Waimakariri District Council

District Planning and Regulation Committee

Agenda

Tuesday 28 May 2024
1pm

Council Chambers
215 High Street
Rangiora

Members:

Cr Tim Fulton (Chairperson)
Cr Neville Atkinson
Cr Al Blackie
Cr Brent Cairns
Cr Jason Goldsworthy
Mayor Gordon (ex officio)

WAIMAKARIRI
DISTRICT COUNCIL

AGENDA CONTENTS – DISTRICT PLANNING AND REGULATION COMMITTEE

The Chairman and Members
DISTRICT PLANNING AND REGULATION COMMITTEE

A MEETING OF THE DISTRICT PLANNING AND REGULATION COMMITTEE WILL BE HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY 28 MAY 2024 AT 1PM.

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

BUSINESS

Page No

1 APOLOGIES

2 CONFLICTS OF INTEREST

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

3 CONFIRMATION OF MINUTES

3.1 **Minutes of the meeting of the District Planning and Regulation Committee held on Tuesday 16 April 2024**

5-10

RECOMMENDATION

THAT the District Planning and Regulation Committee:

(a) **Confirms** the circulated Minutes of the meeting of the District Planning and Regulation Committee, held on 16 April 2024, as a true and accurate record.

3.2 **Matters arising (From Minutes)**

4 DEPUTATIONS

Nil.

5 REPORTS

Nil.

6 CORRESPONDENCE

Nil.

7 PORTFOLIO UPDATES

7.1 **District Planning – Councillor Tim Fulton**

11

7.2 **Civil Defence and Regulation – Councillor Jason Goldsworthy**

7.3 **Business, Promotion and Town Centres – Councillor Brent Cairns**

8 MATTERS REFERRED FROM THE KAIAPOI-TUAHIWI COMMUNITY BOARD

8.1 Proposed School Bus Stop facility at Te Kura o Tuahiwi, Tuahiwi School – Peter Daly (Road Safety Coordinator/Journey Planner) and Joanne McBride (Roading and Transport Manager)

(Report No. 240321044984 to the Kaiapoi-Tuahiwi Community Board meeting of 20 May 2024).

12-17

RECOMMENDATION

THAT the District Planning and Regulation Committee:

(a) **Approves** the establishment of a school bus stop and associated parking restrictions as proposed by the Te Kura o Tuahiwi, Tuahiwi School, as noted in the schedule below.

Schedule:

Item	Town	Street	Location	Side of Street	Restriction	Qualifying Remarks	Comments for consideration
One	Tuahiwi	Tuahiwi Road	Outside Tuahiwi School	East	Bus Stop	8-9am, 2:30-3:30pm School Days	Requested by the school staff.

8.2 Williams Street Bus Stop Safety Improvements –Peter Daly (Road Safety Coordinator/Journey Planner) and Joanne McBride (Roading and Transport Manager)

(Report No. 240322045655 to the Kaiapoi-Tuahiwi Community Board meeting of 20 May 2024).

18-46

RECOMMENDATION

THAT the District Planning and Regulation Committee:

(a) **Approves** the reduction of the P120 parking area adjacent the Williams Street bus stop by 7.8 metres outside no. 190 Williams Street.

(b) **Approves** the installation of 7.8m no stopping lines prior to the bus stop, in compliance with the proposal in the report (Trim: 240322045655).

(c) **Notes** that the Schedule of Parking Restrictions will be updated if the subject of this report is approved.

9 QUESTIONS UNDER STANDING ORDERS

10 URGENT GENERAL BUSINESS

NEXT MEETING

The next meeting of the District Planning and Regulation Committee will be held on 16 July 2024.

WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF THE MEETING OF THE DISTRICT PLANNING AND REGULATION COMMITTEE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON TUESDAY 16 APRIL 2024, AT 1PM.

PRESENT:

Councillor Blackie (Chairperson), Mayor Gordon, Councillors Cairns, Fulton, and Goldsworthy.

IN ATTENDANCE

Councillor Redmond.

J Millward (Chief Executive), W Taylor (Manager Building Unit), H Downie (Senior Advisor Strategy and Programme), S Binder (Senior Transportation Engineer) via Teams, M Bacon (Development Planning Manager) and K Rabe (Governance Adviser).

There was no public in attendance.

1 APOLOGIES

Moved: Councillor Blackie Seconded: Mayor Gordon

THAT an apology for absence be received and sustained from Deputy Mayor Atkinson.

CARRIED

2 CONFLICTS OF INTEREST

No conflicts of interest were declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the District Planning and Regulation Committee held on Tuesday 20 February 2024

Moved: Councillor Cairns Seconded: Councillor Fulton

THAT the District Planning and Regulation Committee:

(a) **Confirms** the circulated Minutes of the meeting of the District Planning and Regulation Committee, held on 20 February 2024, as a true and accurate record.

CARRIED

3.2 Matters arising (From Minutes)

- Query regarding the status of the flags in Kaiapoi which was mentioned at the previous meeting. Councillor Cairns noted that this matter had not yet been dealt with however he would follow up.
- Query regarding the charging for staff time when dealing with official information requests. J Millward noted that this was being dealt with through the Long Term Plan process and there was a proposal that any information requests that took over an hour would possibly be charged.

3.3 **Notes of the workshop of the District Planning and Regulation Committee held on Tuesday 20 February 2024**

Moved: Councillor Blackie Seconded: Councillor Goldsworthy

THAT the District Planning and Regulation Committee:

(a) **Receives** the circulated notes of the workshop of the District Planning and Regulation Committee, held on 20 February 2024.

CARRIED

3.4 **Notes of the workshop of the District Planning and Regulation Committee held on Tuesday 19 March 2024**

Moved: Councillor Blackie Seconded: Councillor Goldsworthy

THAT the District Planning and Regulation Committee:

(a) **Receives** the circulated notes of the workshop of the District Planning and Regulation Committee, held on 19 March 2024.

CARRIED

4 DEPUTATIONS

Nil.

5 REPORTS

5.1 **Parking Restrictions at 11 Blake Street** – H Downie (Senior Advisor Strategy and Programme) and S Binder (Senior Transportation Engineer)

S Binder via Teams and H Downie were in attendance to present the report which requested approval for P120 parking restrictions for the new public parking supply to be formed at 11 Blake Street in the Rangiora town centre which included a new mobility park and loading zone.

Mayor Gordon asked for an update on the broader parking strategy for the Rangiora town centre. H Downie replied that there were several streams of work being undertaken and the current budget was being utilised to review specific data relating to parking supply and demand. During 2024 there would be significant engagement with the public on parking and once feedback had been collated elected member workshops would be set up to progress this matter further. Staff were also reminded that currently the North Canterbury Minibus Trust vehicles used the Blake Street gravel lot for parking their buses.

Councillor Cairns noted that staff parked in the surrounding residential streets and queried if restricted parking was likely to extend further into the residential area in the future. H Downie stated she was unsure what would happen in the future however acknowledged that the matter was raised occasionally by residents. It depended on the outcome of the feedback received and the data gathered during the review.

Councillor Fulton queried if there was any data on the trends and usage of the current P120 parking. H Downie replied that the parking was monitored and the information was available and she could circulate the figures to Councillors who were interested.

Councillor Goldsworthy queried if different areas/roads and buildings were ranked and H Downie replied that data was not building specific however Blake Street parking would be considered as one of the more utilised areas especially during peak times.

Councillor Blackie noted that the report stated that there were no sustainability and climate change impacts relating to this report and stated that anytime tarmac and cement were used he would expect there was an impact and reminded staff to consider this aspect when writing

reports. H Downie stated that currently the temporary carpark was gravel therefore there was little change to the impact to sustainability, however she took the Councillors point and would remind staff to take more care with future reports.

Councillor Blackie also raised the Waimakariri Public Art Trust's concern regarding to the mural on a nearby wall which was currently obscured by bins and a fence and requested staff to see if access to the mural could be improved when the full parking plan was developed in the future.

Moved: Mayor Gordon Seconded: Councillor Goldsworthy

THAT the District Planning and Regulation Committee:

(a) **Receives** Report No. 240325046821.

(b) **Approves** the application of a P120 restriction to the sixteen new general public parking spaces to be created at 11 Blake Street, together with one mobility park and one loading zone.

(c) **Approves** the parking schedule being updated to reflect the additions contained in recommendation (b).

(d) **Notes** that the Rangiora-Ashley Community Board approved the Rangiora North of High Street Laneway Concept Plan, which includes the formation of public parking at 11 Blake Street, in December 2023, and Council approved the utilisation of budget to fund its implementation in February 2024.

(e) **Notes** that the contract to construct the new carpark has recently been awarded and construction timeframes are currently being coordinated with the ongoing nearby development works, and property purchase finalisation.

CARRIED

Mayor Gordon stated he looked forward to seeing the benefit of the new building at 190 High Street and the clean up and utilisation of the area now to become a formalised car park. He believed that understanding of the town centre master plan was critical in developing a vibrant, well utilised and beautiful town.

Councillor Goldsworthy concurred and noted he was pleased to see the formalisation of the carpark.

6 CORRESPONDENCE

Nil.

7 PORTFOLIO UPDATES

7.1 District Planning – Councillor Tim Fulton

- Hearing Streams 8 (subdivision), 9A (Industrial), 11 and 11A (designations) were completed Monday 15 April 2024. Submitters that attended included some of the submitters who had consents that crossed over the notification of the operative and proposed plan.

- Remaining hearings are Rezonings across the five sub-streams:

  - Oxford, Commercial, Pegasus on the week of 4 June 2024.
  - Rural Rezonings on the week of 17June 2024.
  - Rural Residential on the week of 24 June 2024.
  - Rolleston Industrial on the week of 1 July 2024.
  - Residential Zonings on the weeks of 15 July and 29 July 2024.

- Our last hearing would be Stream 7 (MDRS and Ecosystems and Indigenous Biodiversity). These were planned to end on 23 August 2024.

- The programme was generally on track however the Commissioners, Council and submitters have had to respond to quite a number of changes through the hearings programme which would need to be worked through before the hearings panels made their recommendations to Council.

7.2 Civil Defence and Regulation – Councillor Jason Goldsworthy

Civil Defence

- Ru Whenua AF8 workshop was used to test and feed into a bigger exercise later in the year for Wellington, constructive feedback was received. Staff got the opportunity to challenge the Regional Office on its assumptions.

- Volunteer exercise was a success and worthwhile. It was Dean's first exercise in the district with a few learnings such as low tide was not a great time for portable pump practice.

- Waimakariri District Council were able to send support to the West Coast which was a shining example of the community solving community adversity. They did not operate exactly the same as the Waimakariri District Council hubs but it was a similar concept.

Regulation

- The Building Unit was tracking well and were currently processing quicker than the previous year's average. Achieving consistently 75% under the 15 days target since November 2023.

- Working through Feedback on the building consents review was due to be completed on the 7 of August 2024. Areas of feedback being covered are competition and self-certification product substitution.

