Kaiapoi Town Centre Parking Management Plan

June 2025

WAIMAKARIRI DISTRICT COUNCIL | Abley

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Executive Summary

Parking plays a critical role within Waimakariri by supporting economic growth through appropriate access to commercial and retail activity, as well as to important social and recreation services. 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 Kaiapoi 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 Kaiapoi 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 1897 car parks in the Kaiapoi town centre study area. On-street parking comprises 43% of the total parking supply in the town centre. Off-street public parking operated by Council comprises only 9% of the total supply, with the remaining 48% being privately provided.

During a typical weekday 54% of the town centre carparks to the north of the Kaiapoi River are taken at the busiest time of day and 43% of those to the south of the River are occupied. As the town and wider District grow over the coming 15 years, these parking occupancies are anticipated to increase to 67% and 53% respectively and it will become more difficult to locate parks. Future plans to develop Mixed Use Business Areas (MUBA) as signalled in Council's strategic plans will also require careful planning. This Parking Management Plan sets a desirable target occupancy range of between 70% and 85%, which is considered appropriate for the Kaiapoi 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 if and when required. In the context of the Kaiapoi town centre the emphasis will be on optimising the use of existing assets; however, as the MUBAs develop, bespoke assessments are recommended to determine the on-site parking requirements as well as the implications for the wider town centre.

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. Assess on-site parking requirements of South MUBA development (and other MUBAs) prior to development by undertaking bespoke assessment when required.
2030 and onwards	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
Ongoing	Review parking for special uses to ensure they meet demand (cycling, mobility etc). Regularly monitor use of the Charles Street Park and Ride car park and address issues as they arise.

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.

Purpose and Scope

The purpose of this Parking Management Plan for the Kaiapoi town centre is to provide a roadmap of approaches that collectively manage and meet parking demand and supply in the Kaiapoi 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 Kaiapoi town centre is the second largest centre in the Waimakariri District after Rangiora's and provides a variety of commercial, retail and hospitality/ visitor offerings. Kaiapoi can capitalise on the District's anticipated growth, 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 Kaiapoi, the town centre has a variety of parking users and is also anticipated to accommodate higher density development within the Mixed Use Business Areas (MUBAs).

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.

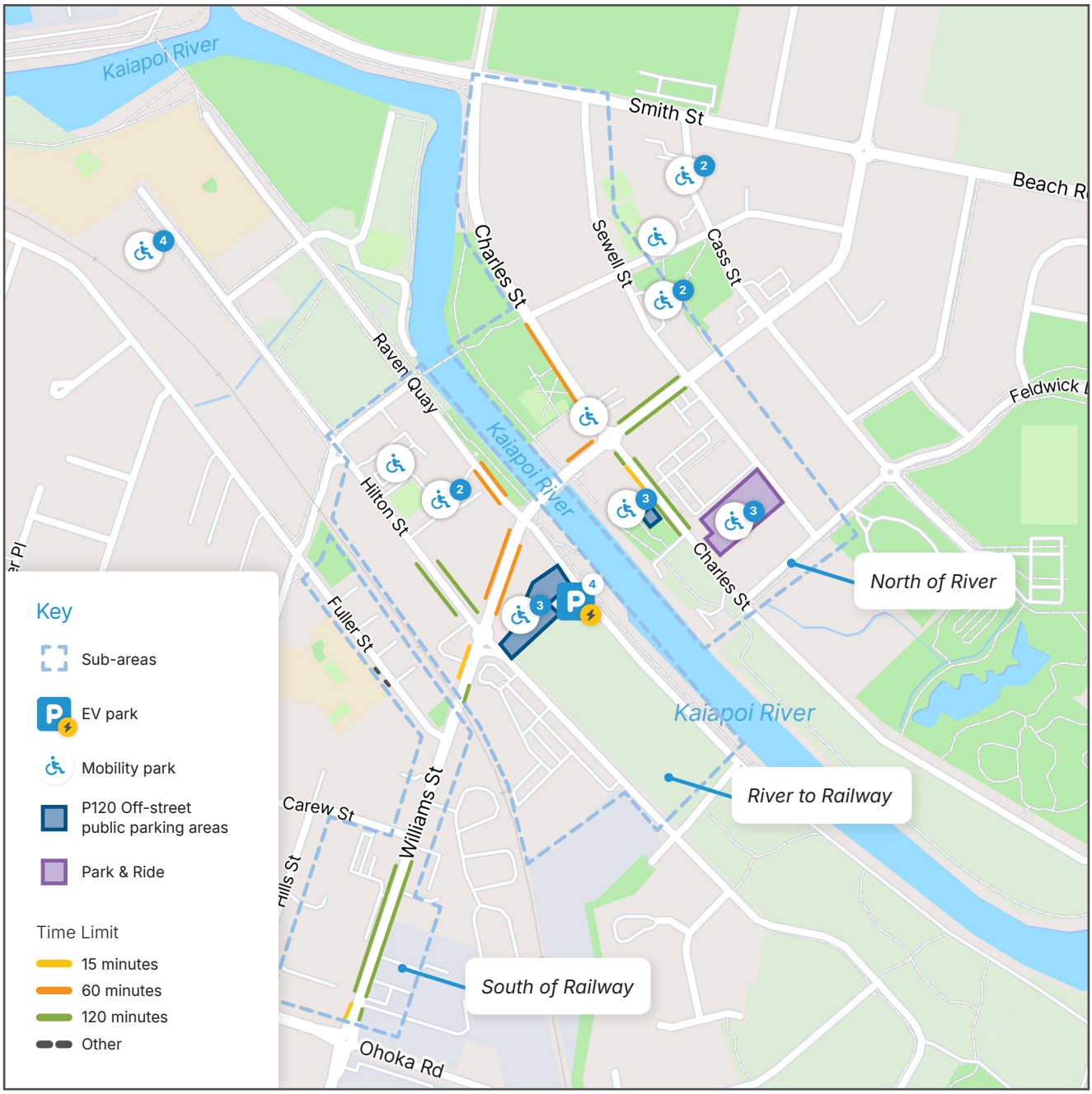
Council has limited ability to control the provision and management of parking that is privately owned and operated. This Parking Management

