

Waimakariri District Council

District Planning and Regulation Committee

Agenda

Tuesday 13 October 2026

1pm

Council Chambers
215 High Street
Rangiora

Members:

Cr Niki Mealings (Chairperson)

Cr Brent Cairns

Cr Tim Fulton

Cr Jason Goldsworthy

Deputy Mayor Philip Redmond

Mayor Gordon (ex officio)



WAIMAKARIRI
DISTRICT COUNCIL

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DISTRICT PLANNING AND REGULATION COMMITTEE

A MEETING OF THE DISTRICT PLANNING AND REGULATION COMMITTEE WILL BE HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY 13 OCTOBER 2026 AT 1PM.

Recommendations in reports are not to be construed as
Council policy until adopted by the Council

BUSINESS

Page No

1 APOLOGIES

2 CONFLICTS OF INTEREST

Conflicts of interest (if any) to be reported for minuting.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the District Planning and Regulation Committee held on Tuesday 14 July 2026

6-13

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the District Planning and Regulation Committee, held on 14 July 2026, as a true and accurate record.

3.2 Matters arising (From Minutes)

3.3 Notes of the workshop of the District Planning and Regulation Committee held on Tuesday 14 July 2026

14-16

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Receives** the circulated Notes of the workshop of the District Planning and Regulation Committee, held on 14 July 2026.

4 DEPUTATIONS

Nil.

5 REPORTS

5.1 Annual Report on Dog Control 2025/2026 – Billy Charlton (Environmental Services Manager)

17-27

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Receives** Report No. 260722177490.
- (b) **Approves** the 2025/2026 Annual Report Letter to be submitted to the Department of Internal Affairs / Ministry of Cities, Environment, Regions and Transport (MCERT) on Waimakariri District Council Dog Control for the 2025 - 2026 financial year (Trim No. 260722177571) as required by the Dog Control Act 1996.
- (c) **Notes** there has been a 2.24% increase in overall dog related service requests in the 2025/2026 financial year.
- (d) **Notes** that there was an overall decrease in registered dog numbers of 1.1% in 2025/2026.
- (e) **Notes** that of the 24 established complaints regarding “Dog attacks on people” 15 were responded to within the non-financial KPI of one hour, which equals to 71%.
- (f) **Notes** that the information will be uploaded to Council's website within one month of Council approval.
- (g) **Circulates** this report and attachment to all Community Boards for information.

6 CORRESPONDENCE

Nil.

7 PORTFOLIO UPDATES

- 7.1 District Planning – Councillor Niki Mealings
- 7.2 Civil Defence and Regulation – Councillor Jason Goldsworthy
- 7.3 Business, Promotion and Town Centres – Councillor Brent Cairns
- 7.4 Mixed Use and Business and Kaiapoi Development – Councillor Tim Bartle

8 REPORTS REFERRED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD

8.1 Request to Change the Parking Time Restriction on Percival Street Outside Victoria Park – Nithin Puthupparambil (Transportation Engineer) and Shane Binder (Senior Transportation Engineer)

The Rangiora-Ashley Community Board considered report Trim 260618144840 at its meeting held on 12 August 2026.

28-31

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Approves** the change to parking time restrictions of one parking space in front of Victoria Park (at the northern boundary of the park) from 120 minutes to 15 minutes time-restricted parking

8.2 **Approval of Consultation on Mobility Parking Programme – Shane Binder (Senior Transportation Engineer) and Joanne McBride (Roading and Transport Manager)**

The Rangiora-Ashley Community Board considered report Trim 250901162427 at its meeting held on 9 September 2026.

32-44

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Approves** targeted consultation on the establishment of new mobility parks around the Rangiora town centre.
- (b) **Notes** that a similar targeted consultation will be undertaken around the Kaiapoi town centre.
- (c) **Notes** that additional mobility car parks in the Blake Street Carpark, identified in this programme, are being implemented as part of a different project.
- (d) **Notes** that the mobility parking on King Street will be consulted upon in conjunction with the proposed changes to the pedestrian island which has also been approved for consultation by the District Planning and Regulation Committee at its 14 July 2026 meeting.

9 **REPORTS REFERRED FROM THE KAIAPOI-TUAHIWI COMMUNITY BOARD**

9.1 **Approval of Consultation on Mobility Parking Programme – Shane Binder (Senior Transportation Engineer) and Joanne McBride (Roading and Transport Manager)**

The Kaiapoi-Tuahiwi Community Board considered report Trim 260625151099 at its meeting held on 21 September 2026.

45-55

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Approves** targeted consultation on the establishment of one new mobility park in the Kaiapoi town centre and the change in applicability of mobility parks to 24 hours, seven days/week.
- (b) **Notes** that a similar targeted consultation will be undertaken for the Rangiora town centre.
- (c) **Notes** that three (3) mobility parks on Charles Street, Kaiapoi, identified in this programme, have been already upgraded as part of a previous project.

10 **QUESTIONS UNDER STANDING ORDERS**

11 **URGENT GENERAL BUSINESS**

NEXT MEETING

The next meeting of the District Planning and Regulation Committee will be held on 15 December 2026 at 1pm.

WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF THE MEETING OF THE DISTRICT PLANNING AND REGULATION COMMITTEE HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA, ON TUESDAY, 14 JULY 2026, AT 1PM.

PRESENT

Councillor N Mealings (Chairperson) (arrived at 1.11pm), Deputy Mayor P Redmond, Councillors B Cairns, T Fulton, and J Goldsworthy.

IN ATTENDANCE

Councillors T Bartle, S Powell and J Ward.

J Millward (Chief Executive), K LaValley (General Manager Planning, Regulation and Environment), S Hart (General Manager Strategy, Engagement and Economic Development), H Downie (Strategy and Centres Team Leader), A Kibblewhite (Senior Project Engineer), S Binder (Senior Transportation Engineer), E Gessler (Manager of Emergency Management) and A Connor (Governance Support Officer).

At the commencement of the meeting, in the absence of the Chairperson, the Governance Team Leader, T Kunkel, took the Chair and welcomed everyone present.

1 APOLOGIES

Moved: Councillor Cairns

Seconded: Deputy Mayor Redmond

THAT the District Planning and Regulation Committee:

- (a) **Receives and sustains** an apology for leave of absence from Mayor Gordon and an apology for lateness from Councillor Mealings who arrived at 1.11pm.

CARRIED

2 APPOINTMENT OF ACTING CHAIRPERSON

T Kunkel called for nominations for an Acting Chairperson for the meeting.

Moved: Councillor Cairns

Seconded: Deputy Mayor Redmond

THAT the Community and Recreation Committee:

- (a) **That** Councillor J Goldsworthy be appointed as Acting Chairperson for the meeting in the absence of the Chairperson, Councillor Mealings.

CARRIED

The Governance Team Leader vacated the Chair in favour of the elected Acting Chairperson, Councillor Goldsworthy.

3 CONFLICTS OF INTEREST

There were no conflicts of interest declared.

4 **CONFIRMATION OF MINUTES**

4.1 **Minutes of the meeting of the District Planning and Regulation Committee held on Tuesday 9 June 2026**

Moved: Councillor Cairns

Seconded: Councillor Fulton

THAT the District Planning and Regulation Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the District Planning and Regulation Committee, held on 9 June 2026, as a true and accurate record.

CARRIED

4.2 **Matters arising (From Minutes)**

There were no matters arising from the minutes.

4.3 **Notes of the workshop of the District Planning and Regulation Committee held on Tuesday 9 June 2026**

Moved: Councillor Goldsworthy

Seconded: Deputy Mayor Redmond

THAT the District Planning and Regulation Committee:

- (a) **Receives** the circulated Notes of the workshop of the District Planning and Regulation Committee, held on 9 June 2026.

CARRIED

5 **DEPUTATIONS**

Nil.

6 **REPORTS**

Nil.

7 **CORRESPONDENCE**

Nil.

The following items were taken in the order 8.2, 8.3, 8.4 and 8.1 however for clarity the order of the agenda was retained in the minutes.

8 **PORTFOLIO UPDATES**

8.1 **District Planning – Councillor Mealings**

- Draft consent conditions were being prepared by the appellant for Woodstock Quarry and would likely be available within the coming months.
- Following the decline of the Whiterock Quarry fast-track referral application the applicant was undertaking additional work including an economic impact assessment before resubmitting the proposal.
- A report addressing claims regarding the districts industrial land capacity would be presented to the Council in August 2026. Current assessments demonstrated the district did have sufficient industrial capacity.
- Work was underway to improve public understanding of the planning system and the various consenting pathways available particularly in light of ongoing resource management reforms and the introduction of new consenting frameworks.

- An application for a solar farm on South Eyre Road was currently subject to limited notification with one submission requesting to be heard.

Councillor Fulton queried whether any concerns had been raised regarding the existing solar farm on Tram Road including glare or reflections from the panels noting landscape planting was discussed during the consenting process. Councillor Mealings stated there had been no complaints made and the temporary screening measures appeared to be providing adequate mitigation while the landscaping became established.

- The consent for Muscle Car Madness was due to be issued. The new event owners were working to strengthen the event management practices and address previous operational issues with the aim of improving outcomes for the wider community.
- The demand for the Councils duty planner service had increased significantly. As a result, consideration was being given to establishing a dedicated team to manage customer enquiries, pre-application advice and related services enabling planning staff to focus on consent processing and other specialist work.
- Regional Spatial Planning was underway with current work focusing on governance arrangements and collaboration with neighbouring Canterbury Councils. There was a need to align regional planning initiatives with existing statutory and non-statutory planning documents, including future consideration of matters such as priority development areas.

8.2 **Civil Defence and Regulation – Councillor Goldsworthy**

Building:

- ShareFile, the system used for lodging resource consents and building consent applications had been unavailable since early July 2026. This was a worldwide issue with no timeframe for restoration.
- The demand for Project Information Memorandums (PIM) was relatively high due to several private building consents.

Councillor Cairns queried whether the Council measured the total time taken to complete a building consent application noting feedback from a builder who advised a consent process had taken approximately eight months to complete. Councillor Goldsworthy replied the statutory 20-day processing period only applied when the application was actively being assessed by the Council. Where further information was required from the applicant the processing clock stopped until the request information was provided. K LaValley further advised research undertaken by BRANZ had found that Council related processing delays accounted for approximately nine days of the overall consent timeframe with the majority of delays occurring while designers and applicants responded to requests for further information. She further reported that a University of Canterbury student research group had recently approached the Council to undertake research into requests for further information, including the nature of information requested and response timeframes. Officers expected to receive the findings of this research once completed and anticipated that it would provide useful comparisons with the earlier BRANZ study.

Councillor Cairns further asked why the University of Canterbury was undertaking this research. K LaValley stated they did not specify in their request however it was suspected that the research had been prompted by the large amount of publicity regarding building consent processing time having impacts on the building industry and the costs of building.

Councillor Ward noted she also received feedback from a property developer who was frustrated by the multiple rounds of requests for further information on their building consent application and that it appeared there was a lack of communication between staff members processing the application. K LaValley advised building consent applications were generally processed by a single staff

member and verified by another before being issued. Without further information on the specific application, she would not be able to provide comment on the circumstances.

P Redmond questioned if there was any indication of when the issue with ShareFile would be resolved. K LaValley advised as the outage sat with the service provider there was no timeframe for restoration. She noted the outage only affected the lodgement of new applications through ShareFile however they could still be lodged by email or as a hard copy.

- Some of the Building Unit had the opportunity to travel to the Solomon Islands and work alongside their counterparts to help build local capacity.
- Work was continuing with neighbouring Councils to assist and work on developing more consistent approaches to sharing workloads.

Environmental Services:

- Feedback was received regarding the Councils after-hours services. A temporary service provider had been engaged while the contract was being retendered. Concerns related to weekend parking matters as the contractors did not have delegated authority to undertake parking enforcement and as a result parking issues outside normal Council hours had to be referred to the Police.
- Service requests were lower than the previous financial year however the dominant requests were still animals, parking and noise.
- With the expected changes to the Resource Management Act and a shift from consenting to monitoring and compliance the team was mindful to how it may look and what different skillsets may be required.

Civil Defence and Emergency Management:

- Te Matauru o Te Kura recently completed its 4Rs emergency management project which involved students developing emergency preparedness initiatives. The programme included 10 schools from across North Canterbury and involved approximately 280 students.
- The Councils EOC capability was growing with 94 staff members participating in 11 training session in the previous quarter.
- Community Hubs were continuing to meet and activate for trainings.
- Food Secure North Canterbury had approached Council to discuss how the hubs may be used collaboratively with Food Secures work.

The elected Acting Chairperson, Councillor Goldsworthy vacated the Chair in favour of the Chairperson, Councillor Mealings who arrived at 1.11pm.

8.3 **Business, Promotion and Town Centres – Councillor Cairns**

- The Kaiapoi Promotions Association celebrated Matariki with kite-making workshops, kapa haka performances at the Kaiapoi Club and a kite-flying display at Murphy Park.
- Kaiapoi Lights and Matariki Festival: Karl Howarth successfully delivered a three-evening paid lights event and a free two-day Matariki event at Norman Kirk Park. Attendance exceeded 10,000 visitors at Norman Kirk Park with almost 7,000 attending the light show. The event included 14 food vendors, over 30 market stalls, classic car displays, lawn mower racing demonstrations, light and circus performances, a carnival and fireworks. Positive feedback was received from stallholders with most food vendors selling out on the Friday evening. Approximately 50% of attendees were reported to have come from outside the district.

