

Hearing Agenda

Parking and Traffic Bylaw 2026

Thursday 16 April 2026

9am

Council Chamber
215 High Street
Rangiora

Council:

Councillor Tim Bartle

Councillor Brent Cairns

Councillor Wendy Doody

Councillor Jason Goldsworthy

Councillor Bruce McLaren

WAIMAKARIRI DISTRICT COUNCIL

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

BUSINESS

Page No

1. APOLOGIES

2. CONFLICTS OF INTEREST

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

3. HEARING OF SUBMISSIONS

9.25am Elle Taylor – Mainpower
9.35am Brian and Shirley Prescott

3.1. Copy of all Submissions

All submissions received are included as attachment (ii) to the staff report below.

4. STAFF REPORT

4.1. Parking and Traffic Bylaw 2026 – Hearing Panel Report and Officer Recommendations – Gina Maxwell (Business and Projects Advisor)

RECOMMENDATION

3 - 77

THAT the Parking and Traffic Bylaw 2026 Hearing Panel:

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

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: BYL-72/ 260409092419

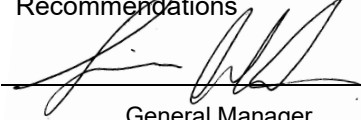
REPORT TO: PARKING AND TRAFFIC BYLAW 2026 HEARING PANEL


DATE OF MEETING: 16 April 2026

AUTHOR(S): Gina Maxwell, Business & Projects Advisor

SUBJECT: Parking and Traffic Bylaw 2026 – Hearing Panel Report and Officer Recommendations

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


 General Manager


 Chief Executive

1. SUMMARY

- 1.1. This report presents the results of public consultation on the Draft Parking and Traffic Bylaw 2026, undertaken using the Special Consultative Procedure from 9 February to 9 March 2026. Forty-eight submissions were received, with three submitters requesting to be heard. The report summarises the key themes raised through consultation and provides officer analysis and recommendations for consideration by the Hearing Panel.
- 1.2. Overall, consultation feedback demonstrates strong support for replacing the Parking Bylaw 2019 with the proposed Parking and Traffic Bylaw 2026. Matters raised by submitters relate primarily to implementation, clarity, and enforcement rather than the bylaw framework itself. Officers recommend retaining the Draft Parking and Traffic Bylaw 2026 as publicly notified, subject only to minor clarifications, controlled exemptions, and editorial amendments that do not alter the scope or intent of the proposal.
- 1.3. The Hearing Panel is asked to consider the officer analysis and recommendations and provide direction on whether any amendments are required before the bylaw is presented to Council for final consideration and adoption. If adopted, the recommended approach will deliver a legally robust, future-focused regulatory framework supported by consultation feedback, without the need for further public consultation unless substantive changes are directed.

Attachments:

- i. Parking and Traffic Bylaw 2026 DRAFT (TRIM: 250220027899)
- ii. Public Consultation All Submissions Received (TRIM: 260409092434)
- iii. Parking and Traffic Bylaw 2026 Consultation Submissions Officer Analysis and Recommendations (TRIM: 260409092427)

2. RECOMMENDATION

THAT the Parking and Traffic Hearing Panel:

- a) **Receives** Report No. TRIM number. 260409092419
- b) **Receives** and considers all submissions on the Parking and Traffic Bylaw 2026.
- c) **Notes** staff will prepare an amended draft Parking and Traffic Bylaw 2026 reflecting the Panel's decisions and report to Council for final adoption on 7 July 2026.

3. **BACKGROUND**

- 3.1. The current Parking Bylaw 2019 has limited effectiveness in addressing traffic movement, enforcement consistency, and changing transport patterns. A review undertaken in accordance with section 155 of the Local Government Act 2002 confirmed that a new bylaw is the most appropriate and proportionate regulatory tool for managing district-wide parking and traffic matters.
- 3.2. The proposed Parking and Traffic Bylaw 2026 modernises the regulatory framework and introduces future-focused tools—such as parking zones, residents’ exemption zones, and overnight parking restrictions. These tools do not take effect automatically and may only be implemented through separate Council resolutions following investigation and, where appropriate, engagement.
- 3.3. Council previously considered the review of the Parking Bylaw in December 2024 and resolved to replace the existing Parking Bylaw 2019 with a new Parking and Traffic Bylaw, following a review undertaken in accordance with section 155 of the Local Government Act 2002. In December 2025, Council approved the draft Parking and Traffic Bylaw 2026 and the associated Statement of Proposal for public consultation using the Special Consultative Procedure.

CONSULTATION SUMMARY:

- 3.4. Public consultation was undertaken using the Special Consultative Procedure.
- 3.5. Consultation was promoted through direct email to previous submitters, email distribution to Let’s Talk Waimakariri subscribers, flyer drops, and social media posts.
- 3.6. Engagement results:
- 470 visits to the Let’s Talk Waimakariri page
 - 60 visits on the peak day
 - 21 new registrations
 - 116 informed visitors
 - 45 engaged participants
 - 48 formal submissions (including three emailed or handwritten submissions recorded by staff)
- 3.7. A high proportion of submitters (95.8%) were district residents, and most (83%) were at least somewhat familiar with the Parking Bylaw 2019.

3.8. SUMMARY OF SUBMISSIONS AND THEMES

Topic (Survey Q#)	Support	Opposition	Key Themes from Submitters
Replace the bylaw (Q5)	83% support	4% oppose	Support for updating outdated rules; requests for clearer definitions and enforcement consistency.
Footpaths & Verges (Q6)	89% support	6% oppose	Strong emphasis on pedestrian safety; requests for clearer rural/urban distinctions; contractor exemptions raised.
Long-stay Parking – motorhomes/trailers (Q8)	87% support	11% oppose	Requests for shorter limits, anti-circumvention measures, and clarity around caravans and boats.
Enforcement Approach (Q10–11)	70% support	24% oppose	Broad support for education-first enforcement, with some submitters seeking stronger immediate enforcement for unsafe behaviour.

OFFICER ANALYSIS

- 3.9. Public feedback demonstrates strong support for replacing the Parking Bylaw 2019 with the proposed Parking and Traffic Bylaw 2026. Issues raised through consultation largely relate to implementation, definitions, and communication rather than the structure or enabling powers of the Draft Parking and Traffic Bylaw 2016. Officers therefore recommend minor clarifications—primarily through explanatory notes and guidance—rather than substantive amendments to bylaw text.
- 3.10. Accordingly, these views inform implementation considerations but do not, in the officers view, justify amendments to the bylaw framework itself.
- 3.11. The detailed clause-by-clause analysis set out in the Parking and Traffic Bylaw 2026 Consultation Submissions Officer Analysis and Recommendations document supports this approach, including reliance on definitions in primary legislation. Where submitters have requested additional clarity, officers recommend the use of explanatory notes and public guidance rather than deviating from nationally established definitions.
- 3.12. The Draft Parking and Traffic Bylaw 2026 has been prepared using a process that meets the general bylaw making requirements set out in the Local Government Act 2002.
- 3.13. The timeline below highlights key milestones from December 2024 through July 2026.
- 3.14. Development of the Draft Parking and Traffic Bylaw 2026 was informed by internal officer workshops, including Utilities and Roothing workshops held during 2025, and earlier reporting to Council during the bylaw review and consultation approval stages

Figure 1 Parking and Traffic Bylaw process to date



4. KEY ISSUES

4.1. Matters for Consideration by the Hearing Panel

The Hearing Panel is asked to consider the key issues raised through public consultation on the Draft Parking and Traffic Bylaw 2026 and determine whether any amendments are required prior to adoption.

The issues outlined below reflect the principal themes identified through submissions and have been reviewed jointly by the Environmental Services Unit and Roothing Unit to ensure a coordinated and consistent assessment.

In considering these matters, the Hearing Panel's role is to determine whether the recommended clarifications and amendments appropriately respond to submission feedback, while ensuring that the Draft Parking and Traffic Bylaw 2026, as amended, remains lawful, within scope of notification, robust, enforceable, and fit for purpose.

The Parking and Traffic Bylaw provides enabling regulatory powers only and does not determine implementation details, operational practices, funding, or infrastructure provision.

4.2. Reliance on Legislative Definitions

Some submitters sought amendments or clarification to definitions used throughout the Draft Parking and Traffic Bylaw 2026. Officers note that the Draft Parking and Traffic Bylaw 2026 deliberately relies on definitions contained in primary legislation and nationally applied rules to ensure consistency and enforceability.

The issue for the Hearing Panel is whether greater clarity is required within the bylaw itself, or whether submitter concerns can be addressed through non-statutory explanatory material.

4.3. Verge and Footpath Rules – Urban and Rural Contexts

Submitters strongly supported the proposed verge and footpath rules (89% support). However, some sought clearer distinction between urban and rural verges and flexibility for essential rural contractor stopping where verges are narrow, soft, or sloping.

The Draft Parking and Traffic Bylaw 2026 already includes definitions for verge, urban area, rural area, and the Continuous Accessible Path of Travel (CAPT), aligned with primary legislation. The issue is whether the draft bylaw requires amendment to better reflect rural operating conditions.

4.4. Motorhomes, Trailers, Caravans, and Boats

Most submitters (87%) supported long-stay parking limits but requested greater clarity around how boats and caravans are treated, particularly whether they are captured within the definition of "trailers", and how time-limit circumvention will be addressed.

The Draft Parking and Traffic Bylaw 2026 aligns trailer restrictions with the Land Transport (Road User) Rule 2004 and includes an anti-circumvention provision. The issue is whether additional clarification is required to support public understanding and enforcement consistency.

4.5. Enforcement Approach

Submitters expressed differing views on enforcement. While most supported a proportionate, education-first approach, others sought stronger enforcement for unsafe behaviours such as footpath parking and visibility obstruction. Concerns were also raised regarding consistency, signage, and public communication.

The issue is whether these matters require changes to the bylaw framework, or whether they are more appropriately addressed through operational policy and guidance.

4.6. Residents' Exemption Parking Zones

Feedback regarding residents' exemption parking zones was mixed. Some submitters supported their potential use in high-demand areas, while others opposed them on the basis that they subsidise private parking.

These provisions do not take effect automatically and would require further investigation, engagement, and a separate Council resolution before implementation. The issue is whether the enabling provisions should remain in the Draft Parking and Traffic Bylaw 2026.

4.7. Location-Specific Parking Concerns

A number of submissions raised site-specific concerns (for example Church Street and High Street near medical services), including visibility, mobility parking placement, and time-limited restrictions.

The issue is whether these matters should be addressed within a district-wide bylaw or managed as operational roading matters.

4.8. Heavy Vehicles, Trades Vehicles, and Oversized Equipment

Submitters raised concerns about heavy vehicles and oversized equipment parking in residential areas, citing safety, noise, and amenity impacts.

The Draft Parking and Traffic Bylaw 2026 already enables restrictions on heavy vehicles through separate Council resolutions where supported by evidence. The issue is whether further prescriptive controls should be included in the bylaw itself.

4.9. Driveway Crossings, Mobility Devices, and Pedestrian Access

Submitters sought greater clarity regarding parking near driveways, mobility device use on footpaths, and protection of the Continuous Accessible Path of Travel.

The Draft Parking and Traffic Bylaw 2026 already aligns with the Land Transport (Road User) Rule 2004. The issue is whether additional clarity is required through bylaw amendment or supporting material.

4.10. Clause 32 – Exemptions for Public Works and Utility Vehicles

MainPower requested confirmation that vehicles used for public works, infrastructure, and utility services are exempt while undertaking approved works within the road corridor.

The issue is whether the current exemptions are sufficiently clear, or whether a narrowly defined additional exemption should be included to reflect operational realities while maintaining safety protections.

4.11. Minor Drafting Correction

A minor internal cross-reference error has been identified in Clause 25. This is an editorial matter that does not alter the intent or scope of the Draft Parking and Traffic Bylaw 2026.

5. OPTIONS

5.1. The options below outline whether identified matters are best addressed through bylaw amendment or through non-statutory mechanisms such as guidance, operational policy, or future Council resolutions.

5.2. In considering these options, it is noted that the Draft Parking and Traffic Bylaw 2026 provides enabling regulatory powers only and does not determine implementation details, operational practices, funding, or infrastructure provision.

5.3. Reliance on Legislative Definitions

Option 1: Retain the Draft Parking and Traffic Bylaw 2026 wording and rely on primary legislation definitions.

This option is recommended by staff.

Option 2: Amend the Draft Parking and Traffic Bylaw 2026 to modify or expand definitions.

This option is not recommended due to inconsistency with nationally applied definitions.

5.4. Verge and Footpath Rules – Urban and Rural Contexts

Option 1: Retain the Draft Parking and Traffic Bylaw 2026 wording as notified.

This option is recommended by staff.

Option 2: Add explanatory notes or guidance to clarify urban and rural application.

This option is recommended as a supporting (non-statutory) measure.

Option 3: Amend the Draft Parking and Traffic Bylaw 2026 to include detailed rural exceptions.

This option is not recommended.

5.5. Motorhomes, Trailers, Caravans, and Boats

Option 1: Retain the Draft Parking and Traffic Bylaw 2026 wording.

This option is recommended by staff.

Option 2: Add an explanatory note confirming that boats and towed caravans fall within the definition of “trailers” for enforcement purposes, and that motorhomes are addressed separately.

This option is recommended by staff.

Option 3: Amend the Draft Parking and Traffic Bylaw 2026 definitions.

This option is not recommended by staff.

5.6. Enforcement Approach

Option 1: Retain the existing enforcement framework and address concerns through operational guidance and communication.

This option is recommended by staff.

Option 2: Strengthen enforcement provisions within the Draft Parking and Traffic Bylaw 2026.

This option is not recommended by staff.

5.7. Residents' Exemption Parking Zones

Option 1: Retain the provisions as drafted, noting that implementation requires a future Council resolution.

This option is recommended by staff.

Option 2: Remove or significantly amend the enabling provisions.

This option is not recommended by staff.

5.8. Location-Specific Concerns

Option 1: Refer site-specific matters to the Roding Unit for operational investigation.

This option is recommended by staff.

Option 2: Amend the Draft Parking and Traffic Bylaw 2026 to address individual roads or locations.

This option is not appropriate and not recommended by staff.

5.9. Heavy Vehicles and Oversized Equipment

Option 1: Retain the Draft Parking and Traffic Bylaw 2026 wording and rely on future Council resolutions where justified by evidence.

This option is recommended by staff.

Option 2: Expand the Draft Parking and Traffic Bylaw 2026 to include specific prohibitions.

This option is not recommended by staff.

5.10. Driveway Crossings, Mobility Devices, and Pedestrian Access

Option 1: Retain the Draft Parking and Traffic Bylaw 2026 wording.

This option is recommended by staff.

Option 2: Provide additional public guidance and diagrams.

This option is recommended as a supporting measure.

5.11. Clause 32 – Public Works and Utility Vehicles

Option 1: Retain Clause 32 as drafted.

This option is not recommended by staff.

Option 2: Amend Clause 32 to include a narrowly defined exemption for vehicles undertaking authorised public works and utility services, limited to approved locations and durations.

This option is recommended by staff.

5.12. Minor Drafting Correction

Option 1: Correct the internal cross-reference in Clause 25.

This option is recommended by staff.

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

6. **STRATEGIC ALIGNMENT AND COMMUNITY VIEWS**

Mana Whenua Engagement

- 6.1. The subject matter and/or recommendations contained within this report are not likely to be of interest to mana whenua. Te Ngāi Tūāhuriri hapū had the opportunity to participate in public consultation, undertaken using the Special Consultative Procedure, for mana whenua to express their views.

Groups, Organisations and the Wider Community

- 6.2. There are groups, organisations, and members of the wider community likely to be affected by, or to have an interest in, the subject matter of this report.
- 6.3. These include residents, businesses, service providers, mobility-impaired users, tradespeople, rural contractors, utility providers, and vehicle users across the district. Interest in the Draft Parking and Traffic Bylaw 2026 was demonstrated through public submissions received during the formal consultation process.
- 6.4. The views and preferences of affected persons have been considered through a themed analysis of submissions. Feedback reflected a range of perspectives, with strong overall support for the Draft bylaw framework alongside requests for clarification, implementation guidance, and controlled exemptions in specific circumstances. The Key Issues and Options sections of this report summarise the principal matters raised and outline how officers propose to respond to community views.

- 6.5. Further details of the consultation process and submission feedback are contained in the Parking and Traffic Bylaw 2026 Consultation Submissions Officer Analysis and Recommendations (Attachment iii TRIM 260409092427)

Implications for Community Wellbeing

- 6.6. There are implications on community wellbeing from the issues and options that are the subject matter of this report.
- 6.7. The Draft Parking and Traffic Bylaw 2026 directly affects how public road space, footpaths, and verges are used and managed across the district. The issues and options considered in this report have implications for community safety, accessibility, mobility, and amenity, particularly for pedestrians, mobility-impaired users, residents, businesses, and service providers.
- 6.8. The recommended approach seeks to balance safety and accessibility outcomes with fairness and practicality, supporting positive social and transport wellbeing outcomes while minimising unnecessary regulatory burden. Where clarification or exemptions are proposed, these are narrowly scoped to ensure safety, inclusion, and network efficiency are maintained.

Community Outcomes and Strategic Priorities

- 6.9. The Council's community outcomes are relevant to the actions arising from recommendations in this report.
- 6.10. The recommendations relating to the Draft Parking and Traffic Bylaw 2026 support several of Council's adopted community outcomes, particularly those associated with social, environmental, and economic wellbeing.
- 6.11. In particular, the Draft Parking and Traffic Bylaw 2026 contributes to:
- Social wellbeing, by promoting safe, accessible, and inclusive public spaces and supporting equitable access to essential transport infrastructure, including footpaths and the Continuous Accessible Path of Travel.
 - Environmental wellbeing, by protecting the safety and functionality of the natural and built environment within the road corridor, including verges, footpaths, and public spaces.
 - Economic wellbeing, by providing a clear, consistent, and enforceable regulatory framework that supports efficient use of road space, enables business and service activity, and provides certainty for residents and service providers.
- 6.12. Overall, the Draft Parking and Traffic Bylaw 2026 supports Council's outcomes for safe, healthy, and accessible environments that meet the needs of a growing and diverse community now and into the future.
- 6.13. The Council's Strategic Priorities are relevant to the actions arising from recommendations in this report.
- 6.14. The Draft Parking and Traffic Bylaw 2026 aligns most closely with the following Strategic Priorities adopted through the Long-Term Plan:
- Enhance community wellbeing, safety, inclusivity and connectedness, by prioritising pedestrian safety, accessibility, and consistent management of parking and traffic behaviours across the district.
 - Advance an integrated and accessible transport network, by establishing a clear, district-wide framework that supports safe movement, accessibility, and effective use of the transport network for all users.
 - Protect and enhance the resilience of our natural and built environment, by managing vehicle activity within the road corridor in a way that supports safety, amenity, and long-term infrastructure performance.

6.15. The recommendations seek to balance safety, accessibility, and practicality, ensuring regulatory tools remain proportionate while supporting Council's broader strategic direction.

7. OTHER IMPLICATIONS AND RISK MANAGEMENT

Financial Implications

- 7.1. There are no financial implications for the decisions sought by this report.
- 7.2. The recommendations in this report relate to the consideration of issues raised through consultation on the Draft Parking and Traffic Bylaw 2026, including minor clarifications, controlled exemptions, and editorial corrections. The recommended actions do not require additional capital expenditure, new operational funding, or amendments to existing budgets.
- 7.3. Funding is currently provided within the Annual / Long Term Plan.
- 7.4. Enforcement, and communications associated with the Draft Parking and Traffic Bylaw will be delivered within existing business-as-usual operational budgets of the Environmental Services and Roading Units.
- 7.5. As no new expenditure is proposed, there are no impacts on rates, Development Contributions, or budgets outside those adopted through the Annual or Long-Term Plan. Referral to the Finance Team is not required.

