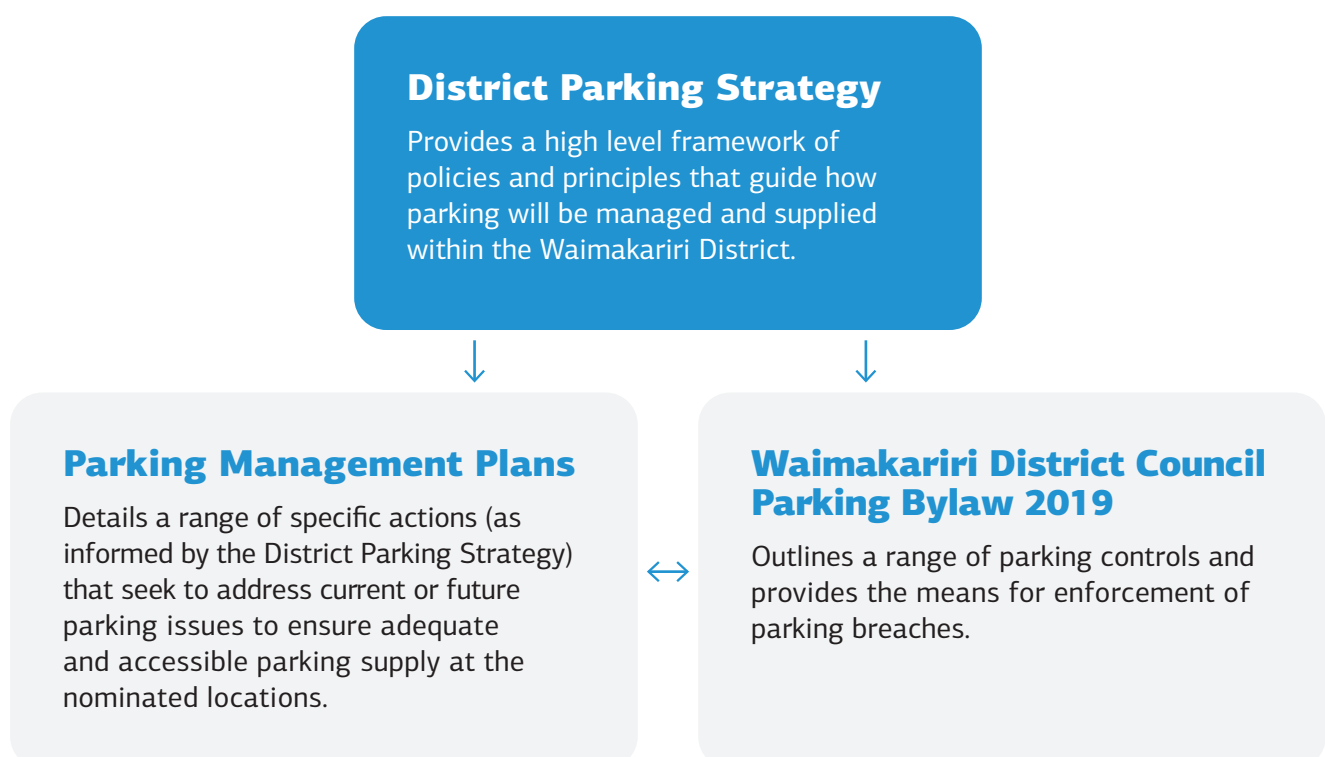
## Strategic context

The strategic direction for parking management in the Waimakariri District is set out in this District Parking Strategy.

Parking management plans will outline locale specific parking actions that seek to address known issues, as informed by appropriate policies within this Strategy.

The Waimakariri District Council also has an enforceable Parking Bylaw (2019), which sets out the general requirements for parking controls related to vehicle traffic on the road or in any other areas under the management or control of the Waimakariri District Council.

Council's parking management documentation is organised as follows:



The wider transport and accessibility strategic context for the District Parking Strategy is as follows:

## **NATIONAL**

- National Policy Statement on Urban Development 2020
- Government Policy Statement on Land Transport 2021/22-2030/31
- Climate Change Response (Zero Carbon) Amendment Act 2019
- NZTA National Parking Management Guidance (draft)
- Climate Change Commission's Ināia tonu nei: a low emissions future for Aotearoa

## **REGIONAL**

- Christchurch Urban Development Strategy and Action Plan
- Our Space 2018-2048: Greater Christchurch Settlement Pattern Update
- Canterbury Regional Public Transport Plan 2018
- Christchurch Greenhouse Gas Emission Inventories for Financial Years 2018/19 and 2016/17

## **LOCAL**

- District Development Strategy 2048
- Long Term Plan 2021-2031 community outcomes
- Waimakariri District Plan
- Walking and Cycling Strategy 2017-2022
- Rangiora Town Centre Strategy Blueprint to 2030+ and Beyond
- Kaiapoi Town Centre Plan 2028 and Beyond
- Oxford Town Centre Strategy
- Woodend Pegasus Area Strategy
- Waimakariri Accessibility Strategy 2017-2021
- Waimakariri District Council Parking Bylaw 2019
- Business Zone 1 & 2 Public Spaces Policy

## **Parking Strategy development**

This Strategy has been developed by Council and has been informed by 2020 parking survey data for Rangiora and Kaiapoi, 2021 survey data identifying key parking issues based on community perceptions, and Waka Kotahi's 'National Parking Management Guidance' document which seeks to provide direction on best-practice management of public parking throughout New Zealand.

In February 2021, a working group was established to contribute to the development of the Parking Strategy. The working group was made up of Council staff from the Business & Centres, Roading, Development Planning, Policy, Greenspace, Project Delivery, Environmental Services and Planning Implementation Units.

The draft Parking Strategy was primarily developed during May to July 2021, then released for a month long public consultation period during October and November 2021.