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 Kaiapoi town centre is shown in Figure 1. For reporting purposes, the study area is broken down into three geographic sub-areas acknowledging the river and the railway line pass through the study area and neatly divide up parking into three sub-areas.

Figure 1 Kaiapoi 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: Kaiapoi Town Centre Plan; 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 Kaiapoi 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[1] 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.

[1] 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 Kaiapoi 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 Kaiapoi Town Centre

Parking users

Kaiapoi 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 Council car park behind the library.	Parking availability. Charging infrastructure.
Bus services and coaches	Bus stops and parking for scheduled Metro services.	Dedicated stops and waiting areas.
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

Most of the parking in the Kaiapoi town centre is unrestricted parking. Council currently manages some parking spaces using time restrictions and some parking is allocated for special uses. There is currently no priced parking in Kaiapoi town centre.

Time restrictions

Time restricted parking allows parking for a maximum time period, and sometimes for a particular class of vehicle. 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 Kaiapoi 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.

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

- 10 mobility car parks[4]
- 2 loading zones (William Street and Hilton Street)
- 1 bus only reserved parking (Fuller Street)
- 4 police vehicle parks.

On-street parking comprises 43% of the total parking supply in the town centre. Off-street public parking operated by Council comprises only 9% of the total supply, with the remaining 48% being privately provided.

In the Kaiapoi town centre, only 19% of parking spaces are time restricted. The remainder are unrestricted or private car parking.

Table 3 Current parking supply within study area

	Up to P60	P120	Unrestricted	Private [2]	Total
North of River					
On-street	10	35	246	n/a	291
Off-street	0	49	53[3]	285	387
River to Railway					
On-street	35	53	260	n/a	348
Off-street	11	61	0	445	517
South of Railway					
On-street	24	75	77	n/a	176
Off-street	0	0	0	178	178
All parking in Town Centre					
On-street	69	163	583	n/a	815
Off-street	11	110	53	908	1082
Totals	**80**	**273**	**636**	**908**	**1897**

[2] All other parking categories are Council owned.

[3] Charles Street Park and Ride carpark.

[4] In addition there are mobility spaces within private car parks.

The current parking restrictions by location, and the location of special use bays are illustrated in Figure 1 (see page 7).