Community Resilience and Sustainability

- 7.6. The recommendations in this report do have sustainability and/or climate change impacts.
- 7.7. The sustainability and/or climate change impacts related to this report have not been previously reported on and are not subject to a previous Climate Impact Assessment.
- 7.8. The sustainability and/or climate change impacts of the recommendations in this report have not previously been reported on, but are likely to include minor positive impacts, including:
 - improved protection of footpaths, verges, and public spaces;
 - safer and more accessible pedestrian environments that support walking and other forms of active transport; and
 - more efficient and consistent management of the road corridor, supporting long-term infrastructure resilience.
- 7.9. No specific mitigation measures are required, as the recommendations do not involve new infrastructure, increased vehicle use, or additional emissions beyond existing activity.
- 7.10. The decisions sought in this report are consistent with the Council's Natural Environment Strategy Framework.
- 7.11. The Draft Parking and Traffic Bylaw 2026 supports the Strategy's objectives by promoting safe and orderly use of the built environment, protecting public spaces from damage or obstruction, and supporting resilient infrastructure outcomes. The recommendations align at a high level with the intent of creating a healthy and resilient natural and built environment.
- 7.12. Other community resilience considerations relating to the recommendations and issues within this report include improved safety, accessibility, and certainty for residents, service providers, and road users. By providing a clear and consistent regulatory framework supported by education-focused implementation, the Draft Parking and Traffic Bylaw 2026 contributes to community resilience by enabling safe movement, inclusion, and confidence in the management of shared public spaces.

Risk Management

- 7.13. There are risks arising from the adoption and implementation of the recommendations in this report.
- 7.14. The risks associated with the Draft Parking and Traffic Bylaw 2026 are assessed as low and manageable. They primarily relate to operational consistency, public understanding of the bylaw provisions, and transitional enforcement following adoption.
- 7.15. Adoption of a modernised and updated bylaw is expected to reduce overall operational and legal risk by providing clearer, nationally aligned provisions and a more consistent regulatory framework. Identified risks will be mitigated through:
- clear operational guidance and procedures;
 - staff training and alignment across enforcement teams;
 - an education-first implementation approach; and
 - proactive public communication and supporting guidance.
- 7.16. These mitigation measures align with Council's Risk Management Framework and operational risk management practices.

Health and Safety

- 7.17. There are health and safety risks arising from the adoption and implementation of the recommendations in this report.
- 7.18. The Parking and Traffic Bylaw 2026 enhances public health and safety outcomes by protecting Continuous Accessible Path of Travel (CAPT) routes, reducing obstructive and unsafe parking behaviours, and enabling appropriate traffic and parking controls where required.
- 7.19. Implementation and enforcement activities involve staff undertaking public-facing and on-road activities, which carry inherent health and safety risks. These risks will be managed through adherence to Council's Health and Safety Management System and relevant Promapp processes, including:
- Identify, Assess and Manage Health and Safety Risks;
 - Contractor Health and Safety Management; and
 - Working Alone and Fatigue Management procedures.
- 7.20. All activities arising from implementation of the recommendations will be managed in accordance with the *Health and Safety at Work Act 2015* and associated regulations.

8. CONTEXT

Consistency with Policy

- 8.1. This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.
- 8.2. The Draft Parking and Traffic Bylaw 2026 has been publicly consulted on in accordance with statutory requirements. The recommendations in this report relate to clarifications, controlled exemptions, and minor amendments that do not alter the intent or scope of the Draft Parking and Traffic Bylaw 2026 as publicly notified.
- 8.3. The proposed course of action is consistent with the Council's Significance and Engagement Policy 2023, and no further consultation is required unless directed by the Hearing Panel.

Authorising Legislation

- 8.4. The recommendations in this report are made pursuant to the following legislation:
- *Local Government Act 2002 (sections 145, 146, 155, 159, and 160A)*;

- *Land Transport Act 1998 (section 22AB);*
- *Land Transport (Road User) Rule 2004;*
- *Land Transport Rule: Traffic Control Devices 2004;*
- *Local Government Act 1974 (section 356 – removal of vehicles); and*
- *Land Transport (Storage and Towage Fees for Impounded Vehicles) Regulations 1999.*

8.5. These provisions authorise the Council to regulate parking, traffic movement, and use of the road corridor for safety, access, and amenity purposes.

Authorising Delegations

- 8.6. The Council has the authority to make decisions in relation to the making, amendment, and adoption of bylaws under the Local Government Act 2002.
- 8.7. The Council will appoint a Hearing Panel to consider submissions and officer recommendations on the proposed Parking and Traffic Bylaw 2026. The Council will make final decisions on the proposed bylaw following consideration of submissions.
- 8.8. The Council has delegated authority for administration and operational management of the adopted Parking and Traffic Bylaw 2026 to the Utilities and Roading Committee, in accordance with Delegation S-DM 1024.

WAIMAKARIRI DISTRICT COUNCIL PARKING AND TRAFFIC BYLAW 2026

DRAFT

This Parking and Traffic Bylaw
was adopted at a Council meeting held on
TBC 2026

Chief Executive

Governance Manager

DRAFT

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DRAFT

Waimakariri District Council Parking Bylaw 2026

1. General

- 1.1 The bylaw may be cited as the Waimakariri District Council (the Council) Parking and Traffic Bylaw 2026 (the bylaw).
- 1.2 The bylaw supersedes the Waimakariri District Council Parking Bylaw 2019 and comes into force on TBC 2026.
- 1.3 The bylaw is made pursuant to sections 145, 146, 159 and 160A of the *Local Government Act 2002* and section 22AB of the *Land Transport Act 1998*.

2. Purpose

- 2.1 The purpose of the bylaw is to regulate parking and traffic movements on public roads and public places within the Waimakariri District. It aims to ensure safety for all road users, maintain accessibility for pedestrians and vehicles, and promote efficient use of the transport network. The bylaw provides clear, enforceable rules to protect public health, prevent damage to infrastructure, and support fair and consistent compliance with national legislation and best practice.

3. Definitions

- 3.1 In the bylaw, unless a different meaning is clearly stated:

Agency means Waka Kotahi NZ Transport Agency (Waka Kotahi)

Authorised Officer means any person appointed or authorised by the Council to act on its behalf, including Parking Wardens and Police Officers.

Authorised Period means the time period commencing when a vehicle is parked within an area listed in the Schedule, which the Council by resolution has designated as a time-limited area and in which the appropriate sign(s) have been erected.

Continuous Accessible Path of Travel (CAPT) is defined as the area where the pedestrian route is safe and convenient for everyone, especially for people who are blind, have impaired mobility or have low vision.

Council means the Waimakariri District Council and includes any person, authorised by the Council to act on its behalf.

Explanatory notes are used for several reasons, including to explain the intent of a clause in less formal language, to include additional helpful information, or because the information may be subject to change. These notes are not part of the bylaw, and the Council may add, amend or delete these at any time without amending the bylaw.

Enforcement Officer means any person appointed by the Council under the Local Government Act 2002 or the Land Transport Act 1998 to enforce parking and traffic regulations. An Enforcement Officer is an Authorised Officer for the purposes of this bylaw.

Immobilised vehicle means any vehicle that cannot be moved on its own because it is mechanically not able to be moved or has a wheel or wheels missing from the vehicle.

Mobile trading means temporary trading activity conducted from a location that is vacated at the end of the trading day. This includes trading from stands or stalls (including vehicles used as stalls) by hawkers, pedlars, and operators of mobile or travelling shops.

Mobile Trading Vehicle means any vehicle used for mobile trading activities in a public place.

Motorhome means any vehicle designed or converted to be used for human habitation, whether self-contained or not, and includes a bus, campervan, or house truck.

Explanatory note: For enforcement purposes, an Authorised Officer may determine whether a vehicle meets the definition of motorhome based on its design or conversion for human habitation, regardless of NZTA registration details.

Mobility Parking Permit For clarity, legislation refers to this as a 'disabled persons parking permit'; however, the term 'Mobility Parking Permit' is used in the bylaw for consistency with current practice.

Overnight means the period between 10:00pm and 6:00am, unless otherwise specified by Council resolution.

Parking Zone means an area designated by the Council under the bylaw for the purpose of regulating parking. A Parking Zone may include any road, part of a road, land, or building under the Council's care, control, or management, and is subject to specific parking restrictions made by resolution under section 22AB of the Land Transport Act 1998.

Pedestrian means any person travelling by foot or using pedestrian facilities, including those using wheelchairs, prams, e-scooters, mobility scooters, and other mobility devices that are not classified as vehicles.

Public place means any place that, at any material time, is open to or is being used by the public, whether free or on payment of a charge, and whether or not any owner or occupier is lawfully entitled to exclude or eject any person; and includes any road, footpath, accessway, parking place, reserve, bridge or other land or premises owned, controlled, or managed by the Council and open to or used by the public.

Residents' Exemption Parking Zone means a designated Parking Zone or part thereof reserved by Council resolution for the use of residents living in the vicinity,

who hold a valid residents' parking permit. These zones may exempt permit holders from certain parking restrictions otherwise applicable in the Parking Zone.

Roadway is the portion of the road used for the movement of motor vehicles.

Rural Area: Any area zoned rural under the District Plan, including lifestyle blocks and farmland.

Urban Area: Any area zoned residential, commercial, or industrial under the District Plan

Explanatory Note: For the purposes of the bylaw, Open Space and Special Purpose Zones are classified as urban or rural based on the predominant surrounding land use. This is in line with the intent of the District Plan, while allowing for practical enforcement of parking and traffic controls.

Verge is the portion of the Road between the property boundary and Roadway, excluding Footpaths, Shared Paths, and Parking Places, not designed to be used by motor vehicles travelling along the Roadway. This includes unsealed shoulders, grassed or landscaped verges, drains, swales, and batter slopes.

Explanatory note: For the purposes of the bylaw, 'verge' means the area between the property boundary and the roadway, including areas commonly referred to as berms.

3.2 In the bylaw, unless a different meaning is clearly stated:

- (a) Driver, Heavy motor vehicle, Mobility device, Moped, Motor vehicle, Motorcycle, Owner, Parking, Road and Vehicle have the same meanings as in section 2(1) of the Land Transport Act 1998; and
- (b) Cycle Track, Footpath, Parking Place and Transport station have the same meaning as in section 591(6) of the Local Government Act 1974; and
- (c) Bus Lane, Cycle Lane, Cycle Path, Disabled persons, parking permit, Emergency vehicle, Intersection, Lane, Pedestrian Crossing, Power assisted cycle, Roadway, Shared Path, Shared Zone, Special Vehicle Lane and Transit Lane have the same meanings as in clause 1.6 of the Land Transport (Road User) Rule 2004.
- (d) Any undefined words, phrases or expressions used in the bylaw have the same meaning as in the Land Transport and Local Government Acts unless the context plainly requires a different meaning.
- (e) The relevant provisions of the Legislation Act 2019 apply to the interpretation of the bylaw.

4. Resolutions Made Under the Bylaw

4.1 The Council may make a resolution under the bylaw to give effect to its purpose, including to regulate parking, traffic movement, and road use. A resolution may:

- (a) Regulate, control, or prohibit any matter relating to parking, traffic movement, or road use, either generally or for specific classes of vehicles or situations.
 - (b) Apply to all vehicles or traffic, or to any specified class of vehicles or traffic using a road;
 - (c) Apply to any road, part of a road, greenspace adjoining a road, building, transport station, or parking place under the care, control, or management of the Council;
 - (d) Apply during specified times or periods as determined by Council resolution.
- 4.2 The Council may subsequently amend or revoke any resolution made under the bylaw at any time.
- 4.3 All resolutions made under the bylaw by the Council will be recorded in a register and published on the Council's website alongside the bylaw.

PART 1 - PARKING

5. Stopping, Standing and Parking of Vehicles

- 5.1 The Council may, by resolution, restrict the stopping, standing, or parking of vehicles, or any specified class of vehicle, on a road, or any combination of these.
- 5.2 Without limiting subclause (1), the restriction may provide for:
- (a) time restricted parking;
 - (b) the restriction on parking by heavy motor vehicles on any specified road during specified hours or for a period that exceeds a specified period;
 - (c) a bus stop;
 - (d) a loading zone;
 - (e) parking at an angle to the roadway
- 5.3 The Council will indicate areas where stopping, standing, or parking of vehicles (whether attended or unattended) is restricted or prohibited. These areas will be marked using prescribed signs, notices, road markings, or other devices placed in a conspicuous position on any road or other area under the Council's control.
- 5.4 Any of the signs, markings, notices, or devices referred to in subclause (5.3) may be supplemented, altered, or removed by Council resolution.

6. No Parking on Certain Parts of the Road

- 6.1 A person must not stop, stand or park a vehicle, wholly or partially:
- (a) On any part of the road laid out as a cultivated area, including gardens, grassed areas, or landscaped verges.
 - (b) On verges if it causes any damage to the verge, Council infrastructure, or poses a safety hazard.
 - (c) On verges in urban areas, unless expressly permitted by the Council.
 - (d) On verges in rural areas, if the parking causes damage to the verge, Council assets, or poses a safety hazard.
 - (e) On any part of the road that is separated from the roadway by a kerb and designed primarily for pedestrian use or landscaping — including paved or surfaced areas with or without planting — unless expressly permitted by the Council.
- 6.2 Businesses must not use any grass verge or road reserve as an extension of their premises for parking vehicles, whether for customers, staff, or display purposes.

Explanatory Note: Parking outside the roadway is generally prohibited in urban areas (e.g., Kaiapoi, Oxford, Rangiora, Woodend) unless expressly permitted by the Council. In rural areas, parking on verges is allowed unless it causes damage, poses a safety hazard, or is restricted by Council

resolution. On boundary roads, urban and rural rules apply to their respective sides up to the centreline.

- 6.3 A person may stop, stand or park a vehicle in contravention of clauses 6.1 if:
- (a) That part of the road is designed for or constructed to accommodate a parked vehicle; or
 - (b) An Authorised Officer has given written permission to stop, stand or park a vehicle in that part of the road; or
 - (c) The Council, by resolution, has allowed vehicles to stop, stand, or park in that part of the road.

Explanatory Note: Clauses 6.1 and 6.3 apply cumulatively. Parking is prohibited on cultivated areas and verges unless expressly permitted by the Council.

7. Parking of Mobility Devices on Footpaths

- 7.1 Mobility devices must not obstruct a pedestrian's Continuous Accessible Path of Travel (CAPT), create hazards for footpath users, or block vehicle crossings.

8. Temporary Discontinuance of a Parking Space

- 8.1 An Authorised Officer may temporarily restrict parking in any parking space or area by placing 'No Stopping' signage or other appropriate controls to indicate the parking space is temporarily unavailable.
- 8.2 Parking restricted under 8.1 may be limited to specified vehicles or classes of vehicles at such parking places.
- 8.3 No person may -
- (a) stop or park a vehicle at:
 - ii. a parking place affected by a temporary 'No Stopping' sign or other traffic controls under subclause (8.1); or
 - iii. a parking place affected by a sign or traffic control under subclause (8.2) unless:
 - that person is specifically authorised by the authorised officer, or
 - complies with any specified condition by the sign or traffic controls.
 - (b) remove any signs or traffic controls authorised under subclauses (8.1) or (8.2).

Explanatory Note: Occasionally, the Council may need to temporarily repurpose parking spaces for other activities, such as temporary bus stops, bus lanes, or construction zones.

9. Parking for Mobility Parking Permit

- 9.1 The Council may, from time to time by resolution, reserve any specified parking place either generally or at specified times for the exclusive use of any person that displays

a Mobility Parking Permit issued under the national scheme administered by CCS Disability Action or Sommerville Disability Support Services, in accordance with the provisions of the Land Transport (Road User) Rule 2004.

- 9.2 The Council shall, by markings, signs or notices, indicate where parking by non-permit holders is prohibited or restricted.

Explanatory Note: Mobility Parking Permits are issued to individuals who meet eligibility criteria under the national scheme. The permit itself is sufficient evidence of entitlement to use designated mobility parking spaces. While primary legislation refers to these as “disability parking permits,” the term “mobility parking permit” is used by CCS Disability Action, councils, and NZTA to reflect a more inclusive and person-centred approach.

10. Removal of Vehicles from Off-Street Parking Areas

- 10.1 An Enforcement Officer may authorise the removal of any vehicle from any part of the road reserve or Council-managed land that contravenes the bylaw, or any resolution made under the bylaw.
- 10.2 The Council may recover the costs incurred for the removal of the offending vehicle, provided that such costs do not exceed the fees prescribed under the Land Transport (Storage and Towage Fees for Impounded Vehicles) Regulations 1999.
- 10.3 No person may cause damage to, remove, or paint over authorised road markings, signage, or barriers associated with parking restrictions or controls on land owned or managed by the Council.
- 10.4 No person may install unauthorised road markings, signage, or barriers associated with parking restrictions or controls on land owned or managed by the Council.
- 10.5 The powers that may be exercised under clause 10.5 are in addition to those provided by any other applicable Act or regulation, including the Land Transport Act 1998 and Local Government Act 2002.

11. Immobilised and Immobile Vehicles

- 11.1 A person must not leave an immobilised vehicle (including one without wheels) on any road or public place for more than 7 consecutive days. An exemption can be granted by an Authorised Officer or the Council.
- 11.2 Any vehicle in breach of clause 11.1 may be removed by the Council to a place nominated by the Council.
- 11.3 The Council shall not be liable for any loss or damage resulting from the removal or sale of any such vehicle, in accordance with Section 356 of the Local Government Act 1974.

12. Motorhomes and Trailers

- 12.1 Trailers must not be parked on any road or public place for more than five consecutive days, as specified in Rule 6.19 of the Land Transport (Road User) Rule 2004, unless written consent is granted by the Council or an Authorised Officer.
- 12.2 A person must not park a motorhome on any road or in a public place for a continuous period exceeding seven days. Written consent to exceed this time limit can be granted by the Council or an Authorised Officer.
- 12.3 For the purposes of enforcement, continuous parking may include:
- (a) instances where a trailer or motorhome is moved and returned to the same or a nearby location within the applicable time period (five days for trailers, seven days for motorhomes),
 - (b) if it appears the movement was intended to circumvent the parking restriction.
 - (c) Officers will assess based on reasonable evidence of intent to avoid compliance.

13. Working on Vehicles

- 13.1 A person must not stop, stand, or park any vehicle on any road to carry out repairs unless those repairs are of an urgent nature and do not impede the flow of traffic or are necessary to enable the vehicle to be moved.

14. Parking Zones

- 14.1 By resolution, the Council may:
- (a) Designate an area to be a Parking Zone with restrictions (Parking Zone controls) The Council may by resolution:
 - (b) that apply in that Parking Zone;
 - (c) Reserve any road, land, or building under the Council's care, control, or management to be a Parking Zone, which will be subject to parking restrictions set by Council resolution;
 - (d) Specify the vehicles or classes of vehicle that can or cannot use a Parking Zone;
 - (e) Prescribe the restrictions that apply, including but not limited to, the times, manner, and other conditions for parking vehicles or classes of vehicles in a Parking Zone;
 - (f) Make provision for the efficient management and control of a Parking Zone.
- 14.2 Any general restrictions that apply to a Parking Zone do not apply to areas within that zone where specific stopping, standing, or parking restrictions have been separately designated.

Explanatory Note: Parking Zones may include Residents' Exemption Parking Zones, which are subject to additional conditions as outlined in Clause 15.

15. Residents' Exemption Parking Zone

15.1 The Council may, through resolution:

- (a) Reserve any Parking Zone or part thereof, as a residents' exemption parking area. This is for the use of persons who reside in the vicinity;
- (b) Prescribe any fees to be paid annually or on a pro-rata basis, as determined by Council policy;
- (c) Define the method by which such fees may be paid, in accordance with Council's standard payment options;
- (d) Specify which parking restrictions permit holders are exempt from, including exemptions from time limits in designated Parking Zones such as P120 areas.

