Rangiora Town Centre Parking Management Plan

June 2025

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Parking plays a critical role within Waimakariri by supporting economic growth through appropriate access to commercial and retail activity, as well as to important social and recreation services. Parking needs to be managed carefully so that it supports all different modes of transportation and optimises parking supply to align with the District's sustainability goals.

The Waimakariri District is growing rapidly and is expected to be home to an additional 20,000 new residents by 2040, reaching an estimated population of 90,000. This growth needs to be planned for well, whilst looking after the vibrancy and health of the District's centres. The Council's town centre strategies identify that access to the centres and parking contribute to making town centres successful and help to underpin economic benefits for local businesses.

This Rangiora Town Centre Parking Management Plan addresses these challenges by building on the Waimakariri District Parking Strategy developed in 2021, as well as drawing direction from the wider Integrated Transport Strategy adopted by the Council in 2024. Both these documents provide the context and mandate for developing parking management plans for the District's main centres. The Parking Strategy in particular sets the broader objectives for the management of parking and this Parking Management Plan actions that strategy using both an evidence-based approach and a collaborative one through engaging and consulting with stakeholders and the local community.

Comprehensive parking survey data, parking infringement and complaints, and feedback from the community has provided a picture of the current state of parking in the Rangiora town centre. This mix of technical analysis and input from the community provides a baseline against which we can measure how well we are doing in meeting parking needs going forward.

Currently there are 3748 car parks in the Rangiora town centre study area. On-street parking comprises 40% of the total parking supply in the town centre. Off-street public parking operated by Council comprises only 13% of the total supply, with the remaining 47% being privately provided.

During a typical weekday 59% of the wider town centre carparks are occupied; however, the Core Area within King Street, Blackett Street, Ashley/Ivory Streets and Queen Street is busier with up to 80% of carparks being occupied. As the town and wider District grow over the coming 15 years, there will be demand for a further 400–450 parking spaces. This expected demand means that parking occupancies are anticipated to increase accordingly to 71% across the wider area, and that parking demand in the Core Area will exceed the supply, causing a shortfall of available parking spaces. This Parking Management Plan sets a desirable target occupancy range of between 70% and 85%, which is considered appropriate for the Rangiora town centre context.

A staged approach to managing parking is proposed in this Plan. Broadly, this makes the best use of existing assets, manages demand and increases supply in a staged fashion as more capacity is required to meet growth. Notably this includes re-configuring the Blake Street car park and identifying two further off-street sites to meet future needs. A trial for testing the benefits of introducing parking technology to improve enforcement and data collection is included, as is managing parking in a different way by introducing a graduated pricing scheme by 2035. The Plan includes an ongoing commitment to review the use of, and provide for, special use spaces including mobility parks, cycle parking, loading zones and EV parks.

The specific actions with corresponding staging are shown in the summary implementation plan below.

Timing	Action
From 2025 ("next few years")	Commence 'optimise existing assets' approach: • Refine existing time restrictions • Improve wayfinding • Improve parking enforcement. Ongoing monitoring of parking availability and local refinements where required: • Expand time restriction footprint as town centre continues to develop • Convert on-street parallel to angled parking where safe to do so. Trial parking technology to test its role in data collection and targeting enforcement efforts. Reconfigure the off-street public car park between High Street and Blake Street to create more spaces.
By 2035[1]	Investigate introducing graduating priced parking. Acquire another central site for more parking.
By 2040[2]	Add another parking facility.
Ongoing	Review number, location and design of parking for special uses to ensure they meet demand (cycling, mobility etc). Assess on-site parking requirements for future major developments. Maintain agreements to provide public parking on private land.

As this Plan is implemented it is important to continue to monitor how parking is being used and evaluate how well the Plan continues to meet the needs of the community and visitors to our town centre. A commitment to ongoing data collection and analysis, and ongoing engagement provides an essential feedback loop to strive to improve the parking outcomes for the local community.

[1] Or when the target occupancy range is consistently exceeded across the Core and Premium On-street Parking Areas.

[2] Or when the target occupancy range is consistently exceeded across any of the sub-areas.

Purpose and Scope

The purpose of this Parking Management Plan for the Rangiora town centre is to provide a roadmap of approaches that collectively manage and meet parking demand and supply in the Rangiora town centre over the next 15 years in order to meet the needs of our community.

Purpose

Parking plays a critical role by supporting economic growth through access to commercial and retail activity, as well as to social and recreation services. Parking needs to be managed carefully so that it supports different modes of transportation and optimises demand and supply to align with the District's sustainability goals.

The Waimakariri District is growing rapidly and is expected to be home to an additional 20,000 new residents by 2050, reaching an estimated population of 90,000 by the same time. This growth needs to be planned for well, whilst looking after the vibrancy and health of the District's centres. The Council's town centre strategies identify that access to the centres and parking are important elements that contribute to making town centres successful and help to underpin economic benefits for local businesses.

The Rangiora town centre is the largest centre in the Waimakariri and the primary centre for shopping and services for its wide catchment population. It provides a range of important commercial, retail and hospitality/visitor offerings. Its catchment population is expected to continue to increase, bringing with it continued demand for retail, office space, social infrastructure, community facilities and entertainment, and it is important that parking is planned for well as part of this growth.

The Council adopted a Waimakariri District Parking Strategy (the Parking Strategy) in 2021, which outlines the ways in which Council will supply and manage public parking to ensure parking is provided at the right location, at the right time, at the right price and with the right management controls.

The objectives of the Parking Strategy are:

1. Parking is managed efficiently and effectively
2. Parking occupancy is maintained at desired levels
3. Alternative transport mode infrastructure is prioritised
4. Good urban design is achieved
5. Parking management and provision is cost effective
6. The road is safe for all users
7. Economic development is supported.

In 2024, the Council adopted its first Integrated Transport Strategy 2035+. Both this and the Parking Strategy identify the need for Parking Management Plans to address current or future parking issues including higher density developments. In the case of Rangiora, the town centre has a variety of parking users and is experiencing increased activity and parking demand as the District grows.

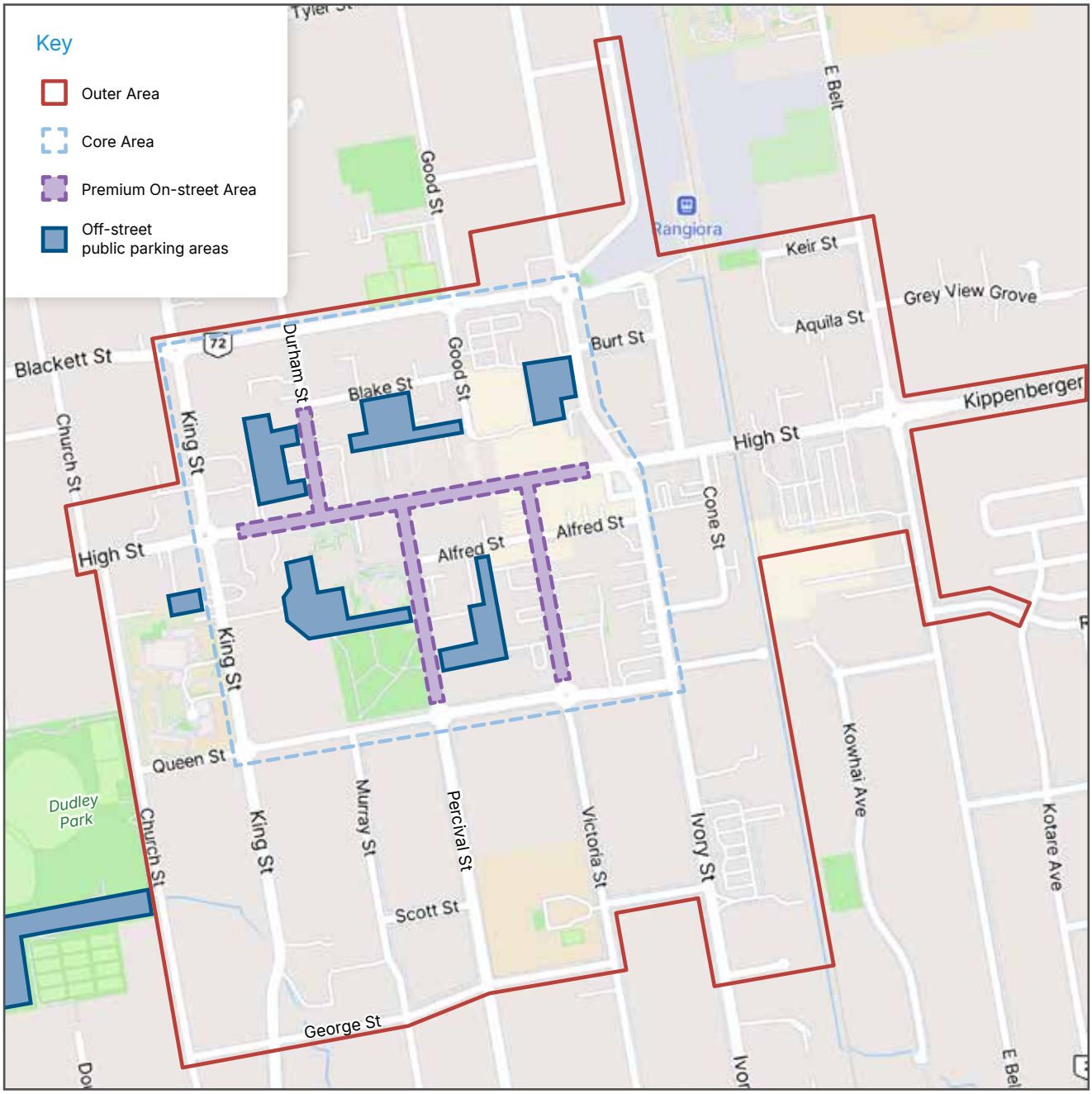
The National Policy Statement on Urban Development 2020 (NPS-UD) removed the ability for councils to set minimum car parking requirements for developments, other than for mobility car parking. This means that private developments may be less likely to provide their own parking, putting more demand on public parking resources in the future.