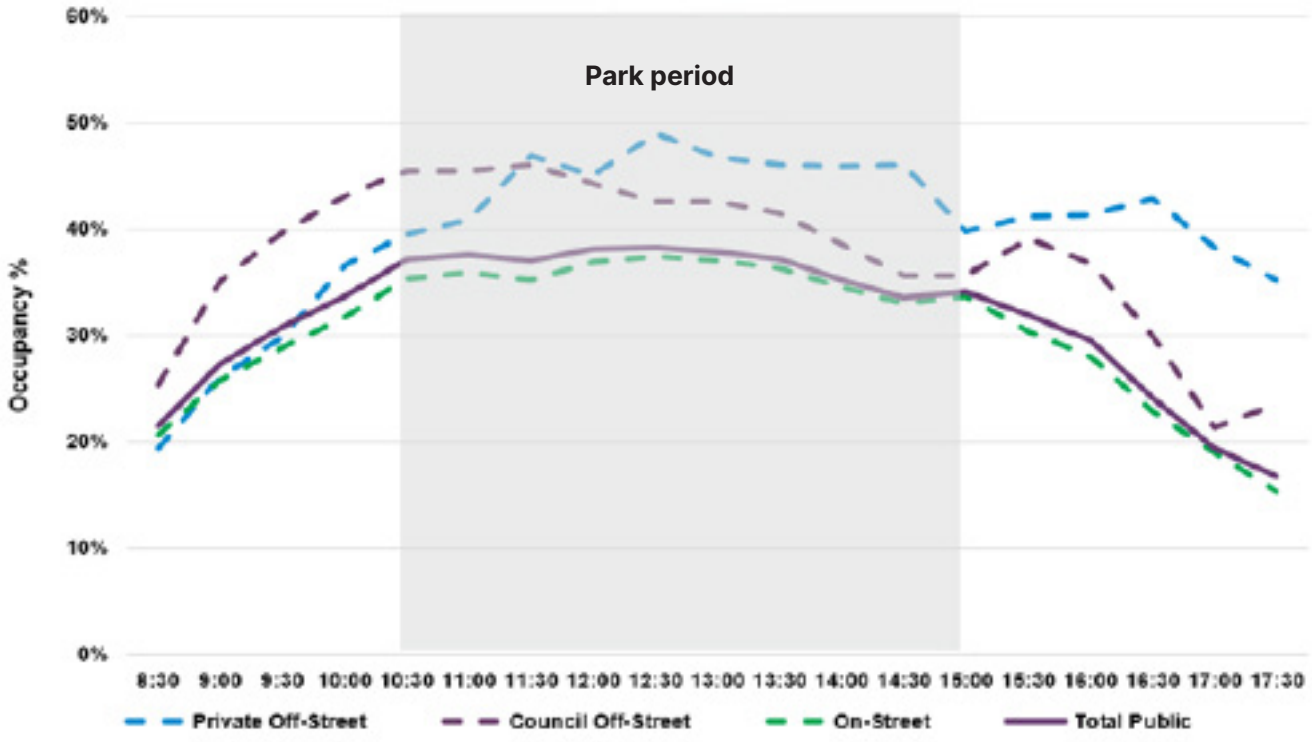
There have been recent changes (since the 2022 parking survey) in the time restrictions and number of car parks in Charles Street. The Charles Street Park and Ride site P120 parking has recently been converted to Park and Ride spaces with no time restrictions. A further 10 P120 new car parks have also been added to the Tom Ayers Reserve on Charles Street. These changes are not reflected in the 2022 survey results but have been taken into consideration in the future state section of this Plan.

Current parking demand

The most recent comprehensive parking survey in the Kaiapoi town centre was carried out on a weekday in September 2022. The peak parking demand period occurred between 10.30am and 3pm with relatively consistent demands over that 3.5 hour period as shown in Figure 2. The parking areas with their corresponding occupancy at 12.30pm are illustrated in Figure 3. Peak parking is around 38% occupancy across the town centre, which means that just over one in every three parking spaces are occupied by a vehicle at that time.

Additional site visits were 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.

Figure 2 2022 Parking occupancy by type and time of day



The peak parking occupancy for each of the three sub-areas is shown in Table 4.

Table 4 2022 Peak parking occupancy within study area

	On-street	Off-street public	All public parking	Private[5]	All parking
North of River	38%	56%	38%	56%	54%
River to Railway	32%	50%	35%	49%	43%
South of Railway	39%	n/a	39%	32%	43%
Total	**36%**	**43%**	**37%**	**48%**	**43%**

[5] All other parking categories are Council owned.