15.2 Any person who parks in a residents' exemption parking area must clearly display a current residents' parking permit. If no permit is displayed, standard parking restrictions and payments will apply.

15.3 A person must not park a vehicle in a Parking Zone or a residents' exemption parking area in contravention of any prohibition or restriction made by the Council.

Explanatory Note: Residents' Exemption Parking Areas are a type of Parking Zone reserved for residents. All general Parking Zone restrictions apply unless specifically exempted by resolution.

16. Reserved Parking Areas

16.1 By resolution, the Council may reserve any parking space or other area within a road, parking place, or transport station for the exclusive use of specified vehicle types or classes, including (but not limited to):

- (a) motorcycles;
- (b) cycles, including bicycles and power-assisted cycles (commonly known as e-bikes);
- (c) electric scooters and other wheeled recreational devices;
- (d) electric vehicles, while in the course of being recharged at an electric vehicle charging station;
- (e) goods service vehicles;
- (f) heavy motor vehicles;
- (g) taxis;
- (h) buses and coaches, both public and commercial;
- (i) vehicles in the course of loading or unloading goods or passengers ('loading zone');
- (j) vehicles used by pregnant persons or by persons accompanied by infants or young children;

- (k) car share vehicles;
- (l) carpooling vehicles;
- (m) oversize vehicles, trailers, boats or caravans;
- (n) diplomatic or consular corps vehicles;
- (o) members of the judiciary vehicles;
- (p) medical practitioner vehicles; and
- (q) mobile traders using stands or stalls.

16.2 In making a resolution under clause 16.1, the Council may prescribe –

- (a) the days and times that the reserved parking applies;
- (b) any time limits that may apply to those using the reserved parking (for example, in loading zones), and the days and times that any such limits will apply;
- (c) the period (if any) for which no fee or charge applies to the reserved parking;
- (d) any fees to be paid (annually, on an hourly basis, or otherwise) for the use of the reserved parking;
- (e) the manner by which any such fees may be paid; and
- (f) for carpooling vehicles, the minimum number of permits that must be displayed or held for a parked vehicle.

16.3 A person must not park in any reserved parking area where a permit is required and signposted unless:–

- (a) the area is clearly marked as requiring a Council-issued parking permit;
- (b) the person holds a valid permit for that area and complies with all conditions set by the Council; and
- (c) the permit is displayed prominently in the vehicle so it can be easily read from outside.

Explanatory Note: Not all reserved parking areas require a permit. For example, EV charging stations, loading zones, and spaces for parents with infants may be used without a permit if signposted accordingly. Clause 16.3 applies only to areas where a permit requirement is explicitly indicated.

17. Overnight Parking Restriction

17.1 The Council may, by resolution, prohibit or restrict the parking of vehicles in any Council-managed parking place during specified overnight hours.

17.2 A schedule of parking places where overnight parking is prohibited may be maintained and amended by Council resolution in accordance with Clause 33 of the bylaw.

17.3 Areas subject to overnight parking restrictions must be clearly signposted in accordance with applicable legislation and Council standards.

17.4 Restrictions under this clause apply as specified in clauses 17.1 and 17.2. A person must not stop, stand, or park a vehicle in contravention of any overnight parking restriction.

18. Mobile Trading

18.1 Mobile trading vehicles must not:

- (a) Obstruct the flow of road users, including vehicles and pedestrians.
- (b) Block access to private property or public facilities.
- (c) Create a hazard or unsafe condition for other road users.

18.2 Written approval from an Authorised Officer is required before any mobile trading occurs on a public road, verge, footpath, or other public place.

18.3 Where mobile trading is permitted by the Council, the trader must comply with all conditions of the approval and applicable national transport rules.

PART 2 – TRAFFIC MOVEMENTS

19. Turn Ban

19.1 By resolution, the Council may prohibit or restrict turning movements:

- (a) vehicles or classes of vehicles on any road from turning to the right or to the left or from proceeding in any other direction; and
- (b) vehicles turning from facing or travelling in one direction to facing or travelling in the opposite direction (performing a U-turn on specified roads)

19.2 Any resolution made under clause 19.2 may specify the hours or days of the week that a restricted turning movement may be made (if any).

19.3 A person must not turn a vehicle to the left, or to the right, or perform a U-turn, or proceed in any other direction on any road where the Council has prohibited or restricted such movements.

20. One-Way Roads

20.1 The Council may by resolution require vehicles on roads or part of a road to travel in one specified direction only.

20.2 Every driver of a vehicle must travel only in the direction specified on a one-way road.

20.3 The Council may specify by resolution that cycles may travel in the opposite direction on a one-way road.

21. Special Vehicle Lanes

21.1 The Council may by resolution prescribe a road, or a part of a road, as a special vehicle lane.

21.2 Any resolution made under clause 21.2 must specify, as the case may be –

- (a) the type of special vehicle lane; and
- (b) the hours of operation of the special vehicle lane (if any) when it is restricted to specific classes of vehicles.

21.3 A person must not use a special vehicle lane contrary to any restriction made by the Council under clause 21.3.

22. Shared Paths

22.1 The Council may by resolution determine the priority for users and impose restrictions or conditions. Users must comply.

22.2 A person must not use a shared path or a cycle path or a cycle lane in a manner contrary to any restriction made by the Council.

23. Shared Zones

- 23.1 The Council may by resolution specify any road or part of a road to be a shared use zone.
- 23.2 Any resolution made under clause 23.2 may specify –
- (a) whether the shared use zone may be used by specified classes of vehicles;
 - (b) the days and hours of operation of the shared use zone (if they differ from 24 hours per day, 7 days per week); and
 - (c) any other restrictions on how the shared use zone is to be used by the public, including how road users, including vehicles and pedestrians, will interact.
- 23.3 Except where the Council has by resolution specified otherwise, no person may stand or park a vehicle in a road specified as a shared use zone.
- 23.4 Where a Parking Place is located within a Shared Zone, parking is permitted only in areas that are:
- (a) Clearly marked or signed for parking; and
 - (b) Subject to any restrictions or conditions imposed by the Council through resolution.

Explanatory Note: Parking within Shared Zones is only allowed in designated spaces. This ensures safe interaction between vehicles and pedestrians and supports effective enforcement.

24. Keep Clear Zone

- 24.1 A person must not stop, stand, or park any vehicle within a designated "Keep Clear Zone" on any road or public place. These zones are marked by appropriate signage and road markings to ensure unobstructed access for emergency vehicles, service vehicles, and other essential traffic.
- 24.2 Any vehicle found stopped, standing, or parked within a "Keep Clear Zone" may be subject to immediate removal, and the owner may incur fines or towing charges as specified by the Council under the Land Transport Rule: Traffic Control Devices 2004.

Explanatory Note: Clause 10.6 of Land Transport Rule: Traffic Control Devices 2004 allows road controlling authorities to mark "keep clear" zones at intersections.

25. Unformed Legal Roads

- 25.1 The Council may by resolution restrict the use of motor vehicles on unformed legal roads for the purposes of protecting the environment, or the road and adjoining land, or the safety of road users.
- 25.2 A person must not use a motor vehicle on an unformed road contrary to a resolution made by the Council under clause 25.2.

26. Traffic Control by Vehicle Type

- 26.1 The Council may, by resolution, prohibit or restrict the use of roads for certain vehicle types due to their size, nature, or the goods they carry.
- 26.2 A person must not use a road contrary to such prohibitions or restrictions.
- 26.3 The Council may permit exceptions for:
- (a) Loading or unloading goods or passengers;
 - (b) Emergency services;
 - (c) Road maintenance;
 - (d) Maintenance of utility provider assets;
 - (e) Maintenance of public transport infrastructure.
- 26.4 If the relevant authority considers it necessary or desirable to address the effects or likely effects of heavy traffic, it may by resolution:
- (a) Prohibit heavy traffic likely to cause serious road damage.
 - (b) Require operators of such vehicles to:
 - ii. to give security that no special damage will occur to any road by reason of that vehicle or specified class of heavy traffic;
 - iii. to pay any reasonable sum as compensation for any damage to any road likely to occur by reason of that heavy vehicle or specified class of heavy traffic;
 - iv. to pay in advance the relevant authority's estimate of the cost of reinstating the road for any damage.
- 26.5 For the purposes of clause 26.5, "heavy traffic" shall have the same meaning as defined in section 2(1) of the Land Transport Act 1998 Act.

27. Engine Braking Ban

- 27.1 The Council may by resolution prohibit or restrict engine braking on any road where the permanent speed limit does not exceed 70km/h.
- 27.2 A person must not use engine braking on any road in contravention of a prohibition or restriction made by the Council under clause 27.2.

PART 3 - ADMINISTRATIVE

28. Enforcement Officers

- 28.1 The enforcement of the provisions of the bylaw shall be carried out by any person appointed or authorised by the Council to act on its behalf. This includes any

Parking Warden appointed under section 128D of the Land Transport Act 1998 or Police Officer.

28.2 Enforcement Officers have the authority to:

- (a) Issue infringement notices and fines for violations of the bylaw.
- (b) Remove or cause to be removed any vehicle from any part of the road reserve or Council-managed land that contravenes the bylaw, or any resolution made under the bylaw.
- (c) Manage road safety and traffic control, including the power to move vehicles that constitute a traffic hazard.

28.3 The Council may recover from the person committing the breach of the bylaw all expenses incurred in connection with the removal of the offending vehicle.

28.4 Enforcement Officers must follow the procedures outlined in the bylaw and any additional guidelines provided by the Council.

28.5 Any person who obstructs or impedes an Enforcement Officer in the performance of their duties under the bylaw commits an offence.

29. Defences

29.1 A person is not in breach of the bylaw if that person is able to prove that:

29.2 The act complained of was done in an emergency on the road or immediately adjoining the road; or

29.3 The act complained of was done in compliance with the directions of a Police Officer, Authorised Officer, traffic control signal or traffic sign; or

29.4 That they were experiencing a medically related event and took all reasonable care to avoid causing an accident or any injury.

30. Offences

30.1 Every person commits an offence who fails to comply with any prohibition, restriction, direction or requirement made under this Bylaw or under any resolution of the Council made pursuant to this Bylaw.

30.2 Without limiting clause 30.1, an offence is committed by any person who contravenes any traffic sign, road marking, notice or device installed or placed to give effect to a restriction or prohibition under this Bylaw.

31. Penalties

31.1 Every person who commits an offence against the bylaw will be liable for penalties and infringement offences under the *Land Transport Act 1998* and *Local Government Act 2002*.

32. Exempted Vehicles

- 32.1 The bylaw does not apply to any of the following vehicles being used in the execution of duty:
- (a) An emergency services vehicle; or
 - (b) A vehicle that is used by an Authorised or Enforcement Officer.

33. Power to Amend Certain Schedules by Resolution

- 33.1 The Council may from time to time by resolution make changes to any schedule to or explanatory note in the bylaw and include additional schedules to the bylaw.

34. Revocations and Savings

- 34.1 The Parking Bylaw is hereby revoked.
- 34.2 Any approval, permit or other act of authority which originated under or was continued by the bylaw revoked in clause 34.1 that is continuing at the commencement of the bylaw, continues to have full force and effect for the purposes of the bylaw, but is subject to the application of any relevant clauses in the bylaw.
- 34.3 The resolutions of the Council made or continued under the bylaws revoked under clause 34.1 continue to have full force and effect for the purposes of the bylaw as if they were resolutions made under the bylaw.
- 34.4 Any approval, permit or resolution in force immediately before the commencement of this Bylaw continues in force until it is replaced, amended or revoked.

35. Review of Bylaw

- 35.1 A comprehensive review of the bylaw shall be carried out no later than 7 July 2031 as required by the Local Government Act 2002.
- 35.2 The Council reserves the right to carry out an early review of any aspect of the bylaw that has not been found to have been effective in addressing identified user conflicts, health and safety concerns and matters of public nuisance.

Waimakariri Parking and Traffic Bylaw 2026

SURVEY RESPONSE REPORT

21 February 2020 - 10 March 2026

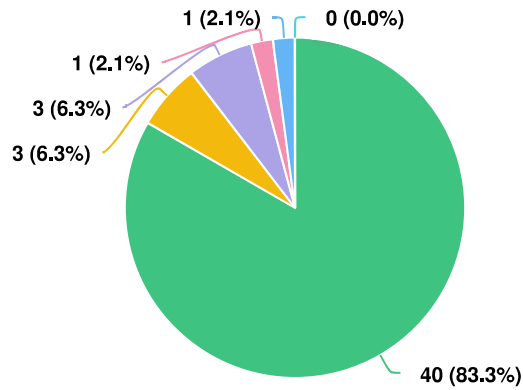
PROJECT NAME:

Parking and Traffic Bylaw 2026



SURVEY QUESTIONS

Q1 | Which best describes you? (Please select the role that best represents the perspective of your feedback.)

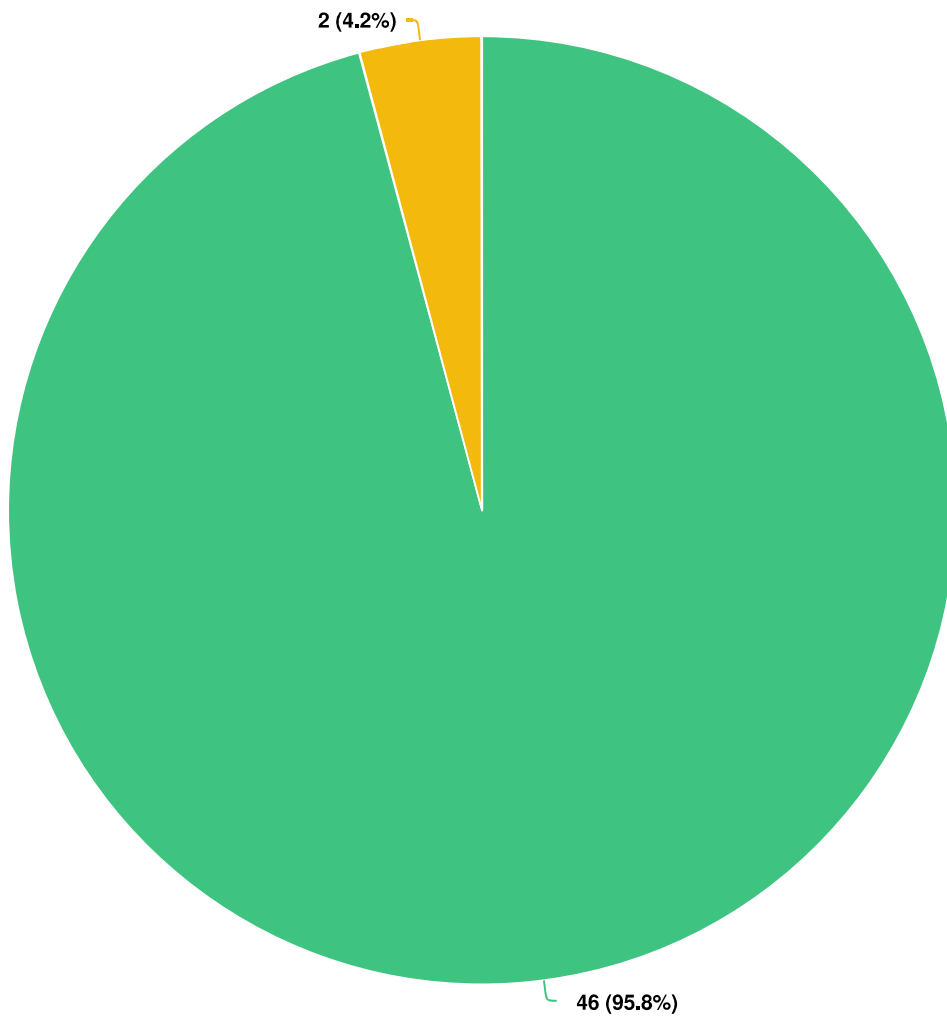


Question options

- Resident
- Business owner or operator
- Employee working in the district
- Visitor to the district
- Community organisation or advocacy group
- Other (please specify)

Optional question (48 response(s), 0 skipped)
Question type: Radio Button Question

Q2 | Do you live or operate within the Waimakariri District?

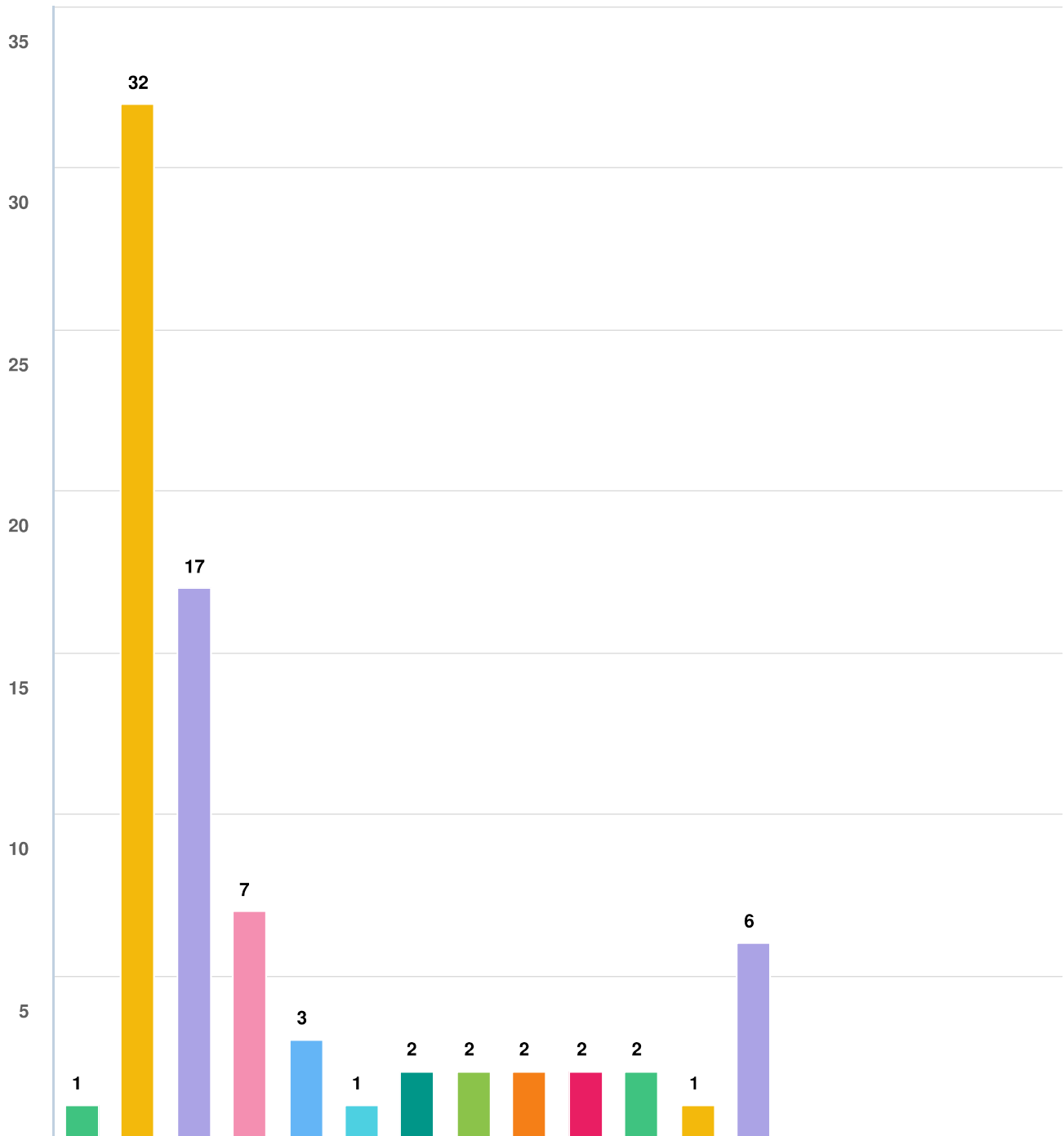


Question options

- Yes
- No

*Optional question (48 response(s), 0 skipped)
Question type: Radio Button Question*