- Environmental Services', unintended benefit of 'in housing' food safety had resulted in an increased level of service which allowed start-ups to be transferred in-house to enquire what was needed to meet compliance. The team was catching up on work left from the contractor.

- Continuing the good work which focused mainly on education and a solutions-based approach in all they did.

7.3 Business, Promotion and Town Centres – Councillor Brent Cairns

- A review of Easter trading hours for the district was last conducted in 2017. Following calls and discussions from retailers, staff were going to conduct a briefing, however a Private Members bill regarding Easter Trading has been drawn and as such staff dealing with this issue are stepping back, awaiting the govt decision.

- The Community funded camera project in Sovereign Palms has now been completed with the last of the cameras now installed. A few issues with sighting some of the cameras on poles, signage was going to be sorted via North Canterbury Neighbourhood Support however Police had arranged that now. Pegasus residents with 36 donors had raised over $11K, with the first of the cameras installed. There had been a couple of resident complaints, those had been dealt with by Waimakariri District Council staff and the Pegasus Residents Group. They related to privacy and concern about surveillance.

Events:

- Belinda Topp of Ideal Events ran a really good event in Victoria Park. She planed to hold a number of events throughout the year and thanked the local real estate sponsorship. She was looking to expand into additional events as she saw opportunities in the Rangiora events space.
- Saturday 20 April 2024 there would be three events: Back to Basics in Rangiora, Growing Your Garden for Birds in Woodend and RiverSong event on the banks of the Kaiapoi River.

- Karl and Sarah had taken over the events that were previously run by All Together Kaiapoi and it was really heartening to see how they planned to build on those successful events. They were looking to expand Matariki to be over a number of days, looking to work with/involve the local schools etc. Riversong was a new event and the plans for this event next year (if this weekend's event was successful) would expand and be even larger and better.
- Kaiapoi Promotions Association had a brain storming session to see what events they could/would deliver over the coming years.
- Rangiora Promotions had conducted a review of its Why and Purpose and in May 2024 Oxford Promotions would conduct a similar review.
- Huria Reserve in Kaiapoi was progressing well with huge amount of plantings carried out, Honda Forest was a very popular place for people to visit. Huria Reserve will, in time, become an important location, particularly the carving facility and educational part of this project bringing more visitors to the district. These locations could be woven into promotions and future events.
- The Promotions working group were working on building a calendar of district events. This was a large task as there were so many, with many event coordinators. Looking to categorize each event as to its size and importance to the district.
- At recent Access group meeting, members spoke about issues of the length of time that vehicles could park in mobility parks and there seemed to be some confusion. Members also raised issues with the size and location of **some** mobility parks which were felt not to be fit for purpose in public spaces along with in private parks. Working with staff to get some clarity on these issues.
- Hunnibell Lane in Rangiora - looking at being completed sometime around July 2024, this was to coincide with the opening of the new building.
- Kaiapoi and the district were being positively highlighted by Lee and Luke, a Kaiapoi Mother and son team, competing on TVNZ "My Kitchen Rules" cooking program. Last Tuesday they cooked for the rest of the participants and are currently leading the competition. The show featured portions of Kaiapoi which was really good.
- New Zealand Motor Camp Association park, rated as the fourth most popular park in New Zealand. We heard that people are struggling to fit into the park as at times it's so full and some are saying, because the park is so full they go to alternate locations. Discussions are ongoing.
- Kaiapoi Community Services in recent talks, have said they had 280 regular clients of those 33 were transient, living in vehicles. Last year the number was 18 and this is just in Kaiapoi.

8 QUESTIONS UNDER STANDING ORDERS

Nil.

9 URGENT GENERAL BUSINESS

Nil.

10 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

In accordance with section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act (or sections 6, 7 or 9 of the Official Information Act 1982, as the case may be), it is moved:

Moved: Councillor Blackie Seconded: Councillor Cairns

That the public be excluded from the following parts of the proceedings of this meeting:

10.1 Public Excluded minutes of 19 February 2024.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
10.1	Confirmation of Public Excluded Minutes of District Planning and Regulation Committee meeting of 20 February 2024	Good reason to withhold exists under section 7	To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations, as per LGOIMA Section 7 (2)(i).

CARRIED

CLOSED MEETING

The public excluded portion of the meeting commenced at 1.34pm and concluded at 1.36pm.

OPEN MEETING

Recommendation to resume Open Meeting

Moved: Councillor Blackie Seconded: Councillor Fulton

THAT open meeting resumes and the business discussed with the public excluded remains public excluded unless otherwise resolved in the individual resolutions.

CARRIED

NEXT MEETING

The next meeting of the District Planning and Regulation Committee will be held on 28 May 2024.

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 1.36PM.

CONFIRMED

_____
Councillor A Blackie

_____
Date

Councillor Tim Fulton District Planning Portfolio Update

- Resource consents numbers are steady but a bit down on the usual numbers we receive.

Oxford Landfill application

- Final comments by submitters closed 10 April
- Final comments from Council officers are required by 19 April
- Final comments from the applicant are required by 29 April
- The Commissioners then expect to close the hearing. They'll then deliberate and issue their decision.

Protranz Landfill application

The application is currently in its early stages. The Planning Officer is going through the detail of the application and then it's likely that a request for further information will be sent out.

Solar farm opposite the Daiken factory

A lengthy request for further information (6 pages) was sent in December 2024. We're still waiting to receive the information requested.

Solar farm at 513 Thongcaster Road

An application for a 7.5ha solar farm at 513 Thongcaster Road is expected to be granted soon. It's quite a remote location and all of the surrounding neighbours have given their written approval to the proposal, so it's unlikely to be as contentious or high profile as the one by the Daiken factory.

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	CMS 06-03 / 240321044984
REPORT TO:	KAIAPOI-TUAHIWI COMMUNITY BOARD
DATE OF MEETING:	20 May 2024
AUTHOR(S):	Peter Daly, Road Safety Coordinator / Journey Planner Joanne McBride, Roading and Transport Manager
SUBJECT:	Proposed School Bus Stop facility at Te Kura o Tuahiwi, Tuahiwi School

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

General Manager

Chief Executive

1. SUMMARY

1.1. This report seeks approval to establish a bus stop for the school bus service at Te Kura o Tuahiwi, Tuahiwi School.

1.2. This new bus service will involve two buses servicing the school each morning and each afternoon. The service commenced on 29th April 2024. The school has proposed a location for the bus stop at Figure 1 below, and the location is supported by staff.

1.3. A temporary bus stop has been established pending the outcome of this request.

1.4. A permanent Bus Stop sign and road markings are proposed to be installed to support the establishment of the bus stop outside the school.

2. RECOMMENDATION

THAT the Kaiapoi Tuahiwi Community Board:

(a) **Receives** Report No. 240321044984.

AND

THAT the Kaiapoi-Tuahiwi Community Board recommends:

THAT the District Planning and Regulatory Committee:

(b) **Approves** the establishment of a school bus stop and associated parking restrictions as proposed by the Te Kura o Tuahiwi, Tuahiwi School, in the location shown in Figures one and two, and as noted in the schedule below.

Schedule:

Item	Town	Street	Location	Side of Street	Restriction	Qualifying Remarks	Comments for consideration
One	Tuahiwi	Tuahiwi Rd	Outside Tuahiwi School	East	Bus Stop	8-9am, 2:30-3:30pm School Days	Requested by the school staff.

3. BACKGROUND

3.1. Te Kura o Tuahiwi, Tuahiwi School, has recently negotiated the provision of a school bus service for students from the surrounding areas. The school bus service commences on 29 April 2024.

3.2. Tuahiwi School staff have approached Council with a proposal to establish a bus stop within the road reserve adjacent to the school.

3.3. As there is no regular bus service on that road, there are no bus stops marked in the immediate vicinity for the school buses to use.

3.4. The school has proposed a space adjacent to the school be designated as a bus stop to prevent private vehicles being parked in that space at specific times of the day, leaving it free for the school buses to use.

3.5. Figure one shows the proposed location for the bus stop to be established. The orange box indicates the intended location.

Figure one. Proposed bus stop.

3.6. Figure two shows a street view of the proposed bus stop.

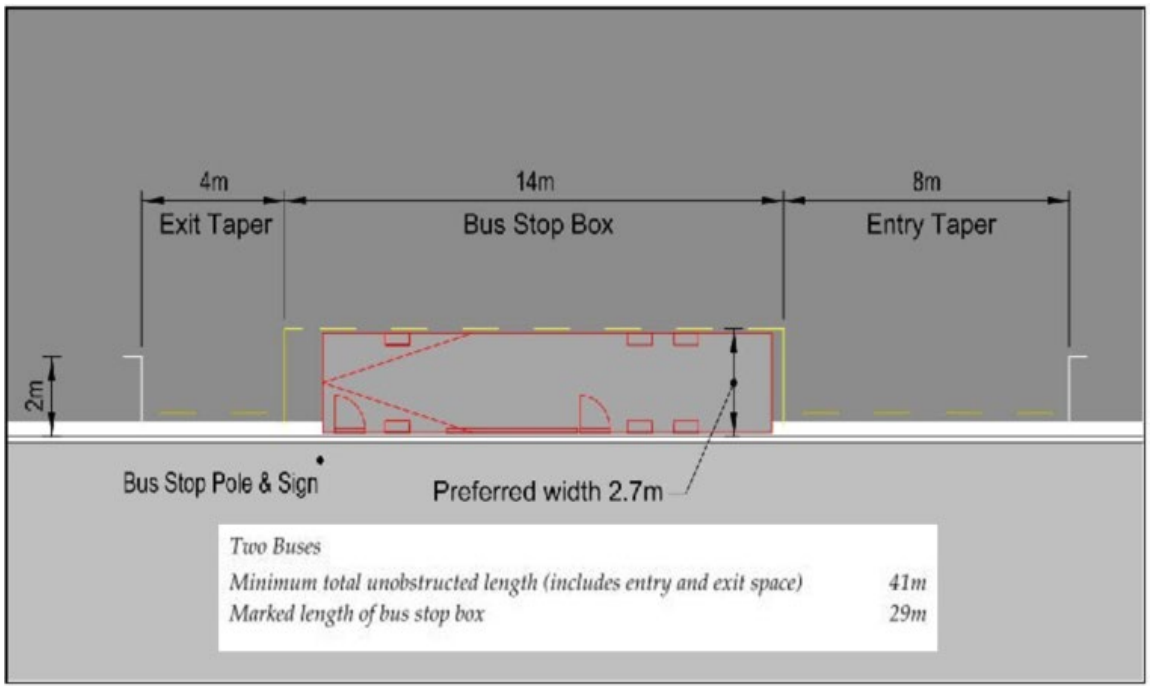
Figure two. Street view of the area proposed for the bus stop.

3.7. If approved, the proposed bus stop will be established in accordance with Bus Stop design guidelines. The space required is adequate at 14 metres, with tapers front and rear for the buses to enter and exit.