The final District Parking Strategy was adopted by Council on 7 December 2021.





# Objectives

**Below are our objectives for the effective management and supply of public car parking within the Waimakariri District.**

## **1. Parking is managed efficiently and effectively**

We must allocate the right controls at the right time to ensure all Council owned and managed parking is fully maximised to best serve the community. We should be looking to provide additional parking stock only when/where it is most needed and after we have applied all available parking restrictions and resources at our disposal to better manage demand.

- All policies

## **2. Parking occupancy is maintained at desired levels**

The desired occupancy rate in our town centre environments is 85% (standard best practice) for the optimal use of parking space to ensure business land dedicated to parking is not being underutilised and there is a sufficient supply of available parking for those that need it.

- Policy 5 – Parking intervention triggers
- Policy 6 – Parking restrictions
- Policy 7 – Priced parking
- Policy 15 – Parking performance monitoring
- Policy 16 – Parking enforcement
- Policy 17 – Parking awareness

## **3. Alternative transport mode infrastructure is prioritised**

One way we can support transport emission targets is by providing and incentivising parking infrastructure for alternative and active transport modes within our town centres and activity areas. While the District will likely continue to accommodate motorised transport of some kind due to its rural nature, we should be helping to facilitate a move to other transport modes in those areas of the community where we can, and be looking to actively support community members who choose to adopt new technologies and public transport by providing access to appropriate parking infrastructure.

- Policy 1 – Road prioritisation table
- Policy 6 – Parking restrictions

- Policy 8 – Parking demand in non-town centre employment or retail/business locations.
- Policy 9 – Parking demand in non-town centre event, sports or cultural locations
- Policy 10 – Parking demand in park and ride locations
- Policy 12 – Parking buildings

## **4. Good urban design is achieved**

Our residents and visitors enjoy the unique character of our town centres so it is important to retain the look and feel of them while still providing all the contemporary amenity that people have come to expect and enjoy in these locations. We should be looking to ensure that town centre parking integrates with its surroundings so these environments retain their charm and appeal for people.

- Policy 1 – Road prioritisation table
- Policy 3 – Repurposing existing parking
- Policy 12 – Parking buildings
- Policy 13 – Parking on berms, verges or footpaths
- Policy 18 – Parking management plans

## **5. Parking management and provision is cost effective**

The ongoing cost of managing and supplying parking is expensive, and expanding parking supply is even more so. We must carefully assess community needs and expectations against all available parking response options to determine the best return on ratepayer investment.

- Policy 2 – Parking supply management
- Policy 4 – Divestment of off-street parking land
- Policy 15 – Parking performance monitoring
- Policy 16 – Parking enforcement

## 6. The road is safe for all users

The safety of all road users must always be at the forefront of any parking interventions or controls that we implement.

- Policy 1 – Road prioritisation table
- Policy 6 – Parking restrictions
- Policy 8 – Parking demand in non-town centre employment or retail/business locations
- Policy 13 – Parking on berms, verges or footpaths
- Policy 14 – Parking on strategic or arterial roads
- Policy 17 – Parking awareness

## 7. Economic development is supported

We need to ensure that public parking and alternative transport mode opportunities and options support relative ease of access to our town centres and other activity areas so that these continue to thrive and support the ongoing economic growth of our District.

- Policy 2 – Parking supply management
- Policy 4 – Divestment of off-street parking land
- Policy 5 – Parking intervention triggers
- Policy 15 – Parking performance monitoring

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## Key issues

**The following issues contribute to, or influence the parking situation within the Waimakariri District as of 2021. These issues were identified through research, observations and community surveys.**

### 1. Parking supply

- The Rangiora Town Centre Strategy Blueprint to 2030+, which was adopted by Council in 2020, highlighted the need to supply an additional 600-800 carparks in the Rangiora Town Centre by 2048 to support projected growth.
- The National Policy Statement on Urban Development 2020 (NPS-UD) and the removal of minimum parking standards for new developments may place an additional burden on Council to make up any parking supply shortfalls.
- There is limited land available in some of our town centres on which to develop new carparks, and there is increasing tension between urban design/place making outcomes for this land versus parking needs.
- Council currently relies on the temporary use of some private carparks to bolster the public parking supply but may lose access to these should private development occur at these sites, meaning the public parking supply will be affected.
- There are some narrow residential streets in specific residential areas and as a result of the NPS-UD parking requirement changes, there's potential for more of these. Some developers may choose not to accommodate typical levels of on-street parking as part of their developments, which may result in additional parking pressure and a potential undersupply of car parks when accounting for current car ownership levels per household as well as visitors to these areas. 2018 census data shows that 59.45% of New Zealand homes have access to two or more cars per household.
- The cost of supplying additional car parking is expensive and can range from \$5,500 for one ground-level park to around \$30,000-\$35,000 for a park in a multi-level parking building. As the District grows, it will require additional parking which, combined with increasing pressure on town centre land limiting cheaper parking supply options, will place a burden on the community to pay for more expensive parking infrastructure.