Q3 Which town or area does your feedback mainly relate to? Select as many options as apply



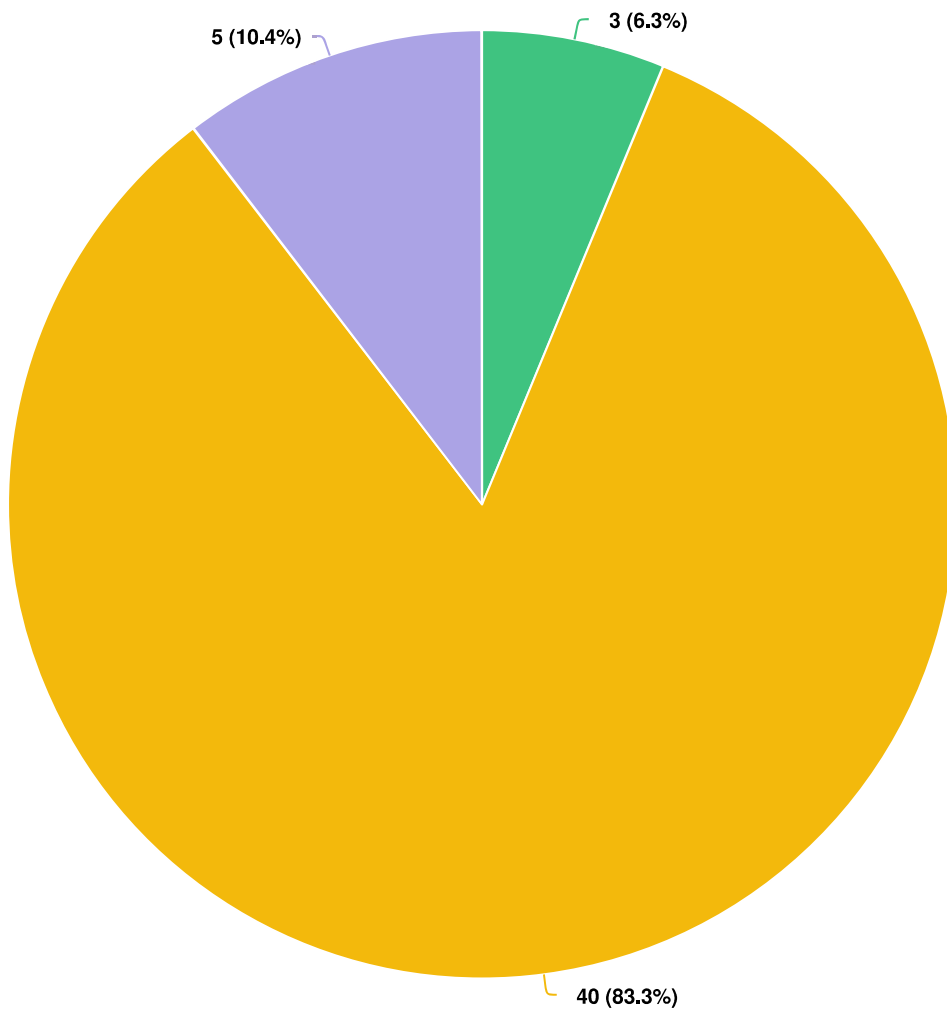
Question options

- Other (please specify) Rangiora Kaiapoi Woodend/Pegasus Waikuku Beach / Woodend Beach
- Sefton Loburn Fernside Ohoka Mandeville Swannanoa Rural areas (nontownship)
- Across the whole district Oxford Pines Beach / Kairaki Cust Ashley Tuahiwi

Optional question (48 response(s), 0 skipped)

Question type: Checkbox Question

Q4 | How familiar are you with the proposed Parking and Traffic Bylaw 2026?

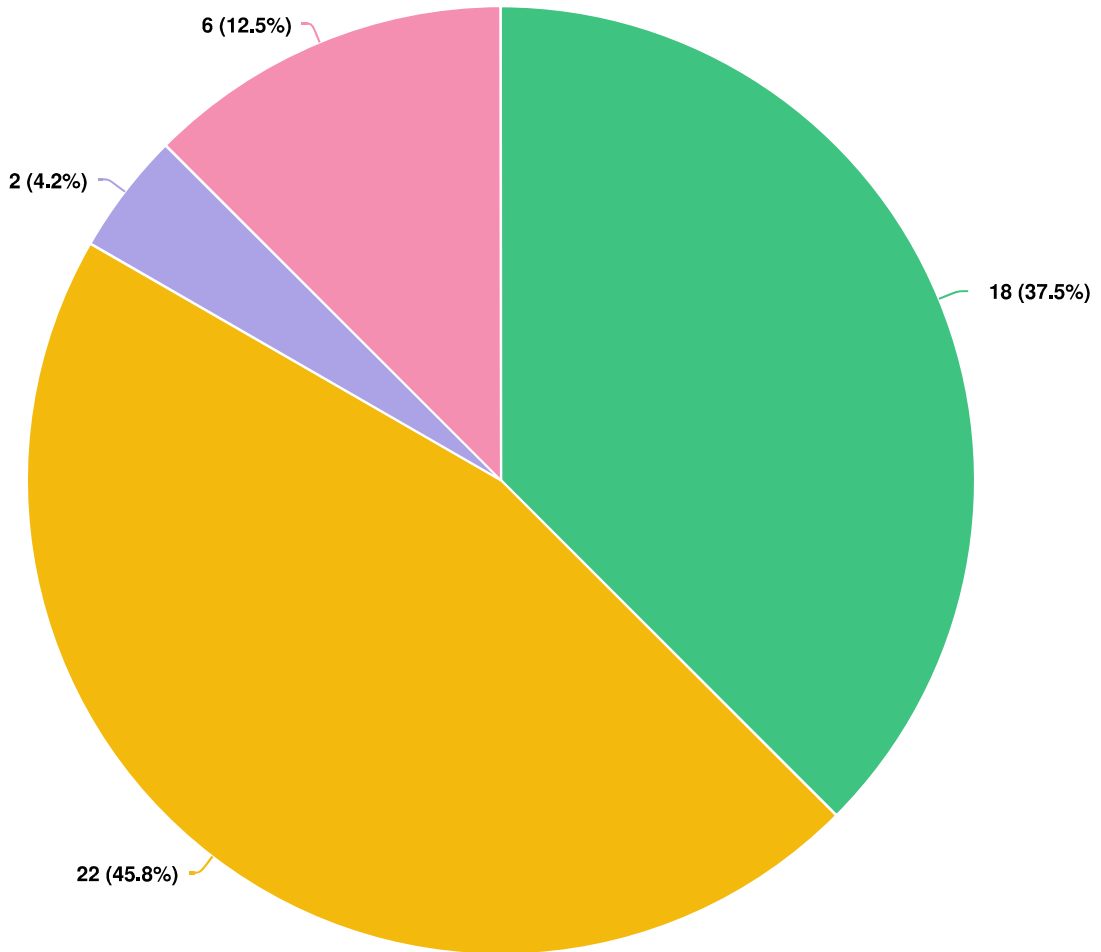


Question options

- Very familiar
- Somewhat familiar
- Not very familiar

Optional question (48 response(s), 0 skipped)
Question type: Radio Button Question

Q5 | Overall, do you support replacing the Parking Bylaw 2019 with the proposed Parking and Traffic Bylaw 2026?



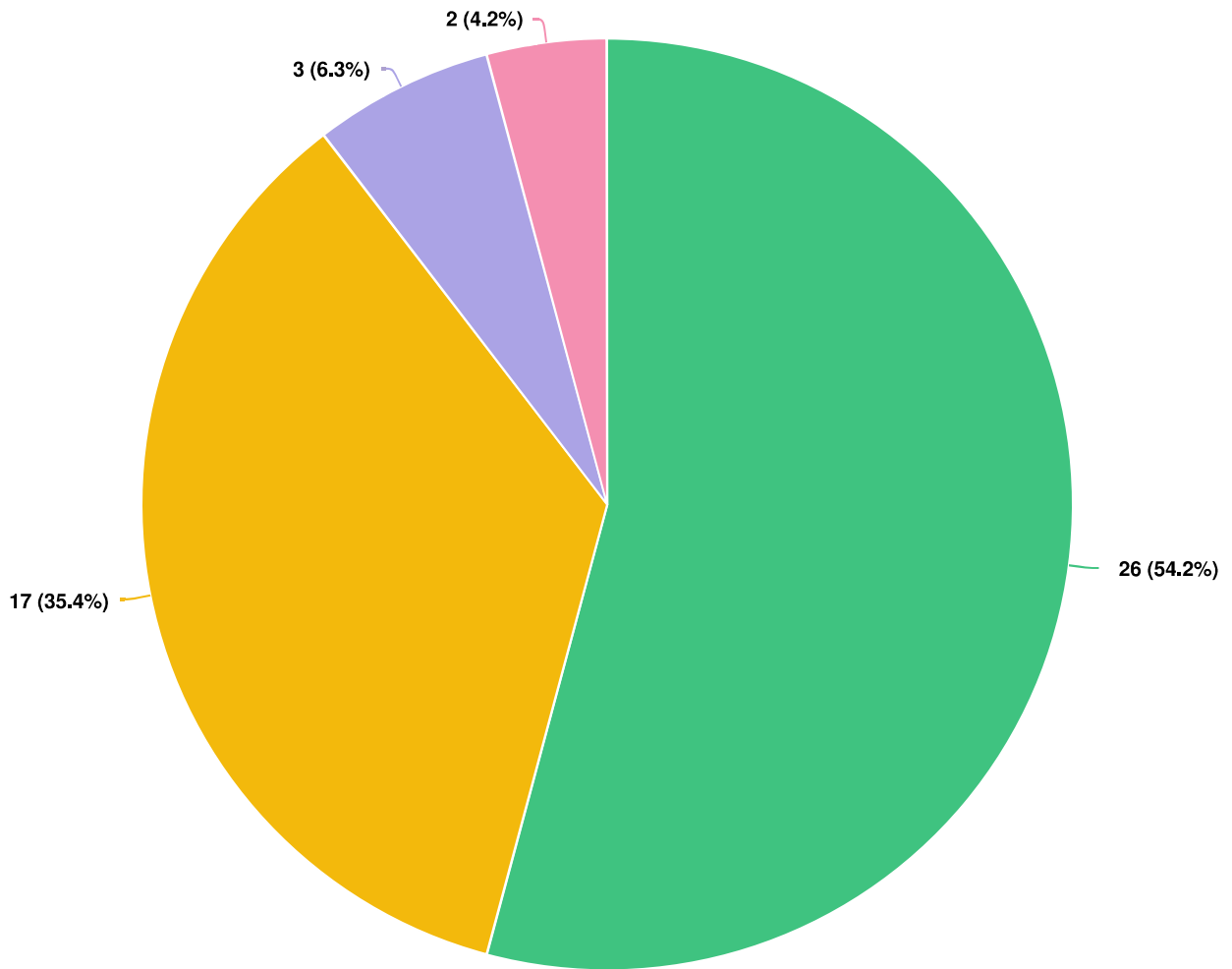
Question options

- Yes I support it
- I support it with some changes
- No I don not support it
- Unsure

Optional question (48 response(s), 0 skipped)

Question type: Radio Button Question

Q6 | Do you support the proposed rules to better protect footpaths and roadside verges?

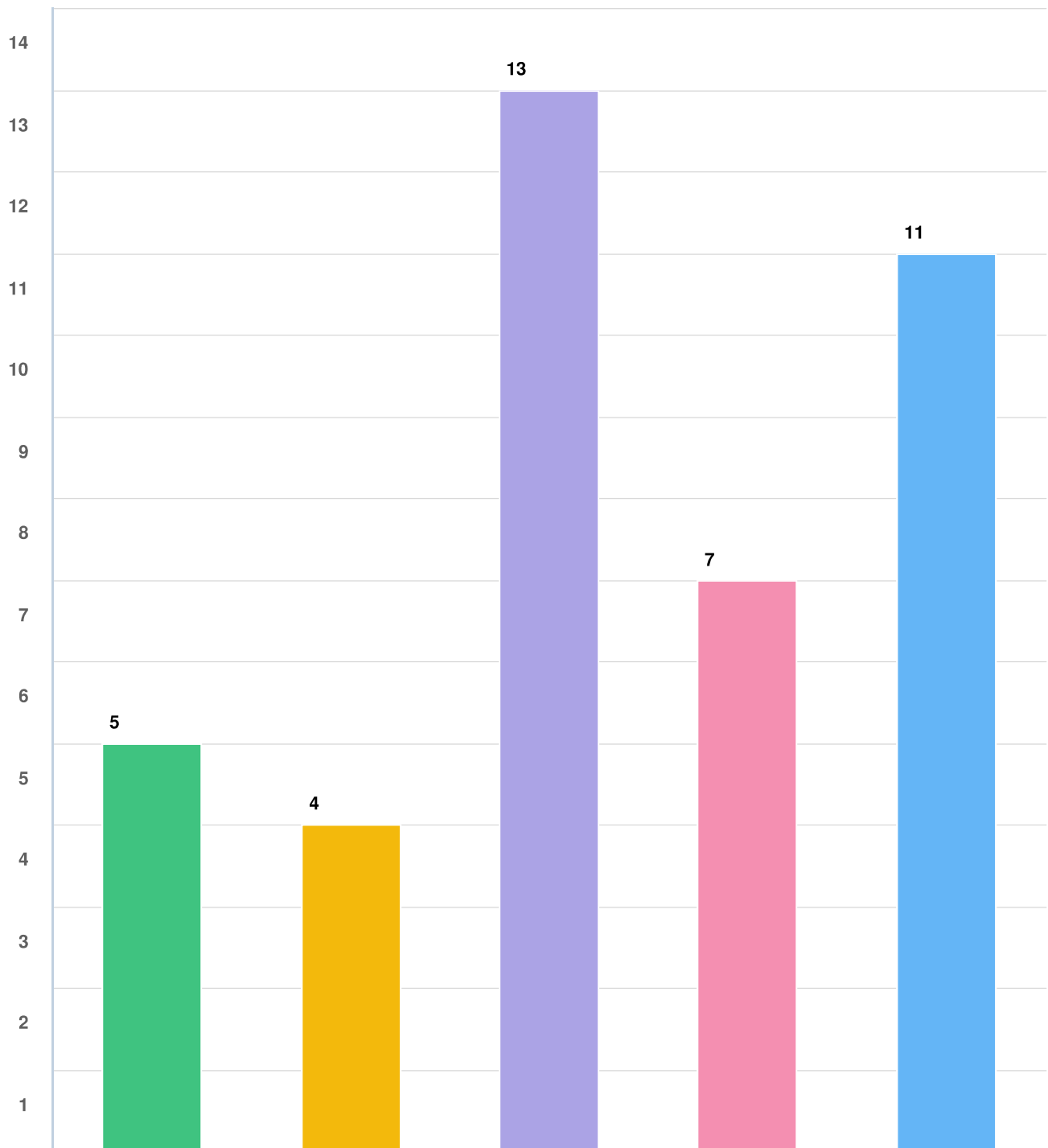


Question options

- Yes — I support these changes
- I support them with some changes
- No — I do not support them
- Unsure

Optional question (48 response(s), 0 skipped)
Question type: Radio Button Question

Q7 | If you answered Support with Changes above, what aspect needs changing? Please tick as many as apply.



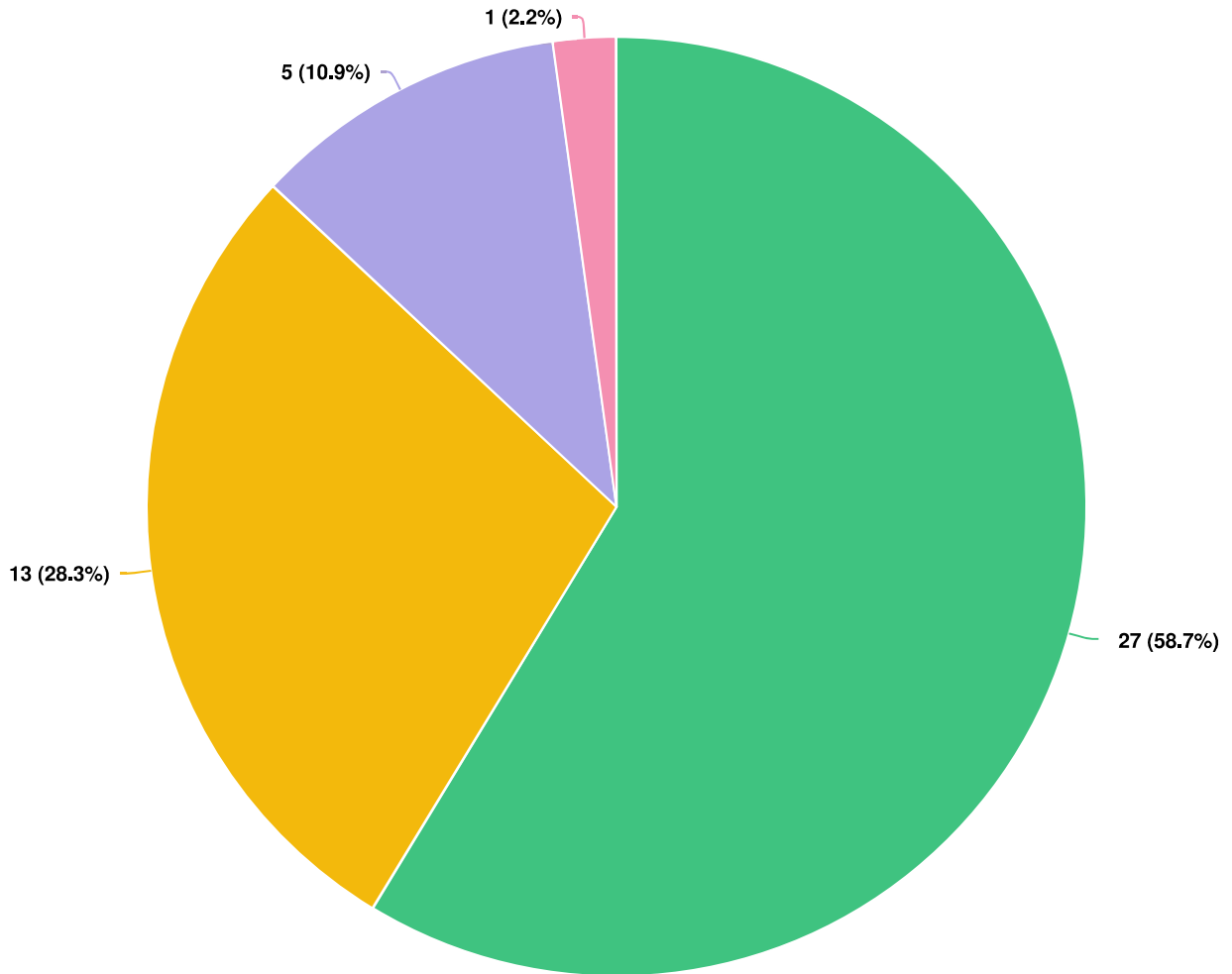
Question options

- Other (please specify)
- Scope of the rule
- Clarity of wording/definitions (e.g., urban vs rural; verge)
- Exemptions or permissions
- How the rule is enforced*

Optional question (23 response(s), 25 skipped)

Question type: Checkbox Question

Q8 | Do you support the proposed approach to managing longstay parking of vehicles such as motorhomes (and trailers where applicable)