3.8. The entry and exit tapers are provided by the adjacent driveways, and the existing yellow lines at the front of the bus stop. The bus would be clear of the traffic lane when in position.

3.9. It is proposed to mark a yellow box on the roadway in addition to the sign shown at Figure 5. The space will be available for public parking outside of the times it is needed for the school bus service, as advised by the proposed sign.

Figure 3. Bus stop minimum requirements.



4. ISSUES AND OPTIONS

4.1. Two buses will service the school. The bus stop proposed only has space for one bus at a time. For this reason, the second bus will wait at the roadside approximately 225 metres north of the bus stop until the first bus has vacated, at which time it will move up.

4.2. The recent formalisation of the kerb space north of the school provides copious space for the waiting bus to park and hold prior to the bus stop, until the bus stop is clear. Figure 4. Shows the available waiting space.

Figure 4. Waiting space for the second bus

4.3. The school bus service will only need the marked bus stop space during pick up and drop off times. Outside of those times, the space can be used for public on-street parking.

4.4. The school bus stop will need the stop between 8.00 a.m. and 9.00 a.m. and 2.30 p.m. until 3.30 p.m. on school days.

4.5. The proposed signage is shown at Figure 4.

Figure 5. Proposed Sign

4.1. The following options are available:

4.1.1. Option One – Approve the installation of the bus stop as proposed.

This is the recommended option as it provides a safe space for the school bus to stop outside of the school, allowing children an alternate means of getting to and from school each day. The space allows children to enter / exit the bus from the footpath close to the school gate, which is the safest option available.

4.1.2. Option Two – Decline the installation of the bus stop.

This option would not provide a dedicated space for the bus to stop, resulting in the bus having to 'compete' with parents for a space to stop and pick up children. This would result in very poor safety outcomes as children would likely have to walk further an/or not be able to enter / exit the bus from the footpath close to the school gate. As such this is not the recommended option.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report.

Encouraging the uptake of a public transport option improves road safety in the immediate area through a reduction of vehicle movements during pick up and drop off times, as well as having environmental benefits.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are likely to have an interest in the subject matter of this report.

The hapū will have tamariki who will use this bus service. The school is introducing this bus service to improve road safety outside the school for the benefit of the whole community.

5.2. Groups and Organisations

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

The Tuahiwi Pre School and Tuahiwi School will both benefit from a reduction in traffic outside the gate at each end of the school day.

5.3. Wider Community

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. The whole Tuahiwi community will benefit from the reduction in parents picking up and dropping off their children in private cars. Additionally, the proposed space would mean that the bus would be as far as possible out of the lane when stationary.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are financial implications of the decisions sought by this report. This cost to Council will be covered by the existing signage and road marking budgets.

The cost of the signage and markings would be approximately $750.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do have sustainability and/or climate change impacts. A reduction in private vehicle use through the introduction of the school bus service will have a positive impact on the environment.

6.3. Risk Management

There are no risks arising from the adoption/implementation of the recommendations in this report. There would however be safety risks associated with not approving the recommendations in this report, as noted under 4.1.2.

6.4. Health and Safety

The bus service is being operated by Tranzit Coachlines, the company which operates a range of school bus services across Waimakariri District. This service will be operated under their standard operational practices, including health and safety provisions.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

Land Transport Act 1998 Section 22 AB

7.3. Consistency with Community Outcomes

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

7.4. Authorising Delegations

The Community Board has the following delegations under Section 15 of the Delegations to Community Boards:

- Approving traffic control and constraint measures on streets, and recommending to Resource Management and Regulations Committee; matters relating to Council parking by-laws.

The District Planning and Regulation Committee has the delegation granted to a standing committee under the manual, including Parking Enforcement.

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	CMS-06-03 / 240322045655
REPORT TO:	KAIAPOI-TUAHIWI COMMUNITY BOARD
DATE OF MEETING:	20 May 2024
AUTHOR(S):	Peter Daly, Road Safety Coordinator/Journey Planner Joanne McBride, Roading and Transport Manager
SUBJECT:	Williams Street Bus Stop Safety Improvements
ENDORSED BY: (for Reports to Council, Committees or Boards)	General Manager / Chief Executive

1. SUMMARY

1.1. This report outlines a deficiency with the existing bus stop facility at 190 Williams Steet, Kaiapoi, and requests approval for the installation of 7.8m of no stopping to improve the bus stop, will result in the loss of one carpark.

1.2. Difficulty with buses entering the bus stop has been raised by Go Bus, who are operating the public bus service for Environment Canterbury.

1.3. There is currently no entry taper on the approach for the bus stop, and when cars are parked against the northern end of the bus box, the bus is having to pull in further south and across the driveway to the old BNZ building, blocking the driveway, and making it more difficult for bus users trying to get on and off the bus.

1.4. While this has not been an issue previously with the old BNZ Bank building vacant, there are now retail activities occurring in the building and the vehicle entrance has become much busier.

1.5. This bus stop is used by Go Bus up to 51 times per day.

Attachments

i. Kaiapoi Town Centre Parking Survey 2022 (TRIM No. 221129206783)

2. RECOMMENDATION

THAT the Kaiapoi Tuahiwi Community Board:

a. **Receives** Report No. 240322045655;

AND

RECOMMENDS THAT the District Planning and Regulation Committee:

a. **Receives** Report No. 240322045655

b. **Approves** the reduction of the P120 parking area adjacent the Williams Street bus stop by 7.8 metres outside no. 190 Williams Street,

c. **Approves** the installation of 7.8m no stopping lines prior to the bus stop, in compliance with the proposal the report (Trim: 240322045655).

d. **Notes** that the Schedule of Parking Restrictions will be updated if the subject of this report is approved.

3. BACKGROUND

3.1. The bus stop at 190 Williams Street was established when the Town Centre Upgrades were undertaken, post the 2010 earthquakes.

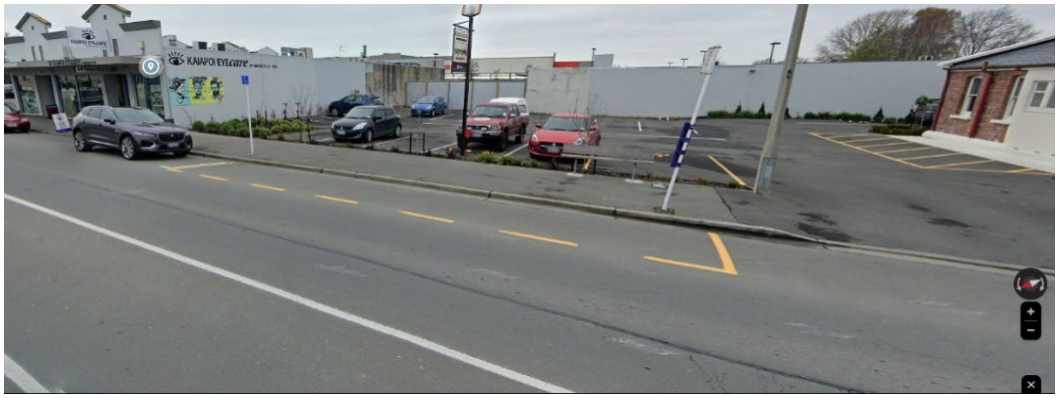
3.2. The bus stop is used daily by Metro bus services #1 and #95, with a total of up to 51 stops per day at this location. It was established without an entry taper.

3.3. At the time this was not required as the Old BNZ Bank building was not in use and as such the bus was able to pull further forward without impacting any operations on the adjacent site.

3.4. The building has since been strengthened and in 2023 was opened with new retail premises in the building, which are very popular and generating reasonably high traffic movements in and out of the adjacent carparking area.

3.5. A taper before and after a bus stop provides space which allows a bus to be manoeuvred into and out of the bus stop. An exit taper is currently achieved by the clear space provided by the driveway immediately south of the bus stop. Figure 1. Refers.

Figure 1. Existing Bus Stop



3.6. When the bus stops at this location, if a car is parked at the front of the P120 zone to the north (as in Figure 1) and in the absence of an entry taper, the rear of the bus protrudes out into the traffic lane, as the driver is unable to manoeuvre fully into the space provided without an entry taper, or the bus moves forward and overhangs the entry to the Old BNZ Building carpark.

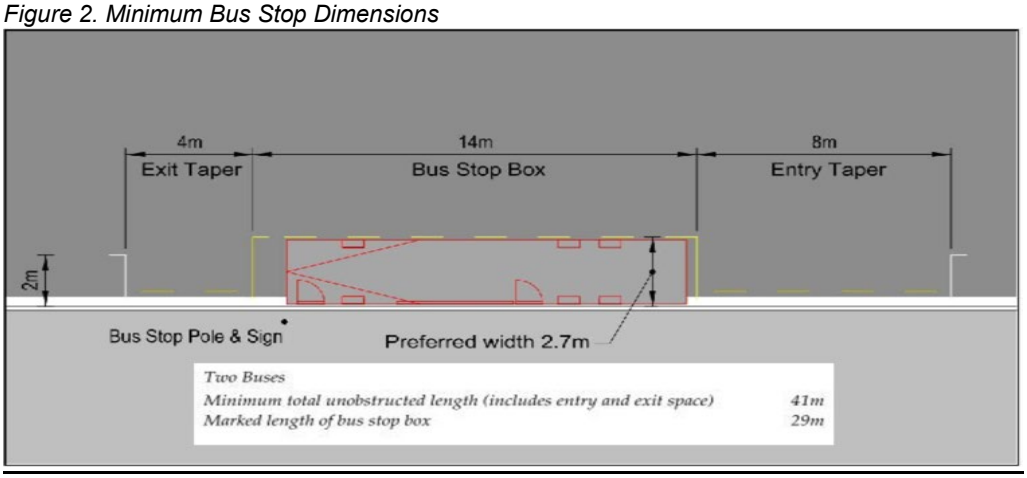
3.7. Traffic following the bus can be forced to stop and wait for the bus to move off again, or to take the risk of driving onto the wrong side of the road to get past.

3.8. The other alternative for the bus driver is to stop with the front of the bus over the driveway at the front of the bus stop. This forces the passengers to get on and off the bus from a position in the middle of the driveway of the adjacent carpark, and results in access being blocked to the carpark.

3.9. Christchurch City Council's *Bus Stop Guidelines* (February 2009) is typically used to set minimum bus stop dimensions across the ECan Metro bus service area. Per section 3.2, the minimum dimensions for a bus stop are as follows.

- Entry taper: 8.0m
- Marked bus stop box: 14.0m
- Exit taper: 4.0m

Figure 2. Minimum Bus Stop Dimensions



Key design principles of bus stops provided by NZTA indicate that bus stops should be designed so that a bus can:

a) *pull into and out of a bus stop safely and efficiently without incurring excessive front or rear overhang of the bus.*

b) *stop close and parallel to the kerb to pick up or drop off passengers, so that all passengers can get on or off in a safe, comfortable, and accessible manner and not be hit by bus tail swing.*

c) *safely and easily merge back into traffic.*

4. ISSUES AND OPTIONS

4.1. Road safety is compromised by the rear of the bus projecting into the traffic lane, or the front of the bus stopping across an exit to a carpark. Each scenario causes either the lane to be blocked, or passengers having to enter and exit the bus from on the carpark driveway, blocking that driveway.