Deputy Mayor Redmond questioned if a post-event review would be undertaken to identify any improvements for future events. Councillor Cairns confirmed he had requested a post-event report from the event organiser with further discussion planned to review the event including parking management,

communication with residents and the timing of fireworks displays. He noted that parking issues, particularly in the Feldwick Drive area, had generated a number of complaints, including reports of vehicles blocking driveways. While mitigation measures had been implemented, including additional bollards and other assistance from Greenspace staff, some issues resulted from the actions of event attendees and were beyond the direct control of the organiser.

Councillor Fulton observed that some hospitality businesses, including cafés and restaurants, appeared to close during the Matariki period rather than operating during the event. He queried how this factored into event planning and whether it affected the potential economic benefits of major community events. Councillor Cairns advised that feedback from local hospitality operators indicated that businesses which remained open experienced approximately a 10% increase in sales compared to a normal weekend. No specific feedback had been received from businesses that chose to close, with individual decisions likely influenced by factors such as staffing availability and operating costs.

- Rangiora Winter Festival: Rangiora High Street retailers organised a two-week midwinter festival featuring workshops, sales events, free movie nights and other activities. Significant work had been undertaken by a small organising team.
- Retailers in Good Street Lane raised concerns regarding inadequate lighting during winter with the area becoming dark and unwelcoming in the late afternoon. Staff were responding to these concerns.
- Oxford promotions reported a successful Winter Lights event, including illuminated mailboxes, shops and homes, arts and crafts activities, roller skating, observatory tours, a movie night, hangi and other community activities.
- The Kaiapoi Art Expo and Winter Festival hosted by Blackwells were scheduled and expected to attract approximately 5,000 visitors to Kaiapoi.
- The New Zealand Motor Caravan Association (NZMCA) were considering holding a cycling event in March 2027. Participants would potentially camp on regeneration land and use cycling trails throughout the district.
- Advised that workshop discussions on the Councils Event Plan would be held shortly, with a report expected to come before the Council in October 2026. The review would consider support for event organisers, identification of signature district events and assistance with matters such as traffic management.
- An Enterprise North Canterbury (ENC) funding meeting had considered applications relating to three Matariki events, Go Dark an Oxford School event, North Canterbury Wearable Arts, the Rangiora Book Fair, the Rose Show and a Riding and Arts Trail event.
- The Love Your Home florist and giftware store in Kaiapoi was closing.
- Subway Kaiapoi would be relocating to the premises beside the Great Kiwi Bookstore and would hold an opening event.
- The Kaiapoi Club expressed interest in hosting Council events.
- The Pegasus Woodend Strategy (Draft North East Waimakariri Urban Plan) was expected to be presented to the Council in August seeking approval for Public Consultation.
- Planning was continuing for the Rangiora Town Hall 100 Year Celebration, with extensive work underway to organise performances, tours and historical displays. This would be held the weekend of 5 September 2026.
- The Pegasus Community Centre was expected to open on 23 September 2026.

8.4 **Mixed Use and Business and Kaiapoi Development – Councillor Tim Bartle**

- Progress had lull as negotiations were worked through.

9 REPORT REFERRED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD

9.1 Approval of Blake Street Carpark Reconfiguration Plan – H Downie (Strategy and Centres Team Leader) and A Kibblewhite (Senior Project Engineer)

H Downie spoke to the report stating it had been referred from the Rangiora-Ashley Community Board which had already approved the Blake Street Car Park Reconfiguration Plan which would create 47 additional car parks. The Utilities and Roading Committee had approved recommendations relating to EV charging infrastructure, mobility parking and project budget. Staff were now seeking approval of the establishment of a P120 time restriction for the car park including mobility parks, to encourage turnover of parking within the town centre.

A Kibblewhite advised the construction programme had been revised. While the project had initially been fast-tracked to align with other town centre works, the programme had been adjusted to reduce delivery risks during the holiday period. Preliminary works were now scheduled for October and November 2026 with the main car park redevelopment works planned for January to March 2027.

Councillor Cairns referred to previous discussions with town centre businesses regarding parking and asked whether requests for longer-term parking, including leased spaces for businesses had been considered as part of the proposed P120 time restrictions. H Downie advised the Blake Street car park experienced some of the highest parking demand in the town centre and therefore a P120 was considered appropriate to encourage customer turnover and support business activity. While requests to lease Council-owned parking spaces were occasionally received, the Council had previously determined that such spaces should remain available for public use to maintain levels of service for the wider community. There were also private parking lease opportunities on nearby privately owned land.

Councillor Powell asked whether the potential impact of having no time restrictions on mobility parking spaces had been considered, particularly in relation to parking turnover and availability for mobility permit holders. In response H Downie advised the matter had been considered however it was proposed that the current approach be retained, whereby mobility parking spaces remained unrestricted unless a specific time restriction was separately identified by signage. A wider review of parking time restrictions was planned and any changes to mobility parking could be considered through that process. S Binder further advised that while there was a small number of exceptions, mobility parks were generally unrestricted. There was a map available on the Council website that showed all car parks in the district including mobility parks and the associated time restrictions.

Councillor Powell further asked if there would be sufficient mobility parking space in the Blake Street car park given only one additional mobility park was proposed and the mobility parks would be unrestricted. S Binder responded staff were undertaking an extensive programme review to assess parking occupancy and demand within the district's town centres. This had identified locations where additional parking, including mobility parking, was required. Determining the appropriate number of mobility parks involved balancing a range of competing parking demands. Whilst the proposed project would increase the supply of mobility parks the adequacy of provision would continue to be monitored as part of the wider parking management programme.

Moved: Deputy Mayor Redmond Seconded: Councillor Goldsworthy

THAT the District Planning and Regulation Committee:

- (a) **Approves** the establishment of a 120-minute time restriction (except for mobility parks) to new car parks within the extended Blake Street carpark and at Blake Street, including those spaces to be constructed over 13 Blake Street, which will be incorporated into the wider Blake Street carpark area.
- (b) **Notes** that the Blake Street carpark is currently restricted to 120 minutes and experiences amongst the highest parking occupancy at peak times; a 120-minute time restriction is therefore considered appropriate in this prime location to continue

to encourage parking turnover, which supports local businesses and makes best use of the land.

- (c) **Notes** that the mobility parking spaces will be unrestricted, which is consistent with current practice.

CARRIED

Deputy Mayor Redmond expressed support for retaining the proposed P120 time restriction as the car park was intended to support customer parking rather than all day parking for employees of nearby businesses. He acknowledged that motorists using mobility parks may have different needs and did express a firm view on whether the same time restriction should apply.

Councillor Goldsworthy indicated his support for the motion noting he would be giving further thought to time restrictions on mobility parks.

Councillor Mealings noted the unrestricted nature of mobility parking spaces had not historically created issues and considered that restrictions could be reviewed in the future if the demand increased. She supported applying a P120 time restriction as this was consistent with the existing Blake Street car park and would provide clarity and consistency for users.

9.2 **Request Approval to Consult on King Street Pedestrian Refuge Locations and Parking Changes – S Binder (Senior Transportation Engineer) and N Puthupparambil (Transportation Engineer)**

S Binder took the report as read explaining a separate proposal was being developed to convert an existing on-street car park outside the North Canterbury Wellbeing Trust into a mobility car park. As this proposal would also require consultation staff intended to coordinate both consultations and present them to effected parties simultaneously. He advised that the two proposals were separate but related initiatives within the same block and that presenting them together would provide the community with a clearer understanding of the overall parking changes being considered for the area.

In response to a question from Councillor Mealings, S Binder confirmed the consultation would be targeted to the directly affected landowners, residents and businesses.

Councillor Powell sought confirmation if any wider consultation would be available. S Binder advised that due to the high use seen in the area consultation would also be available to the wider public.

Moved: Councillor Fulton

Seconded: Councillor Cairns

THAT the District Planning and Regulation Committee:

- (a) **Approves** consultation being undertaken on the option of consolidating the crossing locations by removing the two existing pedestrian crossing points at nos. 191 A and 205 King Street, and replacing them with a new single mid-block pedestrian crossing with build-outs.
- (b) **Approves** consultation being undertaken on implementation of P15 time-restricted parking during drop-off and pick-up periods (8:00-9:00am and 2:00-3:00pm) and P120 parking during other times, on two (2) car parking spaces in front of no. 205 King Street.
- (c) **Notes** that a further report would be brought back to the Community Board with the outcome of the consultation process and to allow further decision-making on this matter.

CARRIED

Councillor Fulton thanked staff for their work and looked forward to seeing further information on mobility parking.

Councillor Cairns stated it was wise to consult on the proposed changes highlighting the two requests to the Council on this matter.

Councillor Mealings noted the consultation would provide insight to any issues currently occurring or if there were any issues with the proposal and therefore supported the motion.

10 **QUESTIONS UNDER STANDING ORDERS**

Nil.

11 **URGENT GENERAL BUSINESS**

Nil.

NEXT MEETING

The next meeting of the District Planning and Regulation Committee will be held on 11 August 2026 at 1pm.

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 1.49PM.

CONFIRMED

Councillor N Mealings

Date

Workshop (1.49 pm to 2.44pm)

Trim: 260714167965

- *Emergency Management Office Update – Elena Gessler (Manager of Emergency Management) and Simon Hart (General Manager Strategy, Engagement and Economic Development) 30mins*

WAIMAKARIRI DISTRICT COUNCIL

NOTES OF THE DISTRICT PLANNING AND REGULATION COMMITTEE WORKSHOP HELD IN THE COUNCIL CHAMBERS, RANGIORA SERVICE CENTRE, ON TUESDAY 14 JULY 2026 AT PM.

PRESENT

Councillor N Mealings (Chairperson), Deputy Mayor P Redmond (via audiovisual link), Councillors B Cairns, T Fulton, and J Goldsworthy.

IN ATTENDANCE

Councillors T Bartle, S Powell and J Ward.

J Millward (Chief Executive), K LaValley (General Manager Planning, Regulation and Environment), S Hart (General Manager Strategy, Engagement and Economic Development), E Gessler (Manager of Emergency Management) and A Connor (Governance Support Officer).

1. Emergency Management Office Update – S Hart (General Manager Strategy, Engagement and Economic Development) and E Gessler (Manager of Emergency Management)

Trim: 260714168426

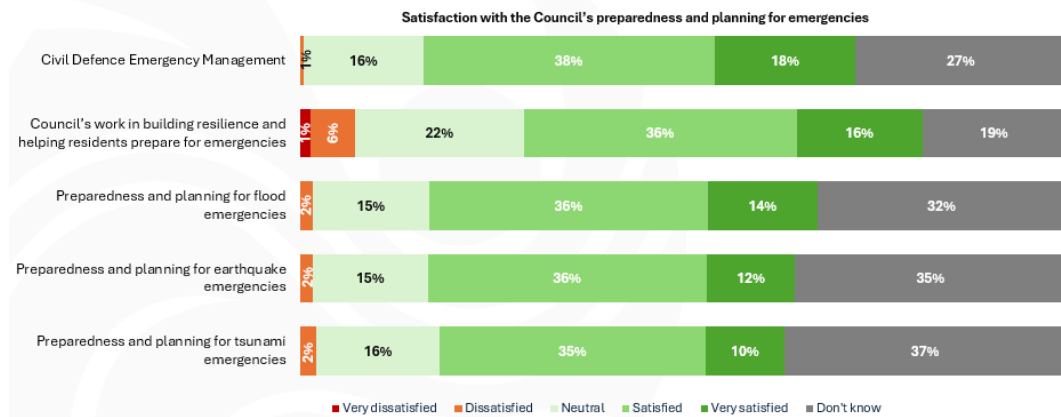
Key points:

- Territorial Authority Responsibilities Under CDEM Act 2002:
 - Before:
 - Identify and manage our hazards and risks.
 - Provide public awareness of our hazards and risks.
 - Plan against the '4 R's of emergency management'
 - Maintain emergency response and recovery capabilities.
 - During:
 - Respond to and manage the adverse effects of emergencies.
 - When requested, assist other CDEM Groups.
 - Function to the fullest possible extent, even though this may be at a reduced level.
 - After:
 - Carry out recovery activities.
 - Function to the fullest possible extent, even though this may be at a reduced level.
- Emergency Management (EM) legislation changes:
 - EM participants (Coordinating Executive Group (CEG) membership, regional planning).
 - Emergency Management Committees (community consultation, recovery planning).
 - Lines of accountabilities (Chief Executives role, district appointments).
 - EM Declarations (Mayors elect, concurrent emergencies, e-signatures).
 - EM Powers (Direct powers, new powers, protections from civil liabilities).
 - Assurance (rules, compliance orders, increased penalties).
 - Essential infrastructure providers (planning, information sharing).
 - Planning arrangements (regional plans, standards, process).
- Emergency Management activities extended beyond emergency response and included:
 - Community engagement and education;
 - Volunteer teams and community hubs;
 - Risk management and planning;
 - Staff training and exercises;
 - Emergency Operations Centre capability;

- Warning and communication systems;
- Welfare and recovery planning;
- Infrastructure resilience; and
- Relationships with partner agencies.

- The Community Satisfaction Survey results:

Over one-half (56%, n=237) of residents were satisfied with *Civil Defence management* overall. Within this aspect, *Council's work in building resilience and helping residents prepare for emergencies* was rated the highest (52%, n=173 satisfied), while *Preparedness for tsunami emergencies* is rated the lowest (45%, n=190 satisfied).



- Emergency/natural hazard management services showed an 88% satisfaction rate.
- Build resilience showed 45% did not know what Council did and 40% indicated a need for greater awareness.
- Councils' preparedness showed 23% were not aware of what Council did and 45% felt more could be done.
- Future priorities:
 - Community engagement particularly around lifestyle block preparedness, Blue Tsunami Zones and Shakeout.
 - Exercise Pandora.
 - Emergency Management Office change programme of work which would include modernizing communication infrastructure and WDC approach to Emergency management.