## 2. Parking demand

- There is a high demand for parking in the Blake and Ashley Street public car parks in Rangiora, resulting in localised pressures that are, at times, above desired occupancy levels and warrant an appropriate management response.
- The District supports some activity areas that sustain commercial (small suburban or rural shopping centres) or residentially located (retirement homes, schools, churches etc.) developments of scale which can place pressure on the localised parking supply when these areas are at peak operation.
- Public perceptions of parking availability can be at odds with actual supply, as evidenced through community surveys and anecdotal feedback. This highlights a disconnect between technically optimal supply levels as determined by specialist transport consultants (that aim to make the best use of land resources dedicated to parking to ensure the right level of user access) and some public expectations, where much higher supply levels may be preferred.
- Public parking behaviour as evidenced through enforcement monitoring shows that some people prefer to park in immediate proximity to their desired destination as walking for 2-10 minutes may be perceived as a barrier to town centre/destination access.
- There is a growing demand for all-day parking options within the town centre for workers who do not wish to park in residential areas on the periphery of the town centres.
- Traditionally, public car parking in the Waimakariri District has been free of charge. As the cost of managing existing parking and funding an increased supply escalates, Council must explore the ways in which it can make parking infrastructure more affordable for the ratepayer. While the implementation of priced parking (user pays) could generate parking revenue to aid in this process, there is some hesitancy in introducing priced parking schemes in case it has an adverse impact on future shopping/visitation behaviour and the economic performance of the District. Appropriate research in this area is required to aid any decision-making process.
- High parking demand in some areas can exacerbate road congestion, road safety and existing network performance issues prompting the need to review management controls at

these locations, i.e. add additional supply, review current restrictions or incentivise parking elsewhere in less subscribed locations in order to balance the distribution of parking more evenly.

- Parking management opportunities are not being fully optimised by Council due to a lack of budget to support the implementation of technologies like smart parking and additional staffing dedicated to parking enforcement.

## 3. On-street parking space management

- Changing priorities in transport use including the move to alternative transport modes (bicycles, e-scooters, car ride share services etc.) place increasing demand on and competition for some parks.
- The changing demographics of our communities and our aging population require different prioritisations in on-street parking space management. Subnational population estimates for the Waimakariri District in 2020 estimate that 34% of the local population is aged 40-64 years and 20% are 65 years or over.

## 4. Transport emissions

- As the District is rural in nature, there is a high reliance on cars for travel and access purposes in contrast to metropolitan areas where there are usually more options. Rangiora is seen as the main service town of the District providing key access to a range of business and retail services. Due to limited public transport options, and with active transport modes (bicycles, e-scooters) not always being appropriate for wide intra-district travel, it is harder to transition the community out of their vehicles. A reasonably high level of car parking is still likely to be required to meet the travel and access needs of the community for district services.
- Council is mindful of not over supplying on parking to incentivise a growing petrol fleet with its implication of increased transport emissions. However, sufficient parking must still be provided to meet the needs of the community at different stages as we transition through the various transport changes over the coming years such as the move to electric vehicles and other alternative transport technologies.

- Transport emissions targets and future changes in travel could result in a reduction in parking demand over the long term depending on the type of technologies that are commonly adopted.
- Public transport options within the District are few and offer limited coverage of our towns/ some settlements due to the spread out nature of our communities.

## 5. Ratepayer perceptions

- Council completes a regular customer satisfaction survey to gain insight into the perception of residents to the services and facilities provided by Council. The 2019 survey showed that 60.5% were generally satisfied with Rangiora off-street parking, while 32.9% were generally dissatisfied. 53.2% were satisfied with Kaiapoi off-street parking, while 13.3% were generally dissatisfied. While parking supply is currently sufficient for both town centres, there is a disconnection between what is deemed technically optimal supply to what is preferable by some members of the community.
- The same survey highlighted that 54.1% of the community were satisfied with the provision for cycling (parking infrastructure and the

like) while 14.7% were dissatisfied. Given the growing ownership of e-bikes, there is a need to review the levels of cycling infrastructure in our activity areas to ensure supply is consistent with demand and incentivises adoption of this active transport mode.

- The provision for park and ride shows that 34.9% were generally satisfied, while 16.6% were dissatisfied. This was before the establishment of the new Rangiora (River Road and Southbrook Road/South Belt) and Kaiapoi (Charles Street and Wrights Road) park and ride sites.
- A short community parking survey (Let's Talk Parking) was completed in 2021 to identify the top three parking issues within the District from the community's perspective. 400 people contributed to the survey and the top three issues identified were: an undersupply of carparks (49% of contributors), traffic flow/ congestion on the main streets in the town centres (39%), and limited town centre parking for all-day workers (37%).





# Policies

**The following parking policies provide a framework that responds to parking issues within the District. They outline a range of actions or principles that respond to different parking requirements and scenarios.**

- Policy 1 looks at on-street parking and determines what uses should be prioritised in the town centre (commercial or key activity area), residential, industrial and rural areas.
- Policies 2-4 primarily address parking supply across the District.
- Policies 5 and 6 look at the application of parking restrictions and the situations under which parking interventions and controls might need to be implemented.
- Policy 7 summarises how Council would manage priced parking should it be implemented sometime in the future. Currently public parking within the Waimakariri District is free.
- Policies 8-14 outline a range of parking actions or principles for specific parking demand and scenarios across the District that require a bespoke, rather than generalised, response.
- Policy 15 shows how Council will monitor and measure the ongoing performance of the existing parking network through regular surveying to support future strategic decision making about parking.
- Policies 16 and 17 relate to public awareness of parking through enforcement measures and greater visibility around parking with better signage in our town centres.
- Policy 18 proposes the creation of parking management plans that align with the parking strategy and provide a course of action as to how parking issues will be specifically managed in locations like our town centres.



## Policy 1 – Road prioritisation table

The following parking priority table provides a generalised framework for how parking space should be allocated and what type of use takes priority in certain locations.