4.2. The bus stopped over the driveways to the old BNZ building also stops vehicles moving in and out of the carparking area and can cause vehicles to stack on Williams Street, waiting to turn in.

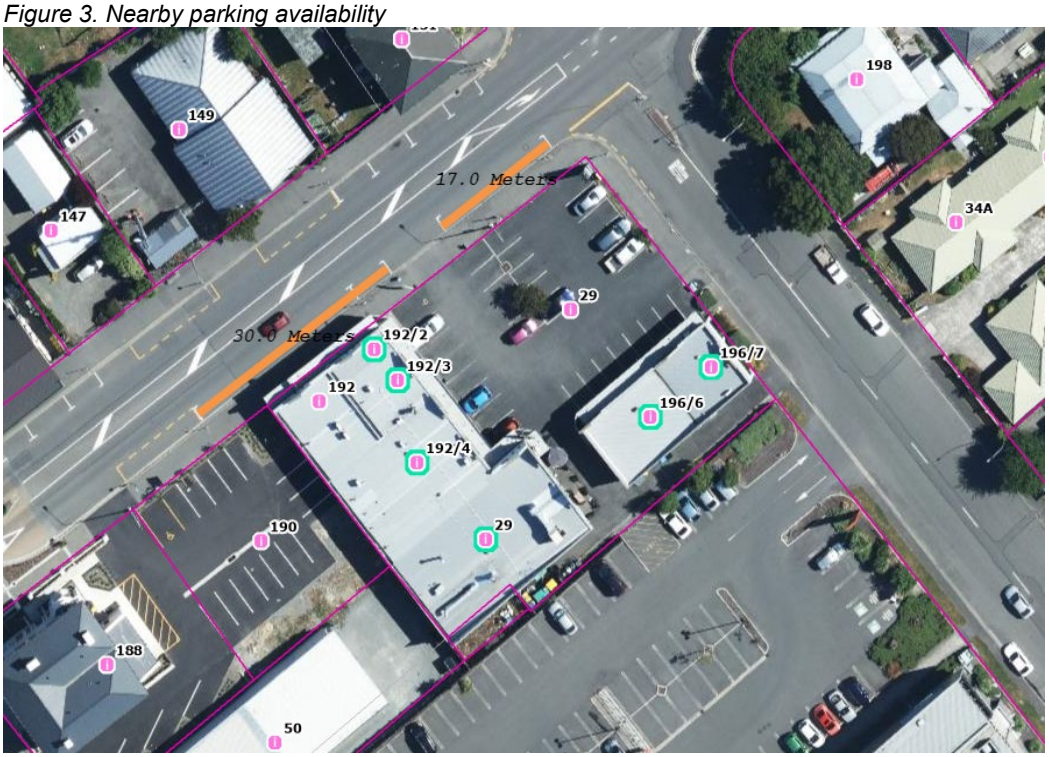
4.3. The bus stop in question (at 12.2 metres long) is below the recommended minimum length of 14 metres and has no entry taper. These design deficiencies are resulting in poor outcomes for both bus passengers and other road users.

4.4. Providing a 7.8 metre entry taper for the bus stop will allow for better bus manoeuvring but necessitate the loss of one car parking space.

4.5. The carparking space on the approach to the bus stop is a P120 controlled parking area, which is currently 30 metres long. Providing an entry taper for the bus stop would reduce the length of that controlled parking area to 22.2 metres, which accommodates four carparks.

4.6. There are a number of private off-street carparks in this area including parking at 190 Williams Street, and at 29 Sewell Street. There is also additional all day un-restricted parking available in Sewell Street.

Figure 3. Nearby parking availability



4.7. A proposed layout as shown in Figure 4 below would require the installation of 7.8 metres of no stopping lines to the rear of the existing bus stop, providing an entry taper, and allowing 4 car spaces to be retained in the remaining space in accordance with the provisions of the District Plan.

4.8. This means the loss of one parking space in return for the benefit of enhancing the safety of road users and bus passengers.

4.9. The Kaiapoi Town Centre Parking Survey 2022 (Attachment 1) identified that in the vicinity of this bus stop, it was *"Easy to find a car park close to the motorists' destination, vehicle circulation is unlikely to be necessary to find a car park very close to the motorists' destination."*

4.10. The time of greatest demand for parking is the time at which the entry taper is most necessary to avoid disruption to Willams Street traffic flows.

4.11. An alternative location for the bus stop was considered in the P120 immediately south of Sewell Street (adjacent to the private carparking area for 192 Williams Street).

This alternative location would also result in the loss of one car space, so provided no significant advantages over the proposed solution at the existing location.

Figure 4. Proposed new road markings

4.12. The following options are available to the Board:

4.12.1. Option One – Approve the installation of the 'No Stopping' to provide an entry taper to the Bus Stop

This is the recommended option as it provides adequate space for the bus to manoeuvre, allows passengers to enter / exit to the footpath rather than into a vehicle crossing, and allows other traffic to move past without causing delays, or compromising road safety by crossing onto the incorrect side of the road.

4.12.2. Option Two – Decline the request for the installation of the No Stopping and retain the P120 carpark.

This option would retain the existing arrangement and result in the bus continuing to block the traffic lane or stop over the driveway to the Old BNZ Carpark. This does not mitigate the issues or risks which have been identified.

5. Implications for Community Wellbeing

5.1. There are implications on community wellbeing by the issues and options that are the subject matter of this report.

5.2. The safety of bus passengers waiting at the point where the bus door will open is fundamental to bus operations. Passengers having to enter or exit the bus from/to the driveway of the adjacent carpark is a compromise and makes accessing the bus more difficult for some passengers.

5.3. Entering the bus from a vehicle cutdown can also be more challenging for elderly and those with mobility issues.

5.4. Drivers following a bus which stop at this location during any given day may be forced to stop by the rear of the bus protruding into the traffic lane. Alternately, they may risk crossing the centre island to get past the stationary bus.

6. COMMUNITY VIEWS

6.1. Mana whenua

Te Ngāi Tūāhuriri hapū members are unlikely to be affected by or have an interest in the subject matter of this report. However, they may benefit from the improvements sought if they use the bus stop in question or drive past when a bus is stopping.

6.2. Groups and Organisations

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

Staff visited directly affected business on 24 April 2024. The adjacent businesses (Kaiapoi OPSM Eyewear, Hair by Julz) were asked for their views. Staff and owners of these businesses who staff spoke to were supportive of the proposal, due to plentiful parking in the vicinity. No concerns were raised.

6.3. Wider Community

The wider community of road users who use Williams Street are likely to be affected by the subject matter of this report. They will benefit from this proposal.

7. OTHER IMPLICATIONS AND RISK MANAGEMENT

7.1. Financial Implications

There are financial implications of the decisions sought by this report. The cost of road marking is provided for from within the existing roading budget.

An estimate of cost if the work is done as a stand-alone job is approximately $1000. However, if combined with existing programmed work in that area, the cost will be significantly reduced. The area is scheduled for road marking in the next few weeks, so this opportunity can be used.

7.2. Sustainability and Climate Change Impacts

The recommendations in this report do not have sustainability and/or climate change impacts, though even minor improvements to the level of service of public transport operations are desirable.

7.3 Risk Management

There are no risks arising from the adoption/implementation of the recommendations in this report. There are however safety risks associated with Option 2 (not extending the 'no stopping' restrictions) for the reasons discussed in this report.

The suggested changes will improve the safety of all concerned, particularly during busy times along the main road in the town.

7.4 Health and Safety

Physical works will be undertaken through the Road Maintenance Contract. The Road Maintenance contractor has a Health & Safety Plan and a SiteWise score of 100. The recommendations of this report will reduce health and safety risks that exist with the current setup.

8. CONTEXT

8.1. Consistency with Policy

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

8.2. **Authorising Legislation**

Land Transport (Traffic Control Devices) Rule 2004, Section 2, requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices."

8.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report. This report considers the following outcome:

Transport is accessible, convenient, reliable and sustainable.

- The standard of our District's roads is keeping pace with increasing traffic numbers.
- Communities in our District are well linked with each other, and Christchurch is readily accessible by a range of transport modes.

8.4. **Authorising Delegations**

The Community Board has the following delegations:

- Maintaining an overview of services provided by the Council such as road works, water supply, sewerage, stormwater drainage, parks, recreational facilities, community activities, and traffic management projects within the community.

The District Planning and Regulation Committee enjoys all powers granted to a standing committee and are responsible for Roading matters.

Kaiapoi Town Centre Parking Survey 2022

WAIMAKARIRI DISTRICT COUNCIL

Executive Summary

On behalf of Waimakariri District Council (Council), Abley have undertaken parking surveys in the Kaiapoi town centre in 2015, 2017, 2020 and most recently 2022. The key objective of these parking surveys was to analyse current conditions in terms of the parking supply/ demand relationship as well as parking turnover (duration of stay). To identify any changes over time, an updated car park occupancy survey for the Kaiapoi Town Centre was carried out on Thursday, 22 September 2022, between 8.30am and 6pm.

The survey extent is the same as the 2020 survey area, but it is noted that the 2020 survey area was increased from the 2017 survey to include additional town centre fringe areas. The parking survey for 2022 identified a total of 1,893 spaces, an increase from 1,832 parking spaces in the 2020. This was due to the additional spaces to the east of the Kaiapoi New World now being included. Although this increase in supply will affect the overall occupancy comparisons, it is reflective of the changing town centre environment.

The 2022 results show a similar trend to car park occupancy to the 2017 and 2020 results, however the overall occupancy levels are slightly lower at 43%, 4% lower than the 2020 peak level of 47%, although this is reflective of the overall increase in parking spaces. The peak occurred between 12:30 - 1:00pm, slightly later in the day than previous surveys which peaked between 12:00pm - 12:30pm. Non-compliance with parking restrictions increased to 19% for the total study area, an increase of 4% from 2020 and 10% from 2017.

With specific consideration of on-street parking, occupancy across the entire study area peaked at 37% occupancy, lower than the 45% occupancy reached in 2020. The 2022 peak occurred at 12:30pm - 1:00pm, later than the peak recorded in 2020 which was between 11:00am - 11:30am. However, some areas experienced on-street parking levels which exceeded 80%, including areas over 90% occupancy levels, which is considered an undesirable parking occupancy level. This was generally found in the unrestricted on-street parking areas of Hilton Street, Charles Street and Davie Street and is likely to reflect demand by commuter all-day parking.

The Council off-street parking spaces at the Kaiapoi Library were observed to be increasingly occupied from the beginning of the survey period, with a large increase in occupancy exhibited between 8:30am and 11:30am, peaking at 58% at 10:30 - 11:30am, higher than previous years, with demand declining after this period. With a peak occupancy of 58%, this should be recognised as an under-utilised and/or oversupplied facility.