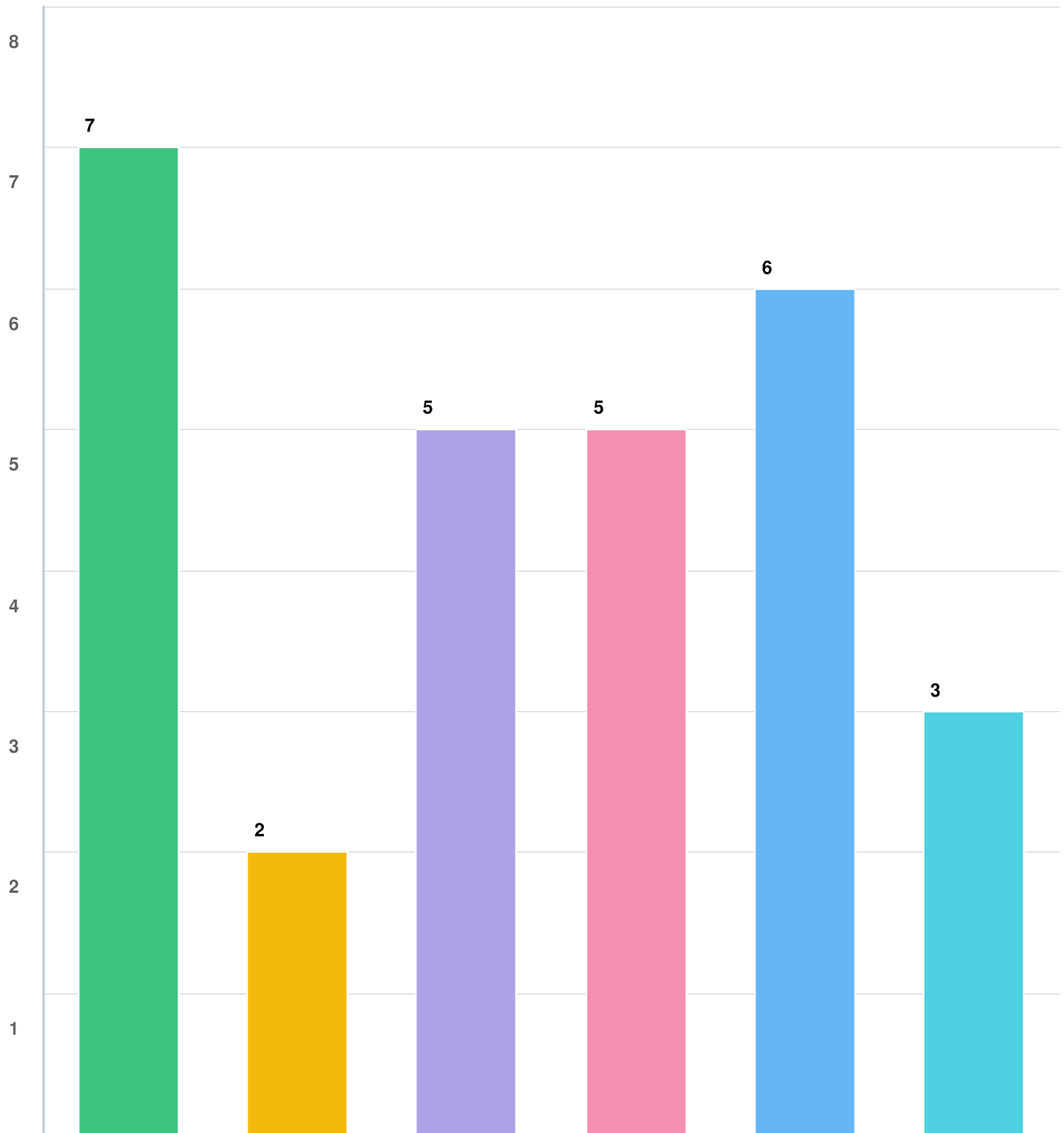
Question options

- Yes — I support it
- I support it with some changes
- No — I do not support it
- Unsure

Optional question (46 response(s), 2 skipped)

Question type: Radio Button Question

Q9 Only complete if you answered "support with changes" above. Select as many options as apply

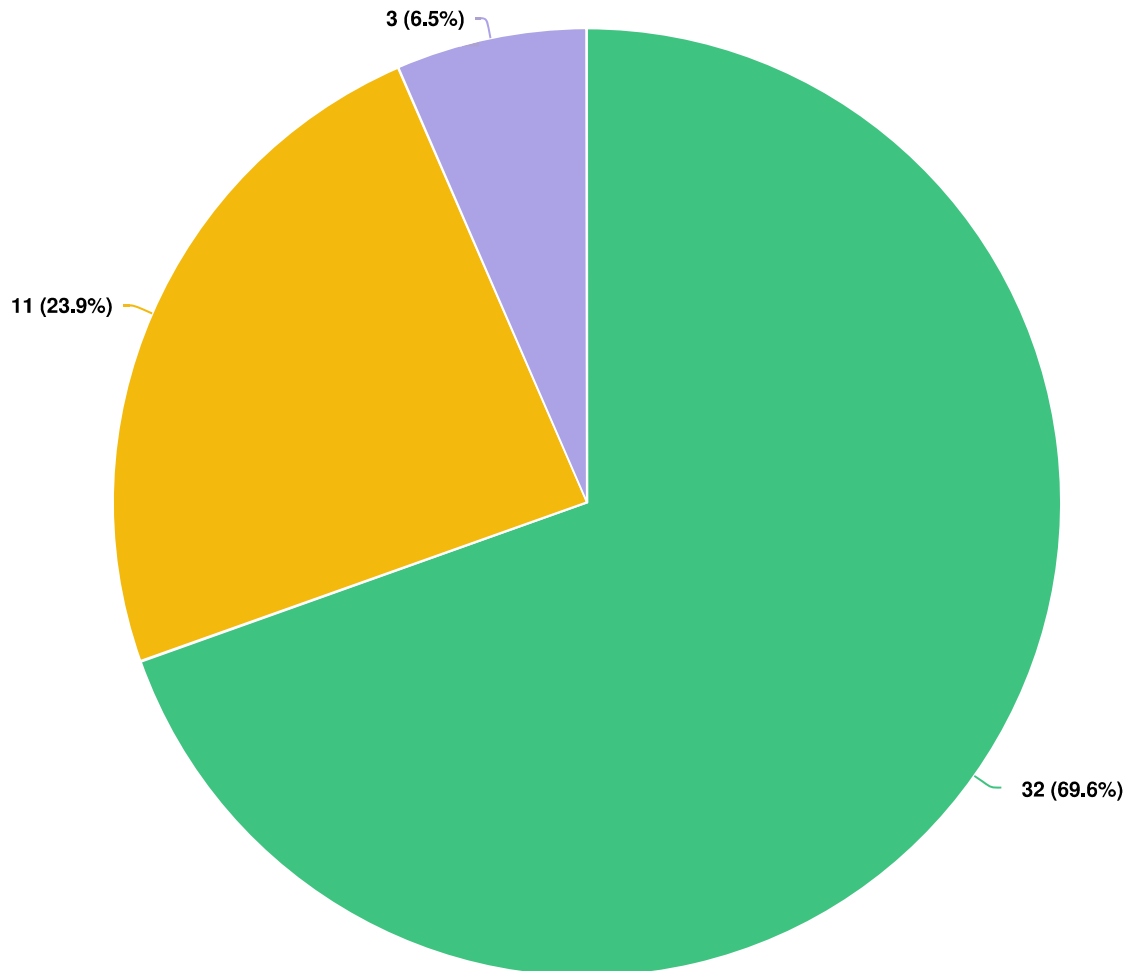


Question options

- Limits on Council discretion (clear criteria)
- Scope of tools included
- Decision-making safeguards (evidence/trials/review)
- Expectations for further community engagement
- Clarity of wording/definitions
- Other (specify, 200 chars)

Optional question (16 response(s), 32 skipped)
 Question type: *Checkbox Question*

Q10 | Do you support a proportionate enforcement approach that may include education, warnings, and formal enforcement depending on the circumstances?



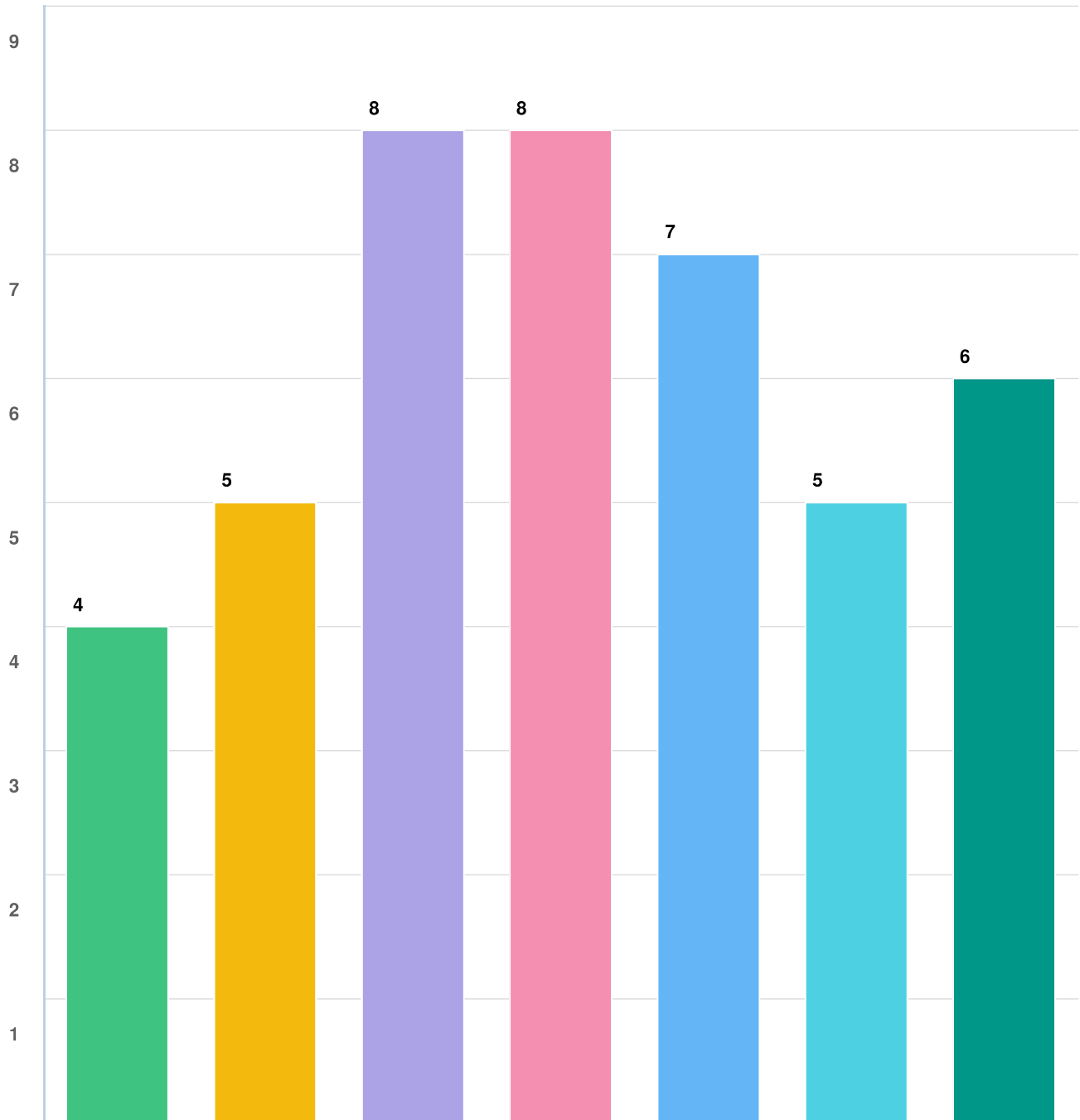
Question options

Yes No Unsure (need more information)

Optional question (46 response(s), 2 skipped)

Question type: Radio Button Question

Q11 Complete only if you selected "No" above. Select as many as apply



Question options

- Other (please specify)
 ● Fewer warnings / stronger enforcement
 ● Greater consistency between officers
- Clearer signage where restrictions apply
 ● Clearer public communication about rules and consequences
- Clearer criteria for when warnings vs enforcement apply
- More discretion for specific circumstances (e.g., emergencies, loading)

Optional question (15 response(s), 33 skipped)
 Question type: *Checkbox Question*

Q12 | Is there anything else you would like Council to consider about the proposed Parking and Traffic Bylaw 2026?

[REDACTED]

2/11/2026 12:26 PM

Stopping people parking on footpaths is important, but so is having footpaths - some towns (such as Woodend) only have a footpath on one side of the road. Not great for pushchairs, scooters, bikes with young kids and wheelchairs. But people parking on footpaths should not get a warning or education - it should be an immediate fine. They are putting others at risk.

[REDACTED]

2/20/2026 11:14 AM

As well as Campervans and caravans commercial vehicles should also not be allowed to be parked on roadsides permanently. Eg Mr Poo drainage layer leaves his digger and truck nearly permanently on the roadside Northbrook rd

[REDACTED]

2/23/2026 02:53 PM

Please refer to our response in question No 7 We do have photos of trucks parked in our residential street to show the issue if required

[REDACTED]

2/24/2026 01:04 PM

I think the bylaw needs to make clear where a private driveway starts and finishes. What is the legal status of driveway crossings in the by law? Can people use a driveway crossing to park cars? Can somebody park over their own driveway, on the road, continuously? The definition for motorhomes and trailers which are parking on the road needs to as well, to specify towed caravans.

[REDACTED]

2/24/2026 04:18 PM

The Ny Law regarding the parking of trailers, caravans and motor homes should also include boats as they also contribute to health and safety issues for pedestrians and cyclists. The current By Law 12.1 timing of 7 day maximum needs reversing to a 24 hour limit period.in 7 days. This would stop those that abuse the current by-laws by moving the offending vehicle for a day and then parking back on the road for another 6 days. Responsible trailer, caravan, motor home and boat owners park their vehicles off the roads at all times. I am a boat owner who never parks on the street for more than a few hours to unload if necessary.

[REDACTED]

2/24/2026 09:03 PM

Residents parking - strongly disagree, council has no obligation to subsidize parking for residents (which is effectively what these schemes offer). If you choose to live in an area that is busy/desirable/congested, it is not the ratepayers problem to fund your lifestyle choice of also owning more cars than you can provide

parking for. EV charging spaces - fully support EV charging parking spaces being provided on council property, however, they should not be in the premium spots when they remain empty much of the time.

[REDACTED]
2/25/2026 11:24 AM

For rural contractors and workers you may need to think about how to support the need to stop in rural areas, most will be as considerate as possible regarding verges but from time to time it is impossible to avoid a unexpected wet verge causing some damage, the council will either need to improve verge drainage across the district or put some responsibility on rural property owners to ensure their verges are capable of supporting road users, including those that ride (bikes and horses) and walk.

[REDACTED]
2/25/2026 02:12 PM

We are in need to have Utes and other large vehicles plus motorhomes, vehicles wsith trailers (unless working on site) to be excluded from many areas as they are parked dangerously taking up more than one space and cause difficulties when reversing, for example as they are too long for the space they are in. They should be limited to more open areas outside of closeness to shops and businesses

[REDACTED]
2/25/2026 11:25 PM

Nothing in the surveys talks about resident parking permits build codes and traffic management should ensure new property developments provide adequate off street parking. Being a rural setting person vehicles will always be a requirement and this should be considered so the streets don't become goat tracks and all user can park and travel as needed

[REDACTED]
2/26/2026 02:45 PM

Ban the parking on the west side of Church St outside the church on Church St as you cant see traffic coming when you want to turn right towards the Movie theatre.

[REDACTED]
2/27/2026 04:06 PM

The 15 min parking in High Street, near to the traffic lights, should be changed to 30 minutes. This is where most people park, especially if they are feeling ill or have a disability, when going to have their blood taken. This process can take ages. Some parking bays at the back of the building could be designated for such too.


[REDACTED]
2/27/2026 10:11 PM

Is a Caravan a trailer? If so, say so. Motorhomes are limited to parking 7 days (not limited by the national legislation on last review) but trucks and cars can park for as long as they like provided they are road legal. This is inequitable and makes it awkward for people who

live in rear sections where a motorhome cannot be parked off-street while being worked on. If a limit is necessary, then 14 days would be more practical for the motorhome owner.


2/28/2026 11:13 PM


Some time restrictions are unsuitable for the purposes for which some people park.


3/02/2026 03:40 PM

There must also be rules for parking of trucks and other heavy vehicles to avoid these being parked in urban areas where they sometimes create a nuisance due to noise and or stench (e.g. cattle trucks)


3/02/2026 05:04 PM


Please continue to be a progressive, welcoming district for self-contained freedom campers. i.e don't go crazy and prohibit overnight parking almost everywhere like some other councils have...


3/03/2026 10:19 AM

Common Sense should prevail.


3/03/2026 01:08 PM

There is an inadequate provision for all-day parking for business owners in central Rangiora. The current and proposed enforcement regimes are prejudicial to business owners who contribute to the district's economic growth. Punitive enforcement when no practical alternatives are available is extremely harsh and likely to lead some businesses to relocate. There are no paid parking options, and the current 2-hour "roundabout" of moving cars is unsustainable. Many professional service businesses have client appointments that last over 2 hours. We all contribute to local businesses (e.g., at lunchtime), as do our visiting clients.



3/03/2026 03:57 PM

I would like the emphasis to be on the wellbeing of the ratepayers, especially regarding mobility matters, and people living in mobile homes due to the shortage of affordable accommodation. Not on the revenue that can be collected. Self contained vehicles should be able to park discretely - eg in the Kaiapoi red zone - without being harassed to move on. And a person with a Mobility Permit should be able to easily find a mobility parking place, and stay there as long as they need to. All berms are owned by the WDC, and should be maintained by them, since our rates are so high. WDC also needs to take responsibility for trees that have been planted on their berms, especially in rural areas, because they are outside the boundary of the land owner. If WDC does not want to do this then they need to refund development contributions that have been charged to these


land owners; not charge these contributions to landowners prepared to take care of the berms for the WDC; and relinquish their view that all berms belong to WDC. Also as our population ages, elderly people are less able to take care of berms at their own expense for the WDC who state that they own them.


3/03/2026 04:57 PM


7 days is too long, for instance for a camper van that is occupied or a sheep trailer etc.


3/05/2026 02:17 PM


Angle parking on high street


3/06/2026 10:21 PM


income generated from parking should not be seen as revenue and should not be spent for council's expenditure, because restrictions are not to create revenue but to ensure law and order, and such revenue source would make council dependent on it in long term and will increase charges in future to meet expenditure.


3/07/2026 08:50 AM

Finding another way out of Rangiora as traffic is getting to heavy at multiple times a day

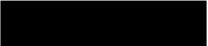

3/09/2026 08:03 AM

Section 6.1 should explicitly mention not parking in cycle lanes (none of the current statements excludes this activity - many cycle lanes in Waimakariri are not protected by a kerb)



3/09/2026 11:10 AM

1. We support the primary purpose of the bylaw, to regulate parking and traffic movements on public roads and public places within the Waimakariri District, and to aim to ensure safety for all road users, maintain accessibility for pedestrians and vehicles, and promote efficient use of the transport network. 2. Specifically in regard to Land Transport Act 1998 section 22AB, council needs to be satisfied that the power delegated to the council by resolution is a lawful delegation. Previous advice we have received was that if the power being delegated was the entire legislative power, and not just a part (i.e. "matter or thing" (s22AB(3)) then it could be an unlawful delegation. We do not have a view on the extent of the proposed delegation but raise the matter for council's consideration. 3. We believe that council's actions in relation the exercise of bylaws should reasonably be able to be measured against criteria or benchmark. We note clause 43 provides that resolutions made by council under the proposed Parking and Traffic Bylaw 2026 will be recorded in a register and published on the Council's website alongside the bylaw. This will provide some transparency and hopefully enable a measure

of the resolutions against the purpose of the bylaw. 4. We note in section 25 (Unformed Legal Roads) of the draft bylaw that the reference to clause 25.2 in clause 25.2, should probably be a reference to clause 25.1


3/09/2026 11:14 AM

It is essential that utility and infrastructure services be allowed to access and park where necessary for the completion of infrastructure works.. We request the following amendment to 32.1: 32. Exempted Vehicles 32.1 The bylaw does not apply to any of the following vehicles being used in the execution of duty: (a) An emergency services vehicle; or (b) A vehicle that is used by an Authorised Officer; or (c) A public works, infrastructure and utility provider.