Order	Town Centre or Key Commercial/Retail Areas	Residential	Rural	Industrial
1	Pedestrian amenity	Existing property access	Efficient movement of goods and people	Existing property access
2	Urban design and place making	Pedestrian amenity	Existing property access	Efficient movement of goods and people on the roads
3	Existing property access	Residents parking	Urban design, amenity and place making	Loading zones
4	Mobility parking	Long-stay parking	Parking	Pedestrian amenity
5	Short-stay parking	Urban design and place making		Bus parking/stops
6	Cycle & micro-mobility parking	Efficient movement of goods and people on the roads		Cycle & micro-mobility parking
7	Bus parking/stops	Bus parking/stops		Long-stay parking
8	Loading zones	Cycle & micro-mobility parking		Short-stay parking
9	Taxi parking/stops			
10	Efficient movement of goods and people on the roads			
11	Long-stay parking			

### Departures from the road prioritisation table:

- Some variations to this prioritisation table may occur for the scenarios listed in policies 8-14 as a result of any specialist responses that may be required.
- The application of the road prioritisation table to strategic and arterial roads within the District will be assessed on a case-by-case basis so that parking management does not compromise their use as key transport corridors and/or exacerbate the potential for congestion. However, where these roads pass through town centres, consideration will be given to applying the road prioritisation table hierarchy as appropriate.
- Scenarios where the priority order is having a significantly detrimental effect on parking demand, the performance of the road network or general road safety.



## Policy 2 – Parking supply management

Council may consider investment into additional parking infrastructure where there is not enough supply to meet existing demand and where other alternatives have first been explored to maximise parking efficiencies, such as reviewing parking restrictions or our stance on priced parking. The following criteria should be considered before investing in additional parking supply.

CRITERIA	DESCRIPTION
Maximise on-street parking space and parking efficiencies	Parking efficiencies have been fully maximised (within the realm of available funded resources) but parking pressures have not been sufficiently alleviated.
Council funding	Council has made provision for investment into additional parking infrastructure through the Long Term Plan or Annual Plan processes.
Private sector partnerships	Opportunities for private sector contributions to multi-level parking infrastructure are available.
Loss of temporary carparks	Council loses access to leased private carparks making the parking supply insufficient to meet demand.
Level of service targets	Parking occupancy in areas consistently exceeds 85% during the standard monitored parking window.
Strategic growth	Where current parking supply is not sufficient to cater for future projected commercial gross floor area and population growth for a location, future development should include additional parking supply and transport mode-change infrastructure.
Regional transport network	Changes of scale to the regional transport network signal a requirement for additional parking in strategic areas, which may encourage more public transport use, i.e. park and ride sites.
Other modes	Additional on-street parking space for non-vehicular parking modes will be explored for their potential to help alleviate parking pressures and reduce single-occupant vehicle travel and congestion.
Climate change	Council will continue to monitor behaviour change, trends, and regional plus national government policies around climate change and adjust supply accordingly. However, Council should not be looking to over supply parking to enable/provide for a growing private transport fleet of petrol reliant vehicles.

## Policy 3 – Repurposing existing parking

Council may opt to repurpose the use of existing on-street or off-street carparks to support wider transport outcomes, strategic developments and town amenity improvements. For example: provision for micro-mobility parking, cycle parking, cycle and shared paths, public transport connectivity, place making projects, general amenity improvements or to support developments.

The following criteria should be considered before any repurposing is undertaken:

- The identified area is an ideal location for the repurposed activity
- The repurposed activity better caters to a current need or demand
- Other transport modes/alternatives are available to encourage mode shift
- The repurposed activity has no adverse effect on the existing road network and the utilisation of adjacent parking
- The repurposed activity has no adverse effect on road and pedestrian safety.

## Policy 4 – Divestment of off-street parking land

Council owns and manages a range of off-street car parks that are crucial components of the overall public parking supply within the District. If there is an issue of a future oversupply and/or changes are required in parking locations as a result of developments or strategic transport upgrades and initiatives, Council may wish to divest existing car parks.

The following criteria should be considered before any divestment is undertaken:

- The remaining parking supply will be sufficient to support current and future (in the short term) levels of demand
- Future commercial gross floor area, housing and population growth areas and any associated parking needs
- The proximity to high use public transport options
- Council developments that may require the strategic relocation of existing facilities and associated parking requirements
- The location of current or future key transport corridors
- The process for divestment and any legal or regulatory implications that may impact the future use of the land.





## Policy 5 – Parking intervention triggers

When the parking performance of a designated parking area regularly exceeds 85% occupancy, Council will assess the situation to determine the most appropriate response.

The following table provides the trigger points that signal when a new parking control or intervention is needed and will be recommended in areas of high demand. They will be applied on a case-by-case basis.

TRIGGER POINT	POLICIES
The occupancy of time restricted parking areas/zones regularly exceeds 85%	Where appropriate, consider reducing existing time restrictions to manage demand. Where applicable, introduce new time restrictions in unrestricted parking areas immediately adjacent to the pressurised areas to alleviate parking demand. Where time restrictions are no longer effective, consider the introduction of priced parking.
The occupancy of priced parking areas/zones regularly exceeds 85%	Consider increasing hourly parking rates (in line with Policy 7) to manage demand. Review criteria for the supply of additional parking and apply as appropriate.
The occupancy of public unrestricted parking regularly exceeds 85%	Carefully consider time restrictions in areas that experience short stay demand in close proximity to the town centres, industrial or key goods/service retail areas.
Substantial repeated parking on rural road berms causing either damage to the berm or traffic safety impacts	Work with the adjacent land activity that is generating the primary parking demand to accommodate this demand off the road corridor wherever possible. Consider provision of public parking only as a last resort.

## Policy 6 – Parking restrictions

The application of parking restrictions helps Council to manage and control the use of public parking space. The following table lists the parking principles that will be applied against the range of parking scenarios most needed to meet parking demand in the District.