Parking duration results found most parking in Kaiapoi Town Centre is short stay, where 69% of vehicles recorded staying for an average of one hour or less, an increase of 3% from the 2022 survey. Only 11% of vehicles recorded stayed for an average of four and a half hours or more.

In Council off-street car parks, only 6% of vehicles stayed for an average of four and a half hours or more, significantly less than on-street car parking exhibiting 11%.

Overall, while it was noted that there may be some localised parking pressures observed, where occupancy exceeds the 85% optimum threshold, overall parking supply is sufficient for the recorded demand.

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Kaiapoi Town Centre Parking Survey

Quality Assurance Information

Prepared for	Waimakariri District Council
Job Number	WMKDC-J113
Prepared by	Daisy-Bea Scrase, Graduate Transportation Planner Shendi Mani, Transportation Engineer
Reviewed by	Matthew Noon, Associate Director

Date issued	Status	Approved by
29 November 2022	Final	Matthew Noon
9 December 2022	Revised Final	Matthew Noon

1. Introduction

On behalf of Waimakariri District Council (Council), Abley have undertake parking surveys in the Kaiapoi town centre in 2015, 2017 and 2020. The key objective of these surveys was to analyse the current conditions in terms of the parking supply and demand relationship as well as parking turnover (duration of stay).

1.1 Study Area

The extent of the study area, as requested by Council is shown in Figure 1.1. All on street parking, off-street council owned carparks and major private car parks (where they are publicly accessible, visible from the street, formed and generally where the capacity exceeds five spaces) within this area were surveyed.

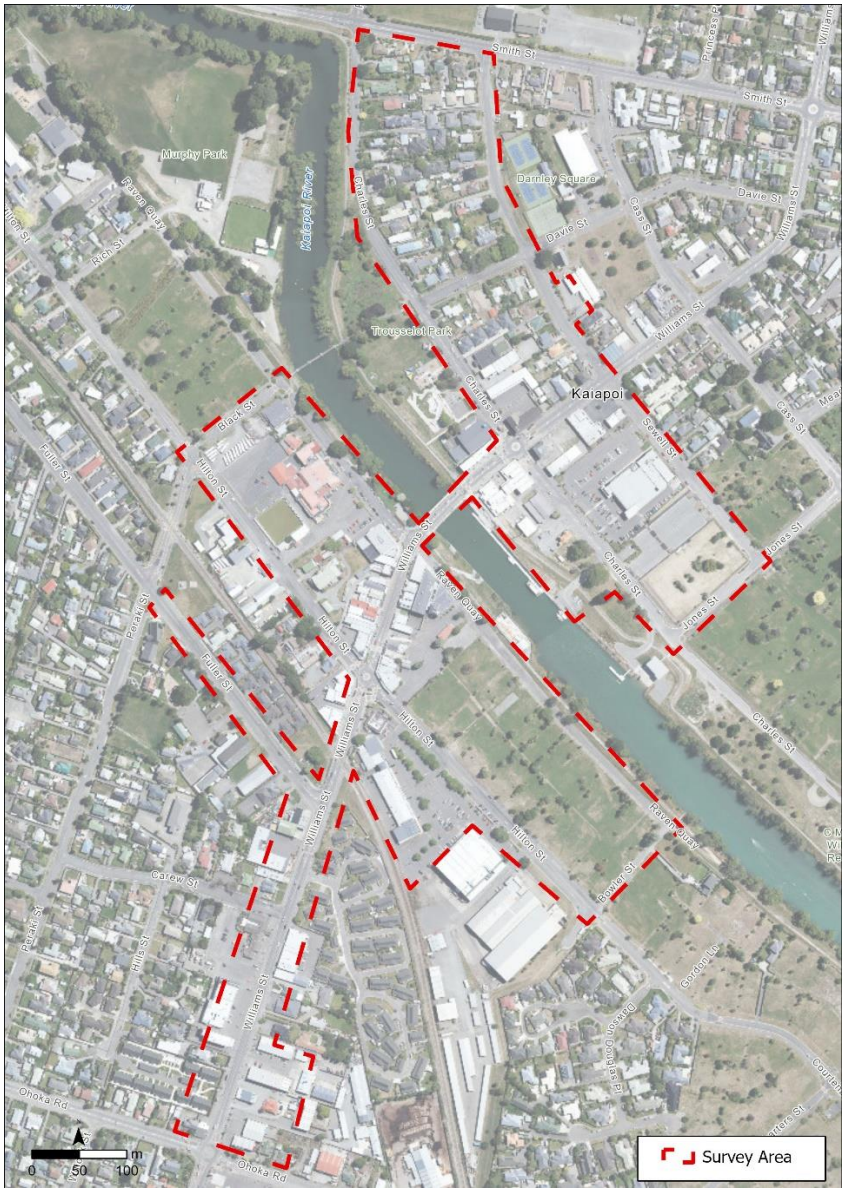

Figure 1.1 Survey area

It is important to note that the parking demand analysis conducted as part of this study area is based on a survey of a 'typical day'. Parking occupancy will vary by day of the week and time of the year. The report intends to provide an overview of the typical existing parking occupancy.

To identify any changes, a car park occupancy survey for Kaiapoi town centre was carried out on Thursday 22 September, between 8:30am and 6pm.

2. Parking Inventory

2.1 Parking Supply

A parking inventory was carried out to determine the existing parking supply in the entire study area and to record any parking restrictions. On the day of the survey, the surveyors verified, and where necessary updated, the inventory of the original study area. The number of parking spaces available within the study area are categorised as either on-street, off-street public (Council owned) or off-street private.

Off-street car parking was included in the inventory if it complied with the following criteria:

- Publicly accessible (so surveyors can access the carpark)
- Visible from the street
- Formed (so the capacity can be determined)
- Have four or more parking spaces

For areas with unmarked parking spaces, the indicative supply was estimated by measuring the kerb length and dividing the length required to accommodate a parking vehicle (6 metres). This is the same methodology employed for previous Kaiapoi Town Centre surveys.

The number of parking spaces available within the study area, categorised by parking type in Table 2.1.

Table 2.1 Parking supply by type

On-Street Parking Supply	Public Off-Street Parking Supply	Private Off-Street Parking Supply	Total Supply
842	174	877	1893

Table 2.1 shows that 56% of parking is provided off-street (including Council and privately owned locations), with 209 more off-street parking spaces than on-street parking. On-street parking comprises 44% of the total parking supply in the Town Centre. Public off-street comprises 9% of total parking with the remaining being privately provided. The increase in carparking from 2022 to 2020 is due to extra two off-street carparks provided by the council north of the Kaiapoi River. Table 2.2 shows the number of parking spaces recorded over the last three surveys.

Table 2.2 Total parking surveyed years 2017-2022

Year	Total parking supply
2017	1,402
2020	1,832
2022	1,893

2.2 Restrictions

Time limit restrictions are enforced by the Council for on- and off- street parking. The number of parking restrictions within the study area, categorised by parking restriction is shown below in Table 2.3.

Table 2.3 Parking restrictions

Parking type	P5	P15	P30	P120	Unrestricted	Private
Off-street – Council Owned	1		11	110	52	
Off-Street - Private						877
On-Street		26	3	319	494	
Total	**1**	**26**	**14**	**429**	**546**	**877**

The majority of public parking spaces in the study area are unrestricted, followed by 120-minute time restricted (P120 spaces). 41% of all on-street parking in the 2022 parking survey area is subject to a time or class of user restriction, with 59% unrestricted. By comparison, 70% of off-street parking provided by Council is time-restricted. There is currently no priced parking in the Kaiapoi Town Centre. As with previous Kaiapoi parking studies, the survey did not extend to other special use bays such as taxi stands, bus stops, motorcycle parking and loading zones.

3. Survey Methodology

The parking survey was conducted on Thursday, 22 September 2022, between 8:30am and 6pm to be consistent with previous surveys. The survey involved recording the parking demand in the following locations:

- All on-street parking spaces within the study area,
- Four Council-owned off-street parking areas: Parking by the Kaiapoi River on Tom Ayers Drive, Kaiapoi Library (split into two sections), P120 parking adjacent to the New World supermarket and the neighbouring the Park and Ride carpark.
- All privately owned off-street car parking areas (excluding residential properties)

Duration of stay was recorded for all Council owned off-street car parks and on-street parking.

The process used to survey the parking occupancy and analyse the current demand and duration of stay in the Town Centre was as follows.

- The study area was divided into 7 survey zones, see Figure 3.1.
- A surveyor was assigned to record parking demand within each zone on a 30-minute cycle, with the first circuit commencing at 8:30am and the last circuit commencing at 5:30pm. Surveyors were instructed to complete each circuit in the same direct so that each parking space was observed every 30 minutes.
- Parking sections within each zone were identified and demand for each area was recorded separately.
- For council owned car parks and on-street parking, where a parking space was occupied by a vehicle, the number plate was recorded.

- Recording of number plates each circuit enabled parking duration to be calculated within 30-minute blocks.
- Vehicles that were in the process of leaving or had just arrived (occupant still departing the vehicle) into a parking space were not recorded by the surveyor.
- The data was entered into a spreadsheet and statistics and maps including occupancy and length of stay were extracted for the entire study area.