Council has limited ability to control the provision and management of parking that is privately owned and operated. This Parking Management Plan (PMP) focuses on actions that Council can implement to provide for the needs of the community with respect to public parking operated by Council but still acknowledges that the privately operated parking also has an important role in satisfying future demand for parking.

Scope

The geographic scope of this PMP for the Rangiora town centre is shown in Figure 1. For reporting purposes, the study area includes the town centre Core Area (shown in dashed blue) and Outer Area (shown in solid red) which tend to be used for non-residential parking due to their proximity to business and retail activities. In addition, the Premium On-street Area in the centre of town including High Street, Durham Street, Percival Street and Victoria Street (highlighted in purple) is also reported separately.

Figure 1 Rangiora Town Centre Parking Management Plan scope



Development of the Plan

There have been a number of inputs and stages to develop this PMP in a collaborative manner. This includes engagement with Council, Community Boards and other stakeholders to help inform and develop options, as well as formal consultation on proposed approaches with the wider community as outlined below.

Strategic context review

- Relevant national policy frameworks and regional policy direction.
- Key local strategic frameworks: Rangiora Town Centre Strategy; District Development Strategy; District Plan etc.

Technical investigations

- Stocktake of existing parking inventory.
- Undertake parking survey to understand occupancy.
- Develop parking models.
- Review parking tools and strategic responses.
- Develop options, future scenarios and staging approach.

Engagement

- Review previous consultation feedback on parking.
- Surveys of businesses and town centre visitors.
- Meetings with businesses.
- Workshops with Council, Community Boards and other stakeholders.
- Community consultation on staged approaches.

Confirmation

- Consider engagement feedback.
- Formulate Parking Management Plan (this document).
- Council adopts final Parking Management Plan.

Implementation

- Implementation of actions commences.
- Any new budget sought through Annual Plan/Long Term Plan.

Parking Good Practice

Parking has a complex interaction with the look, feel and operation of a town centre and influences travel choice. Free, convenient and available parking will generally be highly utilised and will facilitate the use of private vehicle travel over other options. Conversely, parking fees, time restrictions and other parking management techniques can be used to reduce parking demand or support different users.

Parking is important for people who are required to drive, such as the mobility impaired, and it is critical for servicing businesses in the current transport environment. There are also many journeys within Waimakariri where there are no alternative travel modes available.

To that end, good practice in the Waimakariri context means recognising and responding to meeting the needs of an urban and rural District, which often places competing demands on the transport system. Driving to the town centres especially for those living in rural areas needs to be easy, while it is also important that those who live in the town centre are enabled to walk or cycle.

A consideration that needs to go hand-in-hand with Council's approach to parking provision in the Rangiora town centre is also ensuring we make good use of prime central town centre land. It is important to balance the desire for convenient central parking with enabling other opportunities for intensified land use in centres through commercial/mixed use development, which consolidates and activates continued economic activity.

The NZTA Parking Management Guidance[3] includes the following key principles of parking management. These principles have been considered through the development of this PMP.

- Prioritise public space to deliver the highest value.
- Efficiently use space dedicated to parking.
- Prioritise those with the greatest need for parking.
- Equitably pay for the costs of parking provision.
- Ensure parking supports wide transport outcomes.
- Ensure parking supports a quality urban form.
- Make evidence-based decisions.
- Provide a high-quality user experience.

[3] nzta.govt.nz

Target parking occupancy

Parking spaces should be well used but not full. Too few vacant spaces means drivers will circulate looking for a space, adding to congestion and emissions, or choosing to go elsewhere. Conversely, if parking is under-utilised (because there is an over-provision of spaces, or parking time limits are too restrictive) then parking spaces will not appropriately play their role in enabling access to opportunities or make best use of town centre land.

Therefore, parking interventions and investments made should aim to achieve a target parking occupancy of 70-85% during the peak parking window. This means that at peak times, nearly one in every three (at 70% occupancy) to one in every seven or so (at 85% occupancy) will be available to park in. This is considered an appropriate target range in the Rangiora town centre context.

It should be noted that lower parking occupancies may be appropriate for special uses such as mobility parking and loading zones as these are for specific users.

<70% parking occupancy

- More than 1 in 3 parking spaces are available.
- Parking is under-utilised and not enabling access to opportunities or making best use of prime town centre land.
- Lower thresholds may be appropriate for special uses (e.g. mobility parking).

70-85% parking occupancy

- Between nearly 1 in 3 and 1 in 7 parking spaces are available.
- An appropriate target range for efficient use of parking.

>85% parking occupancy

- Less than 1 in 7 parking spaces are available during peak times.
- Drivers circulate looking for a parking space causing congestion/ emissions or choose to go elsewhere.

Current State of Parking in Rangiora Town Centre

Parking users

Rangiora town centre has a particularly broad range of parking demand by a range of users.

The users outlined in Table 1 are considered in the development of this PMP.

Table 1 Parking users and their requirements

User	Description	Key user requirement
Short term/shoppers	Use of parking for a short period of time associated with a single visit to a retailer or business.	Parking availability. Close proximity to user destinations.
Medium term/shoppers	Use of parking for an extended period of time associated with several visits or one longer visit to a retailer or business (e.g. hairdresser).	Parking availability. In proximity to user destinations.
Mobility parking	Parking for persons with a mobility parking permit.	Parking availability. Very close proximity to destinations. Ease of access.
Commuter parking	Uses parking all day while at work.	Parking availability. Security.
Residents	Use of on-street parking in residential areas.	Parking availability. Very close proximity to their properties.
Taxi/ride share	Taxi/ride share parking zones.	Proximity to activity hubs.
Service vehicles (loading)	Use of loading zones to service businesses.	Very close proximity to businesses.
Electric vehicle charging	Parking for electric vehicles with charging facilities. Currently there are four charging spaces in the Percival Street car park.	Parking availability. Charging infrastructure.
Bus services and coaches	Bus stops and parking for scheduled Metro services.	Dedicated stops and waiting areas.
Council-owned pool vehicles	Vehicles used regularly by Council staff.	Convenient location to Council workplaces.
Cyclists	Use of cycle parking when visiting retailer or business.	Proximity to activities and businesses. Security.
Micro-mobility users	Space to park micro-mobility device when visiting retailer or business.	Proximity to activities and businesses. Security.
Motorcycles	Dedicated motorcycle parking areas.	Parking availability. Security.

Current parking management approach

Council currently manages some parking spaces using time restrictions and some parking is allocated for special uses. There is currently no priced public parking in Rangiora town centre.

Time restrictions

Time restricted parking permits parking for a maximum time period, and sometimes for a particular class of vehicle. There are a range of time restrictions used from P5 to P180. With dedicated enforcement, this method is an effective means of managing parking, as it encourages different parking users to different parking areas depending on the time they require. This minimises circulation within the town centre.

Special use parking

Special use (or reserved) parking refers to any parking that is only available for a certain use, such as mobility parking. The location and allocation of special use parking is important to ensure that all users are provided for in an equitable manner. Table 2 outlines the types of special use parking.