Questions/Issues/Feedback:

- *Was there a link between a lack of knowledge and those that did not have school age children and were connected to an Emergency Hub through that?*
It was likely one aspect however another was the people who lived in the district but commuted to Christchurch for work. The community was also incredibly busy overall and may not have emergency management as a core focus.
- *Did Council have a list of contractors for different emergency scenarios with instant communication ability to assist when needed?*
Infrastructure contractors were managed by the Utilities and Roading department, and community connections were managed by the Community Team. When they became overwhelmed was when Civil Defence stepped in. The EOC Logistics team compiled lists based on type of event. More work was being done to develop wider network of suppliers and businesses who could help.
- *The Act referred to emergency management rather than civil defence.*
There would be a point where it was no longer referred to as civil defence and would only be known as emergency management.
- *Would the controller framework change?*
Staff had already undertaken significant work on how Council was set up for emergencies and were in a relatively good position. They would need to ensure new accountabilities were embedded in the new process.
- *How would volunteer and community groups be incorporated under the new framework.*
It was a requirement under the new Bill that Emergency management Committees identify how they would address community support and incorporate them in responses.

- *Relatively good compared to other councils and had more to do on cost effectiveness and not becoming complacent.*
- *What involvement were staff seeking from Councillors in direction setting?*

Elected Member involvement would be a strategic component with identifying goals they want to see for its communities in an emergency management space. Staff would be engaging with Councillors more regularly moving forward. They were also mindful that as this Committee was responsible for the Emergency Management space at Council that they be included on the journey.

THERE BEING NO FURTHER BUSINESS, THE WORKSHOP CONCLUDED AT 2.44PM.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: ANC-06/260722177490

REPORT TO: DISTRICT PLANNING AND REGULATION COMMITTEE

DATE OF MEETING: 13 October 2026

AUTHOR(S): Billy Charlton – Environmental Services Manager

SUBJECT: Annual Report on Dog Control 2025/2026

ENDORSED BY:
(for Reports to Council,
Committees or Boards)


General Manager


Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to present to the District Planning and Regulation Committee (Council) the Annual report for Dog Control activities within the Waimakariri District for the financial year of 2025/2026 for approval.
- 1.2. Under the Dog Control Act 1996 (the Act), Section 10A requires Waimakariri District Council (Council) to provide specific information to the Secretary for The Local Government, (Formally) The Department of Internal Affairs (DIA) now part of the Ministry of Cities, Environment, Regions and Transport (MCERT) by way of an annual report for the previous financial year. The report must be submitted to the DIA/MCERT within one month of Council adopting the report.
 - 1.2.1. The information required to be reported to the DIA is presented in Attachment i. This being the letter to the DIA/MCERT, reporting the 2025/2026 prescribed information.
 - 1.2.2. Pursuant to Section 5(3) of the Act the statistics presented in the report must be publicly available on Council's website. The information will be uploaded to Council's website once Council has adopted this report and circulated to Community Boards for information.

Attachments:

- i. 2025/2026 Annual Report Letter to the DIA/MCERT regarding Waimakariri District Council Dog Control Statistics (TRIM: 260722177571)

2. RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Receives** Report No. 260722177490.
- (b) **Approves** the 2025/2026 Annual Report Letter to be submitted to the Department of Internal Affairs / Ministry of Cities, Environment, Regions and Transport (MCERT) on Waimakariri District Council Dog Control for the 2025 - 2026 financial year (Trim No. 260722177571) as required by the Dog Control Act 1996.
- (c) **Notes** there has been a 2.24% increase in overall dog related service requests in the 2025/2026 financial year.
- (d) **Notes** that there was an overall decrease in registered dog numbers of 1.1% in 2025/2026.

- (e) **Notes** that of the 24 established complaints regarding “Dog attacks on people” 15 were responded to within the non-financial KPI of one hour, which equals to 71%.
- (f) **Notes** that the information will be uploaded to Council's website within one month of Council approval.
- (g) **Circulates** this report and attachment to all Community Boards for information.

3. **BACKGROUND**

- 3.1. Section 10A of the Act directs all Territorial Authorities (TAs) to forward a standardised set of data on an annual basis to the DIA/MCERT. This data forms part of a nationwide data set that the DIA/MCERT presents to the Government regarding Dog Control activity across New Zealand. This data set is present to the Secretary of the DIA/MCERT once Council has adopted a report. The list of the prescribed information required is set out in Attachment i, which is the letter to be sent to the DIA/MCERT once this report has been approved by Council.
- 3.2. TAs have a responsibility pursuant to the Act to collate dog control data to provide the DIA with reports to gain insight into New Zealand's dog registration numbers and issues concerning dog control across the country. This enables the DIA/MCERT to maintain a national dog database (NDD) of all registered dogs including any dog classifications (Menacing/Dangerous). This in turn enables the Government to understand the total number of registered dogs across New Zealand, the number of dogs exempt from registration fees (Seeing, Hearing and Disability Assist dogs), dogs classified as dangerous and menacing and the type of dog related complaints received by all TAs across New Zealand for each financial year.
- 3.3. Under the Act, Councils must have a (Dog Control) Bylaw. The Waimakariri District Council's current Bylaw was first adopted on 3 Dec 2019. After a review and subsequent amendments, the current version of the Dog Control Bylaw 2019 came into force on 16 December 2023. Under current rules regarding Bylaws in the Local Government Act 2002, the current Dog Control Bylaw must be reviewed within 10 years, which will be December 2033. However, the Bylaw can always be reviewed at an earlier date if required.
- 3.4. The objectives of the Dog Control Bylaw 2019 are to:
 - Encourage responsible ownership
 - Provisions for dog access to public areas
 - Enforce dog ownership obligations, and
 - Minimise danger, distress or nuisance from dogs to the community

4. **KEY ISSUES**

- 4.1. Registered dog numbers in the Waimakariri District fluctuates each year. However, it is important to note that the final number of dogs reported to the DIA/MCERT is taken at the beginning of June each year before the registration (roll over) process begins. There were 14237 dogs registered as of the 2 June 2026 which was 160 lower than the previous year's tally. This equates to a 1.1% decrease in total dog numbers for the 2025/2026 financial year. However, the overall trend is that the number of registered dogs has remained consistent over the last two years. The number of registered dogs does vary throughout the year, and the total number of dogs each year is still expected to increase in the coming years due to several new subdivision developments within the district which will significantly increase population.
- 4.2. The dog registration process follows a chronological order of reminder notifications and is set out below:
 - Early June – Renewal notices sent out
 - Early June – Facebook post and advert in local paper
 - Late July E-text reminder sent out regarding 31 July being final registration day without penalties
 - August – Second renewal reminder sent out with penalties added

- Late September – E-text reminder sent out for final payment opportunity before infringements
 - October infringements sent out.
- 4.3. There has been an overall increase of 2.24% of dog related service requests in the 2025/2026 financial year from 2141 in 2024/2025 to 2189 in 2025/2026. Areas of interest are as follows:
- 4.3.1. Dog attack on People – a decrease of 33% 36 complaints in 2024/2025 to 24 complaints in 2025/2026
- 4.2.2. Dog attack on dog – a decrease of 29.82% from 57 in 2024/2025 to 40 in 2025/2026
- 4.2.3. Barking Dogs – an increase of 6.65% from 439 in 2024/2025 to 477 in 2025/2026
- 4.2.4. Unregistered dogs resulting with infringements – an increase of 44% from 466 in 2024/2025 to 674 in 2025/2026
- 4.2.5. Dog Threatening – no increase/decrease as there were 29 reported incidents in both financial years
- 4.2.6. Roaming Dogs – a decrease of 41.40% from 227 in 2024/2025 to 133 in 2025/2026
- 4.2.7. Lost/Found – a decrease of 24.24% from 499 in 2024/2025 to 378 in 2025/2026
- 4.2.8. Dogs Rushing People – an increase of 40.54% from 37 in 2024/2025 to 52 in 2025/2026
- 4.2.9. Dogs Attack Stock – a decrease of 33.33% from 30 in 2024/2025 to 20 in 2025/2026
- 4.2.10. Dog Welfare – an increase of 6.6% from 15 in 2024/2025 to 16 in 2025/2026.
- 4.4. Due to the reactive nature of dog control activities throughout the year, it is difficult to substantiate any quantifiable reasons for any increase or decrease in the type of complaints received. However, with the benefit of historical data, we can be confident that the number of overall complaints is likely to continue to increase while the population continues to grow.
- 4.5. In the financial year of 2025/2026 all complaints were resolved by the Compliance Team, within the Environmental Services Unit. All 24 complaints regarding “Dog Attack on People” were resolved.
- 4.6. All dog attacks on people are investigated as serious incidents and all are resolved to completion. Some do not take long to resolve, for example, a matter of hours. Others can and do take days or weeks to resolve depending on the complexities of the incident and following situations. As stated above there were 24 complaints received by Council for the 2025/26 financial year regarding Dogs Attacking People. Of the 24 complaints made, three were duplicate complaints, giving a final total of 21 investigations. There are differences in the outcomes reached after investigations depending on the level of severity and/or circumstance of each individual incident. Table 1 illustrates these outcomes.
- 4.7. Table1. Final outcomes after investigations (Dog attacks on people).

Resolution	Number
Classified as dangerous	1
Classified as menacing	1
Dog signed over to Council for Euthanasia	1

Closed due to no comments from complainant	3
Complainant did not wish to proceed	1
Duplicates	3
Infringements	1
No further Action – Lack of evidence	4
Unable to proceed	1
Verbal warning	1
Warning letter – aggressive behaviour	1
Warning letter failure to control	6

- 4.8. In the Long-Term Plan Council has a non-financial KPI to respond to complaints regarding Serious Dog Attacks which is set at 100% response within one hour. This measure includes “Dog Attacks on People” of which there were 21 actual investigations out of 24 service requests. Of the 21 established complaints 15 were responded to within the KPI requirements, which equates to 71%. The six complaints where the KPI’s were not met within one hour was due to them occurring outside of normal business hours, therefore there was a delay in the service request being created and subsequently assigned to an officer. The operational process for recording afterhours data is being reviewed so that future response times and reporting is not compromised.
- 4.9. The classification of a dangerous dog means that a dog must be muzzled at all times when in a public place or private right of way, except when confined completely within a vehicle or cage. Classified Dangerous dogs must also be housed in a securely fenced portion of the owner’s property that is not necessary to enter to obtain access to at least one door of any dwelling on the property. Dangerous dogs are also required to be desexed.
- 4.10. There was one dog classified as dangerous in 2025/2026 with a total of seven currently registered in the district (as of 30 June 2026). There was one dog classified as menacing (muzzle only in public) in 2025/2026, with a total of 42 in the district (as of 30 June 2026).
- 4.11. There is a difference between “Rushing and Threatening” as classification categories. These classifications have subtle differences; a dog may be deemed as threatening if it shows aggression towards a person or another dog. This can include baring teeth, aggressive barking, pulling on the lead in public with aggressive intent. Animal Management Officers (AMO) investigate all complaints and make decisions on actions based on the situation and experience.
- 4.12. A dog fits into the category of “Rushing” when the dog in question physically moves towards a dog or person in an aggressive way. Complainants can misreport these categories when complaints are logged with Council. However, through investigations any incorrect categories that have been reported may be corrected, so that the correct category is reported to the DIA/MCERT. Therefore, the categories for Rushing and Threatening are correct, based on AMO experience. Table 2 illustrates all complaint category definitions.

4.13. All afterhours complaints up to 31 December 2025 were attended to by our afterhours service provider, Waimak Patrols. Upon Council re-opening on 3 January 2026, it was noticed that there were jobs that had not being attended by Waimak Patrols. AMOs covered this period on an on-call basis, attending complaints that an afterhours contractor would have normally attended (as contracted), These are: attacks, wandering, stock on roads). Staff filled this void until a temporary service provider could be found. Armourguard, filled this position while staff worked through the Open Tender process. Subsequently, Red Badge Group have been awarded the After-hours contract and start on 1 October 2026.

4.14. Table 2. Definitions of Complaint categories reported to the DIA/MCERT.

Dog Attacks on People	When a dog physically attacks a person regardless of any physical injury occurring.
Dog Rushing People	When a dog runs directly at a person
Dog Attacks on Stock	When a dog physically attacks stock
Dog Attack on Dog	When a dog physically attacks another dog
Barking Dogs	Persistent barking as defined in the Dog Control Act 1996.
Roaming Dogs	A dog at large (unaccompanied) in a public place or private property
Dog Welfare Complaint	Complaint received regarding the welfare of a dog
Unregistered Dogs resulting in an infringement	A dog that is known to Council and not registered after education, prompting and warnings to register.
Lost/Found	Dogs reported lost by owners, subsequently found and returned or dogs found before Council involvement.
Caller Requesting Advice	General advice sought by customers on any dog related issue.
Dog Fouling	Dog caught fouling in public place or on private property with no clean up, other than the usual location of residence (of the dog).
Dog Threatening	Dogs that show aggression such as baring teeth or growling towards other dogs or people.

4.15. It is a mandatory obligation for all dog owners to register their dogs pursuant to the Act. Although all dogs must be registered, some are exempt from the fees such as Seeing, Hearing and Disability Assist dogs or reduced fees such as working dogs.