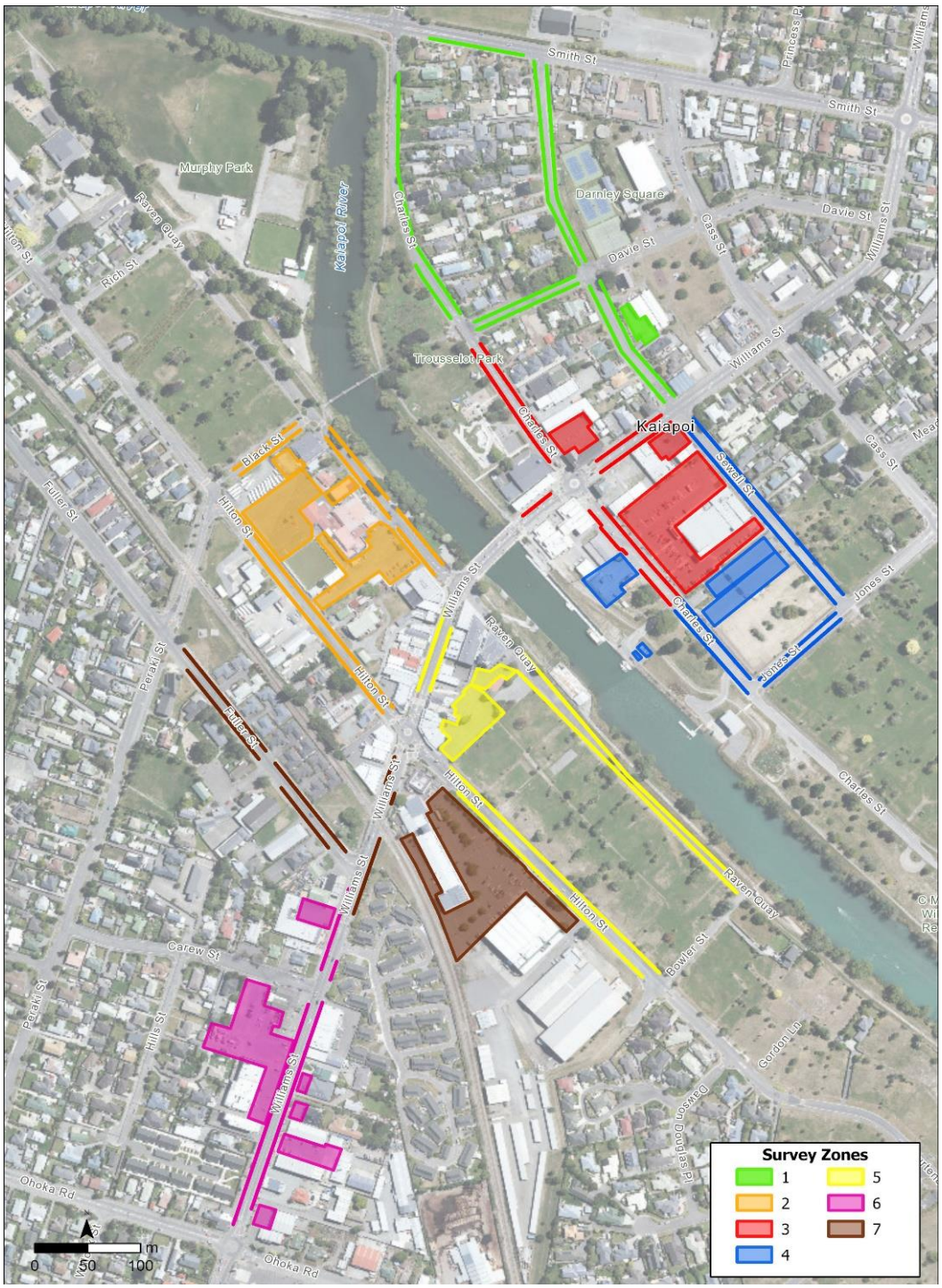

Figure 3.1 Survey zones

4. Survey Results

The survey established parking occupancy and duration of stay for the entire study area. The following section details key findings of the parking survey undertaken in the Kaiapoi Town Centre. Parking occupancy is expressed as a percentage and is calculated as the number of spaces occupied divided by the total number of spaces available. Parking duration is analysed in 30-minute intervals based on the number of instances the vehicle was recorded.

4.1 Analysis of Results

To assist the parking occupancy assessment, the current parking performance needs to be quantified. The results of the occupancy survey have been assessed using the performance definition in Table 4.1. These have been developed by Ableyand applied in numerous other parking occupancy studies, including the previous Kaiapoi town centre parking studies.

Table 4.1 Parking performance relative to occupancy

Occupancy	Definition	Consequence
80%	Traffic circulation will be high as motorists 'hunt' for an available car park and motorists may not be able to find an available car park space at all. Parking infringements may be widespread and illegal parking common.	80 % - 85 % is the optimum occupancy range[1]. Higher than 85% occupancies create difficulties for motorists searching for a car park.
60-79%	May be difficult to find a car park immediately and some parking circulation may be required to find an available car park. A park is unlikely to be found immediately outside the motorist's destination. Parking infringement is common although illegal parking is infrequent.	Utilisation slightly lower than optimum however occupancy rates in this range do not provide poor outcomes.
40-59%	High probability that a motorist will be able to find an available car park with ease. Vehicle circulation might be necessary to find a car park very close to the motorists' destination. Parking infringements will generally be low, illegal parking uncommon.	In priced areas parking prices may be too high or time restrictions are too short. Measures should be taken to encourage better utilisation in areas where several activities can be accessed using on-street parking.
30-39%	Easy to find a car park close to the motorists' destination, vehicle circulation is unlikely to be necessary to find a car park very close to the motorists' destination.	Inefficient use of space. It may be appropriate to allocate land used for parking to other travel modes/ activities or review time restrictions.
<20%	Very easy to find an available car park and it will be very close to the motorists intended destination. Vehicle circulation will not be required to find an available car park very close to motorist's destination.	Severely under-utilised parking. Land resources could be better allocated to a different activity/ mode e.g. wider footpaths or landscaping. If priced, prices may be set too high or restrictions may be inappropriate for the surrounding activities.

[1] 85% is considered to be an optimal 'peak' parking occupancy from 'Parking Management Strategies, Evaluation and Planning' T, Litman, Victoria Transport Policy Institute (2012)

4.2 Parking Occupancy

Overall occupancy

The observed occupancy across the entire study area for each parking type is shown in Figure 4.1.

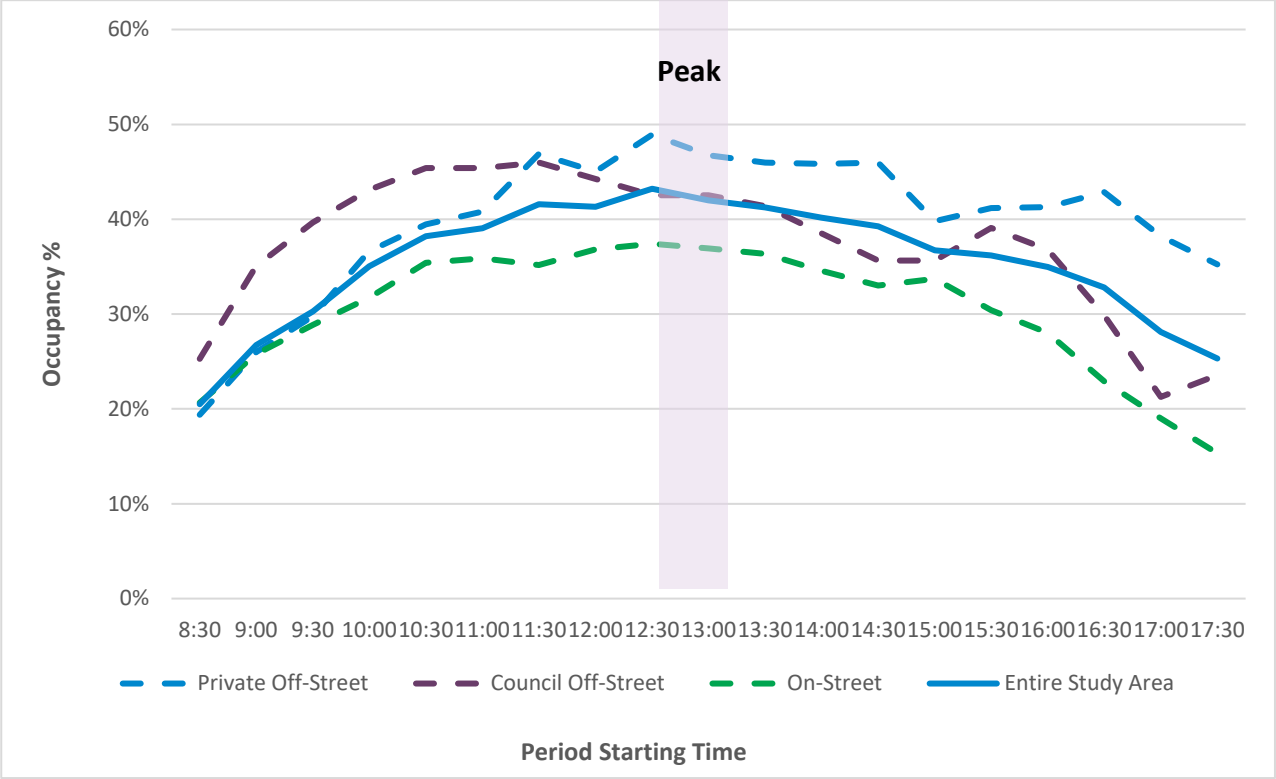

Figure 4.1 Overall occupancy across study area with the peak period shown in the shaded area.

Peak and average occupancy

Total parking demand for the study area peaked at 43% at between 12:30pm – 1:00pm. For each parking type, the average occupancy across the study area during the peak period was 37%, 43% and 49% for on- street, off-street council-owned and off-street private parking areas respectively. This indicates that on-street parking areas are under-utilised in the Kaiapoi Town Centre.

The peak parking occupancy map per zoned surveyed is shown in Figure 4.2. Though the average occupancies across the study area and different parking types are low, there are isolated parking areas where the average parking occupancy is 80% or higher. On-street parking on Williams Street, Davies Street, Charles Street and private off-street parking on Charles Street to the north are all heavily occupied during the peak period, exhibiting occupancies greater than 80% during this period. Additionally, parking on Hilton Street, unrestricted parking on Raven Quay and Kaiapoi Working Men's Club off-street covered parking area exhibit an occupancy greater than 80% in this peak period.

Figure 4.2 Peak parking occupancy in Kaiapoi Town Centre at 12:30pm

Parking turnover

The survey methodology was designed to capture 'duration of stay' statistics through recording the first four digits of vehicles number plates. Duration of stay provides an insight into parking turnover i.e., the number of times a parking space becomes available for another user.

Parking duration is determined by the number of times a vehicle was recorded with the survey zone. It is noted that the observation interval of the survey determines the range of parking duration for analysis, not a specific length of time. Given that the observation interval for this survey was 30 minutes, the range of parking duration is 60 minutes. For example, if a vehicle was recorded once it could have been parked for any duration ranging from 1 minute to 59 minutes, whereas if a vehicle was recorded twice in the same parking space, the parking duration can range from 30 minutes to 89 minutes and so on.

Depending on the number of times a vehicle was recorded in a parking space, an average parking duration can be established. For example, for vehicles which have only been recorded once, the average duration of stay is 30 minutes, though the duration of stay for each individual can range from 30 minutes to 89 minutes. Table 4.2 provides the range of parking duration and average parking duration corresponding to the number of times a vehicle is recorded.

Table 4.2 Range and average of recorded parking duration

Number of times a vehicle is recorded	Range of parking duration (minutes)	Average parking duration (minutes)
1	1 - 59	30
2	59 - 89	60
3	60 - 119	90
4	90 - 149	120
5	120 - 179	150
6	150 - 209	180
7	180 - 239	210
8	210 - 269	240
9	240 - 299	270
10	270 - 329	300
11	300 - 359	330
12	330 - 389	360
13	360 - 419	390
14	390 - 449	420
15	420 - 479	450

It is noted that the analysis method counts the number of times a vehicle was observed parked within the whole observation section, rather than at a specific parking space. For example, vehicles observed six times in the section are recorded as being parked for an average period of 180 minutes even if this comprises of two or more trips and parked within different parking spaces of the same section during each trip. This means the long-term parking within the town centre may be overrepresented. Conversely, any data recording or data entry errors would tend to result in a higher proportion of shorter duration trips. However, as this survey involves static vehicles the potential source of error associated with the latter scenario is expected to be minimal.

