

**WAIMAKARIRI DISTRICT COUNCIL**

**MINUTES OF THE HEARING AND DELIBERATIONS OF THE PARKING AND TRAFFIC BYLAW 2026 WHICH WAS HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA ON THURSDAY 16 APRIL 2026, COMMENCING AT 9AM**

**HEARING PANEL MEMBERS PRESENT**

Councillor B Cairns (Chairperson)  
Councillor T Bartle  
Councillor J Goldsworthy  
Councillor B McLaren

**IN ATTENDANCE**

G Maxwell (Business and Project Adviser), S Binder (Senior Transport Engineer), J Mc Bride (Roading and Transport Manager), B Charlton (Environmental Services Manager) and K Rabe (Governance Advisor)

*At the commencement of the meeting, the Governance Team Leader, T Kunkel, took the Chair and welcomed the members to the hearing and deliberations of the Parking and Traffic Bylaw*

*T Kunkel called for nominations for a Chairperson for the Hearing Panel.*

**1. APPOINT A HEARING PANEL CHAIRPERSON**

*T Kunkel called for nominations for a Chairperson for the Hearing Panel.*

Moved Councillor Goldsworthy                      Seconded: Councillor T Bartle

**THAT** Councillor B Cairns be appointed as Chair of the Parking and Traffic Bylaw 2026 Hearing Panel.

**CARRIED**

*The Governance Team Leader vacated the Chair in favour of the elected Chairperson, Councillor Cairns .*

**2. APOLOGIES**

Moved: Councillor Goldsworthy                      Seconded: Councillor Bartle

**THAT** the Parking and Traffic Bylaw Hearing Panel:

(a) **Received** and **sustained** a request for leave of absence from Councillor W Doody.

**CARRIED**

**3. CONFLICTS OF INTEREST**

There were no conflicts of interest declared.

#### 4. HEARING OF SUBMISSIONS

TIME	SUBMITTER	COMMENTS
9.00am	Mr and Mrs Prescott	<p>Mr Prescott tabled photographs showing large trucks parked on Cattermole Street, Sovereign Downs, Kaiapoi. He outlined the following concerns:</p> <ul style="list-style-type: none"> <li>• Vehicles passing the parked trucks were required to cross onto the incorrect side of the road.</li> <li>• A bend immediately preceding the parking area limited visibility of approaching traffic.</li> <li>• Vehicles travelling in opposite directions frequently met around the bend, requiring one vehicle to reverse to allow the other to pass.</li> <li>• Trucks were predominantly parked overnight and during weekends; however, there were instances of trucks parking on weekdays.</li> <li>• Trucks departed as early as 5.00am, causing disturbance to residents due to noise and vibration from idling engines.</li> <li>• There were safety concerns for children riding bicycles, who were required to move onto the wrong side of the road when passing the trucks, with little visibility of oncoming traffic.</li> <li>• Council staff had been unable to assist, as there was currently no mechanism to prevent trucks from parking on public roads.</li> <li>• Sight lines for residents exiting their properties were obscured.</li> <li>• In some instances, driveways were partially obstructed due to the narrowness of the road, requiring residents to undertake multi-point manoeuvres to exit.</li> <li>• Mr Prescott had contacted the companies involved and had achieved some success in relocating the trucks to Williams Street for overnight parking.</li> </ul> <p>In response to a question from Councillor Bartle regarding parking on both sides of Cattermole Street, Mr Prescott confirmed that parking occurred on both sides. He advised that if a vehicle was parked on the opposite side, there was insufficient space for another vehicle to pass, particularly for emergency vehicles.</p> <p>Councillor Goldsworthy questioned why companies were parking vehicles in a residential street. Mr Prescott responded that this enabled drivers to make an early start toward Picton without having to collect their loads from town. He also noted that afternoon parking allowed drivers to avoid the 5.00pm traffic peak, enabling them to reach Christchurch the following morning.</p>