Figure 3 Kaiapoi peak parking occupancy 2022 (weekday 12.30pm)

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 the most frequent location where infringements occurred were (in order) Charles Street (83 infringements), Williams Street (41) and Hilton Street (33) with a substantial number also issued in the public carpark behind the library (26). The most common types of offences were:

- Parked over the time limit: 51%
- Parked on wrong side of the road (vehicle facing in wrong direction): 18%
- Parked on footpath or cycle path: 12%
- Parked on a cultivated area: 5%.

A total of three complaints raised concerns about non-compliant parking from January to June 2024 that may have been avoided if there were more parking available locally. These were located on Williams Street (north of Ohoka Road) and Charles Street to the north. This relatively low number demonstrates a high level of compliance that is consistent with areas with plentiful parking available.

Future State of Parking in Kaiapoi Town Centre

Factors affecting parking supply

In the future, development proposals may impact on parking supply where developers choose to provide parking to customers, workers or visitors to their site.

Kaiapoi was significantly affected by the 2010/2011 Canterbury earthquakes, with large areas of land subsequently red-zoned. Through earthquake recovery and future urban development planning, portions of the red-zoned land near the Kaiapoi town centre have since been signalled for enabling future mixed-use development. The Kaiapoi Town Centre Plan 2028 and Beyond[6], and before that the Waimakariri Residential Red Zone Recovery Plan 2016[7] identify three areas for potential future mixed use redevelopment as Mixed Use Business Areas (MUBAs). These are located within or adjacent to the parking study area as shown in Figure 4. Within the lifetime of this PMP, the South MUBA may develop.

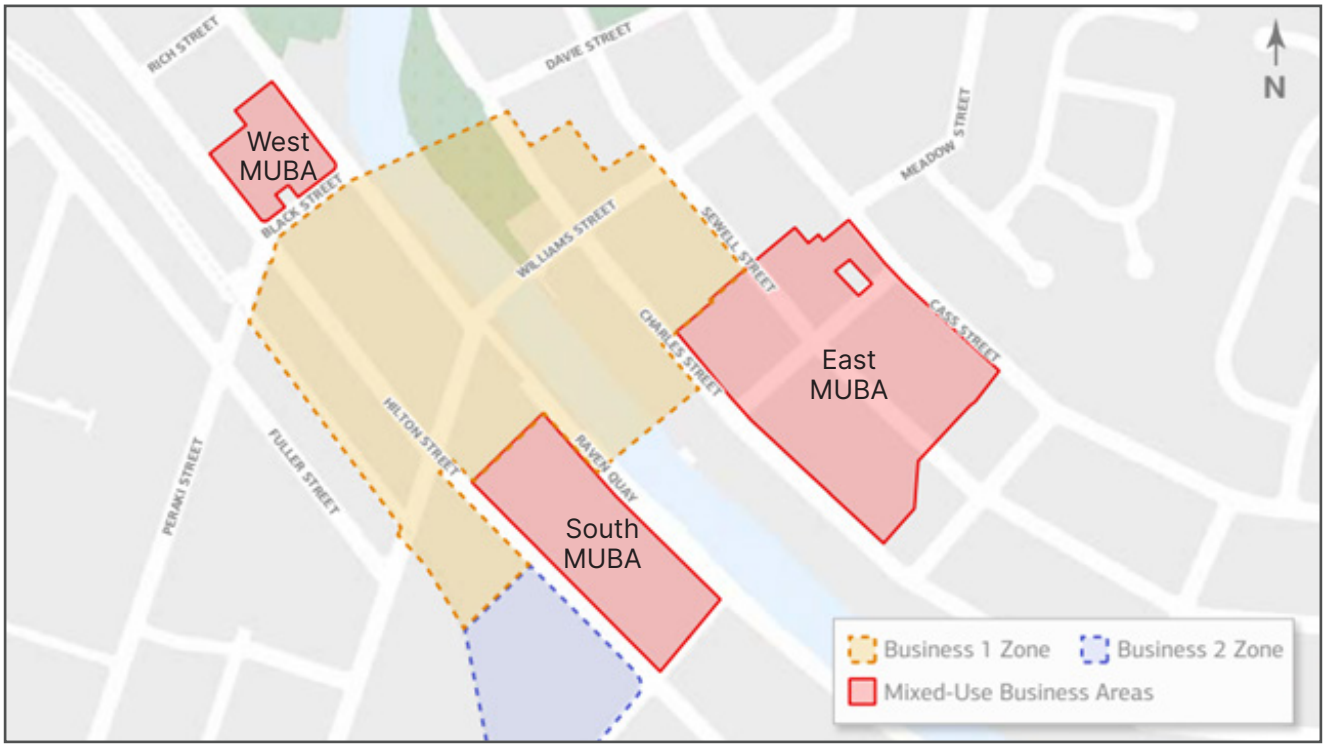
A current proposal for development of the South MUBA includes residential units and commercial floor area. Although the actual number of car parks to be provided is unknown at this time this will be established through subsequent investigation and design work.