The ‘duration of stay’ statistics for the study area (excluding privately owned off-street parking areas) are illustrated in Figure 4.3.

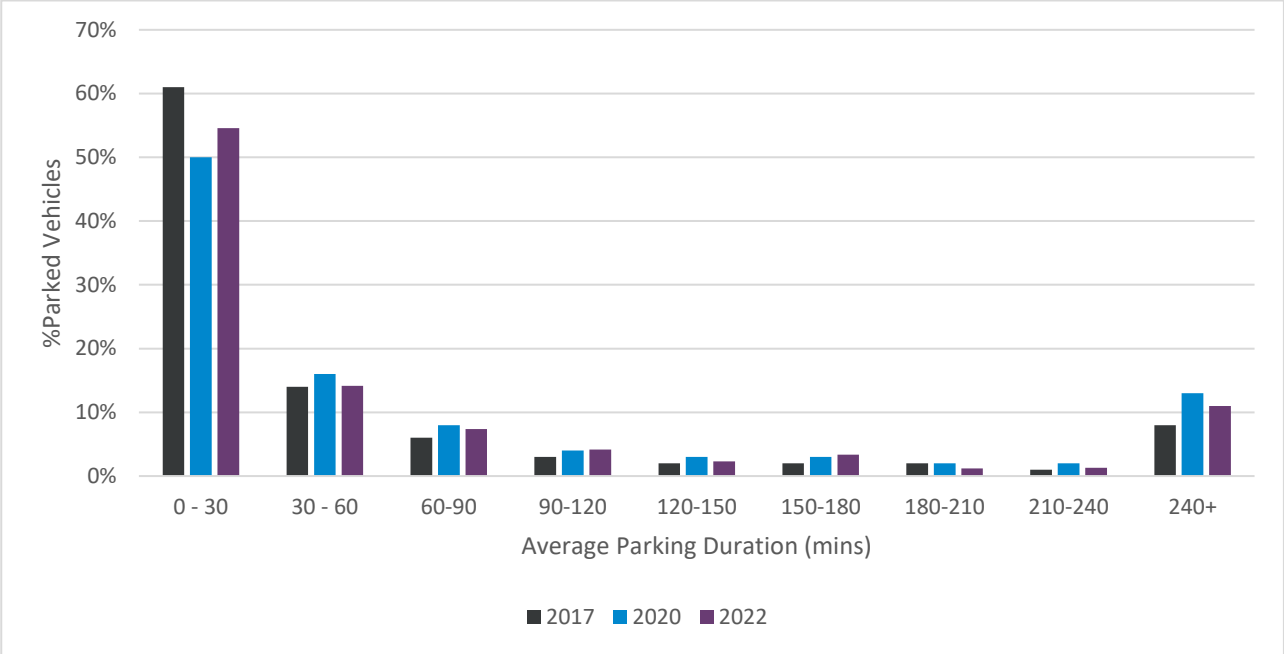

Figure 4.3 Average parking duration for all public parking

The parking duration analysis shows:

- 55% of the surveyed vehicles stayed for an average of 30 minutes (an increase of 5% since 2020 and decrease of 6% since 2017), 14% for an average of 30-60 minutes (a decrease of 2% on the 2020 parking survey results and same as 2017) and 7% for an average of 60-90 minutes (approximately the same as previous survey results).
- The duration of stay results show that majority of parking in Kaiapoi Town Centre is for short stay parking.
- Vehicles staying for longer than 4 hours decreased by 2% for 2022 based on 2020 survey, however this is still an increase of 3% compared to 2017 survey results.
- The longer duration of stay component may be attributed to staff parking or longer-stay parking on residential streets.

Parking duration for the entire study area compared with on-street and Council off-street is shown in Figure 4.4.

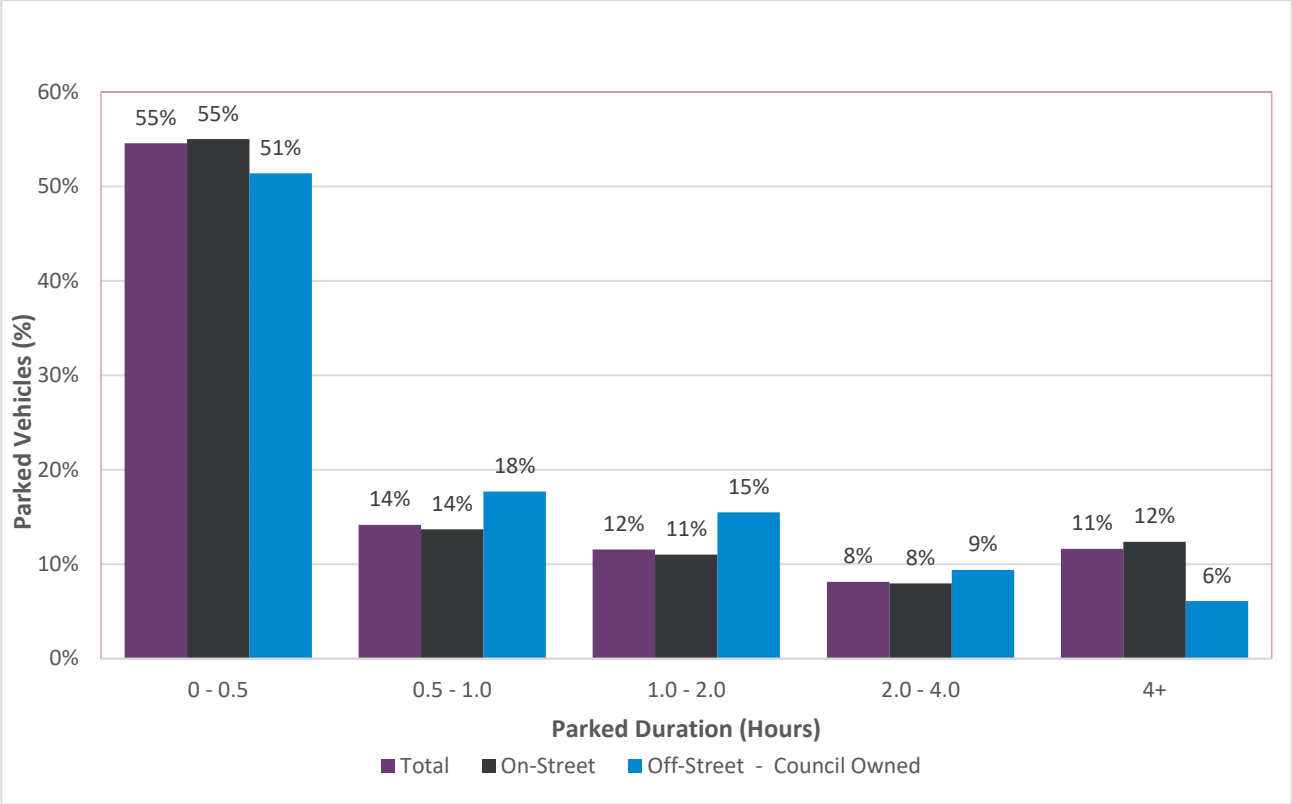

Figure 4.4 Average parking duration for the 2022 parking survey by type.

The analysis of the parking duration shows that:

- Most vehicles stayed for less than one hour, with 55% of all surveyed vehicles parking for an average of 30mins.
- 69% of on-street vehicles stayed for an average of one hour or less, this is the same as off-street at 69% for an hour or less.
- 12% of vehicles stayed for an average of more than four and a half hours, with the majority of these longer parking durations being on-street locations (12% compared to 6%).
- Of the longer duration of stay (four hours or more) vehicles, the 11% surveyed across the entire study area is likely to be representative of staff parking.

Non-Compliance with parking time restrictions

The 2022 parking study shows that the average non-compliance with parking time restrictions in on-street parking across the entire study area is approximately 19%, an increase of 4% from 2020 and 10% from 2017 survey as shown in

Table 4.3. The percentage of non-compliance with parking time restrictions in on-street parking is shown in Table 4.4 and for Council controlled off street parking in
Table 4.5.

Overall illegal parking has risen with each survey cycle. With the most dramatic increase within the off-street council owned parking locations.

Table 4.3 Total parking non-compliance by year

Survey year	Non-compliant parking	Non-compliance parking
2017	115	9%
2020	198	15%
2022	207	19%

Table 4.4 Parking non-compliance by parking restriction (on-street)

Restriction	Non-compliance 2017	Non-compliance 2020	Non-compliance 2022
P15	9%	21%	15%
P30	40%	11%	25%
P120	7%	14%	18%

Table 4.5 Parking non-compliance by parking restriction (Off-street council owned)

Restriction	Non-compliance 2017	Non-compliance 2020	Non-compliance 2022
P30	7%	10%	46%
P120	10%	12%	24%

4.3 Comparison to Previous Years

Off-Street Public Parking

The following graphs compare 2022 with the 2020 and 2017 surveys, while the data is available for 2015 this was excluded from the results as the study area and available parking has changed considerably making the data incomparable. Occupancy across the survey period for off-street public parking at the Kaiapoi Library parking is shown in Figure 4.5 to provide a consistent comparison.

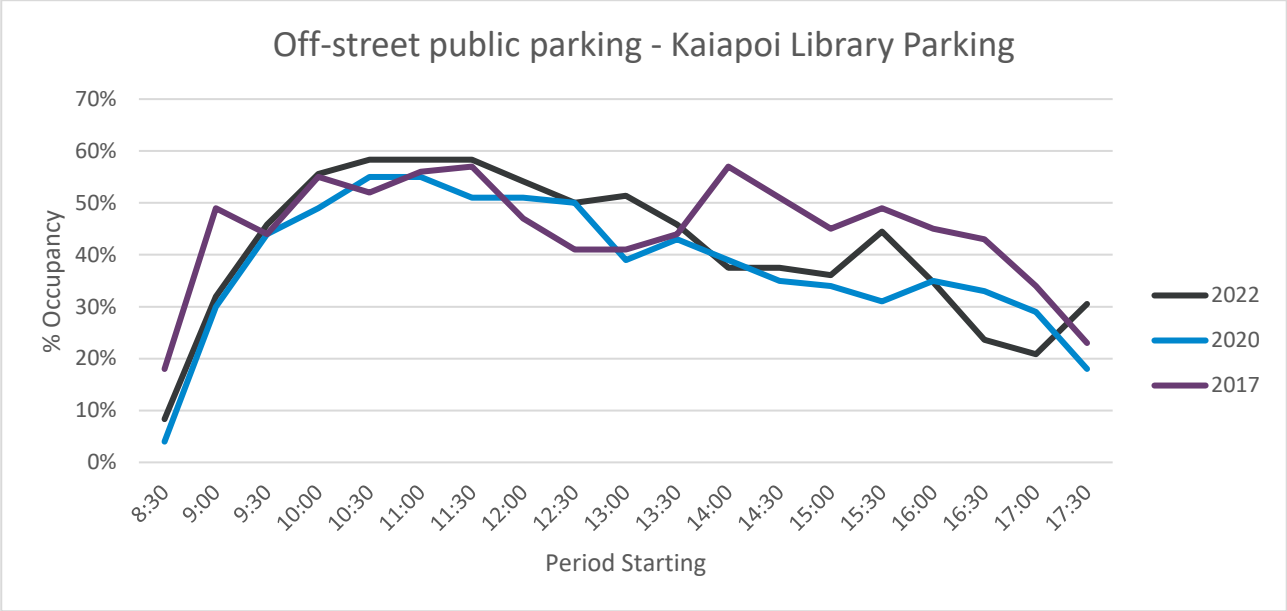

Figure 4.5 Off-street public parking occupancy comparison – Kaiapoi Library parking.