TIME	SUBMITTER	COMMENTS
		<p>Councillor McLaren enquired whether a No Parking restriction would address Mr Prescott concerns. Mr Prescott was not supportive of this option, noting that it would restrict visitor parking for residents. Instead, he suggested installing signage, similar to that used in Christchurch, to prevent heavy vehicles from parking in narrow residential streets.</p> <p>Councillor Cairns questioned whether alternative streets might be more suitable for heavy-vehicle parking. Mr Prescott advised that Williams Street had sufficient capacity and noted that, following discussions with the companies concerned, they had subsequently chosen to park there.</p> <p>Councillor Cairns asked staff whether signage could be installed in such an instance. S Binder explained that this would require adoption of the Parking and Traffic Bylaw 2026, after which staff could apply the bylaw as appropriate, including the installation of signage to prohibit heavy vehicle parking in residential streets</p>

## 5. HEARING PANEL DELIBERATIONS

### 5.1. Parking and Traffic Bylaw 2026 – Hearing Panel Report and Officer Recommendations – G Maxwell (Business and Projects Advisor) and S Binder (Senior Transport Engineer)

The report presented the results of the public consultation on the Draft Parking and Traffic Bylaw 2026. Forty-eight submissions had been received, with one submitter requesting to be heard. The report also included a copy of all submissions received during the consultation period.

Overall, the feedback indicated strong support for replacing the Parking Bylaw 2019 with the proposed Parking and Traffic Bylaw 2026. The primary matters raised related to clarification of definitions, the enforcement approach, communications, and consistency. There were limited objections to the overall framework of the proposed Bylaw.

#### Discussion and responses to submission requests for changes to the Bylaw

##### (a) Legislative Definitions

The Panel agreed that the Bylaw should align with the definitions set out in primary legislation to minimise confusion and maintain consistency.

During discussions regarding when parking on a berm was permissible, it was confirmed that the rules were clear. In rural areas, parking on a berm was permitted unless it caused damage. In urban areas, parking on verges was not permitted. In situations where a road was considered rural on one side and urban on the other (for example, Coldstream Road or River Road), the Council would determine which rule applied.

The Panel held a general discussion regarding rural schools and the practice of parking on grassy verges during student drop-off and pick-up times. It was noted that many of these verges had sustained damage over the winter months, and questions were raised about how responsibility for such damage could be determined.

B Charlton advised that staff had taken a practical approach in these situations. This initially involved discussions with the school to identify potential mitigation measures. Where appropriate, the approach was broadened to include other stakeholders and relevant Council departments, such as roading, alongside investigations into improved parking management and drop-off arrangements to reduce ongoing damage. A similar approach had been applied at Clarkville School and was already demonstrating positive outcomes.

(b) Motorhomes

The Panel discussed concerns that some motorhome owners had purchased vehicles without a clear understanding of where or how they would be stored, often resulting in on-street parking. It was acknowledged that trailers, motorhomes, and caravans frequently utilised public streets for parking and, in some cases, circumvented enforcement by moving vehicles short distances while remaining outside the same property.

The Panel considered the permitted duration for which vehicles could remain parked in one location, noting that this varied by vehicle type. As legislation allowed a maximum of five days, the Panel agreed that, for clarity and consistency, the Parking and Traffic Bylaw should specify a maximum of five days for any type of vehicle to remain parked in one location.

The Panel also discussed the distinctions between motorhomes, caravans, trailers, and boat trailers as defined in the Bylaw. While motorhomes and trailers were defined separately, caravans were not specifically included. The Panel agreed that caravans should be incorporated within the definition of trailers, alongside boat trailers, as they were effectively trailers. It was agreed that an explanatory note should be added to clarify that, within the Waimakariri District, caravans were treated as trailers to avoid confusion.

The Panel was informed that a permit could be issued for prolonged parking; however, this would apply only if no complaints were received from neighbouring properties. If a complaint were received after a permit had been issued, the permit could be revoked.