- 4.16. Infringements for non-registration of a dog are set at \$300.00 per dog, under the legislation. Of the 9850 dog owners sent renewal notices from the 2025/2026 completed register, 674 received infringements for the non-registration of their dogs through the official registration period.
- 4.17. Of the 674 infringements issued, 396 were waived on immediate payment of registration after receiving the infringement notice. 31 paid their infringement and registered their dogs. 247 were sent to Court as of the writing of this report.

5. OPTIONS

- 5.1. The Management Team has reviewed this report and supports the recommendations.
- 5.2. Option 1 – Council approves the 2025/2026 Annual Report Letter to be submitted to the Department of Internal Affairs (DIA) / Ministry of Cities, Environment, Regions and Transport (MCERT) on Waimakariri District Council Dog Control (Trim No. 260722177571) as required by the Dog Control Act 1996. The information in this report satisfies the obligations of the Act to report to the DIA/MCERT. This is the recommended option.
- 5.3. Option 2. Council does not approve the 2025/2026 Annual Report Letter to be submitted to the Department of Internal Affairs / Ministry of Cities, Environment, Regions and Transport (MCERT) on Waimakariri District Council Dog Control (Trim No. 260722177571) as required by the Dog Control Act 1996. As this is a requirement of the Dog Control Act 1996, this option is not recommended.

6. STRATEGIC ALIGNMENT AND COMMUNITY VIEWS

Mana Whenua Engagement

- 6.1. The subject matter and/or recommendations contained within this report are not likely to be of interest to mana whenua. The information will be available on Council's website once approved by Council.

Groups, Organisations and the Wider Community

- 6.2. There are no groups, organisations, or members of the wider community likely to be affected by, or to have an interest in, the subject matter of this report.

Implications for Community Wellbeing

- 6.3. There are no implications on community wellbeing by the issues and options that are the subject matter of this report. However, the Dog Control function itself is an important part of Council's responsibility to provide a service that enhances community wellbeing by responding to complaints and by providing dog parks.

Community Outcomes and Strategic Priorities

- 6.4. The Council's community outcomes are relevant to the actions arising from recommendations in this report.
 - 6.4.1. Environmental: natural and built environment in which people live is clean, healthy and safe. Dog Control is an essential ingredient to provide a safe environment.
 - 6.4.2. Social: Council commits to promoting health and wellbeing and minimising the risk of social harm to its communities. Responding to dog related complaints is part of the Council's commitment to promote health and wellbeing within the community.
- 6.5. The Council's Strategic Priorities are relevant to the actions arising from recommendations in this report. Providing accountability to the public by providing a high-quality dog control service is essential as there continues to be an overall increase in dog related complaints across all reported categories, albeit variations in individual categories year to year. Animal Management Officers continue to be present in parks and reserves, monitoring compliance with any dog related rules. These monitoring patrols are part of the daily routine of all AMOs and may be the reason for greater compliance in some categories reported to the DIA/MCERT.

7. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

Financial Implications

- 7.1. There are no financial implications for the decisions sought by this report.
- 7.2. Funding for Dog Control is currently provided within the Annual / Long Term Plan.

Community Resilience and Sustainability

- 7.3. The recommendations in this report do not have sustainability and/or climate change impacts.

Risk Management

- 7.4. There are no risks arising from the adoption/implementation of the recommendations in this report.

Health and Safety

- 7.5. There are no health and safety risks arising from the adoption/ implementation of the recommendations in this report.

8. **CONTEXT**

Consistency with Policy

- 8.1. This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

Authorising Legislation

- 8.2. Dog Control Bylaw 2019
- 8.3. Dog Control Act 1996: Section 10A -Territorial authority must report on dog control policy and practices:
 - 1. A territorial authority must, in respect of each financial year, report on the administration of—
 - a. its dog control policy adopted under section 10; and
 - b. Its dog control practices.
 - 2. The report must include, in respect of each financial year, information relating to—
 - a. the number of registered dogs in the territorial authority district
 - b. the number of probationary owners and disqualified owners in the territorial authority district
 - c. the number of dogs in the territorial authority district classified as dangerous under section 31 and the relevant provision under which the classification is made
 - d. the number of dogs in the territorial authority district classified as menacing under section 33A or section 33C and the relevant provision under which the classification is made
 - e. the number of infringement notices issued by the territorial authority
 - f. the number of dog related complaints received by the territorial authority in the previous year and the nature of those complaints
 - g. the number of prosecutions taken by the territorial authority under this Act.

3. The territorial authority must—
 - a. give public notice, as defined in section 5(1) of the Local Government Act 2002, of the report; and
 - b. make the report publicly available, as described in section 5(3) of that Act.

Authorising Delegations

- 8.4. District Planning and Regulation Committee (Council)

Our Reference: ANC-06 / 260722177490

14 October 2026

The Secretary for Local Government
Department of Internal Affairs
Ministry of Cities, Environment, Regions and Transport
PO Box 805
WELLINGTON 6140

Dear Secretary for Local Government

Waimakariri District Council: Annual Report on Dog Control 2024/25

In accordance with the Dog Control Act 1996, Section 10A, the following is a copy of the annual report for Waimakariri District Council's dog control policy and practices.

Dog Control Policy and Bylaw

A 10-year review of the Waimakariri District Council Dog Control Bylaw was undertaken in 2019, adopted by Council on the 3 December 2019 and came into force on the 16 December 2019. The Bylaw was further reviewed in 2023 with amendments adopted by Council and came into force in December 2023. The Bylaw must be reviewed by December 2033 or soon if required.

The objectives of the Bylaw are:

- To encourage responsible dog ownership
- To provide for Dog Access to Public areas
- To enforce dog owner obligations
- To minimise any danger, distress or nuisance from dogs to the community

Education

The Waimakariri Animal Management Team delivers education to schools in the district, encouraging safe practices around dogs, including bite prevention.

Dog Parks

The Council currently maintains five dog parks:

- **Kaiapoi Dog Park** – This dog park was opened in Kaiapoi in November 2019. The park has been built on previous red zone land and has an area of 2.2 hectares (1.6h for large dogs and 0.6h for small dogs). The park features a variety of mature trees, shrubs, water outlets and seating.
- **Southbrook Dog Park** - This 9540m² dog park was established in Southbrook Park, Rangiora, in 2010. Access to the park is either from Coronation Street or the Southbrook Park car park. The park features a pleasant walking circuit leading to a large fenced area where dogs can run and exercise. Information signs, water and seating are provided.
- **Millton Memorial Park Dog Park** - This dog park, at the corner of Millton Avenue and River Road, Rangiora, covers 2.6 hectares and was opened in 2015. The park features a 'large dog area' and 'small dog area'.
- **Gladstone Road Dog Park** – This dog park was opened in early 2018 and covers approximately 2 hectares.
- **Oxford Dog Park** – This dog park was opened on 12 April 2025 and is approximately 0.75 hectares.

The dog parks have a Facebook community page www.facebook.com/RangioraDogParks/.

Dog Control on parks and reserves

To protect public safety and enjoyment, the Dog Control Bylaw 2019 classifies the district's parks and reserves into three categories: Dog Prohibited Areas, Leash Control Areas and Under Control Areas.

Animal Management Officers routinely monitor reserves and parks to maintain compliance. This is continued to be rostered and continues to improve compliance.

The First Schedule of the bylaw lists all the district's reserves and their classifications. Dog owners or any member of the public allowed to own a dog can exercise dogs off leash in Under Control Areas as long as the dog(s) is/are kept under continuous supervision and control.

Reporting Requirement	2024/25	2025/26
The number of registered dogs	14397	14237
The number of registered owners	9825	9850
The number of probationary owners and disqualified owners	0	0
The number of dogs classified as dangerous (section 31).	7	7
The number of dogs classified as menacing (section 33).	42	42

Dog Attacks on People	36	24
Dog Rushing People	37	52
Dog Attacks on Stock	30	20
Dog Attacks on Dogs	57	40
Barking Dogs	439	477
Roaming Dogs	227	133
Dog Welfare Complaints	15	16
Unregistered Dogs resulting in infringements	466	674
Lost / Found	499	378
Callers requesting advice	296	336
Dog Fouling	10	10
Dog Threatening	29	29
TOTAL	2141	2189

The number of prosecutions undertaken.	0	0
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The number of Infringement Notices issued.	499	722
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Yours sincerely

A handwritten signature in black ink, appearing to read 'N. Charlton' with a stylized flourish.

Billy Charlton
Environmental Services Manager

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-03-09 / 260618144840**REPORT TO:** RANGIORA-ASHLEY COMMUNITY BOARD**DATE OF MEETING:** 12 August 2026**AUTHOR(S):** Nithin Puthupparambil, Transportation Engineer
Shane Binder, Senior Transportation Engineer**SUBJECT:** Request to change the parking time restriction on Percival Street outside Victoria Park**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1. This report seeks a recommendation from the Rangiora-Ashley Community Board to change the parking time restriction for one carpark on Percival Street outside Victoria Park (at the northern boundary of the park) from P120 to P15.
- 1.2. A short duration P15 car park is proposed in this location to support access to public facilities.
- 1.3. A service request was received raising concerns that longer-duration parking is restricting access to the public toilets at Victoria Park.
- 1.4. There are forty-one (41) parking bays on Percival Street between Alfred Street and Queen Street, including 1x Motorcycle Park, 2x Mobility Parks, 1x Loading Zone, and the remainder being P60 / P120 time restricted parks.

2. RECOMMENDATION**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 260618144840.

*AND***THAT** the Rangiora-Ashley Community Board recommends:**THAT** the District Planning and Regulation Committee:

- (b) **Approves** the change to parking time restrictions of one parking space in front of Victoria Park (at the northern boundary of the park) from 120 minutes to 15 minutes time-restricted parking

3. BACKGROUND

- 3.1. Percival Street is an urban collector road, situated close to Rangiora town centre.
- 3.2. The Percival Street section between Queen Street and Alfred Street provides access to several key destinations, including multiple businesses, the Waimakariri Library, the Waimakariri District Council Service Centre, and Victoria Park including public toilets, resulting in high parking demand in this area.

- 3.3. Victoria Park's public toilet block is one of the closest facilities to the town centre and experiences high user demand.
- 3.4. The Waimakariri District Parking Strategy Policy 6 on parking restrictions recommends short-duration parking for businesses with demand for a fast-parking turnover such as dairies, dry cleaning, schools, banks, post offices, cinemas, hotels, etc.
- 3.5. This section of Percival Street has a total number of forty-one (41) on street carpark, with different time restrictions and usage restrictions applied to them, as shown below.

Type	Time Restriction	Number
Time-restricted (West Side)	P120	20
Time-restricted (East Side)	P60 (x7), P120 (x10)	17
Motorcycle	P120	1
Mobility	P120	2
Loading	P120	2
Total		41

4. **ISSUES AND OPTIONS**

- 4.1. Staff have received a service request raising concerns that the public toilet block at Victoria Park can be inaccessible to short-term users, as nearby on-street parking spaces are frequently occupied by longer-duration parking.
- 4.2. The public toilet block in Victoria Park is one of the closest facilities of its kind to the Rangiora town centre and experiences high user demand.
- 4.3. The forty-one (41) existing on-street parking spaces along this section of Percival Street are allocated with a mix of 60-minute and 120-minute time limits. As a result, these spaces are often occupied and are not readily available for visitors needing short-duration parking.
- 4.4. Assessment confirmed that the public toilet facility at this location, which experiences high user demand for a fast-parking turnover, could benefit from shorter-duration parking to accommodate quick visitor stops.
- 4.5. To better match demand and improve availability in accordance with the District Parking Strategy, it is recommended that the parking time restriction of one parking space in front of the toilet block at Victoria Park be changed to a 15-minute time-restricted space.
- 4.6. Staff recommend a single P15 car park due to the short-turnover nature of the public facility at this location balanced against the general high parking demand from surrounding businesses and community facilities in this area.

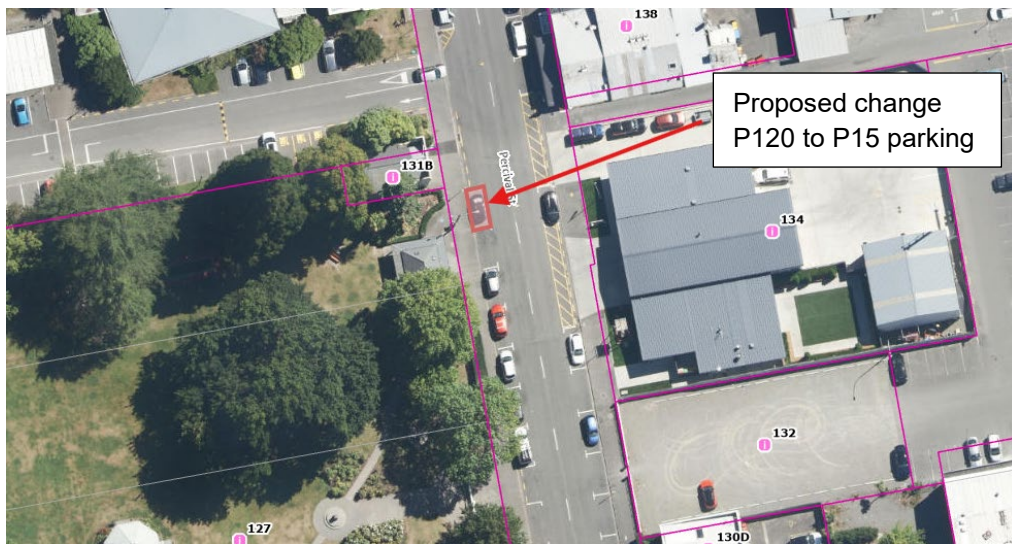


Figure 1: Proposed P15 Carpark

4.7. The Rangiora-Ashley Community Board has the following options available to them:

4.8. Option One: Approve change of parking time restriction at no. 127 Percival Street

This option involves Rangiora-Ashley Community Board recommending approval of the change of parking time restriction, including the installation of appropriate signage, for one car park outside Victoria Park (no. 127 Percival Street).