RESTRICTION	DESCRIPTION	PRINCIPLES
Motorcycle parking	Parking provided for the use of motorcycles or mopeds.	<ul style="list-style-type: none"><li>Dedicated parking for motorcycles or mopeds will be considered in on-street or off-street parking areas within town centre environments and elsewhere, particularly where specific demand has been identified.</li><li>Motorcycle parking will typically be located in spaces too small to accommodate a standard carpark.</li><li>Parking time limits may be applied in busy areas.</li></ul>

## Policy 6 – Parking restrictions (cont.)

RESTRICTION	DESCRIPTION	PRINCIPLES
Loading zones	<p>Parking provided for the loading or unloading of goods or passengers. These include:</p> <ul style="list-style-type: none"> <li>• General purpose loading zones</li> <li>• Good vehicles only loading zones.</li> </ul>	<ul style="list-style-type: none"> <li>• Consideration will be given to the installation of on-street loading zones in town centre zones where there is limited or insufficient opportunity for off-street loading at the rear of buildings.</li> <li>• Public goods vehicle only loading zones will be located in dense business or retail areas where there is a high demand for goods loading or unloading, i.e. on main streets or immediate side streets. These loading zones will be for the sole use of vehicles of appropriate size whose primary purpose is the carriage of goods in the course of trade.</li> <li>• Public general purpose loading zones will typically be located in high demand areas or where there is a general need for goods and passenger loading or unloading. These loading zones can be utilised by the general public for loading and unloading.</li> <li>• Loading zones will not typically be installed in rural, industrial, or outlying commercial zones, where it is expected that loading will be accommodated onsite.</li> <li>• All loading zones will be subject to time restrictions, usually no more than 10-15 minutes.</li> <li>• Loading zones should be avoided within angled parks.</li> <li>• Where possible, combine time-based loading (e.g. morning) with other uses of the zone at different times.</li> <li>• Requests for the addition or removal of loading zones will be subject to the following criteria: appropriateness of the location, sufficiency of the existing loading zone supply, current or anticipated utilisation of the loading zone, impact on the existing general parking supply, impact on the existing road network and road safety.</li> </ul>



## Policy 6 – Parking restrictions (cont.)

RESTRICTION	DESCRIPTION	PRINCIPLES
Coach/bus parking	<p>Parking provided for the use of passenger transport buses, which includes:</p> <ul style="list-style-type: none"> <li>• Short-term public transport layover parking</li> <li>• Longer-term public transport parking</li> <li>• Coach parking.</li> </ul>	<ul style="list-style-type: none"> <li>• Short-term layover parking will be located at the start of key transport routes.</li> <li>• Longer-term public transport and coach parking will generally be located at the periphery of town centres or in designated locations like park and ride facilities and schools.</li> <li>• Public transit bus stops are to be installed on public transport routes in consultation with Environment Canterbury/Metro.</li> <li>• Coach parking will also be considered in areas with high visitor demand such as entertainment/cultural and sports facilities of scale and reserves.</li> </ul>
Electric vehicle parking	<p>Off-street parking provided for the use of electric vehicles for charging and parking.</p>	<ul style="list-style-type: none"> <li>• Council will generally not fully fund dedicated electric vehicle parking. However, consideration may be given to leasing public land to commercial providers in order to facilitate supply within the Waimakariri District.</li> <li>• Council supported electric vehicle parking will only be considered for areas of high demand, such as in key activity centres or along strategic transport corridors.</li> <li>• Before installing additional supply to bolster existing electric vehicle charger stock, consideration will be given toward capacity upgrades of existing stations to see if that sufficiently caters for increased demand.</li> <li>• Any electric vehicle parking on public land will be off-street.</li> <li>• Charging fees may apply and their application will be at the sole discretion of the commercial provider of the electric vehicle charging stations.</li> <li>• Parking time restrictions may be applied to electric vehicle parks.</li> </ul>

## Policy 6 – Parking restrictions (cont.)

RESTRICTION	DESCRIPTION	PRINCIPLES
Mobility parking	Parking provided for the use of vehicles displaying mobility permits.	<ul style="list-style-type: none"> <li>• Preference will be given to installing mobility carparks on side streets in town centres where off-street mobility carparks are not already present within 200m of an accessible route to the destination. Consideration may also be given to locating a supply of mobility parking on the main streets in the town centres due to demand for key services, like medical/ health-related services.</li> <li>• Mobility parking will also be considered in other non-town centre commercial/mixed use zones like neighbourhood shopping areas or at sports, events and cultural centres. At these locations mobility parking will be avoided on busy roads and confined to side streets, level surfaces or to existing community facility car parks.</li> <li>• Generally, mobility parking will not be provided in residential, rural or industrial areas.</li> <li>• Mobility permit holders are entitled to the following parking concessions when parking in a standard time-limited space: <ul style="list-style-type: none"> <li>▶ P30: permitted to park an additional 30 minutes.</li> <li>▶ P60: permitted to park an additional 60 minutes</li> <li>▶ All other time limits are subject to their usual parking time restriction without concession.</li> </ul> </li> <li>• Dedicated mobility parks that display a time restriction do not have an additional concession.</li> <li>• The illegal use of mobility parks will be subject to parking fines enforcement.</li> </ul>
Mobility scooter parking	On-street or off-street designated mobility scooter parking sites.	<ul style="list-style-type: none"> <li>• Council will generally not provide designated mobility scooter parking areas on public land.</li> </ul>



## Policy 6 – Parking restrictions (cont.)

RESTRICTION	DESCRIPTION	PRINCIPLES
Micro-mobility parking	Footpath or on-street parking infrastructure provided for motorised scooters and other small powered transport devices.	<ul style="list-style-type: none"> <li>Designated micro-mobility parking infrastructure can be located adjacent to the footpath (but in areas that do not impede pedestrian access) or, in on-street or off-street parking spaces.</li> <li>Micro-mobility parking infrastructure will typically be considered in areas of high demand - town centres, and at activity/recreation centres and transit stops.</li> <li>Micro-mobility parking is generally not installed in rural, residential or industrial zones.</li> </ul>
Bicycle parking	Footpath or on-street parking infrastructure provided for unpowered bicycles or e-bikes.	<ul style="list-style-type: none"> <li>Bicycle parking will be prioritised in areas of high demand, town centres, activity/recreation centres and transit stops.</li> <li>Priority will be made toward the provision of covered and secure bicycle stands for long-stay bike parking.</li> <li>Bicycle parking can be located adjacent to the footpath (but in areas that do not impede pedestrian access) or, in on-street or off-street spaces.</li> <li>Bicycle parking is generally not installed in rural, residential or industrial zones.</li> </ul>
Taxi/Ride-share parking	On-street or off-street designated taxi or ride-share parking sites.	<ul style="list-style-type: none"> <li>Provision for dedicated taxi/ride-share parking will be evaluated in the future in town centres or in high-use entertainment/hotel locations, subject to demand.</li> </ul>