Table 2 Special use parking

Parking use	Description
Mobility parking	Mobility parking is available for use when a mobility permit is displayed, convenient location is particularly important. Mobility parking is typically included on-site for most commercial and retail activities but may be reserved within public parking where a high number of activities are clustered, such as within the town centre.
Loading zones	Parking restricted to loading vehicles. The restriction can apply for certain times only, allowing for dual use of the space, and to discourage loading at busy times of the day. Provision for loading is typically included on-site for most retail activities but may be reserved within public parking where a high number of activities are clustered, such as within town centres.
Bus/coach stops and parking	Bus stop (registered services) is available for registered bus service such as Intercity. Bus stop (coach) is available for any activity/coach services which may include chartered buses, or buses associated with tourist activities. Only available for pick-up/drop-off.
Cycle parking	Cycle parking is generally provided within the amenity strip on streets, and off-street adjacent to key attractions and destinations. Dedicated cycle services and parking could be considered for inclusion in a multi-modal transport hub such as a Park and Ride or town centre bus exchange facility.
Motorcycle parking	Parking restricted for motorcycles only. Generally provided in locations that cannot be used for other uses.
Electric Vehicle (EV) parking	Parking reserved for the use of electric vehicles and generally accompanied by vehicle charging infrastructure. These may have time restrictions to encourage turnover.

Current parking supply

There are three types of parking supply provided in the Rangiora town centre as shown in Table 3 with a range of time restrictions:

- On-street public parking. This is all operated by Council.
- Off-street public parking. This is all operated by Council.
- Off-street private parking. This is not operated by or under the control of Council and includes supermarket and other business carparks dedicated for customers, staff, anyone who may be leasing the spaces and other visitors.

On-street parking comprises 40% of the total parking supply in the town centre. Off-street public parking operated by Council comprises only 13% of the total supply, with the remaining 47% being privately provided.

In addition, the following special use parking bays are available within the study area:

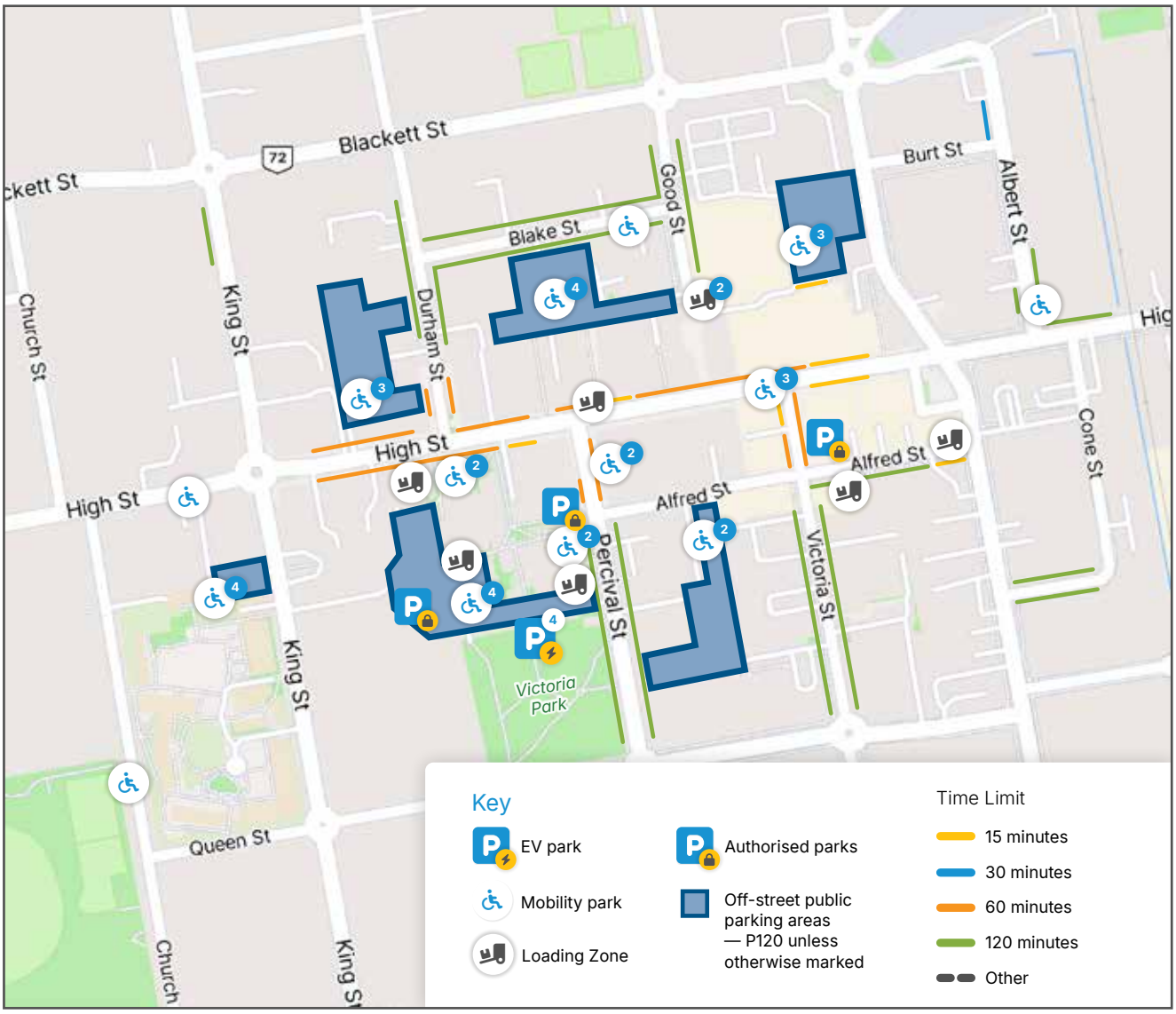
- 33 mobility car parks
- 8 loading zones
- 4 electric Vehicle charging parks
- 4 motorcycle parks
- 17 spaces currently marked for authorised Council vehicles in the Percival Street carpark, with additional spaces likely proposed later in 2025/26.

Table 3 Current parking supply within study area

	Up to P60	P120	Unrestricted	Private [4]	Total
Premium On-street Area					
On-street	118	96	0	n/a	214
Off-street	n/a	n/a	n/a	n/a	n/a
Core Area					
On-street	0	90	218	n/a	308
Off-street	40	459	0	866	1365
Outer Area					
On-street	0	25	944	n/a	969
Off-street	0	0	0	892	892
All parking in town centre					
On-street	118	211	1162	n/a	1491
Off-street	40	459	0	1758	2257
Totals	**158**	**670**	**1162**	**1758**	**3748**

[4] All other parking categories are Council owned.

Figure 2 Existing parking restrictions[5]

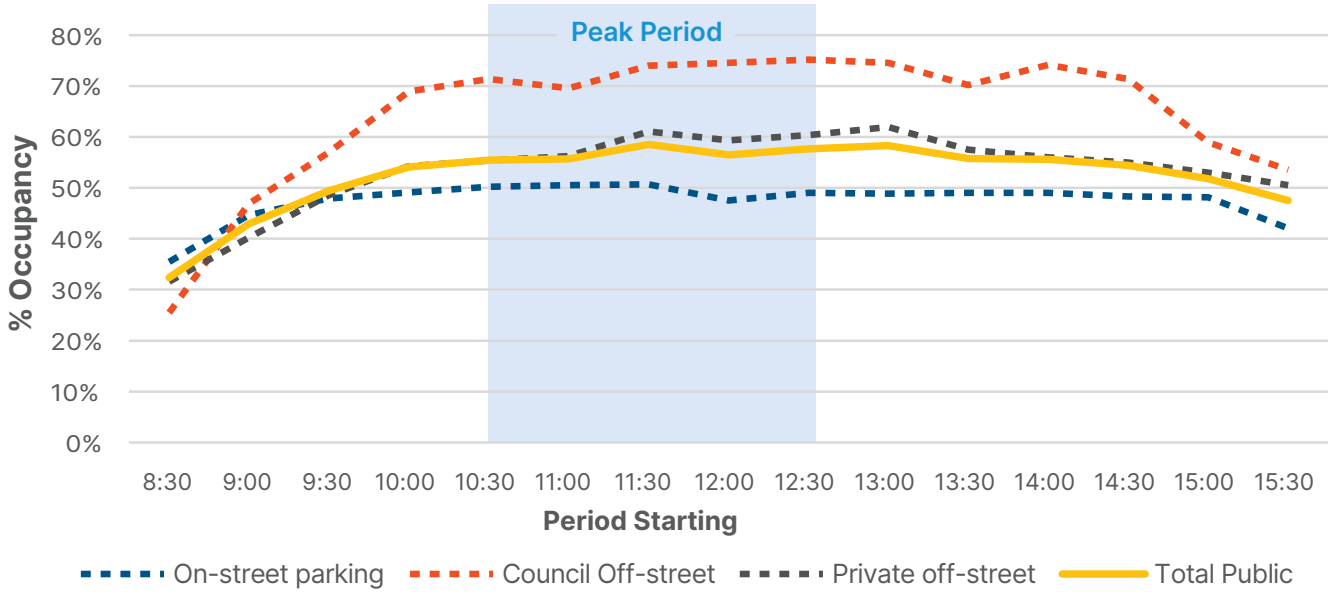


The current parking restrictions by location, and the location of special use bays are illustrated in Figure 2.