For the purposes of this Plan and understanding impacts on public parking in the Kaiapoi town centre, it is assumed that up to an additional 6,500sqm gross floor area (GFA) of commercial floor space will be provided. It is recommended that when more details are available, a specific parking assessment for the South MUBA site be undertaken. It will be important for Council to work with the developer across the medium to long-term to ensure a reasonable supply of public parking is available to respond to parking demand generated by the development and proposed increase in commercial GFA and activity.

[6] waimakariri.govt.nz

[7] waimakariri.govt.nz

Figure 4 Location of Kaiapoi MUBAs[8]



[8] Source: Fig 1 Kaiapoi Town Centre Plan 2028 and beyond)

Factors affecting parking demand

Waimakariri District Council forecast that the population of Kaiapoi township will grow from 13,400 people in 2022 to 15,100 (by 13%) to 2030 and to 16,700 (by 24%) to 2040.[9] In the absence of specific development proposals in the Kaiapoi in town centre the level of traffic activity and demand for parking is likely to follow a similar growth trajectory. That is demand for parking is anticipated to increase by 13% and 24% by 2030 and 2040 respectively.

Earlier in this section the South MUBA is introduced as a significant potential local development within the lifetime of this Plan. The assumed additional up to 6,500 sqm of GFA is an approximate 10-15% increase in the commercial GFA within the wider Kaiapoi town centre and is generally commensurate with the growing population within the urban area.

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 Kaiapoi town centre.

Across the study area and based on the forecast growth described above, it is estimated that peak weekday parking demand will increase by 100 spaces to 2030 and (a further 100 spaces to) 200 spaces to 2040. This is forecast to increase average parking occupancy across the study area from 43% to 49% by 2030 and from 43% to 55% by 2040. This remains well below the target parking occupancy range of 70-85%. Therefore, the current parking provision is anticipated to satisfactorily meet future demands over the coming 15 years.

These estimated parking occupancies 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 although by 2040 the parking occupancies to the north of the river will likely approach the target range of 70-85%, the total parking supply is sufficient for the forecast demand in the coming 15 years.

[9] Council's forecast growth aligns with Stats NZ high growth forecasts

Table 5 Forecast average parking occupancy in 2030 within study area

	On-street	Off-street public	All public parking	Private[10]	All parking
North of River	43%	63%	42%	63%	60%
River to Railway	36%	56%	39%	55%	48%
South of Railway	43%	n/a	43%	36%	48%
Totals	**40%**	**48%**	**41%**	**54%**	**48%**