## Policy 6 – Parking restrictions (cont.)

RESTRICTION	DESCRIPTION	PRINCIPLES
Time restrictions	On-street or off-street parking where a maximum time limit is applied to encourage parking turnover.	<ul style="list-style-type: none"> <li>Time restrictions are typically not installed in residential, rural or industrial zones unless there is a specific need.</li> <li>The following time restrictions will be applied in the Waimakariri District: P5, P15, P30, P60, P120 and P180.</li> <li>P5/15/30 restrictions will generally be applied to businesses with demand for a fast parking turnover such as: dairies, dry cleaning, schools, banks, post offices, cinemas, hotels etc. Typically, one carpark will be restricted to consolidate the needs of multiple businesses in the surrounding area.</li> <li>P60 restrictions will typically be applied in town centres and neighbourhood shopping areas, predominantly on the principal shopping streets.</li> <li>P120/180 restrictions can be employed in town centres and neighbourhood shopping areas to support parking turnover where all-day parking is discouraged. Generally, these restrictions will be located in areas immediately adjacent to and surrounding principal streets up until the residential fringes of the key shopping areas.</li> <li>Time restrictions in town centre or key commercial/retail areas can be misused by all-day parkers with cars being moved around. Therefore, the illegal use of time restricted parks will be subject to parking fines enforcement.</li> </ul>





## Policy 7 – Priced parking

Public parking within the Waimakariri District is currently free of charge. Council can opt to introduce priced car parking when time restrictions are no longer effective in areas of high parking and employment demand, and where it is not appropriate or possible to supply more parking. Priced parking could enable Council to better prioritise short-stay parking and help fund future parking infrastructure to meet the needs of our growing communities. It could also better support the efficient and equitable use of parking generally across the District.

Demand-responsive priced parking offers a flexible approach where prices can be adjusted in certain areas to better manage parking pressures and ensure parking is more evenly distributed across the available supply in our town centres.

If introduced, the principles for applying priced parking would be as follows:

- Apply demand-responsive priced parking where prices are adjusted according to the demand for parking in a specific area, i.e. high demand areas attract higher prices, and lower demand areas lower prices. As a result, prices can change gradually in areas over time. A daily rate will be available at a nominated fixed price.
- Priced parking per hour/day fees will be set to maintain occupancy at the desired percentage within a given area, i.e. a maximum 85%. The prices and any adjustments to these will be market driven and not revenue driven. Generally, prices will be set as low as possible in order to reach the desired occupancy thresholds and to ensure availability of parks for those who need them.
- Fees should be set at a level that retains the appeal of the District as a destination, particularly the town centre shopping areas.
- Priced parking can be applied with or without time limits.
- For areas that experience wide variances in demand across the day, peak and off-peak parking charges may be applied.
- On special event days, prices may be adjusted from their usual levels to better manage anticipated parking demand levels.
- Generally, short-stay visitor parking will be prioritised over all-day parking through appropriate pricing.

- The illegal use of priced parks will be subject to parking fines enforcement. The parking fines schedule is available on the Waimakariri District Council's website.

## Policy 8 – Parking demand in non-town centre employment or retail/business locations

There are a number of significant non-town centre employment areas or retail/businesses within the District that require parking management to better utilise supply during peak operational hours.

The following approaches will be applied to manage any parking issues in these areas:

- Apply the relevant parking management policies listed in this document to manage parking demand.
- Short-stay visitor parking will generally be prioritised over all-day parking (depending on the mix of businesses/services operating in these areas).
- Where appropriate, deter all-day parking in key shopping/service areas through the application of time restrictions and enforcement.
- Consideration will be given to the supply of additional parking as per the criteria at Policy 2.
- Prioritise public transport service and infrastructure upgrades, where the service already exists or is proposed.
- Prioritise alternative transport mode parking infrastructure, where safe and appropriate to do so.
- Prioritise and provide for safe pedestrian walking thoroughfares to all-day (non-restricted) public parking areas.

## Policy 9 - Parking demand in non-centre event, sports or cultural locations

Sports, event and cultural facilities play an important role in the District by providing social, cultural and recreational outlets for the community. Demand for access to these areas can result in parking pressures during peak operational hours.

Generally, parking in these areas will be managed in the following ways:

- Apply the relevant parking management policies listed in this document in order to manage parking demand.

- Provide for a mixture of time restricted and unrestricted parking to cater for proposed use/visitation scenarios.
- Consider advocating for more public transport exposure/coverage in these areas.
- Prioritise alternative transport mode parking infrastructure at these locations.

### **Policy 10 - Parking demand in park and ride locations**

Council continues to invest significantly into park and ride locations throughout the District to help facilitate the use of community and public transport for journeys connecting throughout North Canterbury and to Christchurch.

Parking demand at these locations will be managed as follows:

- Apply the relevant parking management policies listed in this document in order to manage parking demand.
- Prioritise public transport and carpooling parking at these locations.
- Prioritise alternative transport mode parking infrastructure at these locations.
- Parking may be a mixture of time restricted and unrestricted parking to cater for proposed use/visitation scenarios (i.e. short-stay versus all-day parking) depending on the carpark's use. Parking restrictions should prioritise use by public transport and carpool users.