This is the recommended option because it improves the availability of short-duration parking and better responds to the identified demand, particularly for users requiring quick access to the public toilets.

4.9. Option Two: Decline approval of change of parking time restriction on Percival Street outside Victoria Park and retain the status quo

This option would retain the current parking time restrictions and arrangements. This is not the recommended option as it does not address the identified issue of limited availability of short-term parking or improve access for users.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Setting appropriate parking time restrictions helps to address parking demand and ensures that important public facilities are easily accessible.

4.10. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

5.2. Groups and Organisations

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. Wider Community

The proposed actions outlined in this report are expected to have minimal impact on the wider community, and significant public interest is unlikely, as the changes being implemented are minor in nature. Consequently, public consultation with adjacent residents or the broader community has not been undertaken.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. There are limited costs associated with installing appropriate signage. The estimated cost for installing two new P15 signs would be approximately \$400.

The cost of sign replacement will be accommodated within existing budgets (Signs renewal PJ 100183.000.5134), which has budget included in the Annual Plan / Long Term Plan.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability and/or climate change impacts as the effects of parking restrictions are quite localised.

6.3. **Risk Management**

The adoption and implementation of the recommendations outlined in this report will help improve parking turnover and accessibility in the area, thereby reducing the risk of limited access to key facilities such as the Victoria Park public toilets and enhancing overall user convenience.

6.4. **Health and Safety**

There are health and safety risks arising from the adoption/implementation of the recommendations in this report. These are considered minor.

Physical works will be undertaken through the Road Maintenance Contract. The Road Maintenance contractor has a Health and Safety Plan and a SiteWise score of 100.

7. **CONTEXT**

7.1. **Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. **Authorising Legislation**

Section 2 of the Land Transport Rule: Traffic Control Devices requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices."

7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from the recommendations in this report. In particular, the following community outcomes are of relevance to the issue under discussion:

Social: a place where everyone can have a sense of belonging

- Our community has equitable access to the essential infrastructure and services required to support community wellbeing.

Economic: a place that is supported by a resilient and innovative economy

- Enterprises are supported and enabled to succeed.
- Infrastructure and services are sustainable, resilient, and affordable. There is a safe environment for all.

Authorising Delegations

Per Part 3 of the WDC Delegations Manual, the Community Board has the delegated authority to recommend to the District Planning and Regulation Committee matters relating to the Council Parking Bylaw.

Per Part 2 of the WDC Delegations Manual, the District Planning and Regulation Committee is responsible for approval of parking restrictions and parking enforcement.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-03-09 / 250901162427

REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD

DATE OF MEETING: 9 September 2026

AUTHOR(S): Shane Binder, Senior Transportation Engineer
Joanne McBride, Roding and Transport Manager

SUBJECT: Approval of Consultation on Mobility Parking Programme

ENDORSED BY:
(for Reports to Council,
Committees or Boards)

General Manager

Chief Executive

1. SUMMARY

- 1.1. This report seeks a recommendation from the Rangiora-Ashley Community Board to consult on installation of two new mobility car parks and the relocation of one existing mobility car park within Rangiora town centre.
- 1.2. Mobility parking permit holders often need to park in close proximity to their destinations in order to maintain independent access to services within the town centre. The WDC Parking Strategy aims to ensure that mobility parking spaces are provided in suitable numbers and locations, particularly where off-street parking is unavailable within 200 m of an accessible route.
- 1.3. The number of mobility permits issued within the Waimakariri District has increased steadily over recent years, with long-term permits rising by approximately 25% between 2019 and 2024. This demand is also influenced by the aging population in the Waimakariri District, which has a higher median age than the national average and a growing proportion of residents aged 65 and over.
- 1.4. A review of the condition, usage, and demand of mobility car parks in the Rangiora town centre was undertaken as part of the Parking Management Plan and following service requests from the public and Waimakariri Access Group. Staff also surveyed mobility parking occupancy in the town centre on street mobility car parks in 2024-25.
- 1.5. Based on the car park review and occupancy surveys, a programme of car park upgrades and additions has been developed by staff to cater to the increasing demand for mobility car parks. Upgrades of existing car parks will be undertaken through the Minor Works Programme.
- 1.6. Targeted consultation with town centre businesses and landowners, as well as a public-facing survey, is recommended to gather feedback from the community on the recommended additional mobility car parks (which would result in a small reduction to general on-street carparks).
- 1.7. The New Zealand Transport Agency recommends that mobility parking be applied at all times as the Road User Rule by default only applies mobility restrictions from 8am to 6pm (excluding public holidays). This reflects the need for mobility permit holders to park close to their destinations regardless of time of day. It is proposed that this mobility parking consultation include feedback on mobility parking restrictions being extended to at all times as per NZTA recommendations.
- 1.8. In summary the consultation is proposed to include the following changes:
 - Conversion of one unrestricted car park at 200 King Street into a mobility car park
 - Conversion of one P60 car park at 196 High Street into a mobility car park

- Relocation of the existing mobility car park at 96 High Street to an existing P15 car park at 84 High Street (and conversion of the former mobility car park to a P60 car park)
- Applicability of mobility car parks 24 hours, 7 days/week (instead of between 8 am and 6 pm on days other than public holidays which is the default in the Road User Rule)

Attachments:

- Mobility Parking Programme Plans (TRIM: 251112215054)
- Proposed Rangiora town centre mobility parking consultation (TRIM: 260825251922)

2. **RECOMMENDATION**

THAT the Rangiora-Ashley Community Board:

- Receives** Report No. 250901162427.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the District Planning and Regulatory Committee:

- Approves** targeted consultation on the establishment of new mobility parks around the Rangiora town centre.
- Notes** that a similar targeted consultation will be undertaken around the Kaiapoi town centre.
- Notes** that additional mobility car parks in the Blake Street Carpark, identified in this programme, are being implemented as part of a different project.
- Notes** that the mobility parking on King Street will be consulted upon in conjunction with the proposed changes to the pedestrian island which has also been approved for consultation by the District Planning and Regulation Committee at its 14 July 2026 meeting.

3. **BACKGROUND**

- Mobility car parks support accessible travel for people with mobility impediments and are regulated under the Land Transport Act 1998, Land Transport (Road User) Rule 2004, and NZTA's Traffic Control Devices Manual.
- Design and placement of mobility parks are guided by NZS 4121:2001. According to the CCS Disability Action, the number of mobility permits issued within major suburbs of the Waimakariri District has increased steadily over recent years, with long-term permits rising by approximately 25% between 2019 and 2024. This demand is also influenced by the aging population in the Waimakariri District, which has a higher median age than the national average and a growing proportion of residents aged 65 and over, likely increasing demand for accessible transport and parking.
- The WDC Parking Strategy prioritizes mobility parking, recognizing its importance in enabling independent access to town centres, medical or health-related facilities, community facilities, and essential services. The strategy aims to ensure that mobility parking spaces are provided in suitable numbers and locations, particularly where off-street parking is unavailable within 200 m of an accessible route. It also specifies that these spaces should be clearly visible, enforceable, and regularly reviewed to accommodate changes in demand, development patterns, and community needs.
- The Rangiora Parking Management Plan classifies mobility parking as an essential priority category, ensuring spaces are conveniently located for permit holders. The plan focuses on balanced allocation and regular review of the number, location, and design of mobility spaces to meet current and future demand as town centres expand. It aims to align mobility parking with overall parking policies, applying regular updates to preserve accessibility, safety, and convenience for people with mobility needs across the district.

- 3.5. An audit of existing mobility parking spaces was carried out to evaluate their compliance, condition, utilisation, and overall suitability. To capture varying demand, the audit included a utilisation survey conducted over a selection of days in both summer and winter, including weekdays and weekends in 2024. The assessment considered factors such as:

- Proximity to key destinations
- Compliance with current design and marking standards
- Visibility and clarity of signage and road markings
- Physical accessibility, including gradients and connections to adjacent footpaths

The audit highlighted locations that meet current standards, as well as areas where upgrades, relocation, or additional spaces may be needed to better serve users and align with best practice.

- 3.6. A review of service requests related to mobility parking helped to identify trends, concerns, and areas of high demand. These requests covered issues such as availability, location suitability, misuse, and enforcement. The Waimakariri Access Group also provided feedback regarding the condition and demand for the mobility parking spots.

4. **KEY ISSUES**

- 4.1. Staff have received service requests regarding the following:

- Lack of public mobility parking providing access to Community Wellbeing North Canterbury Trust at no. 200 King Street, where some customers have mobility issues
- High demand for mobility parking on the north side of High Street in Rangiora town centre, particularly near the Post Office and Pharmacy close to the Percival Street intersection
- Issues with accessing the existing mobility car park at no. 96 High Street, Rangiora

4.2. 200 High Street

There are currently five on-street car parks located in front of no. 200 King Street in Rangiora. While a public carpark is available to the rear of the building, it is unsealed and accessed via a shared driveway, which presents safety and accessibility challenges, particularly for users with limited mobility. The Community Wellbeing North Canterbury Trust has identified that some visitors experience difficulty accessing the premises due to the absence of wheelchair- and mobility scooter-friendly facilities.



Figure 1: Existing on-street parking outside 200 King Street

To improve accessibility and support safe, independent access, it is recommended that one on-street car park at the northern end of the existing parking area be converted to a mobility car park, including an appropriate kerb cut-down, compliant signage, and road markings.



Figure 2: Proposed accessible parking location outside 200 King Street

4.3. 190 High Street

The section of High Street between King Street and Ashley Street experiences high parking demand. Out of the seven existing mobility car parks within this area, only one is located on the north side of the street, requiring mobility-impaired users to cross a high-traffic carriageway. The north side has essential services, including two banks, the Post Shop, and a pharmacy, yet has limited mobility parking close to these facilities.



Figure 3: Existing on-street parking outside 190 High Street

To improve accessibility and reduce the need for vulnerable users to cross the roadway, it is recommended that one existing on-street car park located in front of 190 High Street be converted to a dedicated mobility car park, incorporating an appropriate kerb cut-down, compliant signage, and road markings.



Figure 4: Proposed accessible parking location outside 190 High Street

4.4. 96 High Street

The existing mobility car park located at no. 96 High Street in Rangiora has usability constraints because adjacent car parks have substandard length. This causes vehicles occupying adjacent parking spaces overhanging into the mobility car park, resulting in reduced effective clearance for mobility users. In addition, the associated access ramp is poorly positioned because of obstructions from a nearby light pole and verandah post, further limiting safe and independent access.

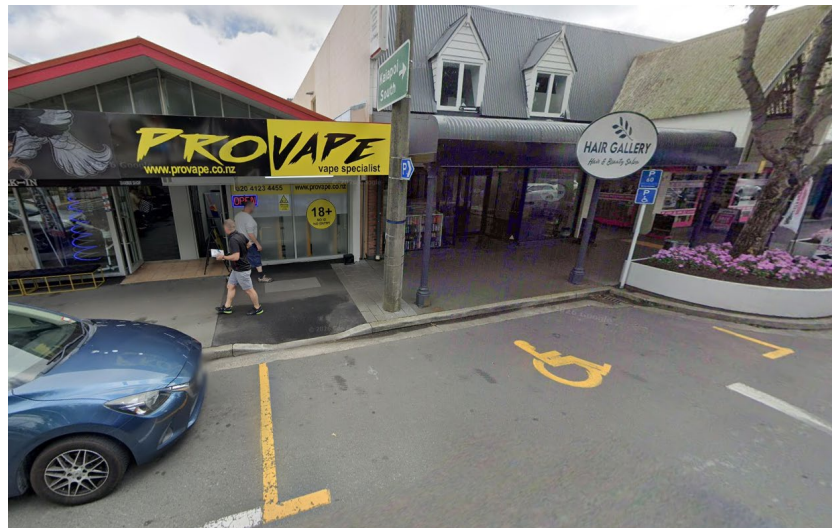


Figure 5: Existing mobility car park outside 96 High Street

To address these issues and improve functionality, it is recommended that the mobility car park be relocated further north, closer to the BNZ Bank frontage, to provide improved clearances and more direct, unobstructed access. The previous mobility car park is proposed to revert to a 60-minute general use (P60) car park, aligning with the adjacent parks.



Figure 6: Proposed accessible parking location outside 84 High Street

4.5. Mobility Parking Applicability

The Land Transport (Road User) Rule 2004, section 6.4(2) notes “A sign that imposes a parking restriction and incorporates the symbol “P” [e.g., a disabled parking sign], applies between the hours of 8 am and 6 pm on days other than public holidays, unless otherwise specified on the sign or on a supplementary sign.” That is to say, mobility parking restrictions only apply between 8am and 6pm (excluding public holidays).

Since December 2024, the New Zealand Transport Agency (NZTA) has recommended that mobility parking signs include the legend “at all times” to extend applicability of their restricted use to all times. This reflects the need for mobility permit holders to park close to their destinations regardless of time of day.

At present, none of the mobility parking within the District is signed to apply at all times. It is proposed that this mobility parking consultation include the option for feedback on mobility parking applicability being extended to at all times as per NZTA recommendations.