[10] All other parking categories are Council owned

Table 6 Forecast average parking occupancy in 2040 within study area

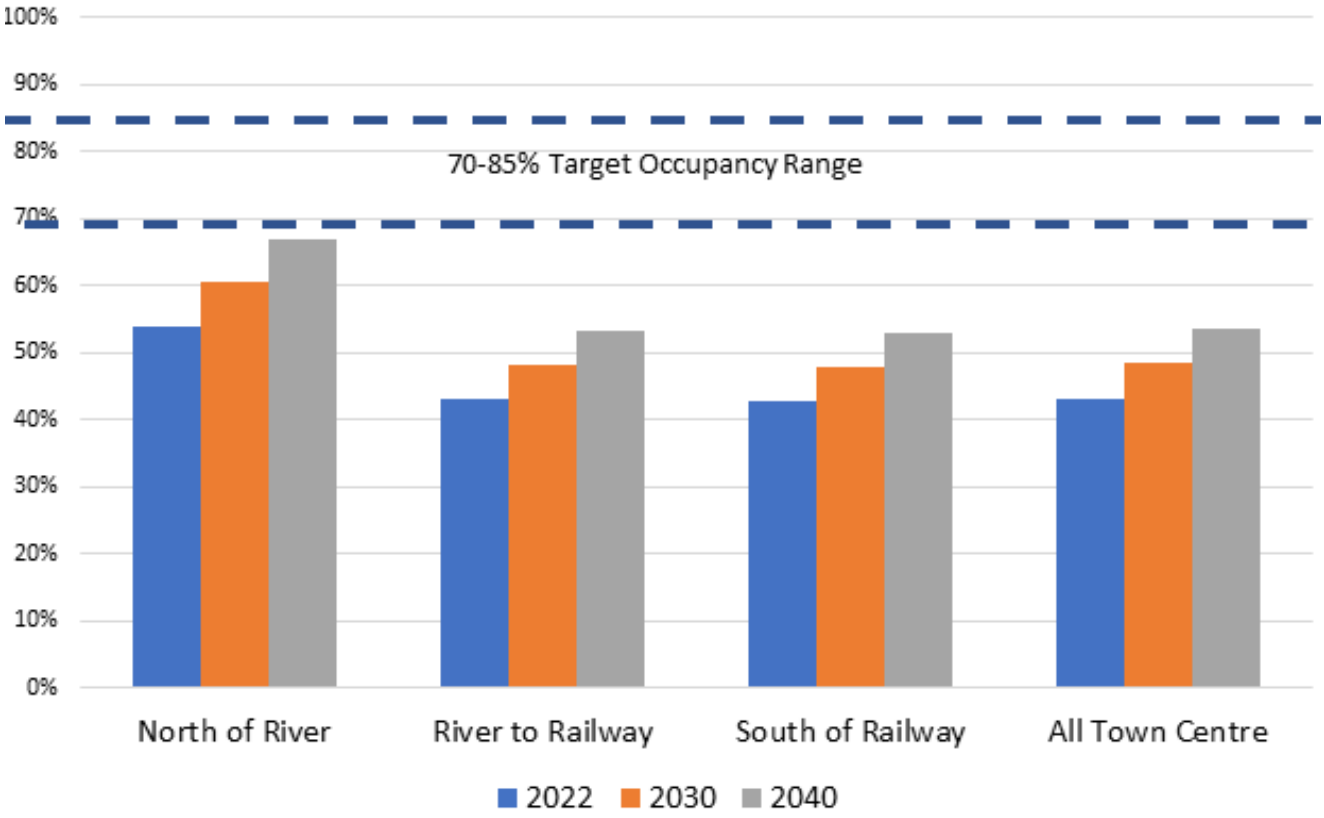
	On-street	Off-street public	All public parking	Private[11]	All parking
North of River	47%	70%	47%	70%	67%
River to Railway	40%	62%	44%	60%	53%
South of Railway	48%	n/a	48%	40%	53%
Totals	**44%**	**53%**	**46%**	**60%**	**54%**

[11] All other parking categories are Council owned

It is unlikely that new on-street and off-street parking areas will be required in the coming 15 years; however, it is important to continue to review and refine the use of the existing town centre parking.

The recommended actions presented in the following section of this Plan focus on optimising the use of existing assets to meet the needs of parking users in the town centre. In addition, as each Kaiapoi MUBA is planned and designed the specific parking needs of each should be appropriately assessed in the context of the wider town centre.

Figure 5 Forecast parking occupancy compared to target range



Recommended Actions

A staged approach to managing parking is proposed through this PMP. Broadly, this makes the best use of existing assets, manages parking demand and increases supply as shown in Figure 6.

Figure 6 Implementation actions for Kaiapoi study area

In the context of the Kaiapoi town centre the emphasis will be on optimising the use of existing assets; however, as the Mixed Use Business Areas develop, bespoke assessments are recommended to determine the on-site parking requirements as well as the implications for the wider town centre.

The specific implementation actions have been reviewed considering the Waimakariri District Parking Strategy objectives for the Kaiapoi 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.

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.	■		■	■		■	
Regularly monitor use of Charles Street Park and Ride station and seek opportunities to support uptake of public transport.	■	■	■	■			■
Increase parking supply							
Assess on-site parking requirements on the MUBA sites.	■	■		■			■

Optimise existing assets

Refine parking restrictions

There is currently a mix of P15, 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 Kaiapoi town centre parking survey demonstrated there is relatively high use of time restricted parking on Williams Street either side of the River, Charles Street, Raven Quay, Hilton Street and behind the library. All these areas had substantial numbers of parking infringements.