There have been recent changes (since the 2022 parking survey) in the time restrictions and number of car parks on sites on Percival Street and Blake Street where Council have added a total of 44 P120 car parks. Council is also in the process of building more P180 parking on a recently acquired site at 309 High Street (the previous Police Station) which will similarly provide an uplift in parking supply of approximately 57 spaces. These changes are not reflected in the 2022 survey results but have been taken into consideration in the future state section of this Plan.

[5] Ref: Waimakariri District Council Parking Map (OpenMaps)

Figure 3 Parking occupancy by type, weekday 2022



Current parking demand

The most recent comprehensive parking survey in the Rangiora town centre was carried out on a weekday in 2022. The peak parking demand period occurred between 10am and 2.30pm with relatively consistent demands over that 4.5 hour period as shown in Figure 3. The parking areas with their corresponding occupancy at 11.30am–12 noon are illustrated in Figure 4. Peak parking is approximately 59% occupied across the town centre, which means that almost two in every three parking spaces are occupied by a vehicle at that time.

Additional site visits have been undertaken in 2024 both during weekdays and weekends to confirm the location and extent of peak parking demand. Whilst there are pockets within the town centre that may be busier during busy weekend times, the site visits confirmed that the 2022 weekday peak parking surveys remain suitable to understand local parking trends and pressure points.

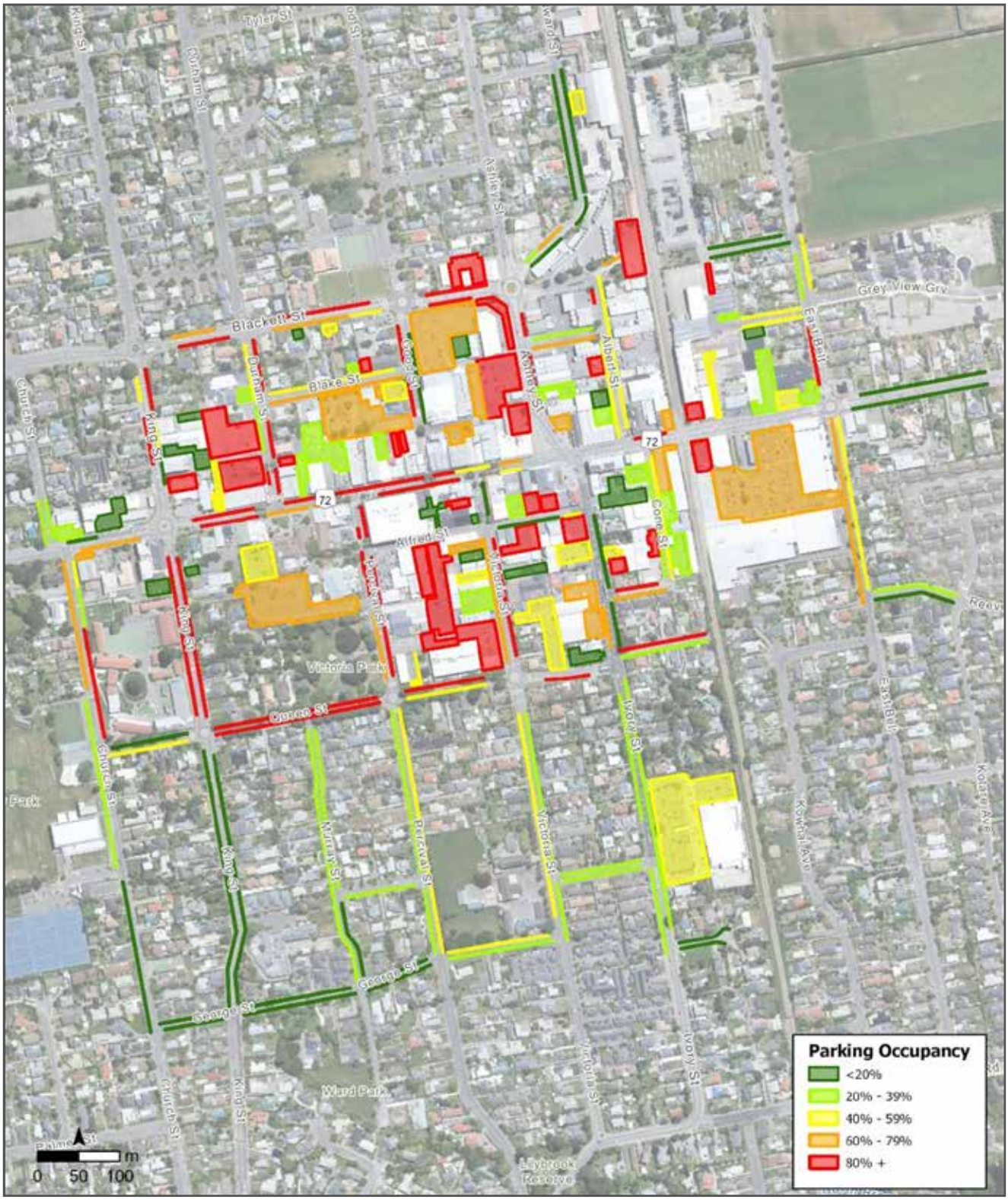
The peak parking occupancy for each of the three subareas is shown in Table 4. This demonstrates that public parking in the Premium On-Street and Core Areas is currently operating within the 70-85% target range, with on-street parking in the Core Area approaching the top end of this range.

Table 4 Current peak parking occupancy within study area

	On-street	Off-street public	All public parking	Private[6]	All parking
Premium On-street Area	73%	n/a	73%	n/a	73%
Core Area	80%	74%	76%	58%	67%
Outer Area	35%	n/a	35%	65%	49%
Totals	**50%**	**74%**	**56%**	**62%**	**59%**

[6] All other parking categories are Council owned.

Figure 4 Rangiora peak parking occupancy 2022 (weekday 11.30am–12noon)



Parking infringements and complaints

Data summarising parking infringements issued between January 2022 and June 2024 (2.5 years) and complaints received by Council between January and June 2024 (6 months) were reviewed to understand themes.

The location of parking infringements was reviewed. These were filtered down to isolate non-compliant parking which may have been avoided if there were more parking available locally. These infringements were issued over a 2.5 year period between January 2022 and June 2024 and it is noted that the most frequent location where infringements occurred were (in order) Percival Street (283 infringements), Blake Street (260) and High Street (149), with a substantial number also issued in the Blake Street car park (424) and Percival Street (345) car park. The next highest areas for infringement were Durham Street (84), Victoria Street (72) and the other three Council car parks (746 in total).

The most common types of offences were:

- Parked over the time limit: 82%
- Parked on no stopping lines: 4%.

There were 50 complaints made to Council between January and June 2024 raising concerns about non-compliant parking that may have been avoided if there were more parking available locally. Many of these were in areas where there were no time restrictions so were generally not enforced in the same manner as P60 and P120 areas. The areas with the largest number of complaints were High Street, King Street, Queen Street and Percival Street.

Future State of Parking in Rangiora Town Centre

Factors affecting parking supply

Council is currently building more P180 parking on a recently acquired site at 309 High Street (the previous Police Station) which will shortly provide an uplift in parking supply of approximately 57 spaces.[7] This Plan proposes a range of other implementation actions to review, refine and add to the public parking supply over the coming 15 years. Importantly the public parking supply needs to be considered in light of changes in parking demands in the future, so a flexible and evidence-based approach is proposed to meet this challenge.

In the future, private parking supply may also change. Whilst there is no minimum requirement to provide private parking for new development proposals, these proposals may impact on overall parking supply where developers choose to provide parking to customers, workers or visitors to their site. Equally, such proposals may impact on overall parking demand, particularly where no or limited parking is provided on-site, as activities are intensified and new businesses attract customers and more people to the town centre.