5. OPTIONS

5.1. The Community Board has the following options available to it:

5.2. Option 1 – Recommend consultation on the following:

- Conversion of one unrestricted car park at 200 King Street into a mobility car park
- Conversion of one P60 car park at 196 High Street into a mobility car park
- Relocation of the existing mobility car park at 96 High Street to an existing P15 car park at 84 High Street (and conversion of the former mobility car park to a P60 car park)
- Applicability of mobility car parks 24 hours, 7 days/week (instead of between 8 am and 6 pm on days other than public holidays which is the default in the Road User Rule)

This is the recommended option because it gathers feedback from the community on appropriate access to community facilities, health services, and essential services for all residents.

5.3. Option 2 – Decline the request to consult and retain the status quo

This option would involve making no changes to existing parking arrangements. This is not the recommended option because it perpetuates accessibility challenges and safety concerns for mobility-impaired individuals.

5.4. The Management Team has reviewed this report and supports the recommendations.

6. STRATEGIC ALIGNMENT AND COMMUNITY VIEWS

Mana Whenua Engagement

- 6.1. The subject matter and/or recommendations contained within this report are of interest to mana whenua. As such, Council staff have taken the plans to a Runanga Liaison meeting and also engaged with Whitiara Centre Limited, as key advisors to Te Ngai Tūāhuriri Runanga, who were supportive of the programme.

Groups, Organisations and the Wider Community

- 6.2. There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. Staff consulted with Waimakariri Access Group both before development of the programme and with the resulting proposal; they were generally supportive of the proposal.
- 6.3. The wider community is not likely to be affected by, or to have an interest in the subject matter of this report. The proposed parking changes are considered to be a localised operational issue and as such a targeted consultation is recommended.
- 6.4. Targeted consultation with directly affected landowners and businesses is proposed as part of this report. This consultation is proposed to include letters dropped to businesses and landowners on High Street (Ivory Street to King Street) and King Street (High Street to Blackett Street). The consultation material will also be made available on Council's website so that feedback from the wider public can be gathered.
- 6.5. The proposed consultation area and questions are included in attachment ii – TRIM 260825251922.

Implications for Community Wellbeing

- 6.6. There are implications on community wellbeing by the issues and options that are the subject matter of this report. Provision of appropriate parking controls for all road users helps provide safe access for residents and visitors to the district.

Community Outcomes and Strategic Priorities

- 6.7. The Council's community outcomes are relevant to the actions arising from recommendations in this report.
- Environmental: a place that values and restores our environment
 - The natural and built environment in which people live is clean, healthy and safe.
 - Economic: a place that is supported by a resilient and innovative economy
 - Infrastructure and services are sustainable, resilient, and affordable.
- 6.8. The Council's Strategic Priorities are relevant to the actions arising from recommendations in this report.
- Enhance community wellbeing, safety, inclusivity and connectedness
 - Advance an integrated and accessible transport network

7. OTHER IMPLICATIONS AND RISK MANAGEMENT

Financial Implications

- 7.1. There are no financial implications of the decisions sought by this report. The proposed consultation would be carried out as part of the routine duties of staff, therefore not requiring additional budget.
- 7.2. There are financial implications in implementing the physical changes to infrastructure for the new mobility parks as proposed if changes were to proceed beyond this first consultation phase. There has been a budget allocation within the Minor Safety Programme to help cover these costs.

Community Resilience and Sustainability

- 7.3. The recommendations in this report do not have sustainability and/or climate change impacts.

Risk Management

- 7.4. There are risks arising from the adoption/implementation of the recommendations in this report.
- 7.5. There is a risk of negative feedback from portions of the community for any parking changes in the high-demand town centre environs. Undertaking consultation will ensure that community feedback is gathered and considered in the decision-making process.

Health and Safety

- 7.6. There are no health and safety risks arising from the adoption / implementation of the recommendations in this report.
- 7.7. There are health and safety risks in implementing the new changes as proposed if changes were to proceed beyond this first consultation phase.

8. CONTEXT

Consistency with Policy

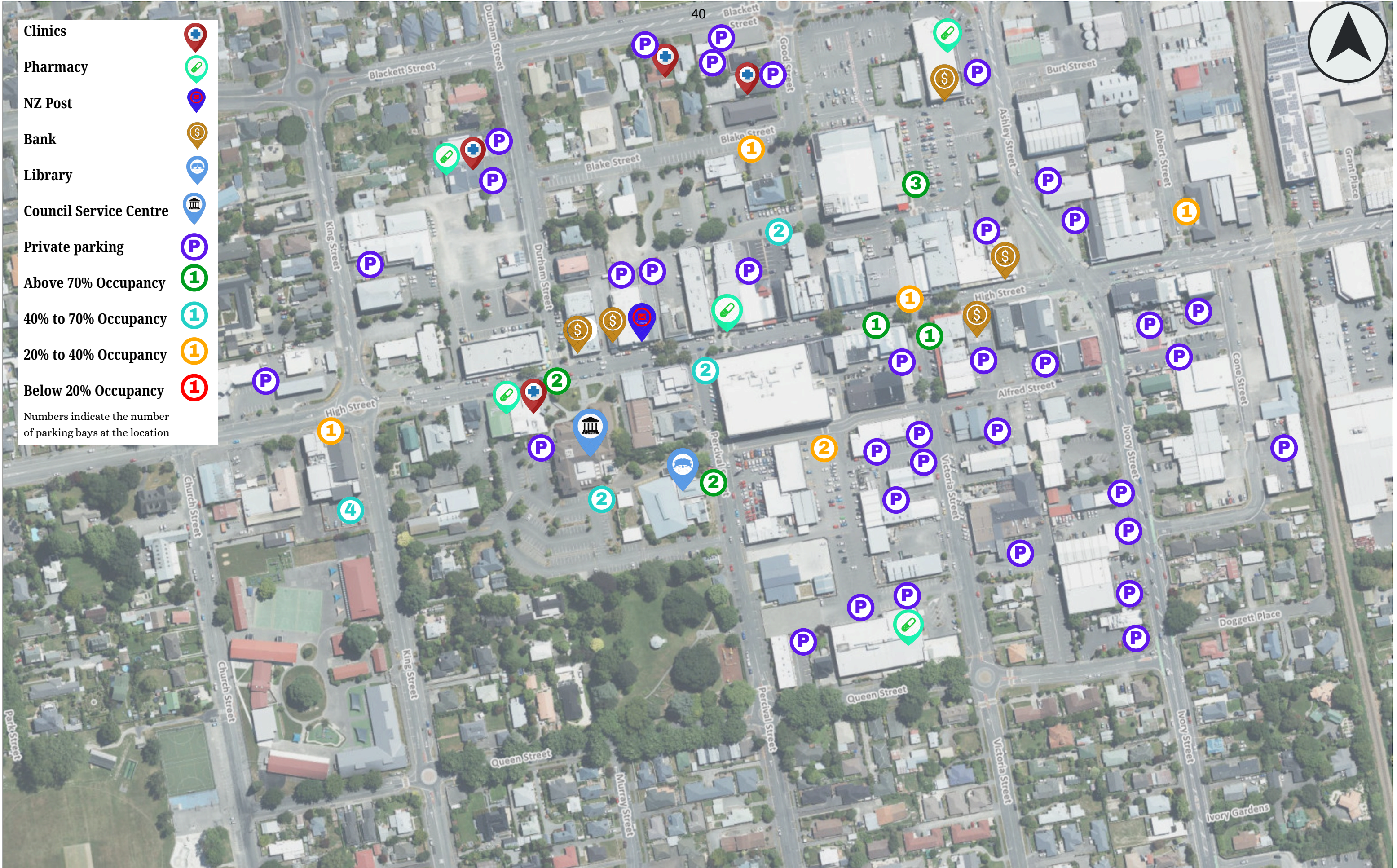
- 8.1. This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

Authorising Legislation

- 8.2. Section 2 of the Land Transport Rule: Traffic Control Devices requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices."
- 8.3. Section 12.4 allows that "a Road Controlling Authority may restrict the parking of vehicles by designating an area of road for reserved parking [e.g., for disabled permit holders], which may be time restricted."

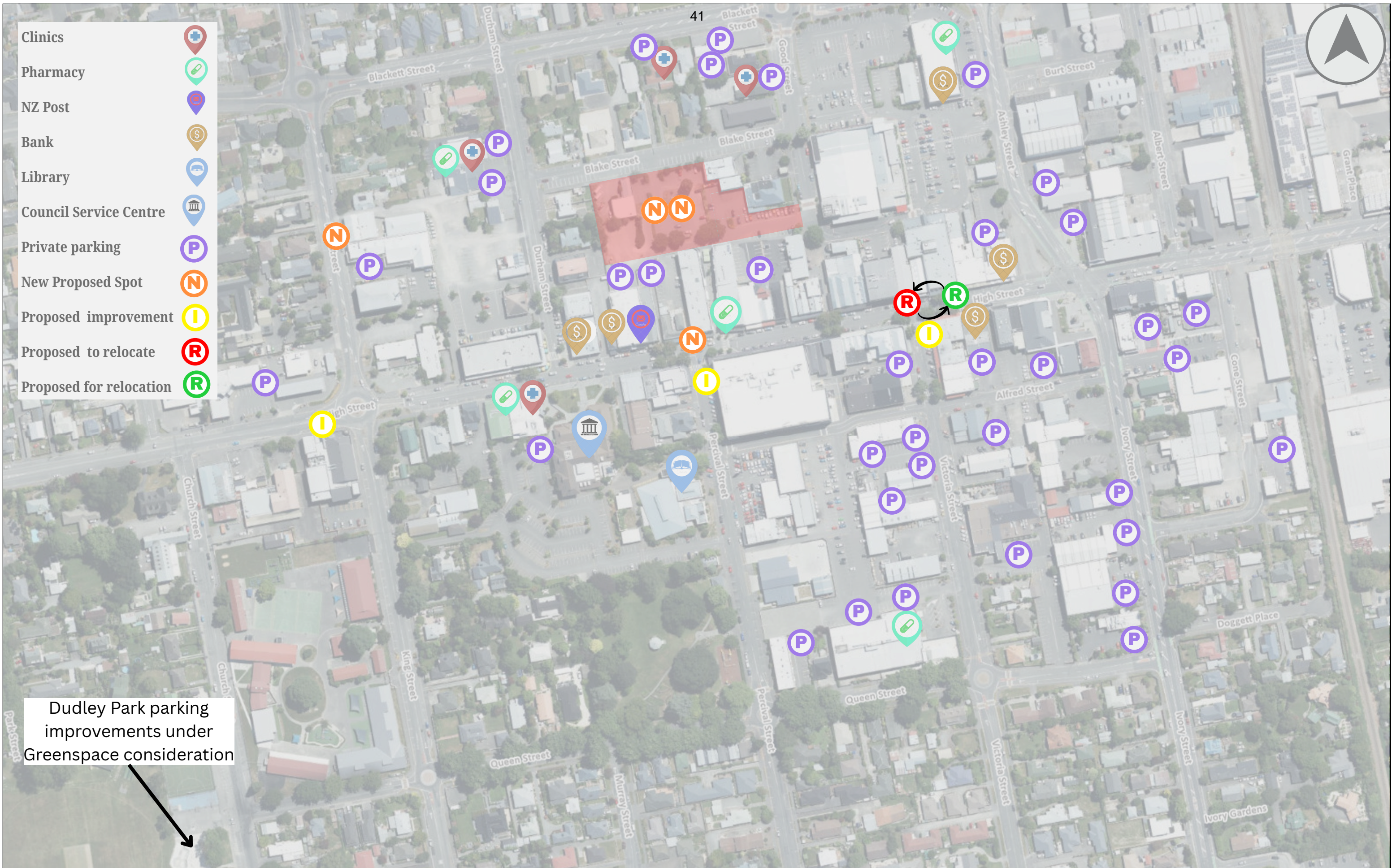
Authorising Delegations

- 8.4. As per Section 3 of the Waimakariri District Council's Delegations Manual, the Community Board has the delegated authority to recommend the establishment of parking restrictions on streets within its ward areas.
- 8.5. The District Planning and Regulation Committee has the delegated authority to approve consultation on parking restrictions.