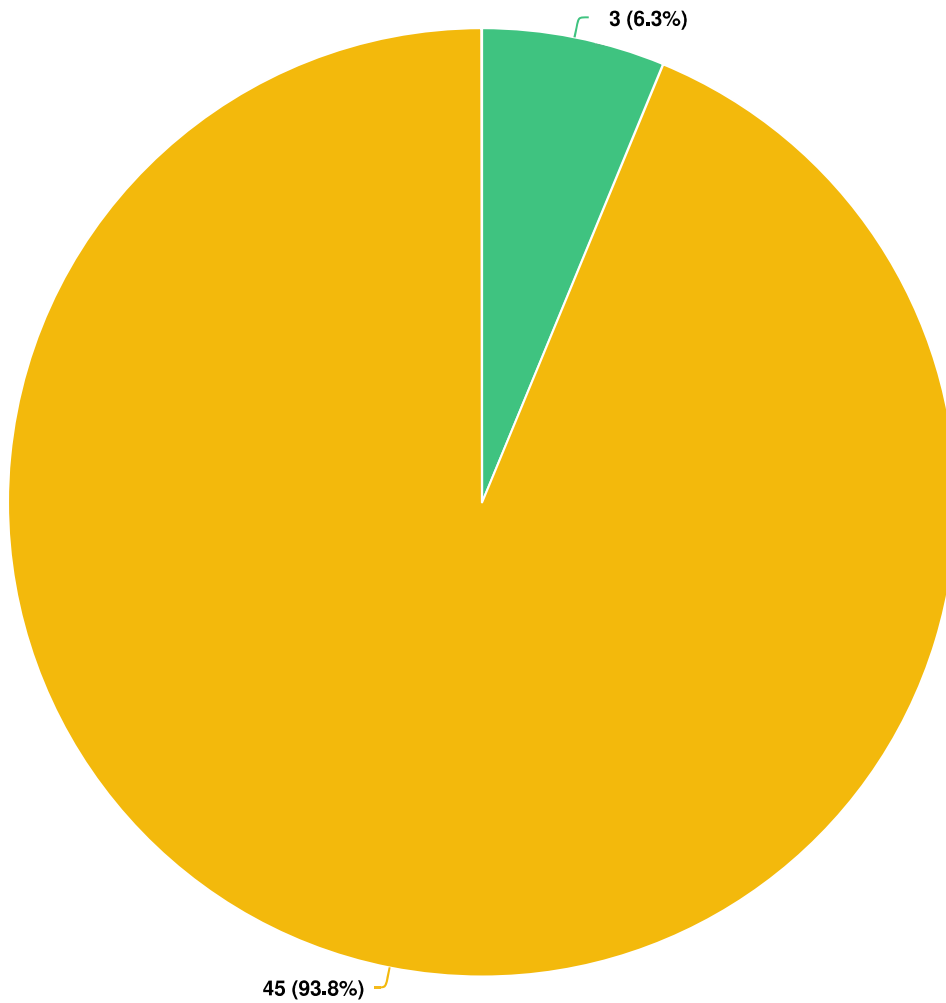

3/09/2026 06:18 PM

Although I support in principal, it is difficult to make a definitive decision without looking at changes on a case by case basis. We need to be mindful to make informed and considered approaches top each decision to be made.

Optional question (26 response(s), 22 skipped)

Question type: Essay Question

Q13 | Do you wish to be heard in person by the Hearing Panel in support of your submission?



Question options

Yes No

Optional question (48 response(s), 0 skipped)

Question type: Radio Button Question

Q14 | If yes, please provide a contact email address.

[REDACTED]
2/23/2026 02:53 PM

[REDACTED]

[REDACTED]
2/25/2026 09:22 PM

[REDACTED]

[REDACTED]
3/09/2026 11:14 AM

[REDACTED]

[REDACTED]
3/09/2026 11:21 AM

[REDACTED]

Optional question (4 response(s), 44 skipped)

Question type: Single Line Question

Parking and Traffic Bylaw 2026 Consultation Submissions Officer Analysis and Recommendations

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Consultation Outcomes and Officer Recommendations

Consultation methodology

Public consultation on the Draft Parking and Traffic Bylaw 2026 was undertaken from 9 February to 9 March 2026. Feedback was invited via direct email to previous submitters, email distributions to Let’s Talk Waimakariri subscribers, flyer drops, and Council social media channels. A total of 48 submissions were received, with 95.8% of respondents residing or operating within the Waimakariri District.

Assessment of Submissions and Officer Recommendations

In assessing submissions, officers considered whether matters raised required amendment to the Draft Bylaw, could be more appropriately addressed through explanatory material or operational policy, or fell outside the scope of bylaw regulation. This assessment was informed by legal scope, enforceability, proportionality, and consistency with national legislation.

Interpretation of officer responses

In responding to submissions, officers have distinguished between:

- matters requiring amendment to the Draft Parking and Traffic Bylaw 2026;
- matters appropriately addressed through explanatory notes, guidance, or operational policy; and
- matters raised by submitters that fall outside the scope of bylaw drafting.

For clarity, officer responses consistently use the following signposting language.

Changes to the Bylaw

1. Clause 32 – Exempted Vehicles

Amend Clause 32 to expressly include vehicles used for public works, infrastructure, and utility services, only when actively undertaking approved works within the road corridor.

The exemption should be narrowly framed and apply only where activities are authorised through a Corridor Access Request (CAR), Temporary Traffic Management Plan (TTMP), or other written Council approval, and only for the approved location and duration.

2. Clause 25 – Unformed Legal Roads

Correct a minor drafting error by amending an incorrect internal cross-reference to ensure internal consistency. This is an editorial amendment only and does not affect the intent or application of the clause.

Clarifications Addressed Through Explanatory Notes and Guidance

In response to submitter feedback, officers recommend addressing the following matters through explanatory notes and supporting public guidance rather than bylaw amendments:

1. Clarification of the application of verge and footpath rules in rural versus urban settings;
2. Confirmation that boats and towed caravans fall within the definition of “trailers” for enforcement purposes, and that motorhomes are managed separately under the Draft Bylaw.
3. Improved guidance on driveway crossings, footpath obstructions, and protection of the Continuous Accessible Path of Travel (CAPT); and
4. Clear communication of enforcement expectations.

Officers recommend retaining the Draft Parking and Traffic Bylaw 2026 as publicly notified, subject only to the minor amendments and clarifications outlined in this report. None of the recommended changes alter the scope or intent of the proposed Bylaw.

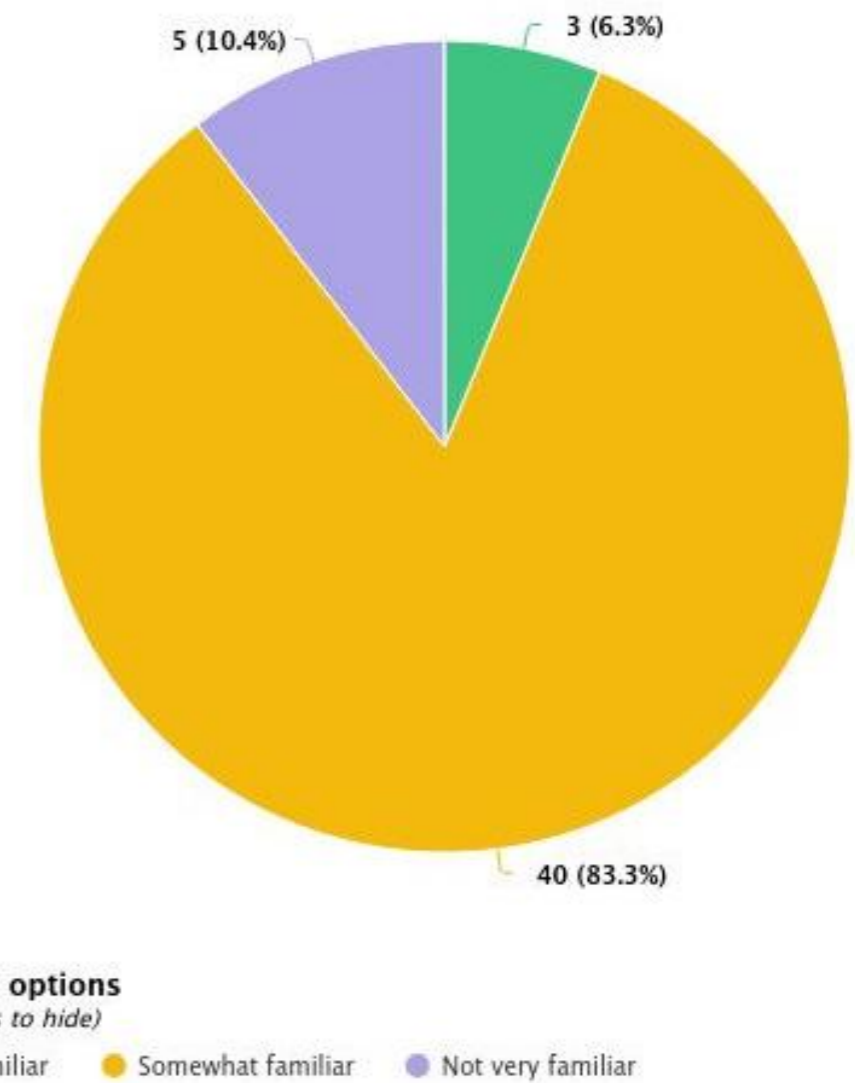
Q1. How familiar are you with the proposed Parking and Traffic Bylaw 2026?

A strong majority of respondents (89%) reported being at least somewhat familiar with the proposed Parking and Traffic Bylaw 2026, indicating a good baseline understanding before providing feedback. This level of familiarity suggests that the consultation materials were accessible and effective in communicating the key proposals.

Most respondents (83%) identified as “somewhat familiar”, indicating that submitters felt sufficiently informed to engage meaningfully with the proposed Bylaw without requiring detailed technical knowledge. Only 10% of respondents reported being “not very familiar”, suggesting that the majority of submissions were informed and relevant.

Overall, these results indicate a well-informed submitter base and support the reliability of the themes identified through the consultation.

Method notes: Percentages are calculated per question using only the number of respondents who answered that question (i.e., excludes non-responses/partials), consistent with Council’s reporting approach.



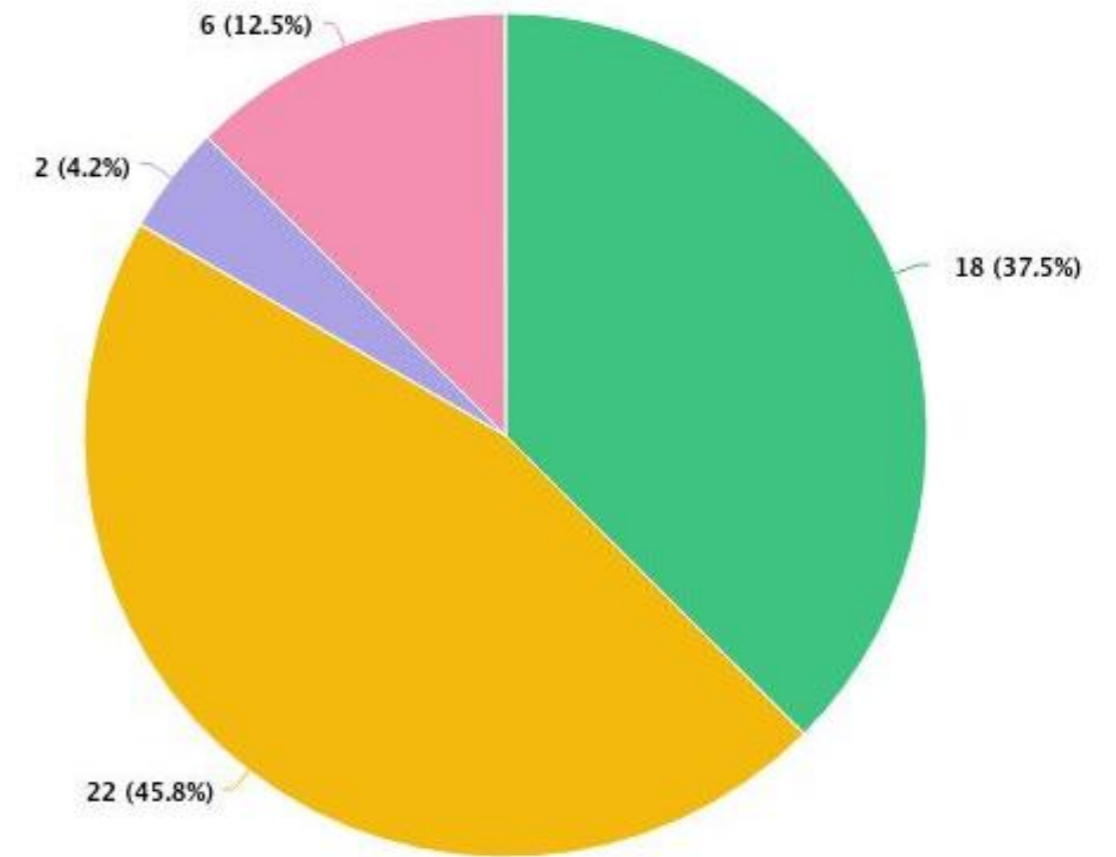
Q2. Overall, do you support replacing the Parking Bylaw 2019 with the proposed Parking and Traffic Bylaw 2026?

A strong majority of respondents (83%) either support or strongly support replacing the Parking Bylaw 2019 with the proposed Parking and Traffic Bylaw 2026, indicating broad acceptance of the need to modernise the regulatory framework in response to growth, changing transport patterns, and emerging vehicle types.

The largest group of respondents (46%) supported the proposal with suggested refinements. The matters raised by this group align closely with key themes identified throughout the consultation, including the need for clearer rules relating to heavy vehicles, motorhomes, footpath parking, and mobility access.

Only a small proportion of respondents (4%) opposed the proposed Bylaw, indicating no widespread objection to Council’s overall direction. A further 13% of respondents were unsure, suggesting a need for clearer explanations of how specific provisions will operate in practice.

Overall, the results indicate that the draft bylaw is viewed as fundamentally sound. Submitters generally support the proposed direction while seeking targeted improvements focused on clarity, definitions, and implementation guidance, rather than significant structural change.



Question options

(Click items to hide)

- Yes I support it
- I support it with some changes
- No I don not support it
- Unsure

Q3. Do you support the proposed rules to better protect footpaths and roadside verges?

A strong majority of respondents (nearly 90% when including conditional support) support the proposed rules to protect footpaths, verges, and berms. Over half of respondents (54%) fully support the changes, reflecting widespread concern about obstructed pedestrian routes, safety risks for mobility users, and damage to roadside green spaces.

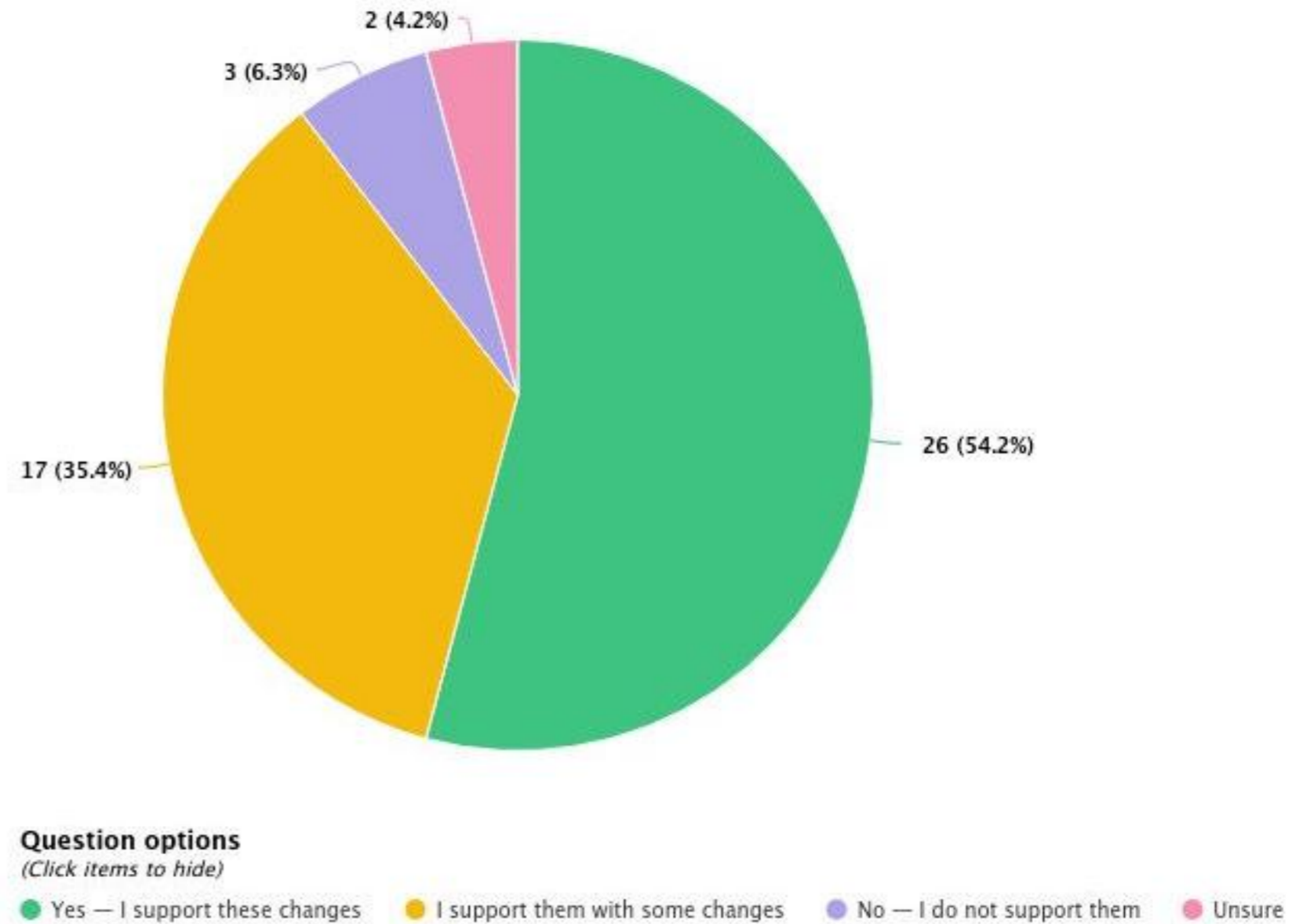
A further 35% support the rules but seek refinements. Feedback from this group focused on:

- clearer guidance for rural verge parking
- stronger or more immediate enforcement for footpath parking and
- more precise definitions and consistent application of the rules

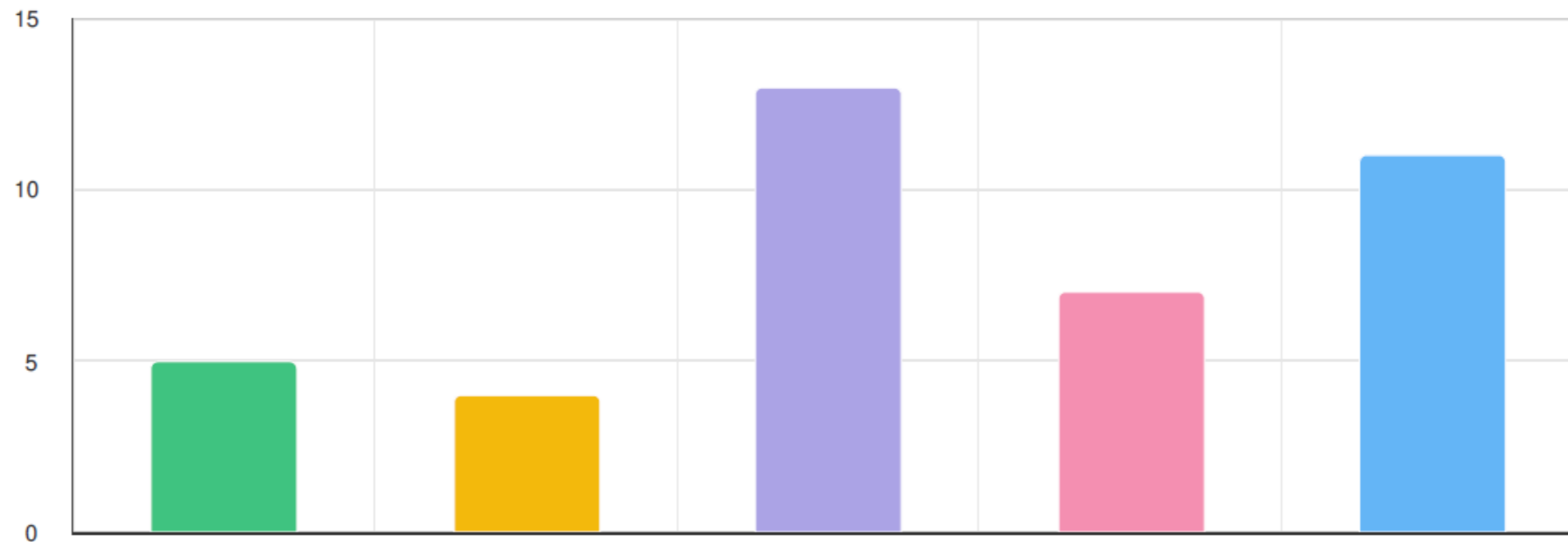
Only 6% of respondents opposed the proposed changes, indicating very limited opposition. A further 4% were unsure, most commonly due to questions about how the footpath and verge parking rules would apply in rural versus urban settings.