Where Council has an agreement with landowners for the use and management of private property for public parking (e.g. the Durham Street off-street carpark), there is a risk that such agreements could be ended in lieu of private development occurring, resulting in a loss of public parking supply.

Factors affecting parking demand

Waimakariri District Council forecast that the population of Rangiora township will grow from 19,700 people in 2022 to 21,300 (by 8%) to 2030 and to 23,600 (by 20%) to 2040.[8] These growth rates apply to the Rangiora urban area only but sit below Stats NZ medium population growth projections for the wider District of 11% to 2030 and 21% to 2040. As the largest urban town in the District, and its town centre also being the primary centre for shopping and services for more than 60% of the wider District population,[9] it is anticipated that commercial activity in the town centre is more likely to be consistent with the higher level of growth forecast across the District.

This PMP acknowledges some town centre development proposals known to Council at present as well as key future land and activity intensification opportunities. It can be anticipated that the level of traffic activity and demand for parking is likely to change in line with population forecasts for the District. That is demand for parking is anticipated to increase by 11% and 21% by 2030 and 2040 respectively.

It is noted that there are several other factors that could influence parking demand over the medium to long-term including:

- The provision and uptake of public transport services
- The uptake of walking and cycling
- Changes in shopping behaviours
- Changes in workplace behaviours
- Changes in demographics.

Likely future state

A parking assessment has been undertaken to determine the impacts of potential and likely changes in parking supply and demand in the Rangiora town centre.

Across the town centre, it is estimated that peak weekday parking demand will increase by approximately 200-250 spaces by 2030 and (a further 200 spaces to) 400–450 spaces to 2040. This increases average parking occupancy across the town centre from 59% to 65% by 2030 and from 59% to 71% by 2040. This is approaching the target parking occupancy range of 70-85%. Whilst the overall parking provision is anticipated to satisfactorily meet future demands over the coming 15 years, there will be widespread areas within the town centre that are likely to be over-subscribed.

[7] The addition of 57 spaces has been factored into analysis of future parking demand and supply.

[8] Council's forecast growth aligns with Stats NZ high growth forecasts for the Rangiora urban area.

[9] Rangiora Town Centre Strategy: waimakariri.govt.nz

To understand this better, the estimated parking occupancy by year are shown in Table 5 and Table 6 for 2030 and 2040 respectively, and is compared against the target occupancy range in Figure 5. This demonstrates that public parking in the Premium On-street and Core Areas is likely to be at the top end or exceed the target range of 70-85% by 2040, whilst in the Outer Area the total parking supply does not reach the target range in the coming 15 years.

There is some existing capacity within the Premium On-street and Core Areas which can absorb a small amount of growth, especially if parking management measures are implemented to make smarter use of existing assets. However, it is

Table 5 Forecast average parking occupancy in 2030 within study area

	On-street	Off-street public	All public parking	Private[10]	All parking
Premium On-street Area	81%	n/a	81%	n/a	81%
Core Area	80%	77%	80%	64%	72%
Outer Area	36%	77%	36%	72%	52%
Totals	**56%**	**77%**	**59%**	**69%**	**64%**

[10] All other parking categories are Council owned

Table 6 Forecast average parking occupancy in 2040 within study area

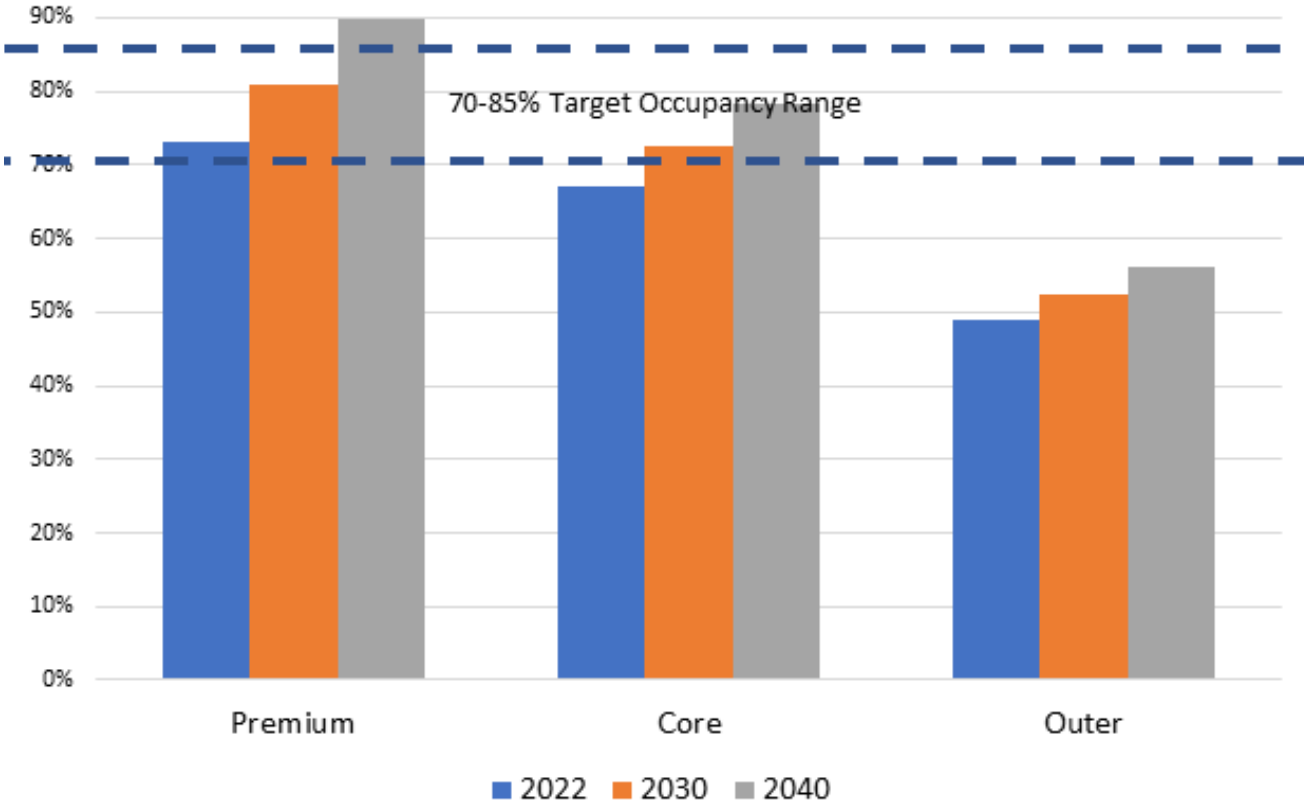
	On-street	Off-street public	All public parking	Private[11]	All parking
Premium On-street Area	90%	n/a	90%	n/a	90%
Core Area	83%	84%	84%	71%	78%
Outer Area	37%	84%	37%	80%	56%
Totals	**62%**	**84%**	**62%**	**76%**	**68%**

[11] All other parking categories are Council owned

estimated that an additional 60 public carparks are required by 2030 to ensure the Premium On-street and Core Areas function well. With continued parking demand between 2030 and 2040 as Rangiora and the District continue to grow, a further 200 or more public carparks are anticipated to be required between 2030 and 2040.

The recommended actions presented in the next section of this Plan initially focus on optimising the use of existing assets to meet the needs of all visitors to the town centre. This is supplemented by the addition of public carparking capacity as it is required to ensure that parking occupancies sit comfortably within the target range of 70-85%.

Figure 5 Forecast parking occupancy compared to target range



Recommended Actions

This PMP provides a staged approach to managing parking. Broadly, this makes the best use of existing assets, manages parking demand and increases supply as shown in Figure 6.

In the context of the Rangiora town centre, a combination of all three of these strategic responses is required to address increasing parking pressures over the life of the PMP (out to 2040).

The specific implementation actions have been reviewed considering the Parking Strategy objectives for the Rangiora town centre in Table 7. This demonstrates an excellent level of fit against the objectives and acknowledges that all actions should be considered in line with good urban design principles.