Rangiora Town Centre Mobility Parking Current Occupancy

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Credits:
2024 Rural Aerial Imagery, 2023 Urban Aerial Imagery, 2023 Birch Hill Cemetery UAV Imagery, 2022 Rural Aerial Imagery, 2022 Cust Anglican Cemetery UAV Imagery, Waimakariri District Council, Waimakariri District Council



Rangiora Town Centre Proposed Changes to Mobility Parking

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nithin.puthupparambil@wmk.govt.nz
Waimakariri District Council
Date: 30/01/2025
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Metres

Clinics

Pharmacy

NZ Post

Bank

Library

Council Service Centre

Private parking

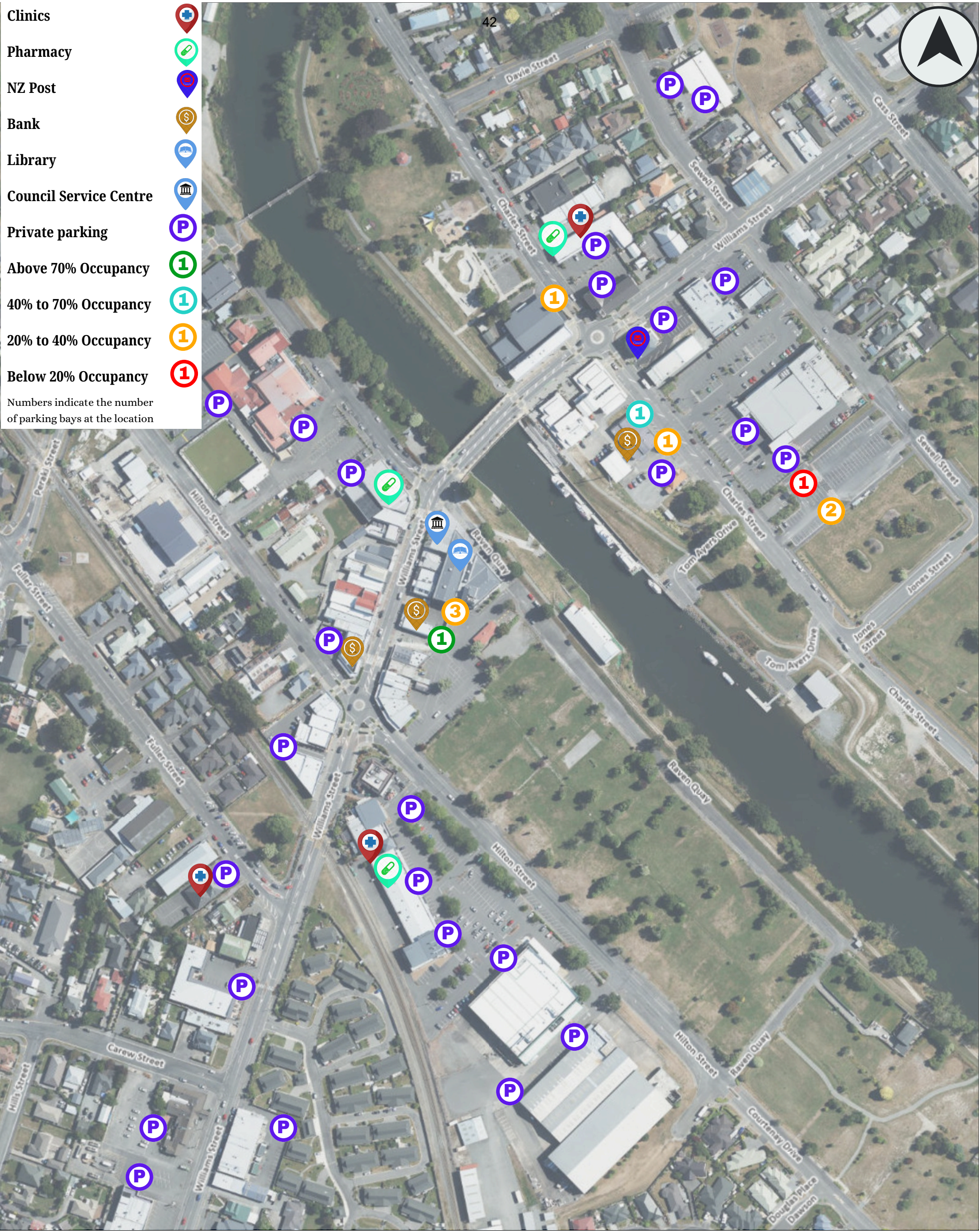
Above 70% Occupancy

40% to 70% Occupancy

20% to 40% Occupancy

Below 20% Occupancy

Numbers indicate the number of parking bays at the location



Proposed Rangiora town centre mobility parking consultation DRAFT

Consultation area



Consultation questions

1. Do you support conversion of one existing unrestricted car park in front of 200 King Street into a mobility car park?
2. Do you support conversion of one existing P60 car park in front of 196 High Street into a mobility car park?
3. Do you support relocation of the existing mobility car park in front of 96 High Street to in front of 84 High Street (presently a P15 car park), and converting the old mobility car park into a P60 car park to match adjacent parks?
4. Do you support mobility parking restrictions being in place 24 hour / 7 days per week rather than the existing 8am-6pm times other than on public holidays?
5. Do you have any other comments on public mobility parking around the Rangiora town centre?

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-03-09 / 260625151099

REPORT TO: KAIAPOI-TUAHIWI COMMUNITY BOARD

DATE OF MEETING: 21 September 2026

AUTHOR(S): Nithin Puthupparambil, Transportation Engineer
Joanne McBride, Roding and Transport Manager

SUBJECT: Approval of Consultation on Mobility Parking Programme

ENDORSED BY:
(for Reports to Council,
Committees or Boards)

General Manager

Chief Executive

1. SUMMARY

- 1.1. This report seeks a recommendation from the Kaiapoi-Tuahiwi Community Board to consult on the installation of a new mobility car park on Williams Street, in the Kaiapoi town centre.
- 1.2. Mobility parking permit holders often need to park in close proximity to their destinations in order to maintain independent access to services within the town centre. The Waimakariri District Council Parking Strategy aims to ensure that mobility parking spaces are provided in suitable numbers and locations, particularly where off-street parking is unavailable within 200 m of an accessible route.
- 1.3. The number of mobility permits issued within the Waimakariri District has increased steadily over recent years, with long-term permits rising by approximately 25% between 2019 and 2024. This demand is also influenced by the aging population in the Waimakariri District, which has a higher median age than the national average and a growing proportion of residents aged 65 and over.
- 1.4. A review of the condition, usage, and demand of mobility car parks in the Kaiapoi town centre was undertaken as part of the Parking Management Plan and following service requests from the public and Waimakariri Access Group. Staff also surveyed mobility parking occupancy in the town centre on street mobility car parks in 2024-25.
- 1.5. Based on the car park review and occupancy surveys, a programme of car park upgrades and additions has been developed by staff to cater to the increasing demand for mobility car parks. If approved, upgrades of existing car parks will be undertaken through the Minor Works Programme.
- 1.6. Targeted consultation with town centre businesses and landowners and a public-facing survey are recommended to gather feedback from the community on the recommended additional mobility car park, (which would be removed from the supply of on-street parking available to the general public).
- 1.7. The New Zealand Transport Agency recommends that mobility parking be applied at all times as by default, mobility restrictions only apply from 8am to 6pm (excluding public holidays) by the Road User Rule. This reflects the need for mobility permit holders to park close to their destinations regardless of the time of day. It is proposed that this mobility parking consultation include feedback on mobility parking restrictions being extended to at all times as per NZTA recommendations.
- 1.8. In summary the consultation is proposed to include the following changes:
 - Conversion of one P60 car park at 129 Williams Street into a mobility car park
 - Applicability of mobility car parks changed to 24 hours, 7 days/week (instead of between 8 am and 6 pm on days other than public holidays which is the default in the Road User Rule)

Attachments:

- i. Mobility Parking Programme Plans (TRIM no. 251112215054)
- ii. Proposed Kaiapoi town centre mobility parking consultation (TRIM no. 260825251927)

2. **RECOMMENDATION**

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 260625151099.

AND

THAT the Kaiapoi-Tuahiwi Community Board recommends:

THAT the District Planning and Regulatory Committee:

- (b) **Approves** targeted consultation on the establishment of one new mobility park in the Kaiapoi town centre and the change in applicability of mobility parks to 24 hours, 7 days/week.
- (c) **Notes** that a similar targeted consultation will be undertaken for the Rangiora town centre.
- (d) **Notes** that three (3) mobility parks on Charles Street, Kaiapoi, identified in this programme, have been already upgraded as part of a previous project.

3. **BACKGROUND**

- 3.1. Mobility car parks support accessible travel for people with mobility impediments and are regulated under the Land Transport Act 1998, Land Transport (Road User) Rule 2004, and NZTA's Traffic Control Devices Manual.
- 3.2. Design and placement of mobility parks are guided by NZS 4121:2001. According to the CCS Disability Action, the number of mobility permits issued within major suburbs of the Waimakariri District has increased steadily over recent years, with long-term permits rising by approximately 25% between 2019 and 2024. This demand is also influenced by the aging population in the Waimakariri District, which has a higher median age than the national average and a growing proportion of residents aged 65 and over, likely increasing demand for accessible transport and parking.
- 3.3. The WDC Parking Strategy prioritizes mobility parking, recognizing its importance in enabling independent access to town centres, medical or health-related facilities, community facilities, and essential services. The strategy aims to ensure that mobility parking spaces are provided in suitable numbers and locations, particularly where off-street parking is unavailable within 200m of an accessible route. It also specifies that these spaces should be clearly visible, enforceable, and regularly reviewed to accommodate changes in demand, development patterns, and community needs.
- 3.4. The Kaiapoi Parking Management Plan classifies mobility parking as an essential priority category, ensuring spaces are conveniently located for permit holders. The plan focuses on balanced allocation and regular review of the number, location, and design of mobility spaces to meet current and future demand as town centres expand. It aims to align mobility parking with overall parking policies, applying regular updates to preserve accessibility, safety, and convenience for people with mobility needs across the district.
- 3.5. An audit of existing mobility parking spaces was carried out to evaluate their compliance, condition, utilisation, and overall suitability. To capture varying demand, the audit included a utilisation survey conducted over a selection of days in both summer and winter, including weekdays and weekends in 2024. The assessment considered factors such as:
 - Proximity to key destinations
 - Compliance with current design and marking standards
 - Visibility and clarity of signage and road markings

- Physical accessibility, including gradients and connections to adjacent footpaths

The audit highlighted locations that meet current standards, as well as areas where upgrades, relocation, or additional spaces may be needed to better serve users and align with best practice.

- 3.6. A review of service requests related to mobility parking helped to identify trends, concerns, and areas of high demand. These requests covered issues such as availability, location suitability, misuse, and enforcement. The Waimakariri Access Group also provided feedback regarding the condition and demand for the mobility parking spots.

4. **KEY ISSUES**

- 4.1. Staff have received service requests regarding the following:

- Lack of public mobility parking on Williams Street, near the Fenwicks Unichem Pharmacy and Kaiapoi Library and Service Centre.

- 4.2. 129 Williams Street

Williams Street south of the Kaiapoi River experiences high parking demand; however, there is a lack of on-street mobility parking within this area. The western side has essential services, including a bank and pharmacy, while the eastern side has the Kaiapoi Library and Service Centre. The absence of on-street mobility parking in close proximity to these facilities limits safe and equitable access for people with mobility issues.



Figure 1: Existing on-street parking outside 129 Williams Street

To improve accessibility to essential services, it is recommended that one existing on-street car park located in front of the pharmacy be converted to a dedicated mobility car park, incorporating an appropriate kerb cut-down, compliant signage, and road markings.



Figure 2: Proposed accessible parking location in front of 129 Williams Street

4.3. Mobility Parking Applicability

- 4.4. The Land Transport (Road User) Rule 2004, section 6.4(2) notes “A sign that imposes a parking restriction and incorporates the symbol “P” [e.g., a disabled parking sign], applies between the hours of 8 am and 6 pm on days other than public holidays, unless otherwise specified on the sign or on a supplementary sign.” That is to say, mobility parking restrictions only apply between 8am and 6pm (excluding public holidays).
- 4.5. Since December 2024, the New Zealand Transport Agency (NZTA) has recommended that mobility parking signs include the legend “at all times” to extend applicability of their restricted use to all times. This reflects the need for mobility permit holders to park close to their destinations regardless of time of day.
- 4.6. At present, none of the mobility parking within the District is signed to apply at all times. It is proposed that this mobility parking consultation include the option for feedback on mobility parking applicability being extended to at all times as per NZTA recommendations.

5. OPTIONS

- 5.1. The Community Board has the following options available to it:

5.2. Option 1 – Recommend consultation on the following:

- Conversion of one P60 car park at 129 Williams Street into a mobility car park
- Applicability of mobility car parks changed to 24 hours, 7 days/week (instead of between 8 am and 6 pm on days other than public holidays which is the default in the Road User Rule)

This is the recommended option because it gathers feedback from the community on appropriate access to community facilities, health services, and essential services for all residents.

5.3. Option 2 – Decline the request to consult and retain the status quo

- 5.4. This option would involve making no changes to existing parking arrangements. This is not the recommended option because it perpetuates accessibility challenges and safety concerns for mobility-impaired individuals.

- 5.5. The Management Team has reviewed this report and supports the recommendations.

6. STRATEGIC ALIGNMENT AND COMMUNITY VIEWS

Mana Whenua Engagement

- 6.1. The subject matter and/or recommendations contained within this report are of interest to mana whenua. As such, Council staff have taken the plans to a Runanga Liaison meeting and also engaged with Whitiara Centre Limited, as key advisors to Te Ngai Tūāhuriri Runanga, who were supportive of the programme.

Groups, Organisations and the Wider Community

- 6.2. There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. Staff consulted with Waimakariri Access Group both before development of the programme and with the resulting proposal; they were generally supportive of the proposal.
- 6.3. The wider community is not likely to be affected by, or to have an interest in the subject matter of this report. The proposed parking changes are considered to be a localised operational issue and as such a targeted consultation is recommended.
- 6.4. Targeted consultation with directly affected landowners and businesses is proposed as part of this report. This consultation is proposed to include letters dropped to businesses and landowners on Williams Street (Hilton Street to Raven Quay). The consultation material will also be made available on Council's website so that feedback from the wider public can be gathered.
- 6.5. The proposed consultation area and questions are included in attachment ii – TRIM 260825251927.

Implications for Community Wellbeing

- 6.6. There are implications on community wellbeing by the issues and options that are the subject matter of this report. Provision of appropriate parking controls for all road users helps provide safe access for residents and visitors to the district.

Community Outcomes and Strategic Priorities

- 6.7. The Council's community outcomes are relevant to the actions arising from recommendations in this report.
- Environmental: a place that values and restores our environment
 - The natural and built environment in which people live is clean, healthy and safe.
 - Economic: a place that is supported by a resilient and innovative economy
 - Infrastructure and services are sustainable, resilient, and affordable.
- 6.8. The Council's Strategic Priorities are relevant to the actions arising from recommendations in this report.
- Enhance community wellbeing, safety, inclusivity and connectedness
 - Advance an integrated and accessible transport network

7. OTHER IMPLICATIONS AND RISK MANAGEMENT

Financial Implications

- 7.1. There are no financial implications of the decisions sought by this report. The proposed consultation would be carried out as part of the routine duties of staff.
- 7.2. There are financial implications in implementing the physical changes to infrastructure for the new mobility parks as proposed if changes were to proceed beyond this first consultation phase. There has been a budget allocation within the Minor Safety Programme to help cover these costs.