It is recommended that the existing time restrictions are reviewed and refined 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 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 Kaiapoi 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.

It is recommended that the current parking signage installed in Kaiapoi be formally identified and mapped to form the basis of a Kaiapoi town centre wayfinding plan. This plan would seek 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. Maintaining clear wayfinding to the Park and Ride spaces 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 Kaiapoi 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 the Rangiora Town Centre Parking Management 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. Whilst the primary purpose of the trial is to improve enforcement and data collection in Rangiora, it is recommended that during the trial period the vehicle could also be deployed in Kaiapoi town centre to understand the potential benefits to parking enforcement in both study areas.

Expand parking restrictions

As parking occupancies on time restricted parking within the study area increases, it is recommended that the current time restricted footprint be reviewed to provide sufficient parking for short-stay visitors. The preferred location for expanding this area should be adjacent to those parts of town that are directly impacted. For example, if short-stay parking to the north of the river is in short supply then the nearest adjacent unrestricted parking in that sub-area should ideally be converted to time restricted parking.

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, at the appropriate time the parking restriction area could be expanded for each sub-area as shown in Figure 7.

Figure 7 Indicative areas for expanded parking restrictions

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 Charles Street, Hilton Street, Fuller Street and Peraki 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. Potential candidates that generally meet this criteria and could be investigated further include Fuller Street and Hilton Street to the west of Williams Street and some portions of Charles and Sewells Streets.

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 Kaiapoi study area is mobility parking, 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.

Regularly monitor use of Charles Street Park and Ride station and seek opportunities to support uptake of public transport

The location of the Charles Street Park and Ride is unique in the context of the Waimakariri District. The parking allocated for the Park and Ride is centrally located and is therefore premium parking which could be provided for other parking purposes if it is under-subscribed. Similarly if it is over-subscribed the overflow of Park and Ride users onto neighbouring unrestricted parking is likely to frustrate other workers and visitors to the town centre.

It is recommended that the use of the Park and Ride be monitored (at least) annually to ensure that an appropriate quantity of space is allocated for this purpose coupled with monitoring feedback from the community as to the level of provision and convenience of these spaces.

Should the uptake of Park and Ride be detrimental to the availability of adjacent parking required for other purposes, additional capacity could be added at other sites and/or new sites may need to be identified elsewhere in the Kaiapoi urban area that meet the demands for the service.

Manage parking demand

Whilst the Plan does not include any specific implementation actions intended to manage parking demand, it remains important to recognise the vision of the Waimakariri District Integrated Transportation Strategy (ITS)[12] including "supporting alternative travel choices and encouraging our residents to walk, cycle and use public transport more".

The relatively low parking occupancies currently observed in the Kaiapoi town centre mean that the Plan does not rely on managing or reducing parking demand to avoid high parking occupancies in the future with associated negative outcomes such as parking circulation and congestion in the town centre.

Several of the implementation actions shown in Table 7 align with the Parking Strategy objective which seeks to prioritise alternative transport mode infrastructure (specifically parking for cyclists and Park and Ride users). However, it is recommended that a wider suite of initiatives supporting mode choice and the uptake of alternative modes (as included in the ITS) can also be beneficial in reducing the long-term requirement for private vehicle parking in our town centres.

[12] waimakariri.govt.nz

Increase parking supply

Assess on-site parking requirements on the MUBA sites

If developed, the three MUBA sites are likely to transform the Kaiapoi town centre and depending on the mix of activities introduced, potentially generate significant parking demand. Such demand and on-site provision for parking will all become more clear in later planning and design stages.

The development of each MUBA site must be informed by a robust assessment of the likely parking demand and supply (for example, as a condition on sale of land), 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, both during the planning and design stages, and post-construction to measure the uptake of parking in the vicinity of the MUBAs and 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. Assess on-site parking requirements of South MUBA development (and other MUBAs) prior to development by undertaking bespoke assessment when required.
2030 and onwards[13]	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
Ongoing	Review parking for special uses to ensure they meet demand (cycling, mobility etc). Regularly monitor use of the Charles Street Park and Ride car park and address issues as they arise.

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] When the target occupancy range is consistently exceeded across local areas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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 Kaiapoi 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
- Review the use of the Charles Street Park and Ride
- Continue to engage with the public through regular forums to encourage feedback on parking in Kaiapoi
- Engage with key businesses in the Kaiapoi 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 Kaiapoi 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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