### **Policy 11 - All-day parking**

All-day parking is available on the periphery of the town centres but there is demand for long-stay parking in core locations. Town centre parking will generally be prioritised for short-stay purposes (two hours or less) to ensure large scale community and visitor access to town centre services. However, Council may consider the application of long-stay parking in some central areas of low demand or where there is a demonstrable need and a specific opportunity to implement this parking without adversely impacting the short-stay supply.

Generally, all-day parking in our towns will be addressed as follows:

- Consider the inclusion of some all-day parking options within any multi-level parking building developments where Council is a development partner.

- Generally, long-stay public parking will be prioritised over short-stay parking in key industrial employment areas where there is an absence of goods/service retail establishments.
- All-day parking will be prioritised in residential areas on the periphery of the town centre where residential properties have access to off-street parking. Careful consideration of the extension of any town centre time or pricing restrictions into these areas must be undertaken before any restrictions are applied.

### **Policy 12 – Parking buildings**

Off-street ground level parking takes up important town centre land that could otherwise be utilised for additional business or community infrastructure that might better serve the needs of the community. Town centre land can also be highly desirable and in limited supply (such as in Rangiora) meaning Council must explore the ways it can provide adequate parking within the confines of current or available resources. Off-street parking buildings can resolve some of these issues through the provision of bulk supply for a range of parking requirements across multiple levels meaning smaller land parcels can be utilised to meet projected parking targets.

The following parking requirements will be prioritised for any multi-level parking building developments that Council may be involved in:

- Prioritise short-stay visitor/shopper parking over long-stay/all-day parking for most parks.
- Consider provision of some long-stay/all-day parking on upper levels but apply priced parking to these carparks.
- Consider the application of priced parking generally throughout the building to help manage parking demand and to fund and/or recover the infrastructure costs.
- Prioritise an appropriate level of mobility parking in the lower levels.
- Prioritise alternative transport mode parking (bicycles/micro-mobility) in the lower levels.
- Consider supporting and adopting smart parking technology systems to improve the monitoring and management of parking stock and to promote the parking options to users, potentially reducing vehicle circulation on proximity streets.
- Ensure good development design outcomes to ensure the building integrates well with the urban form and character of its location.

### **Policy 13 – Parking on berms, verges or footpaths**

The Waimakariri District Council's Parking Bylaw 2019 provides controls for parking on grass verges, berms and footpaths. Parking is not permitted on grass berms, verges or gardens in residential areas, or on paved/landscaped footpath areas generally within the District. Parking is generally not permitted on grass verges or berms in all other areas if it is likely to cause damage or is an obvious safety hazard.

### **Policy 14 – Parking on strategic or arterial roads**

The Waimakariri District accommodates a number of key strategic and arterial roads that are critical for the efficient movement of goods and people across and through the District. While these roads traverse rural areas of the community, many also intersect with key commercial and residential areas meaning there is more demand on road space at these critical intersection points.

Parking on strategic or arterial roads will be assessed on a case-by-case basis, although generally parking will be applied as follows:

- Where possible, in accordance with the road prioritisation table and other parking management priorities listed in this document to manage parking demand in areas where these roads intersect with town or key activity centres including those in residential or industrial areas.
- Special consideration will be given to ensuring the utilisation of these roads as key transport/travel/access corridors is not adversely impacted (speed or time) by any parking interventions (except, where appropriate, in town centre environments).
- Parking may be removed where it impacts on the road's capacity to carry the maximum number of goods/services/passengers in the course of the day, especially during peak times or if parking causes safety or access issues.

### **Policy 15 – Parking performance monitoring**

A critical aspect of parking management is in maximising efficiencies within existing parking stock to ensure optimal occupancy - making the best use of land resources while ensuring people can find parks. Surveying has traditionally

helped Council to assess whether existing supply is sufficient to meet demand, the condition of current parking stock, and to determine the best type of parking required to manage demand. However, smart parking technology could also be utilised for its effectiveness in supporting regular monitoring and management of public parking.

The ongoing performance monitoring of parking will be approached in the following ways:

- Prioritise a triennial review of district parking restrictions to ensure current restrictions are appropriately managing parking demand and reaching the required coverage areas.
- Prioritise the completion of biennial parking surveys of Rangiora and Kaiapoi with the support of specialist transport consultants to assess parking supply, occupancy, turnover and duration of stay, and to provide parking data from which to base future parking related decisions.
- Consider supporting and adopting smart parking technology systems to improve the monitoring and management of existing parking stock.

### **Policy 16 - Parking enforcement**

Parking enforcement is an important way of managing public parking demand in a fair and equitable way. The enforcement of time restrictions and/or the application of priced parking can help with parking turnover so that parking is kept within desired occupancy levels.

Parking enforcement is primarily monitored and managed through the efforts of the Council's parking enforcement or parking warden staff.

Local enforcement includes: the monitoring of public parking areas and restrictions (including mobility spaces, loading zones and bus lanes) to ensure compliance; ensuring vehicles have a current Warrant of Fitness (WOF) and vehicle registration.

The illegal use of public car parks will be subject to parking fines enforcement, and unwarranted or unregistered vehicles will be subject to the relevant infringement notices.

A list of the current parking fines is available on the Council's website.



## Policy 17 – Parking awareness

Clear and visible parking communications and wayfinding signage for all parking modes help residents and visitors to understand the parking options available within the District and any rules that might apply, potentially reducing time spent looking for parking. Council will support greater parking awareness by looking to:

- Prioritise the ongoing assessment of parking related signage by parking enforcement officers during daily monitoring operations to ensure it remains current and relevant.
- Prioritise the implementation of wayfinding signage in strategic locations to help users locate parking options within the District.
- Look to adopt smart parking digital signage if implementing smart parking technology systems, to provide real-time parking options for users and reduce the likelihood of vehicle circulation.
- Ensure parking information on the Council website is reviewed regularly so it stays current.