Figure 6 Implementation actions for Rangiora study area

Table 7 Alignment of actions to Parking Strategy objectives

Action	Parking is managed efficiently and effectively	Parking occupancy is maintained at desired levels	Alternative transport mode infrastructure is prioritised	Good urban design is achieved	Parking management and provision is cost effective	The road is safe for all users	Economic development is supported
Optimise existing assets							
Refine current time restrictions to make them fit better.	■	■		■			■
Improve wayfinding.	■			■	■		
Improve parking enforcement.		■		■	■		
Apply time restrictions to more areas/ streets to provide more short-stay parking spaces.	■	■		■			■
Investigate opportunities to convert on-street parallel parking to angled parking where it is safe to do so.	■	■		■			■
Review parking for special uses (including mobility, cycle, loading zones etc) to ensure they meet demand.	■		■	■		■	
Trial parking technology to test its role in data collection and targeting enforcement.	■	■		■	■		■
Maintain agreements to provide public parking on private land.	■	■		■	■		■
Manage parking demand							
Investigate introducing graduated priced parking.	■	■		■	■		
Increase parking supply							
Reconfigure the off-street public carpark between High Street and Blake Street to create more parks.	■	■		■		■	■
Acquire another central site for more parking in medium term.	■	■		■		■	■
Add another parking facility on the periphery of the town centre for all day parking and/or a central parking building in the long term.	■	■		■		■	■
Assess on-site parking requirements for future major developments.	■	■	■	■		■	■

Wider initiatives to support mode shift

Initiatives which seek to reduce parking demand are important to recognise the vision of the Waimakariri Integrated Transport Strategy (ITS)[12] including "supporting alternative travel choices and encouraging our residents to walk, cycle and use public transport more".

In addition to the implementation action relating to graduated parking pricing, several of the other implementation actions support this and align with the Parking Strategy objective seeking to prioritise alternative transport mode infrastructure (specifically parking for cyclists, micro-mobility and buses/coaches). This complements a wider suite of initiatives supporting mode choice and the uptake of alternative modes (as included in the ITS) which can also be beneficial in reducing the long-term requirement for private vehicle parking in our town centres.

Optimise existing assets

Refine parking restrictions

There is currently a mix of P15, P30, P60 and P120 on-street parking within the town centre. It is important that the number of car parks allocated, and corresponding time restrictions support the needs of short term visitors to the town centre. The Parking Strategy provides a list of key principles relating to the allocation of time restrictions, noting that in some instances it may be suitable to implement shorter or longer restrictions such as P5 and P180 respectively.

The 2022 Rangiora town centre parking survey demonstrated that the time restricted on-street parking in the Rangiora town centre has high occupancies at times of peak parking demand of 73% in the Premium On-street and 80% in the Core Areas. This is expected to increase as a result of future growth. Parking occupancies currently exceed 80% at peak time in many areas of the town centre including much of High Street, Percival Street, Queen Street, King Street, Good Street and the remainder being 60-80% occupied. In short, much of the public parking is operating within or exceeding the target occupancy range. Future anticipated growth will push these public parking occupancies towards 90%.

On-street and off-street public carparks are experiencing a high number of parking infringements which demonstrates that these areas are under pressure, and it is appropriate to review and refine the current time restrictions to optimise the allocation as far as practicable.

This will require an engineering assessment to determine the suitability of any proposed changes but would also take into consideration community feedback, the location and nature of parking infringements, and be mindful of the needs of visitors to adjacent land use activities. The current principle of implementing shorter time restrictions in the more central and convenient areas which progressively increases as you get further away from the town centre should be retained.

In those areas where the parking occupancy target range of 70-85% is consistently exceeded, more provision for time restricted parking should be considered—this is discussed in more detail later in this section.

Improve wayfinding

Wayfinding doesn't directly affect the supply or demand for parking; however, it helps to ensure a better utilisation of parking if people, particularly visitors, are easily directed to where parking is available. Effective wayfinding can also reduce the amount of circulating traffic looking for parking.

In the context of the Rangiora town centre, wayfinding takes the form of static signs indicating the location of car parking. Online information such as maps on the Waimakariri District Council website also play a role in assisting the public with finding information.

Technology can also play a role to assist with wayfinding in the future where the number of available car parks can be identified and shared with the public using variable messaging signs (VMS) or via an online application. This is currently implemented in Christchurch for the off-street public parking buildings where technology is used to identify the number of occupied and available spaces at each facility. This could be considered further as part of a rollout of graduated parking (in 2035) which is discussed in more detail later in this section.

It is recommended that the current parking signage installed in Rangiora be formally identified and mapped to form the basis of a Rangiora town centre wayfinding plan. This plan would build on existing signage to improve the information made available to the public on-the-ground including directing visitors to the town centre to areas which are generally underutilised including those for short stay parking and potentially special use bays. Improving clear

[12] waimakariri.govt.nz

wayfinding to areas which provide many carparks (e.g. the off-street Council parking facilities) should also be included within this review.

Improve parking enforcement

Enforcement is currently carried out in the town centre by wardens who walk the streets issuing parking tickets. In the context of the Rangiora town centre, the wardens check for overstayers in time restricted parking as well as other illegal parking such as blocking vehicle crossings, parking on yellow lines and occupying mobility parks without a suitable permit. Improving parking enforcement does not necessarily mean allocating more resources but focuses on how things can be done more smartly. More effective enforcement means car parks are more likely to be used for the purposes and time periods they are intended for, which in turn benefits the public who wish to use those parking spaces.

Parking enforcement can be improved with the use of Licence Plate Recognition (LPR) technology, which utilises a camera-mounted vehicle that can read licence plates to determine if a car is parked legally. The direct benefits of using LPR include the automation of identifying infringements and issuing tickets (including capturing images for evidential purposes), and that parking wardens are less likely to come into conflict with members of the public who may be aggrieved about being issued with infringements.

Under this Plan, a trial of LPR is proposed which would likely include the use of a single vehicle to monitor overstaying on time restricted parking in the Rangiora town centre. This is discussed in more detail later in this section.

Expand parking restrictions

As parking occupancies on time restricted parking within the study area is currently high and is anticipated to increase in the coming years as parking demand increases, it is recommended that the current time restricted footprint be reviewed to provide sufficient parking for short-stay visitors.

Anticipated growth in parking demand indicates that the quantity of on-street time restricted parking should increase by approximately 60 parking spaces every five years. This means converting in the order of 180 currently unrestricted spaces to restricted spaces out to 2040.

The flow on effects of displacing all day parking should also be considered as part of this process, as should intuitive boundaries to 'ring-fence' the time restricted spaces. This would also be an ideal time to review the allocation of parking for special uses which is touched on later in this section.

Indicatively and subject to a more detailed engineering assessment, it is proposed that the parking restriction area could be expanded out to include both sides of Blackett Street, King Street, Queen Street and Ashley Street as a boundary around the town centre as shown in Figure 7. By breaking the expansion of the area down into three stages as shown, the shortfall in on-street parking can be progressively met. The staging shown is indicative but prioritises those areas which demonstrate high levels of demand for short term parking from the 2022 parking surveys. This would increase the current 329 on-street time-restricted parking spaces to 511 by 2040.

Investigate opportunities to convert on-street parallel parking to angled parking where it is safe to do so