Overall, the results demonstrate strong community expectations for safer, more accessible pedestrian infrastructure and better protection of verges. The high proportion of respondents who support the rules with changes highlights recurring themes across the consultation.

Officers recommend addressing this through explanatory material, not bylaw change. This includes public guidance clarifying the application of footpath and verge rules in rural versus urban environments, the status of driveway crossings, and how nationally defined vehicle categories (including trailers and caravans) are treated for enforcement purposes.



Q4. If you answered Support with Changes above, what aspect needs changing?



Note: Totals exceed 100% because submitters could select multiple aspects.

Percentages are calculated per question based on the 23 respondents who answered.

Question options	responses	%
● Other (please specify)	5	21.7
● Scope of the rule	4	17.4
● Clarity of wording/definitions (e.g., urban vs rural; verge)	13	56.5
● Exemptions or permissions	7	30.4
● How the rule is enforced*	11	47.8

The strongest feedback themes relate to clarity of wording and definitions (57%) and how the rule is enforced (48%), indicating a clear desire for rules that are easier to understand and applied more consistently. Respondents commonly identified the need for clearer definitions of key terms such as *verge*, *footpath*, *driveway crossing*, and the distinction between rural and urban environments. Concerns about unclear definitions and inconsistent enforcement align with recurring themes across the consultation.

Approximately 30% of respondents indicated that exemptions or permissions require refinement, particularly to ensure that public works and utility providers can confidently and lawfully undertake essential activities without breaching the bylaw. This theme appears across both the “exemptions” and “other” response categories.

Scope-related concerns (17%) primarily relate to whether the rules adequately address heavy or commercial vehicle parking in residential streets, as well as emerging issues such as abandoned rental e-scooters obstructing footpaths, cycle lanes, and shared paths.

Comments captured under “Other” reinforced these themes and highlighted several practical issues, including:

- concerns about heavy and commercial vehicles in residential areas due to noise, safety impacts, and early-morning movements;
- parking pressures in central Rangiora, including requests for improved all-day, staff, or employee parking options;
- the need for clear processes to deal with abandoned rental e-scooters in the road corridor; and
- clarification that utility, infrastructure, and service vehicles are appropriately covered by Clause 32 exemptions when undertaking approved works.

Overall, In response to submitter feedback on the need for improved clarity, predictable enforcement, and practical operational exemptions. These matters relate primarily to implementation rather than any change in policy direction.

Q5. Do you support the proposed approach to managing long stay parking of vehicles such as motorhomes?

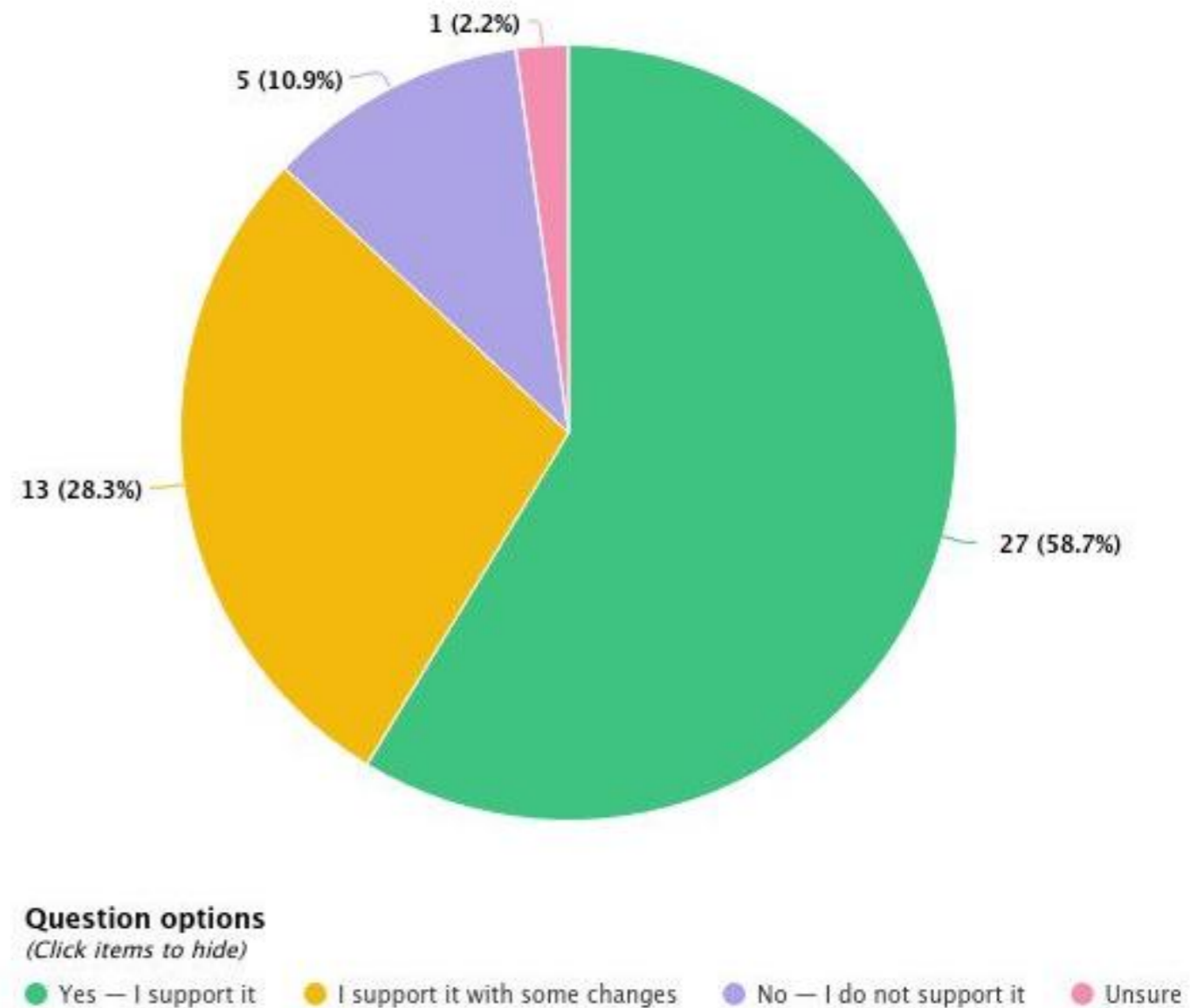
A majority of respondents (59%) support the proposed approach to managing long-stay parking of motorhomes and trailers, indicating broad agreement that rules are needed to address long-term roadside parking, improve neighbourhood amenity, and ensure fair use of public space.

A further 28% support the approach but seek refinements. Feedback from these respondents focused primarily on:

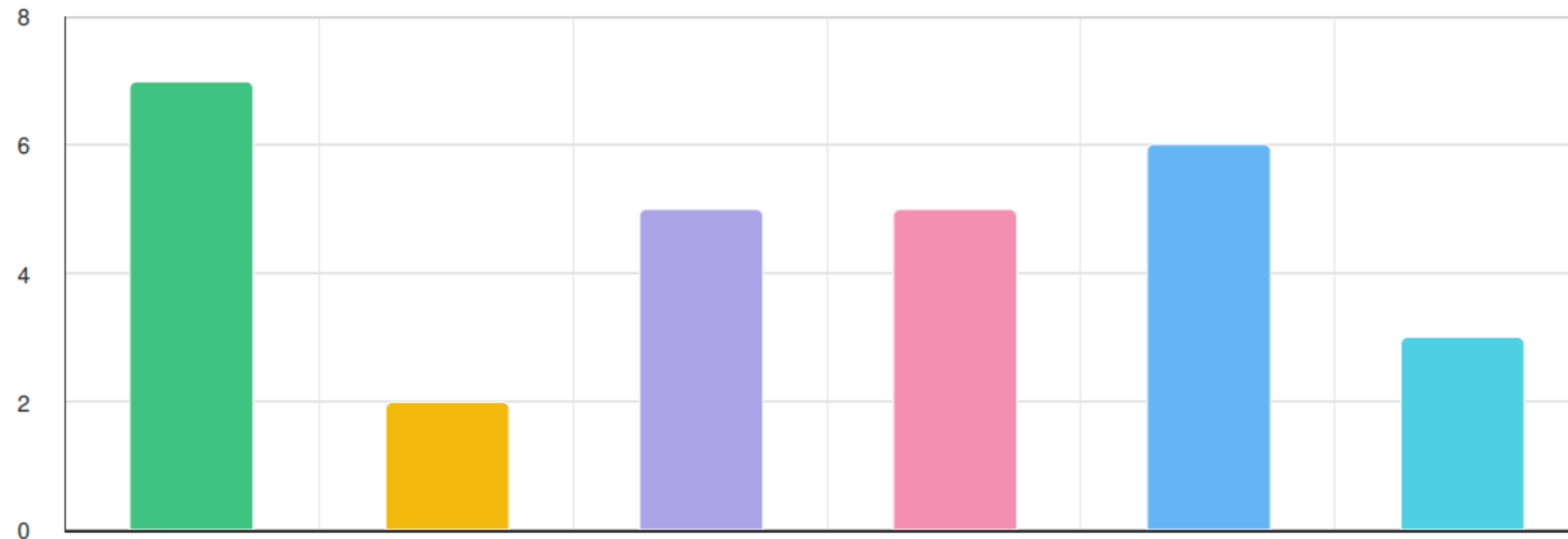
- adjusting permitted stay durations for different vehicle types
- preventing time-limit circumvention by vehicle movement
- recognising constraints for properties without off-street parking

Only 11% of respondents oppose the proposed approach, typically expressing concern that the limits are either too restrictive or inconsistently applied. Just 2% of respondents were unsure, suggesting most submitters felt sufficiently informed to form a view on this issue.

Overall, the feedback indicates strong support for regulating long-stay vehicle parking. Submitters generally accept the proposed approach, while seeking clearer definitions, fairer and more consistent application, and safeguards to reduce opportunities for rule circumvention.



Q6. If you answered Support with Changes above, what aspect needs changing?



Question options	responses	%
● Limits on Council discretion (clear criteria)	7	43.8
● Scope of tools included	2	12.5
● Decision-making safeguards (evidence/trials/review)	5	31.2
● Expectations for further community engagement	5	31.2
● Clarity of wording/definitions	6	37.5
● Other (specify, 200 chars)	3	18.8

Submitters who support the Bylaw with changes are generally comfortable with its overall structure but seek clearer safeguards and greater transparency in how the Bylaw will be applied in practice. The most common concern relates to limits on Council discretion (44%), reflecting a desire for decisions about parking zones, restrictions, and vehicle controls to be guided by consistent, evidence-based criteria rather than broad or undefined powers.

A significant proportion of respondents (38%) also identified the need for clearer wording and definitions, particularly for key terms such as verge, footpath, urban versus rural, driveway crossing, and the categorisation of motorhomes, trailers, and boats. The concern about unclear definitions and discretionary decision-making mirrors broader consultation themes regarding the potential for inconsistent enforcement where definitions are unclear.

Nearly one-third of respondents sought stronger decision-making safeguards (31%) and clearer expectations for future community engagement (31%), indicating a preference for predictable processes, transparent resolution-making, and targeted engagement where future parking controls may significantly affect local streets or neighbourhoods.

Responses captured under “Other” (18%) raised practical matters consistent with earlier questions, including:

- limits on discretionary decision-making without clear criteria
- stronger decision-making safeguards such as evidence, trials, or review
- clearer expectations for future community engagement

Overall, the feedback reflects a desire for the implementation of the Bylaw to be as clear, fair, and transparent as the Bylaw itself. Submitters are not opposed to the range of tools provided but want confidence in how they will be applied, communicated, and reviewed over time.

Q7. Do you support a proportionate enforcement approach that may include education, warnings, and formal enforcement depending on the circumstances?

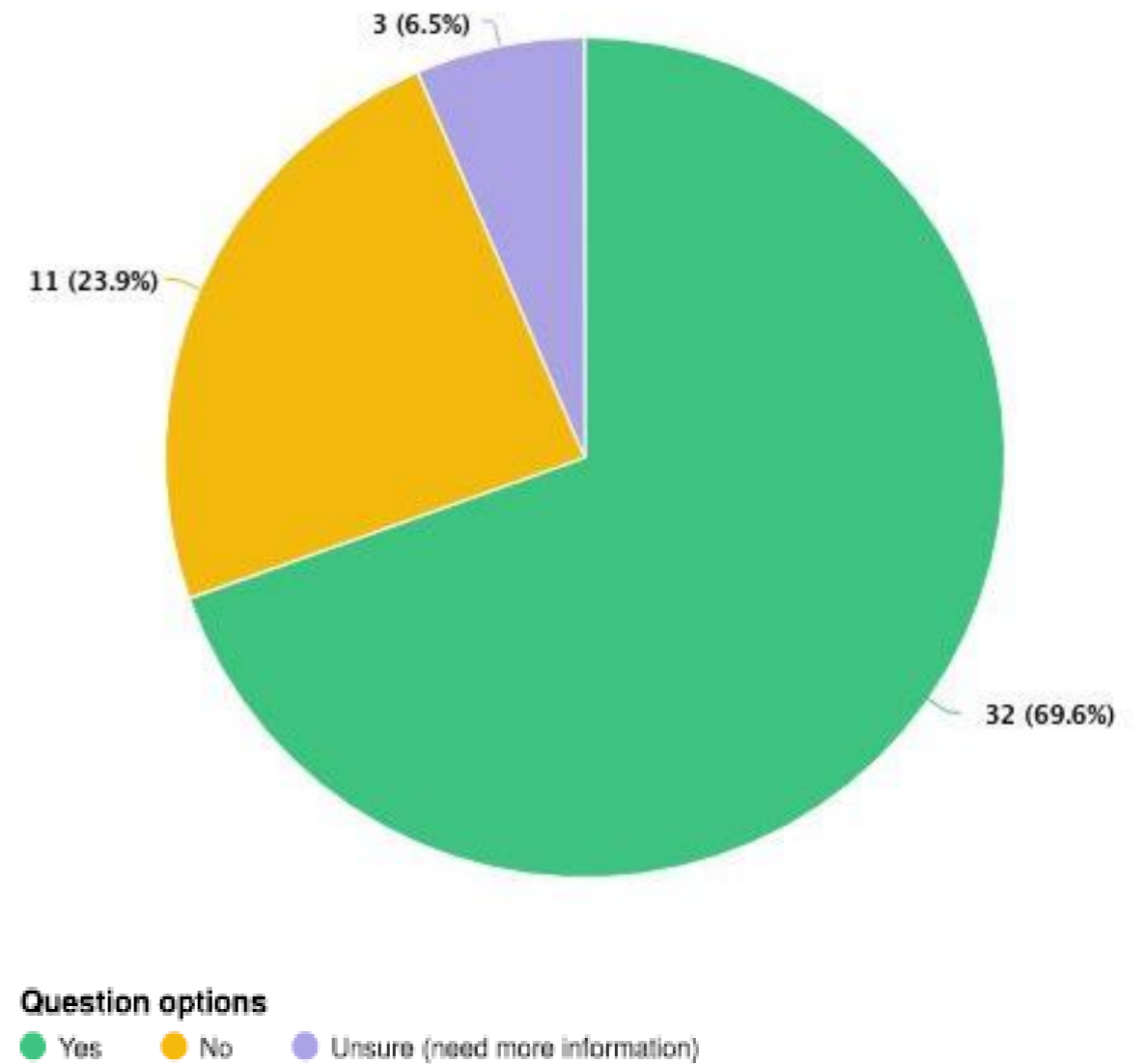
Most respondents (70%) support a proportionate enforcement approach, indicating strong community backing for a model that balances education, warnings, and infringements according to risk and behaviour. Supportive submitters frequently emphasised fairness, common sense, and flexibility—particularly where infrastructure is unclear or where rural and urban conditions differ.

A smaller but notable group of respondents (24%) do not support a proportionate enforcement approach. These submitters generally favoured immediate enforcement for unsafe or inconsiderate behaviours such as parking on footpaths, obstructing mobility access, or leaving long vehicles in hazardous locations. Their feedback often called for clearer expectations and stronger deterrents to prevent behaviours that create safety risks.

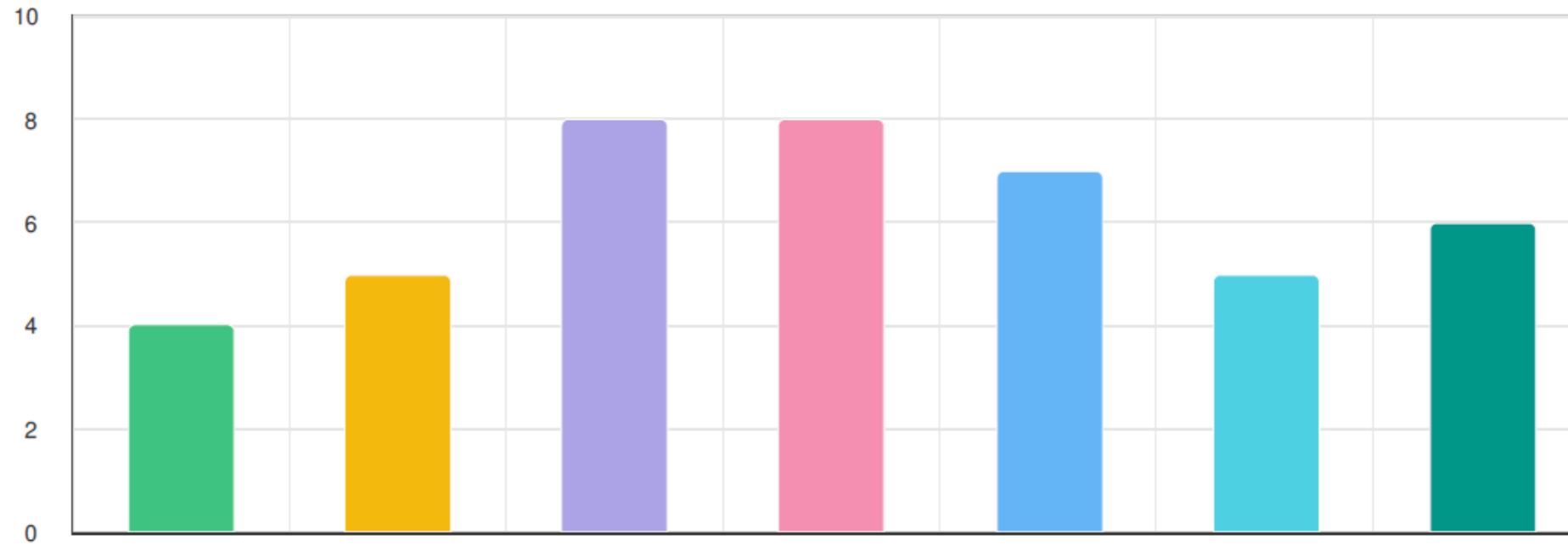
Only 7% of respondents were unsure, typically reflecting uncertainty about how a proportionate enforcement model would operate in practice or a desire for clearer guidance on when warnings versus infringements would apply.