## Policy 18 – Parking management plans

Parking management plans outline parking management responses for specific locations or

areas that might require parking management within the District. They can respond to known or future parking issues, as well as wider urban design and transport outcomes.

The development of parking management plans will be managed in accordance with the following:

- Prioritise the creation of parking management plans for the Rangiora and Kaiapoi town centres that assess key parking issues and provide short, medium and long term recommendations to address these.
- Parking management plans for other locations will be assessed on a case-by-case basis and specific plans created as needed.
- Parking management plans should include: a general assessment of the current parking supply and occupancy data; any known or anticipated parking problems; any parking related requests/ feedback from the community; consider existing town centre plans for their urban design/ development outcomes; and any district or regional transport projects of relevance.
- Prioritise the triennial review of all parking management plans by Council staff.

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# Monitoring and Review

A review of this District Parking Strategy will be important in ensuring the parking policies remain relevant and appropriate for addressing parking matters in the Waimakariri District.

An internal review will be undertaken triennially and the document updated to reflect any new

amendments after the proposed changes go through an appropriate public consultation period.

The implementation table (Appendix 1) will be reviewed on an annual basis to ensure the delivery of the key actions against the identified timelines.



# Further Information

## References

Find links to some of these documents at [waimakariri.govt.nz/letstalk](http://waimakariri.govt.nz/letstalk)

### Waimakariri District Council

- Let's Talk Parking Survey. 2021.
- Rangiora Town Centre Strategy Blueprint to 2030+ and Beyond. 2020.
- Draft Rangiora Town Centre Car Parking Plan. 2020.
- Waimakariri District Council Parking Bylaw 2019.
- Customer Satisfaction Survey Research Report. 2019.

### Abley Limited

- Rangiora Town Centre Parking Survey. 2020
- Kaiapoi Town Centre Parking Survey. 2020

### Auckland Transport

- Parking Strategy. 2015.

### Christchurch City Council

- Draft Christchurch Central Parking Policy. 2020.
- Christchurch Suburban Parking Policy. 2019.

### Waka Kotahi (New Zealand Transport Agency)

- Draft National Parking Management Guidance. 2020.

### New Zealand Government

- National Policy Statement on Urban Development 2020.

### Statistics New Zealand

- Subnational population estimates by age and sex. 2020.

### Climate Change Commission

- Ināia tonu nei: A low emissions future for Aotearoa. 2021.

## Glossary of terms

### Demand-responsive priced parking

Where parking charges and fees are set in response to parking demand, for example higher demand areas attract higher fees, and lower demand areas lower fees.

### E-Bicycles

Pedal bicycles that are integrated with electric motors to assist with propulsion.

### Electric vehicles

Motor vehicles that are partially or fully powered with electric power.

### Enforcement Officer

A person who has been appointed as an Enforcement Officer by the Council under the Local Government Act 2002 or a person who is an Enforcement Officer under the Land Transport Act 1998

### Kerbside

The area of the road beyond the kerb that is commonly used for carparking, bus stops, vehicle pick-ups and drop offs, or loading and unloading of goods.

### Grass berm

The area of footpath which is laid out in grass.

### Grass verge

The area of public road that includes grassed, paved or other landscaped areas.

### Long-stay parking

Refers to all-day parking for town centre workers.

### Micro-mobility

Small lightweight transportation vehicles that are usually targeted at one user and tend to operate at speeds below 25km/h.

### Off-street parking

Refers to parking that is usually located in designated public car parking areas such multi-level parking buildings or ground level parking sites.

### On-street parking

Refers to parking that is on the street (kerbside) adjacent to the footpath, this can be either parallel, perpendicular or angled parking.

### Parking Warden

A person appointed to hold the office of parking warden appointed by the Council under Section 128(d) of the Land Transport Act 1998.

### Pedestrian amenity

Refers to the features of a place or building that are aimed at pedestrians.

### Place making

The multi-faceted and collaborative process of planning and designing a public space for use by a community.



**Priced parking**

The application of parking fees to parking facilities as paid for by the motorist.

**Short-stay parking**

Refers to parking durations of less than two hours for shoppers/visitors.

**Smart parking**

Smart parking utilises technology based software and hardware to manage and monitor parking to aid in the more efficient use of parking spaces.

**Transport emissions**

Refers to the CO<sub>2</sub> emissions that are derived primarily from road, rail, air and marine transportation.

**Urban design**

Refers to the process of designing and shaping the physical features of urban environments and planning for services infrastructure.





# Appendix 1 – Action Plan

The actions in the implementation table guide a high level work programme that support the District Parking Strategy's implementation and work alongside the application of the parking policies during normal business operations.

TOPIC	KEY ACTION AND SCOPE	TIMING		
		SHORT 1-3YRS	MED 3-5YRS	LONG 5+YRS
1. District Plan Review	Operative District Plan removal of minimum parking standards for new developments	X		
2. Parking Bylaw 2019	Conduct a review of the Parking Bylaw		X	
3. Parking Restrictions	Conduct an external triennial review of parking restrictions to see if they need to be reduced or amended and/or the coverage areas extended	X	X	X
4. Parking Surveys	Complete biennial parking surveys for Rangiora and Kaiapoi	X	X	X
5. Parking Management Plans	Update the existing parking management plan for Rangiora and review internally on a triennial basis	X	X	X
	Complete a new parking management plan for Kaiapoi and review internally on a triennial basis	X	X	X
6. Smart Parking Technology	Investigate smart parking options for our key town centres and the associated implementation/operational costs	X		

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