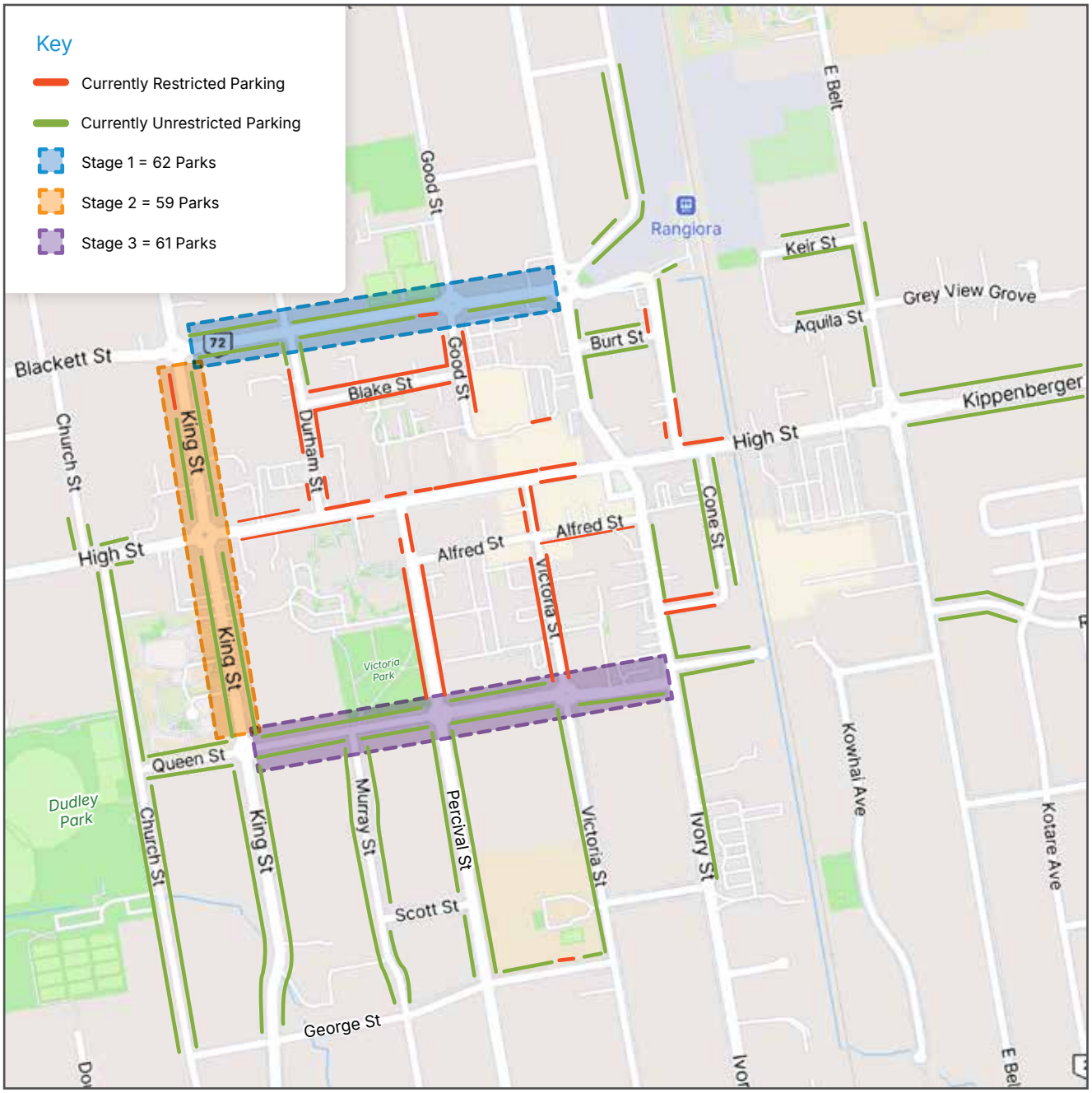
Where additional on-street parking spaces may be required in the town centre, the conversion of existing parallel (to the kerb) parking to angled parking can be a quick win to provide more capacity.

Any such opportunities would need to be subject to an engineering assessment to determine whether there is sufficient width to provide angled parking safely. Achieving this safely can be especially problematic on corridors with cycle lanes or other routes with demand for on-street cycle movement. Angled parking is not safe or appropriate where cycle volumes are substantial due to the potential for conflict when reversing out of angled spaces.

Most of the on-street parking in the study area is parallel parking; however, there are pockets of existing angle parking around the town centre including on Percival Street, Victoria Street, Durham Street and Blake Street. It is recommended that these be reviewed to ensure they operate safely in addition to identifying alternative sites.

For angle parking to operate safely and effectively the road needs to be sufficiently wide (recommend a minimum of 13m for 60-degree angle parking) and the traffic movement function should be low (less than 2,500 vehicles per day) with little or no cycle movements. A preliminary assessment indicates that there may be suitable candidate parking spaces (subject to further assessment) on Percival Street, Victoria Street, Durham Street and Good Street, and it is plausible that an additional 20–30 on-street car parking spaces could be configured.

Figure 7 Indicative areas for expanded parking restrictions



Parking for special uses

Restricted parking spaces for special uses referenced in the Parking Strategy include:

- Mobility parking
- Motorcycle parking
- Loading zones
- Coach/bus parking
- Electric vehicle (EV) parking
- Mobility scooter parking
- Micro-mobility parking
- Cycle parking
- Taxi/rideshare parking.

Whilst it is noted that currently the only dedicated special use parking within the Rangiora study area is mobility parking, loading zones, and EV charging spaces, this should not preclude considering the introduction of other special use parking where there is a demonstrated need. The principles for allocating and locating each type of special use parking is identified in the Parking Strategy.

It is recommended that the threshold occupancy for special use parking is likely to be lower than for other types of parking due to the lower numbers of parks provided and specialist use of

these parks. Parking occupancies towards the bottom of the target 70-85% occupancy range are considered an appropriate threshold at which more special use parking should be allocated although in some instances lower than 70% thresholds may be considered.

It is recommended that regular monitoring of special use parking occupancies and regular consultation with the community including local businesses and accessibility interest groups be undertaken to understand how parking demand changes over time and identify the most desirable locations for special use parking in the town centre.

Trial parking technology to test its role in data collection and targeting enforcement

Parking data in the Rangiora town centre is currently collected every three years to check the parking inventory, understand the level of parking occupancy and measure the length of stay in areas with high parking demand. This data provides a strong evidence base to support ongoing parking management and this Plan recommends that the data collection should continue to monitor and evaluate parking outcomes. This data is currently collected manually with survey staff walking the streets to observe parking and record parking data, which is subsequently checked and analysed.

Parking enforcement is similarly a manual process. It is currently carried out in the town centre by wardens who walk the streets issuing parking tickets as described under the 'improve parking enforcement' heading earlier in this section. In short, opportunities to improve parking enforcement mean car parks are more likely to be used for the purposes and time periods they are intended for, which means they are used more effectively and efficiently, meeting objectives in Council's Parking Strategy.

Both data collection and parking enforcement can be improved with the use of LPR technology. LPR can be implemented by mounting a camera on a vehicle that drives past on-street or public off-street car parking areas, reading licence plates to identify vehicles. This technology is being used and/or trialled in many other urban centres in New Zealand with excellent results. The direct benefits of using LPR include the automated collection and analysis of parking data, automation of identifying infringements and issuing tickets (including capturing images for evidential purposes) – noting discretion can still be applied, visual record of data collected by the LPR camera, and importantly personal safety benefits for parking wardens.

Under this Plan, a trial of LPR is proposed which would likely include the use of a single vehicle to monitor overstaying of time restricted parking in the Rangiora town centre. Should the trial successfully deliver benefits in terms of improving data collection and enforcement and managing associated costs, a formal rollout would be investigated.

Actively maintain agreements to provide and manage public parking on private land

In a few town centre locations such as at Durham Street and Alfred Street, the Council has entered into lease agreements with private property owners that have allowed Council to provide and manage public carparking on large portions of privately owned town centre land. These important arrangements currently significantly add to the overall supply of parking in the town centre, at sites that are in central locations within the Core Area and are well connected to pedestrian routes and key anchors.

As such, it is important that the Council actively maintains such arrangements in agreement with private landowners and continues to honour its responsibilities relating to the management, maintenance, enforcement and amenity of these sites. It is acknowledged that future terminations of such agreements, in lieu of private landowners instead choosing to undertake a different activity on the site, is a risk in that considerable provision of off-street public parking at such locations could be lost.

To that end, Council will continue to endeavour to work collaboratively with private landowners in question to upkeep such agreements for longevity, where possible. If circumstances were to change in the future and agreement(s) for

the provision of public parking on private land are terminated, Council will actively monitor the impact on parking in the wider town centre and employ other measures contained in this PMP to manage and meet demand, being cognisant of the 70–85% target occupancy range.

Manage parking demand

Investigate introducing graduated priced parking

Analysis of future parking demand and supply demonstrates that it will become increasingly difficult to locate parking with 60 more carparks required by 2030 and 200–250 more by 2040 to meet forecast growth in demand. Measures to successfully manage and reduce parking demand provide an opportunity to delay costly investment in parking infrastructure such as increasing the capacity of existing parking areas and building new parking facilities.

One means of managing parking demand is to introduce parking charges, though it is not proposed that fully paid parking be implemented as this is not required in the lifetime of this Plan. Instead, a graduated approach is proposed which would enable free parking for the first 60 minutes followed by an hourly parking charge beyond the first hour. This enables more flexibility in how parking is used such that those members of the public who choose to pay to stay longer in premium parking spaces can do so. It is anticipated that implementing graduated priced parking is not required until around 2035 in order to manage parking demand.

Pay-by-plate technology is proposed as the current standard and is successfully installed and operational in many urban areas throughout New Zealand. This is frequently supplemented with the use of parking apps (often with QR codes) to provide flexibility for users. These are used by urban authorities to implement both paid and graduated parking schemes.

With respect to managing parking demand, it is estimated that parking occupancies may reduce by 2–9% in the Core Area over which the graduated parking applies, but it is unlikely to substantially impact on the wider town centre parking occupancy. There may also be a very small shift away from driving and towards other modes of transport.