Community Resilience and Sustainability

- 7.3. The recommendations in this report do not have sustainability and/or climate change impacts.

Risk Management

- 7.4. There are risks arising from the adoption/implementation of the recommendations in this report.
- 7.5. There is a risk of negative feedback from portions of the community for any parking changes in the high-demand town centre environs. Undertaking consultation will ensure that community feedback is gathered and considered in the decision-making process.

Health and Safety

- 7.6. There are no health and safety risks arising from the adoption / implementation of the recommendations in this report.
- 7.7. There are health and safety risks in implementing the new changes as proposed, if changes were to proceed beyond this first consultation phase.

8. CONTEXT

Consistency with Policy

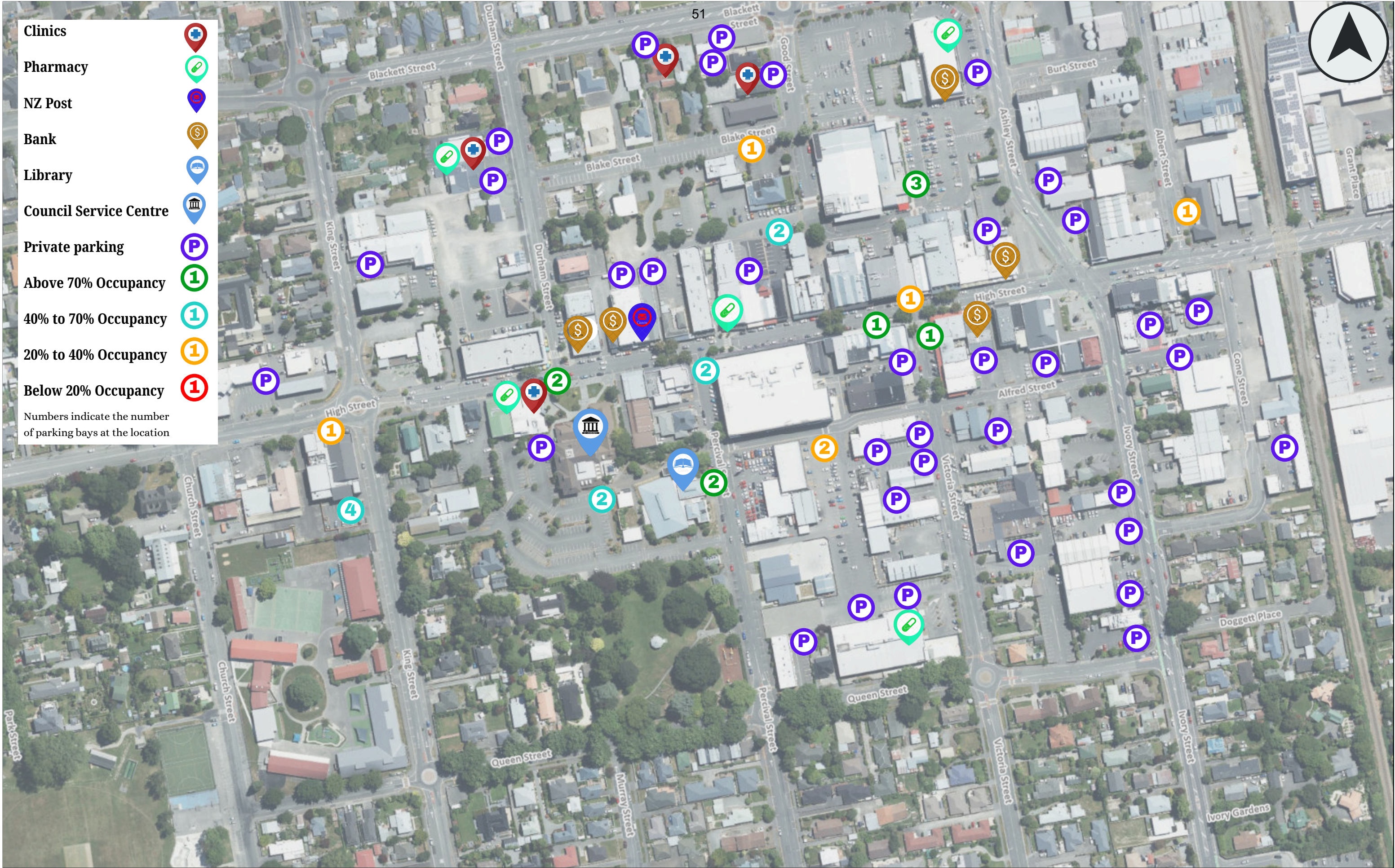
- 8.1. This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

Authorising Legislation

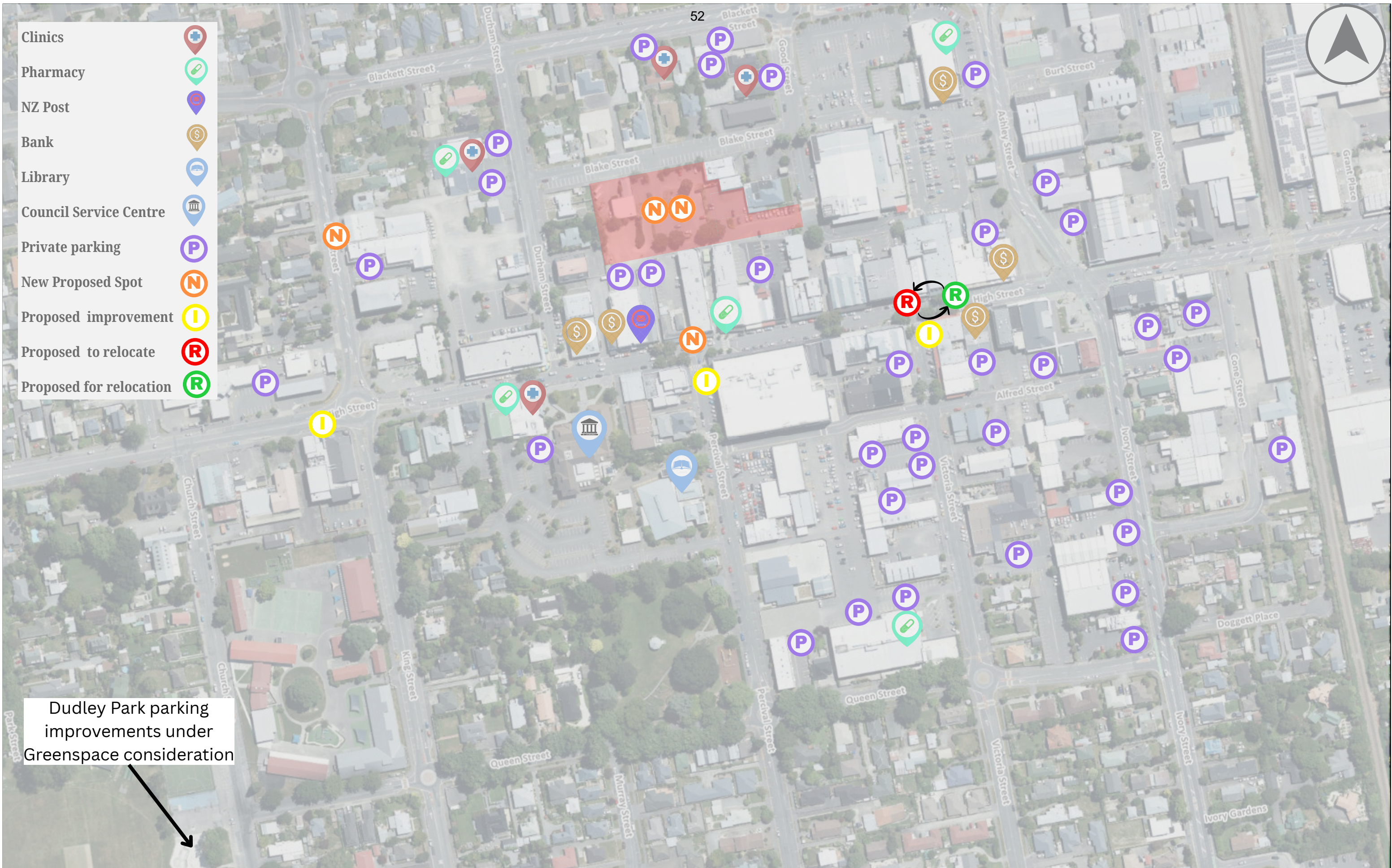
- 8.2. Section 2 of the Land Transport Rule: Traffic Control Devices requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices."
- 8.3. Section 12.4 allows that "a Road Controlling Authority may restrict the parking of vehicles by designating an area of road for reserved parking [e.g., for disabled permit holders], which may be time restricted."

Authorising Delegations

- 8.4. As per Section 3 of the Waimakariri District Council's Delegations Manual, the Community Board has the delegated authority to recommend the establishment of parking restrictions on streets within its ward areas.
- 8.5. The District Planning and Regulation Committee has the delegated authority to approve consultation on parking restrictions.



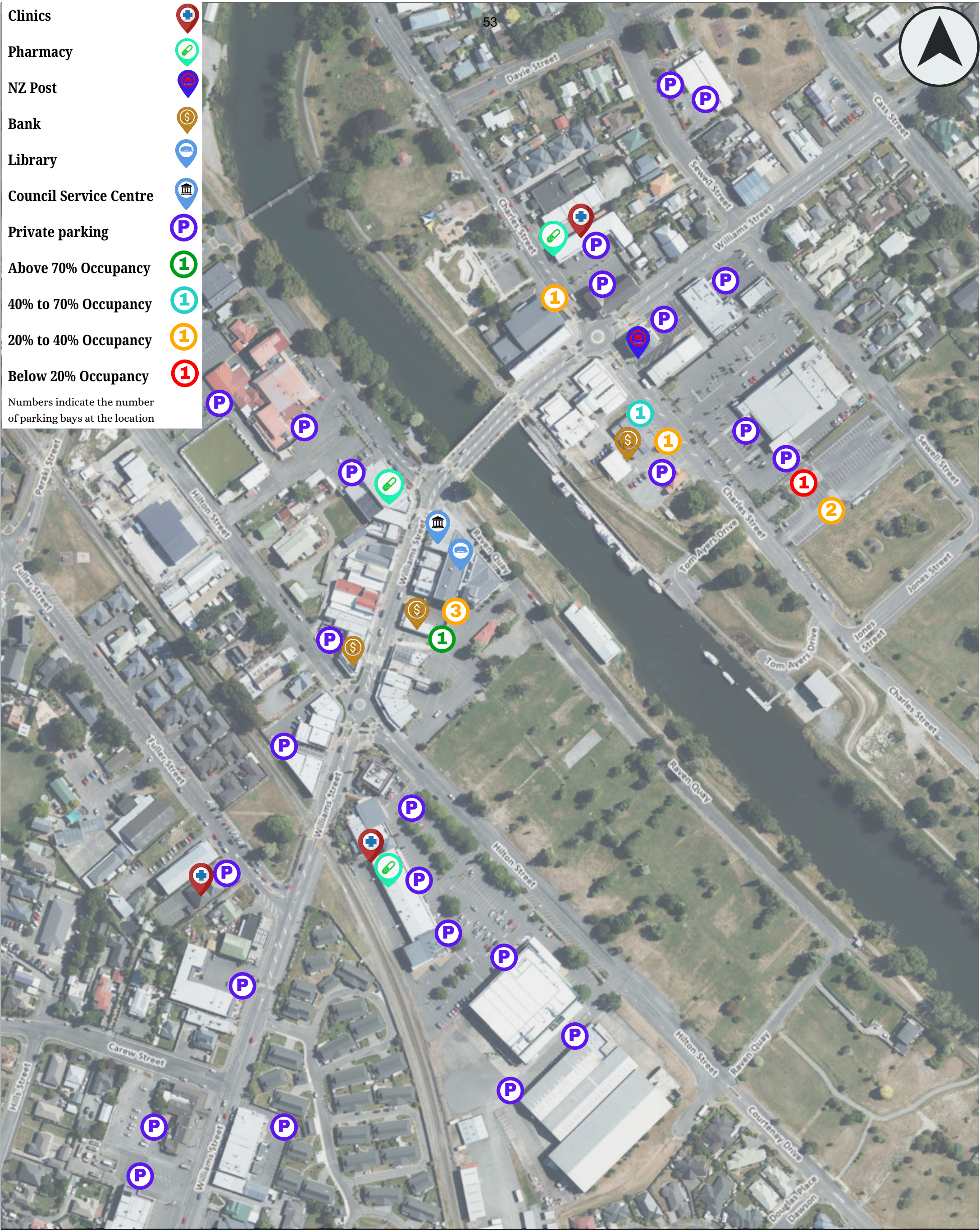
Rangiora Town Centre Mobility Parking Current Occupancy



Rangiora Town Centre Proposed Changes to Mobility Parking

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Proposed Kaiapoi town centre mobility parking consultation DRAFT

Consultation area



Consultation questions

1. Do you support conversion of one existing P60 car park in front of 129 Williams Street into a mobility car park?
2. Do you support mobility parking restrictions being in place 24 hour / 7 days per week rather than the existing 8am-6pm times other than on public holidays?
3. Do you have any other comments on public mobility parking around the Kaiapoi town centre?