Overall, the feedback demonstrates strong support for a balanced enforcement approach, alongside a consistent expectation that dangerous or mobility-impacting behaviour should attract firm and immediate action.

Submitter views regarding enforcement thresholds and discretion inform implementation considerations but do not, in officers’ view, justify amendments to the bylaw framework itself.



Q8. Complete only if you selected "No" above. Select as many as apply



Question options	responses	%
Other (please specify)	4	26.7
Fewer warnings / stronger enforcement	5	33.3
Greater consistency between officers	8	53.3
Clearer signage where restrictions apply	8	53.3
Clearer public communication about rules and consequences	7	46.7
Clearer criteria for when warnings vs enforcement apply	5	33.3
More discretion for specific circumstances (e.g., emergencies, loading)	6	40.0

Among respondents who do not support a proportionate enforcement model, concerns centre on consistency, clarity, and predictability in how parking rules are applied. The most frequently selected improvements were greater consistency between officers and clearer signage (both 53%), highlighting a strong expectation that enforcement should be uniform and on-street restrictions clearly identifiable.

Nearly half of respondents (47%) also identified a need for clearer public communication about the rules and associated consequences, suggesting that dissatisfaction is often driven by uncertainty rather than opposition to enforcement itself.

Several respondents (40%) sought greater officer discretion in legitimate circumstances such as emergencies, loading requirements, or unavoidable temporary stops. At the same time, 33% supported fewer warnings and stronger enforcement, while a further 33% wanted clearer criteria distinguishing when warnings versus infringements should apply. Taken together, submitter feedback indicates that concerns are less about the level of enforcement and more about the absence of clear and consistently applied thresholds.

Comments captured under “Other” (27%) reinforce themes raised elsewhere in the consultation, including concerns about heavy vehicles, obstructions caused by e-scooters, and practical operational constraints.

Overall, respondents who oppose proportionate enforcement are not rejecting fairness. Rather, respondents opposing proportionate enforcement are seeking:

- clearer rules
- stronger and more visible communication
- reliable and consistent enforcement across locations and officers

Q9. Is there anything else you would like Council to consider about the proposed Parking and Traffic Bylaw 2026?

Open-ended responses largely focused on practical, safety-related, and implementation-focused matters, reinforcing themes raised throughout the wider consultation. While most submitters support the intent of the proposed Parking and Traffic Bylaw 2026, many identified areas where clarification or operational improvement would be necessary to support effective implementation.

Footpath safety and mobility access were strong and recurring themes, including:

- opposition to parking on footpaths
- calls for immediate enforcement for high-risk behaviour that obstructs mobility users
- gaps in the footpath network, particularly in Woodend

Heavy and commercial vehicle parking in urban and residential areas was also a common concern, with submissions referencing:

- safety risks and reduced visibility
- early-morning disturbance and noise impacts
- blocked driveways and restricted access
- oversized vehicles occupying multiple parking spaces or obstructing sightlines

Long-stay parking management featured prominently, with submitters seeking:

- clearer definitions for motorhomes, caravans, trailers, and boats
- consistent treatment across oversized and towed vehicles
- reconsideration of the seven-day limit, particularly where off-street parking is unavailable

Residential parking permits and town-centre parking generated mixed views, including:

- strong opposition to permit schemes from some submitters
- requests for improved employee and long-stay parking options in central Rangiora
- concerns about pressure on short-stay parking needed for customers and visitors

Location-specific and operational matters raised by submitters included:

- extending parking time limits near medical facilities
- improving visibility and safety at specific locations such as Church Street
- reviewing angle parking arrangements on High Street

Broader concerns raised through submissions included:

- mobility access and fairness for people living in motorhomes
- perceptions of parking enforcement being revenue-driven

Some submissions raised matters outside the scope of the Parking and Traffic Bylaw 2026, including:

- wider traffic congestion and network capacity issues
- requests for new transport links
- berm and street-tree maintenance responsibilities
- off-street parking requirements for new developments

Overall, the feedback reflects a consistent desire for a parking and traffic bylaw that is safe, enforceable, fair, and clearly communicated, supported by transparent decision-making and consistent enforcement.

Clause-by-Clause Analysis and Officer Response

The Draft Parking and Traffic Bylaw 2026 is intended to provide an enabling regulatory framework, with detailed, site-specific, or time-limited controls appropriately set through Council resolution. In assessing submissions, officers have considered whether matters raised require amendment to the bylaw framework itself or are more appropriately addressed through Council resolutions, operational policy, or guidance.

Clause 5 — Stopping, Standing and Parking of Vehicles

Response ID	Submission comments	Officer analysis & recommendations
6627621	Some time restrictions are unsuitable for the purposes for which some people park.	No amendment to the Bylaw is recommended. The Draft Bylaw already enables Council to set or vary time limits by resolution which allows Council to respond to changing demand without amending the bylaw.

Clause 6 — No Parking on Certain Parts of the Road (Footpaths, Verges, Berms)

Response ID	Submission comments	Officer analysis & recommendations
6608263	Stopping people parking on footpaths is important; some towns only have a footpath on one side of the road. Parking on footpaths should receive an immediate fine, not a warning.	<p>The proposed Bylaw supplements, rather than replaces, national legislation. The Land Transport (Road User) Rule 2004 already prohibits parking on footpaths.</p> <p>Matters raised regarding the enforcement response (such as immediate infringement versus warning), enforcement thresholds, rural discretion, and officer response relate to how the rules are applied, rather than the scope or content of the Draft Parking and Traffic Bylaw 2026. These matters sit within operational policy and guidance rather than bylaw drafting.</p>

		Officers recommend addressing this through explanatory material and public guidance, not bylaw change.
6630781	Berms should be maintained by Council if Council claims ownership. Elderly residents struggle to maintain them. Council should also manage trees on berms.	<p>This matter is noted but is outside the scope of the bylaw.</p> <p>Council has previously consulted on whether berm maintenance should be funded through rates as part of the Road Reserve Maintenance Policy. That process concluded that verge and berm maintenance responsibilities remain with the adjacent landowner, given existing roading budgets do not provide for Council-funded berm and street-tree maintenance.</p> <p>These matters relate to operational policy and service levels and are outside the scope of the Draft Parking and Traffic Bylaw 2026.</p> <p>No amendment to the Bylaw is recommended.</p>
6625236	Parking on west side of Church Street obstructs visibility when turning.	<p>This concern is location-specific and is more appropriately addressed through a site-specific traffic safety assessment or a Council resolution under Clause 5, rather than through a district-wide bylaw amendment.</p> <p>No amendment to the Bylaw is recommended. This concern is appropriately addressed through a site-specific traffic safety assessment or Council resolution.</p>

Clause 7 — Parking of Mobility Devices on Footpaths

Response ID	Submission comments	Officer analysis & recommendations
6608263	Notes challenges for mobility users (prams, wheelchairs, scooters) due to insufficient footpaths and blocked paths.	<p>Officers acknowledge the accessibility challenges raised. The proposed Bylaw supplements, rather than replaces, national legislation.</p> <p>The Land Transport (Road User) Rule 2004 already prohibits parking on footpaths, providing protection for pedestrians and mobility users.</p> <p>No amendment to the Bylaw is recommended. The draft bylaw and national legislation already protect pedestrian and mobility access.</p>

Clause 9 — Parking for Mobility Permit Holders

Response ID	Submission comments	Officer analysis & recommendations
6625594	Requests 15-minute parking near High Street blood testing be extended to 30 minutes and provide mobility spaces at the rear.	This is an operational matter appropriately addressed through a Council resolution adjusting time limits or parking arrangements near medical facilities. No amendment to the Bylaw is recommended.
6630781	Mobility permit holders should be able to stay as long as needed. Emphasis on accessibility rather than revenue.	Matters relating to the length of stay for mobility permit holders and the balance between accessibility and parking enforcement are policy and operational issues rather than bylaw drafting matters. No amendment to the Bylaw is recommended.

Clause 12 — Motorhomes and Trailers

Response ID	Submission comments	Officer analysis & recommendations
6621942	Clarify definition of driveway crossings; clarify distinction between motorhomes, trailers, caravans.	The Draft Parking and Traffic Bylaw relies on nationally applied definitions and rules in the Land Transport (Road User) Rule 2004. While a Vehicle Crossing is separately defined in the Vehicle Crossing Bylaw 2019, officers do not recommend incorporating that definition into this Bylaw. Instead, clarification can be provided through explanatory notes and public guidance. No amendment to the Bylaw definitions is recommended. Officers recommend addressing this through explanatory material, not bylaw change.
6622851	Boats should be included;	Officers do not recommend introducing a separate definition for boats, noting that boats transported on trailers are already captured under the definition of “trailer” for enforcement purposes. No amendment to the Bylaw is recommended. Officers recommend addressing this through explanatory material, not bylaw change.
6627056	Asks whether caravans are legally “trailers”. Notes inequity between motorhome time limits and no limits on cars/trucks. Suggests 14-day limit.	Caravans are treated as trailers under the Land Transport (Road User) Rule 2004. Officers recommend clarifying this treatment through explanatory material rather than amending definitions.

		<p>Matters relating to time-limit equity between vehicle classes are policy and resolution-based considerations rather than bylaw drafting issues.</p> <p>No amendment to the Bylaw is recommended.</p>
6631041/ 6622851	<p>7 days is too long for some vehicles, including occupied campervans.</p> <p>7-day limit too long and enables rule-circumvention; suggests 24-hour limit.</p>	<p>Submitters raised concern that the seven-day continuous parking limit for motorhomes is too long and may enable circumvention. Officers do not recommend amending the Bylaw.</p> <p>The seven-day limit reflects historic practice within the district and is considered proportionate at a district-wide level, balancing amenity impacts and fair use of road space without unduly restricting legitimate use. At this time, officers are not aware of widespread evidence of district-wide issues that would justify a more restrictive limit being prescribed in the bylaw.</p> <p>The Draft Bylaw provides an enabling framework, with any tighter or location-specific time limits more appropriately considered through Council resolution. A blanket 24-hour limit at the bylaw stage would be overly restrictive and reduce flexibility.</p> <p>No amendment to the Bylaw is recommended.</p>
6629736	Supports freedom camping; wants Council to avoid overly restrictive rules.	Officers note this submission aligns with the Draft Bylaw's enabling and proportionate approach. No amendment to the Bylaw is recommended, with flexibility retained through Council resolutions.

Clause 14 & 15 — Parking Zones and Residents' Exemption Parking Zones

Response ID	Submission comments	Officer analysis & recommendations
6630551	There is an inadequate provision for all-day parking for business owners in central Rangiora... No paid parking options: the current 2-hour 'roundabout' is unsustainable; punitive when no practical alternatives; many client appointments exceed 2 hours.	<p>The Rangiora Town Centre Parking Management Plan (PMP), which was consulted on and approved by Council in 2025, provides strategic direction to manage parking supply and demand through various measures over the short to longer term, and confirms actions including reviewing time restrictions, investigating options to potentially introduce paid parking in the medium term (following first a trial), and increasing parking supply within the town centre.</p> <p>The matters raised relate to parking supply and management strategy rather than a gap in bylaw drafting and it is through implementation of the Parking Management Plan that such matters will be further investigated and if warranted, implemented. The matters are appropriately enabled through Council resolutions under Clauses 14–16 of the Draft Bylaw.</p> <p>No amendment to the Bylaw is recommended.</p>

6623083	Strongly opposes resident parking schemes; considers them ratepayer subsidies.	<p>While the Draft Bylaw provides enabling tools to manage parking in residential areas, the any potential application and design of future residents' parking schemes are subject to further investigation and Council decisions (which are not the subject of this Bylaw), and could be a tool to assist in managing demand and supply in the Rangiora town centre in the future, and are enabled by the adopted District Parking Strategy</p> <p>Residents' exemption parking zones do not apply automatically and may only be implemented through a separate Council resolution following investigation and consideration of local circumstances.</p> <p>No amendment to the Bylaw is recommended.</p>
6625051	Notes lack of discussion about resident permits; emphasises need for off-street parking in new developments.	<p>Off street parking requirements for new developments are addressed through the District Plan and are outside the scope of the Parking and Traffic Bylaw.</p> <p>While the Draft Bylaw enables the use of residents' exemption parking zones, any possible future application of such zones would require a separate Council resolution following investigation and engagement.</p> <p>No amendment to the Bylaw is recommended.</p>

Clause 16 — Reserved Parking Areas

Response ID	Submission comments	Officer analysis & recommendations
6623083	Supports EV charging spaces but not in premium locations that are often empty.	<p>Operational matter for resolution setting.</p> <p>No amendment to the Bylaw is recommended.</p>
6625594	Requests dedicated parking for medical users (blood test facilities).	<p>As above — location-specific and suitable for a Council resolution.</p> <p>No amendment to the Bylaw is recommended.</p>

Clause 17 — Overnight Parking Restrictions

Response ID	Submission comments	Officer analysis & recommendations
6629736	Strongly supports maintaining freedom-camping friendliness and not over-restricting overnight parking.	<p>Officers acknowledge submitter support for maintaining a permissive approach to overnight parking. Officers do not recommend amending the Bylaw.</p>

		<p>The Draft Bylaw is intended to provide an enabling framework, with overnight parking restrictions appropriately managed through Council-approved schedules supported by explanatory material and guidance. This approach allows Council to respond flexibly to specific locations, without imposing blanket restrictions.</p> <p>No amendment to the Bylaw is recommended.</p>
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Clause 21 — Special Vehicle Lanes (incl. Cycle Lanes)

Response ID	Submission comments	Officer analysis & recommendations
6634668	Section 6.1 should explicitly mention not parking in cycle lanes (many are not kerb-protected).	<p>The Draft Parking and Traffic Bylaw 2026 supplements rather than replaces national legislation in this instance, Land Transport (Road User) Rule 2004 s.6.16 already fully bans parking in special vehicle lanes like cycle lanes. Officers recommend addressing this through explanatory material, not bylaw change.</p> <p>While national legislation already prohibits parking in cycle lanes, explanatory notes can improve public understanding of how those rules apply locally.</p>

Clause 22 — Shared Paths

Response ID	Submission comments	Officer analysis & recommendations
6608263	Notes challenges for prams, scooters, bikes with young kids and wheelchairs when footpaths are insufficient or obstructed.	<p>While the submitter's comments primarily relate to footpath protections under Clauses 6 and 7, they also reinforce the importance of maintaining unobstructed shared paths under Clause 22.</p> <p>No amendment to the Bylaw is recommended.</p>

Clause 25 — Unformed Legal Roads

Response ID	Submission comments	Officer analysis & recommendations
6607309	Notes a drafting error: clause 25.2 refers to 25.2; should likely refer to 25.1.	Officers recommend amending the bylaw to correct an internal cross-reference in Clause 25.2 so that it refers to Clause 25.1. This is a minor editorial amendment only and does not affect the intent or application of the clause.

Clause 26 — Traffic Control by Vehicle Type (incl. Heavy Vehicles)

Response ID	Submission comments	Officer analysis & recommendations
6629423 / 6629431 / 6629486	There must be rules to avoid trucks/heavy vehicles parking in urban areas where they cause nuisance (noise/stench e.g., cattle trucks).	The Draft Bylaw already enables Council to manage the parking of heavy and commercial vehicles through class-based restrictions set by Council resolution under Clause 26, where justified by safety or nuisance considerations. Decisions about whether to apply such restrictions are implementation matters and would be subject to evidence and consultation at the time. No amendment to the Bylaw is recommended.
6618099 / 6608339/ 6624081	Concerns about commercial vehicles (trucks/diggers/utes with trailers) parking long-term or dangerously in residential/high-demand areas.	Council may, under Clause 26 of the Draft Parking and Traffic Bylaw 2026, apply class-based parking restrictions. (e.g., heavy/commercial/oversize) via resolution. No amendment to the Bylaw is recommended.

Clause 28 — Enforcement Officers

Response ID	Submission comments	Officer analysis & recommendations
6608263	Requests immediate fines for parking on footpaths; no warnings/education phase.	Officers acknowledge the submitter's preference for infringement-first enforcement for footpath parking offences. The operational enforcement approach is determined through policy, procedures, and officer training rather than bylaw wording. Submitter views may inform future review of enforcement guidelines and communications. No amendment to the Bylaw is recommended.
6630526	"Common sense should prevail."	Officers note the submitter's reference to the importance of common-sense enforcement. Matters relating to discretion and officer judgement are addressed through training and operational guidance rather than through bylaw drafting. No amendment to the Bylaw is recommended.

Clause 31 — Penalties

Response ID	Submission comments	Officer analysis & recommendations
6629477	Parking income should not be used as a revenue source; avoid dependency that drives higher charges.	As Waimakariri District Council does not have any paid parking at present, income from parking or traffic offenses is not intended to be a source of revenue. Ideally driving and parking behaviour matches Bylaw restrictions, and no offenses are issued / penalties

		collected. The purpose of penalties is compliance, not revenue generation and is consistent with Council policy.
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Clause 32 — Exempted Vehicles

Response ID	Submission comments	Officer analysis & recommendations
6607309	Request to amend 32.1 to explicitly include: “a public works, infrastructure and utility provider” alongside emergency services and Authorised Officers.	Officers recommend amending the bylaw to expressly include vehicles used for public works, infrastructure, and utility services, where those vehicles are actively undertaking approved works and operating under a Corridor Access Request, Temporary Traffic Management Plan, or other written Council approval.

Matters Outside the Scope of the Parking and Traffic Bylaw

The Parking and Traffic Bylaw provides enabling regulatory powers only and does not determine implementation details, operational practices, funding decisions, or infrastructure provision. The matters identified below were raised through submissions but fall outside the scope of bylaw drafting and are more appropriately addressed through other Council policies, strategies, and work programmes.

Response ID	Submission comments (verbatim/abridged)	Why this is out of bylaw scope	Redirect to
6624065	“Council will need to improve verge drainage or put some responsibility on rural property owners to ensure verges support road users.”	The submitter’s comments regarding verge drainage and responsibility for supporting road users are noted. These matters relate to infrastructure design, drainage, asset performance, and maintenance responsibilities rather than to parking or traffic regulation. Such matters fall outside the scope of bylaw regulation.	Council transport planning, infrastructure delivery, capital works programmes, and applicable infrastructure design standards.
6634398	“Another way out of Rangiora as traffic is too heavy at multiple times a day.”	The submitter’s request regarding infrastructure and network capacity is noted but is outside the scope of the bylaw. Issues relating to infrastructure provision, network capacity, and asset performance are addressed through Council’s transport planning, infrastructure, and capital works programmes.	Already noted in Council’s transport planning, infrastructure, and capital works programmes.

6625051	“Ensure new property developments provide adequate off-street parking.”	<p>The submitter’s request regarding new developments \parking requirements matter is noted but is outside the scope of the bylaw.</p> <p>Off-street parking requirements are determined through the District Plan and development assessment processes.</p>	District Plan provisions and development assessment processes under the Resource Management framework.
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