Increase parking supply

Reconfigure the off-street public carpark between High Street and Blake Street

Council is committed to reconfiguring the existing Blake Street off-street public car park. The existing Blake Street car park is a much sought after parking area with relatively high utilisation but is not optimally designed to maximise parking capacity and pedestrian amenity. Whilst this will require further planning and design work, it is anticipated that up to 20 to 40 additional off-street public car parks could be made available on the wider site, significantly increasing the available parking supply.

The re-design will seek to strengthen pedestrian connections to the surrounding areas and make this an attractive parking facility for short stay visitors to the town centre. This increase in capacity coupled with the potential conversion of parallel on street parking to angled parking could

meet the anticipated 60 additional public carparks that are required in the next few years to 2030.

Acquire another central site for more parking in medium term

Beyond 2030 there is the need for an additional 200-250 spaces over the ten years to 2040. Council will investigate with the intent to acquire a new centrally located off-street site to establish a public parking facility. This will most likely provide for time restricted and accessible parking in the same manner as the existing Council-owned public car parks, but may also be candidate for leased parking, EV parking and other uses to meet the future needs of the community.

It is anticipated that this carpark will be required around 2035 or when the parking occupancy in the Premium On-street and Core Areas of the town centre is consistently above 85%. Indicatively an additional 100-125 spaces are likely to be required.

Important considerations in the site selection process include:

- Capacity and layout to ensure it can operate safely and efficiently
- Vehicle crossings which can operate safely with ample manoeuvring space
- Proximity to anchor commercial and retail activities
- Strong local pedestrian connections to the site
- Easy-to-find and access from the wider network further supported with wayfinding.

Add another parking facility in the long term

In the longer term a second off-street parking facility is likely to be needed to fulfil the requirement for an additional 200–250 spaces between 2030 and 2040. This may be a second centrally located off-street site to establish a public parking facility for short term parking and could be a parking building, or may be a site on the periphery of the town centre for workers and other long-term parking. The parking needs of the community will be better known closer to the time and flexibility is enabled in this Plan in the type of parking and the preferred location.

It is anticipated that this carpark will be required around 2040 or when the parking occupancy in the Premium On-street and Core Areas is consistently above 85%. Indicatively a further 100–125 spaces are likely to be required.

The relevant site selection considerations will be different depending on whether a centrally located off-street facility or a site on the town centre periphery for all-day parking is considered most suitable. Key investigative work including relevant site consideration criteria will be developed in the years leading up to 2040. With regard to all-day parking, Council acknowledges also the critical role that the private sector plays in providing parking leasing opportunities in the town centre, and intends to continue to support that as appropriate.

Assess on-site parking requirements for future major developments

For any future major commercial developments that could substantially expand the footprint or intensity of activity within the town centre, an appropriate level of assessment of parking demand should be undertaken. It is acknowledged that (at the time of writing) development applications must meet requirements under the Resource Management Act (1991) or Fast Track Approvals Act (2024). These currently do not include a minimum parking requirement; however, it is plausible that the effects on parking may be considered or addressed through those regulatory processes.

There remains a risk that for any private or public sector-led major development proposal, a shortfall in parking could materialise. This may for example occur where additional commercial floor space is introduced, the mix of activities results in more traffic and parking generation in the town centre, or where residential living may be introduced into the centre of town.

Any such major development proposal must be informed by a robust assessment of the likely parking demand and supply, including an understanding of the wider impacts beyond the site on parking in the town centre. This assessment should ensure any such impacts can be managed, whilst supporting the uptake of alternative modes of transport and integration with the remainder of the town centre.

The regular monitoring of parking supply and demand is fundamental to this assessment, during the planning and design stages, and post-construction to measure the uptake of parking in the vicinity of any major development site and to understand the wider impacts across the town centre.

High Level Implementation Plan

The following table reflects the actions articulated in this PMP together with relevant timeframes for implementation.

Timing	Action
From 2025 ("next few years")	Commence 'optimise existing assets' approach: • Refine existing time restrictions • Improve wayfinding • Improve parking enforcement. Ongoing monitoring of parking availability and local refinements where required: • Expand time restriction footprint as town centre continues to develop • Convert on-street parallel to angled parking where safe to do so. Trial parking technology to test its role in data collection and targeting enforcement efforts. Reconfigure the off-street public car park between High Street and Blake Street to create more spaces.[13]
By 2035[14]	Investigate introducing graduating priced parking Acquire another central site for more parking.
By 2040[15]	Add another parking facility.
Ongoing	Review number, location and design of parking for special uses to ensure they meet demand (cycling, mobility etc). Assess on-site parking requirements for future major developments. Maintain agreements to provide public parking on private land.

This PMP effectively is a framework for meeting and managing parking demand and supply out to 2040—but it is not a detailed plan. It has been developed based on technical assessments, expert advice and feedback from stakeholders and the community, and is designed to provide some flexibility.

It is recognised that while some of the actions recommended can be undertaken in the short term within existing resources, others require varying amounts of additional funding. The full cost of implementing this PMP will be investigated as part of detailed implementation planning. Any additional cost required to implement actions will be sought through the Council's Long Term Plan(s) and/or Annual Plan(s), on which the community has a further opportunity to comment. It is noted that the Council has already committed some budget for parking related projects over the coming years, and this PMP provides a considered framework for appropriately directing budget and confirming required timeframes for interventions and investments.

Ultimately, Council actions contribute towards achieving Community Outcomes, which are the aspirations for the District indicated by the Waimakariri community and articulated in the Council's Long Term Plan. This PMP specifically contributes towards achieving a number of Community Outcomes that address economic development, infrastructure, public spaces, and equitable access to support community wellbeing.

[13] To be delivered in 2026/27 Financial Year subject to funding approval processes.

[14] Or when the target occupancy range is consistently exceeded across the Core and Premium On-street Parking Area.

[15] Or when the target occupancy range is consistently exceeded across any of the sub-areas.

Monitoring and Evaluation

The development of this PMP has been founded on a comprehensive parking survey undertaken in 2022. The collection and analysis of survey data is considered an essential input to support the implementation of Council's wider Parking Strategy.

Similarly, data has an essential role in measuring the success of the Rangiora Town Centre PMP following implementation and ensuring that the needs of the public are catered for including local businesses and residents. This requires regular, ongoing data collection and analysis, and a feedback loop to strive to improve the parking outcomes for the local community.

Annual monitoring

It is recommended that the following monitoring be undertaken every year:

- Review parking complaints received from the public to identify areas for improved management and enforcement;
- Review parking infringement data and subsequent trends that point to where parking provision or controls are inadequate to meet local demands;
- Review crash data to identify safety hazards that may be associated with on-street parking in the vicinity;
- Continue to engage with the public through regular forums to encourage feedback on parking in Rangiora; and
- Engage with key businesses in the Rangiora town centre to understand needs and pain points with respect to the management of parking.

This monitoring provides regular and frequent inputs to respond to the needs of the community.

Periodic monitoring

Additionally, a more comprehensive parking survey such as the set of 2022 surveys reported in this PMP should be undertaken on a regular basis, ideally every 3 years. The requirement for this survey will in part be informed by the annual monitoring and wider consideration of changes in underlying land use activity and infrastructure in the Rangiora town centre.

A comprehensive parking survey will be scheduled for the same time of year (ie September/October noting that it should not take place during school holidays or adjacent to public holidays) with a similar methodology and specification as per the 2022 surveys. This will include:

- Parking occupancy by time of day across the town centre study area
- Parking duration for time restricted parking including capturing data on over-staying
- Parking occupancy for special use bays including mobility parking and cycle parking.

Parking surveys in recent years have focused on typical weekday parking availability. It is important not to lose sight of weekend parking demands which may be different and over time may become more pronounced than weekday demands. The periodic surveys should strive to be consistent with prior surveys for comparative purposes as far as practicable but must also be flexible enough to capture vital data for future planning.

A full review of any potential data gaps should be undertaken as part of the survey design process to identify any additional data that would respond to changes in the study area or provide better outcomes for the community.

Evaluation

The survey results will enable the progress against the PMP to be evaluated. The comparison of parking occupancy against the target range of 70-85% occupancy is an important indicator to demonstrate when implementation actions are required. This may happen sooner (or later) than estimated in this Plan as a result of population growth, local developments and a range of other contributing factors.

Where parking in some areas reaches or exceeds the target range, it is recommended that the implementation actions described in this Plan be considered, where appropriate implemented, and the success of these evaluated through further annual and periodic monitoring. Where these actions are not successful in addressing parking pressure in the future or alleviating the concerns of the public, the Plan may need to be revisited.

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