Further discussion noted that when a trailer was connected to a vehicle, it was no longer considered a separate trailer but formed part of the vehicle. As such, it could be parked on the road for a longer period. This provision was set by legislation and could not be amended.

In response to a query regarding people living in vehicles parked on the street overnight, staff advised that this matter was addressed under Freedom Camping provisions, which applied to any vehicle adapted to accommodate someone staying overnight.

(c) Enforcement

Staff advised that the Council follow an education-based and practical approach to enforcement and generally issue fines only to repeat offenders. It was noted, however, that this approach was not always viewed favourably by complainants.

The Panel had no further comment on this section.

(d) Residents' Exemption Parking Zones

Staff confirmed that residents' exemption parking zones would apply only to very limited areas within town centres and were not expected to be widely available. Each exemption would be assessed on a case-by-case basis.

The Panel had no further comment on this section.

(e) Location – Specific Parking Concerns

The Panel had no comment on this section.

(f) Heavy Vehicles, Trade Vehicles and Oversized Equipment

This matter had been discussed in detail, and it was noted that the signage issue would be addressed as part of the public consultation process.

(g) Driveway Crossings, Mobility Devices and Pedestrian Access

Councillor McLaren queried whether a person was permitted to park across his own driveway while unloading a caravan. Staff advised that parking on the street across any driveway, including one's own, was illegal; however, it was noted that a complaint was unlikely where the parking was short-term and solely for the purpose of unloading.

The Panel had no further comment on this section.

(h) Exemptions for Public Works and Utility Vehicles

Councillor Cairns asked whether emergency or utility vehicles were permitted to park in mobility parking spaces. Staff advised that there were no exemptions for utility or emergency vehicles. Only vehicles displaying a valid mobility permit were permitted to use mobility parking spaces, except in situations involving an active emergency where no alternative parking was available, and there was insufficient time to implement traffic management measures.

(i) Minor Drafting Correction

Staff confirmed that a typographical error had been identified and corrected.

(j) Mobile Trading

The Panel queried the reference to an "authorising officer" and was advised that this referred to an enforcement officer. Staff noted that mobile trading vehicles were generally required to move on only for safety reasons or where they were obstructing traffic flow, either on the roadway or within pedestrian areas. It was further noted that the Open Spaces Strategy would address mobile trading matters in greater detail.

(k) Parking for Mobility Parking Permits

In response to a query regarding references to "CCS Disability Parking Permits" and "Sommerville Disability Support Services," staff advised that this wording was intended to confirm that disability parking permits issued in other parts of the country were recognised within the district. The Panel requested that specific organisational references be removed and replaced with a general explanation referencing permits issued under the national scheme.

(I) Removal of Vehicles from Off-Street Parking Areas

Councillor Cairns queried whether this provision applied to reserve land owned by the Council. Staff advised that removing vehicles from reserve land required a formal, potentially lengthy process, whereas vehicles parked on streets or in parking areas could be dealt with immediately.

The Chairperson thanked staff for their assistance, and the Panel proceeded to consider the recommendation.

Moved: Councillor McLaren

Seconded: Councillor Goldsworthy

**THAT** the Parking and Traffic Hearing Panel:

- (a) **Received** Report No. TRIM number 260409092419;
- (b) **Received** and **considered** all submissions on the Parking and Traffic Bylaw 2026; and
- (c) **Noted** that staff would prepare an amended draft Parking and Traffic Bylaw 2026 reflecting the Panel's decisions and report to Council for final adoption on 7 July 2026.

**CARRIED**

The Chairperson thanked members of the Hearing Panel for their attendance and input.

THERE BEING NO FURTHER BUSINESS, THE HEARING AND DELIBERATIONS CONCLUDED AT 10.35 PM.

CONFIRMED



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Chairperson  
Councillor Brent Cairns

4 May 2026

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Date