Overall, the 2022 occupancy trendline is similar to the 2020 trend but the morning peak occupancy is slightly higher than previous years. The evening peak tends to decrease in recent years compared to 2017.

Off-Street Private Parking

The comparison between off-street private parking occupancy over the three survey years is shown in Figure 4.6.

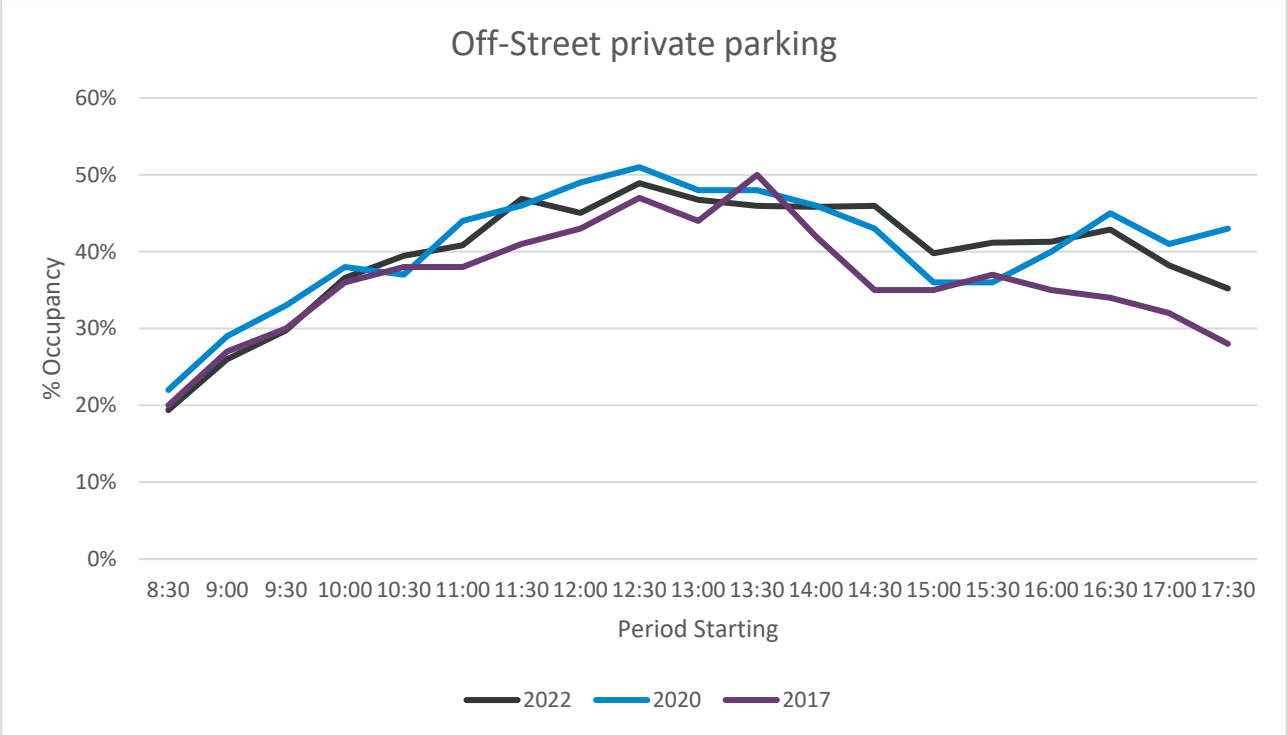

Figure 4.6 Off-street private parking occupancy comparison

Off-street private parking was generally in line with previous years results.

- 2022 follows a similar trend to the previous results, including a peak occupancy between 12:30pm-1:00pm.
- In 2020 and 2022, a second peak of 45% and 43% respectively is observed in the afternoon at 4:30pm, which is noticeably different to the 2017 survey.

The comparison between on-street parking occupancy over the different survey years is shown in Figure 4.7.

On-Street Parking

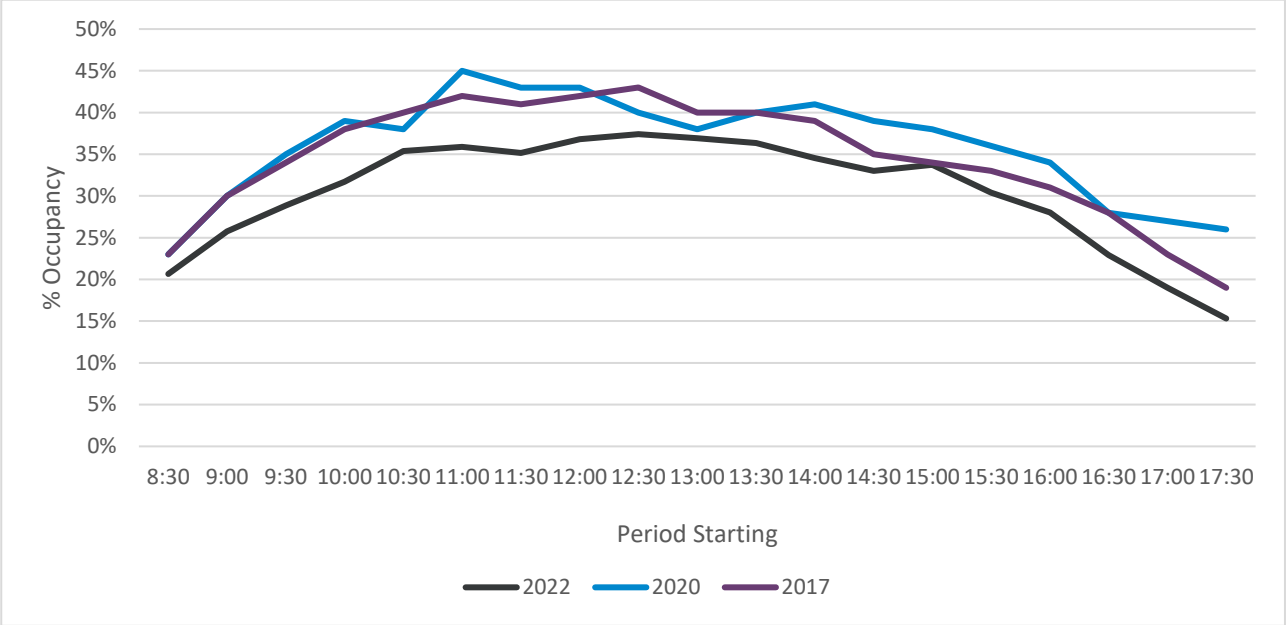

Figure 4.7 On-street parking occupancy comparison

As Figure 4.7 shows:

- 2022 exhibits a much lower on-street occupancy percentage that all other years.
- On-street parking occupancy for 2022 peaked at 12:30pm - 1:00pm with the occupancy at 37%. For previous years the peak was recorded typically at 11:00am - 11:30am ranging from 42 - 49% occupancy at this time compared to the 36% occupancy in 2022.

Total Occupancy – all types

The comparison of occupancy across the entire study area results are shown in Figure 4.8.

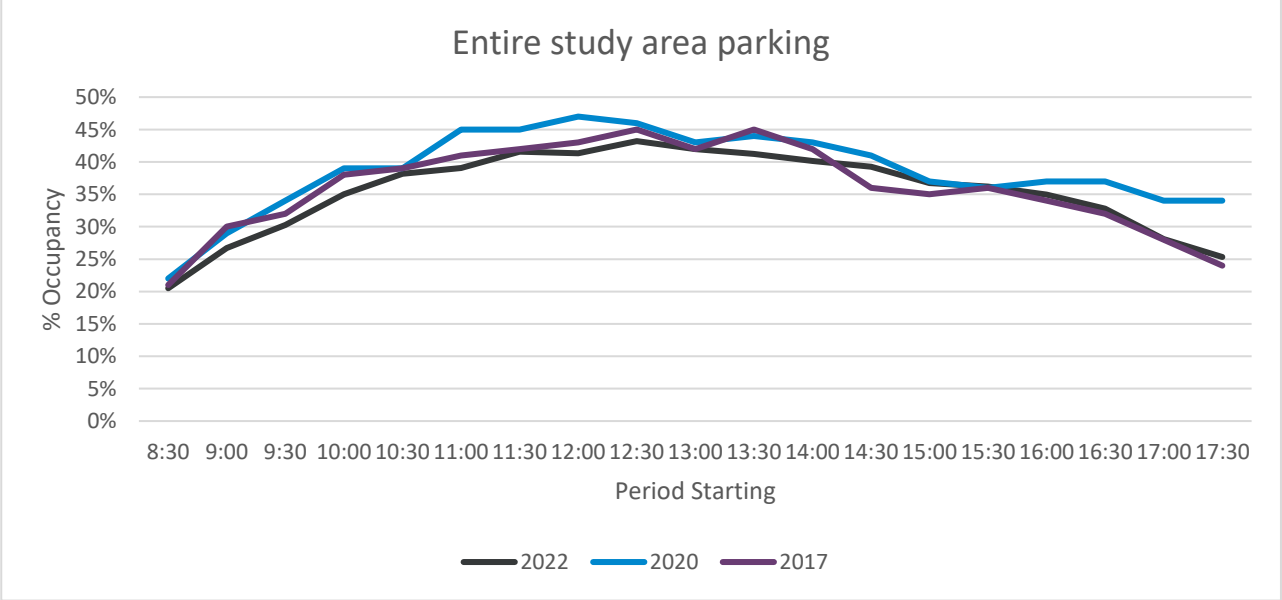

Figure 4.8 Parking occupancy for the entire study area

Overall, the parking survey results for 2022 were consistent with other years, with a slight decrease in overall percentage occupancy. The peak for 2022 period was 12:30pm- 1:00pm at 43% which reflects similarly to the 2017 results. This is 4% lower than that reached in 2020 (47%). For all years, occupancy tends to decrease from 2pm into the later part of the day.

Comparison North and South of Kaiapoi River

Additional analysis was undertaken examining the direct town centre parking occupancy in 2017 and 2020, and 2022 aggregated into two areas as shown in Figure 4.10 and Figure 4.11, between the areas north and south of the Kaiapoi River(Figure 4.9). Some streets were excluded from this analysis on the basis that these were too far from the town centre and may skew the occupancy results.

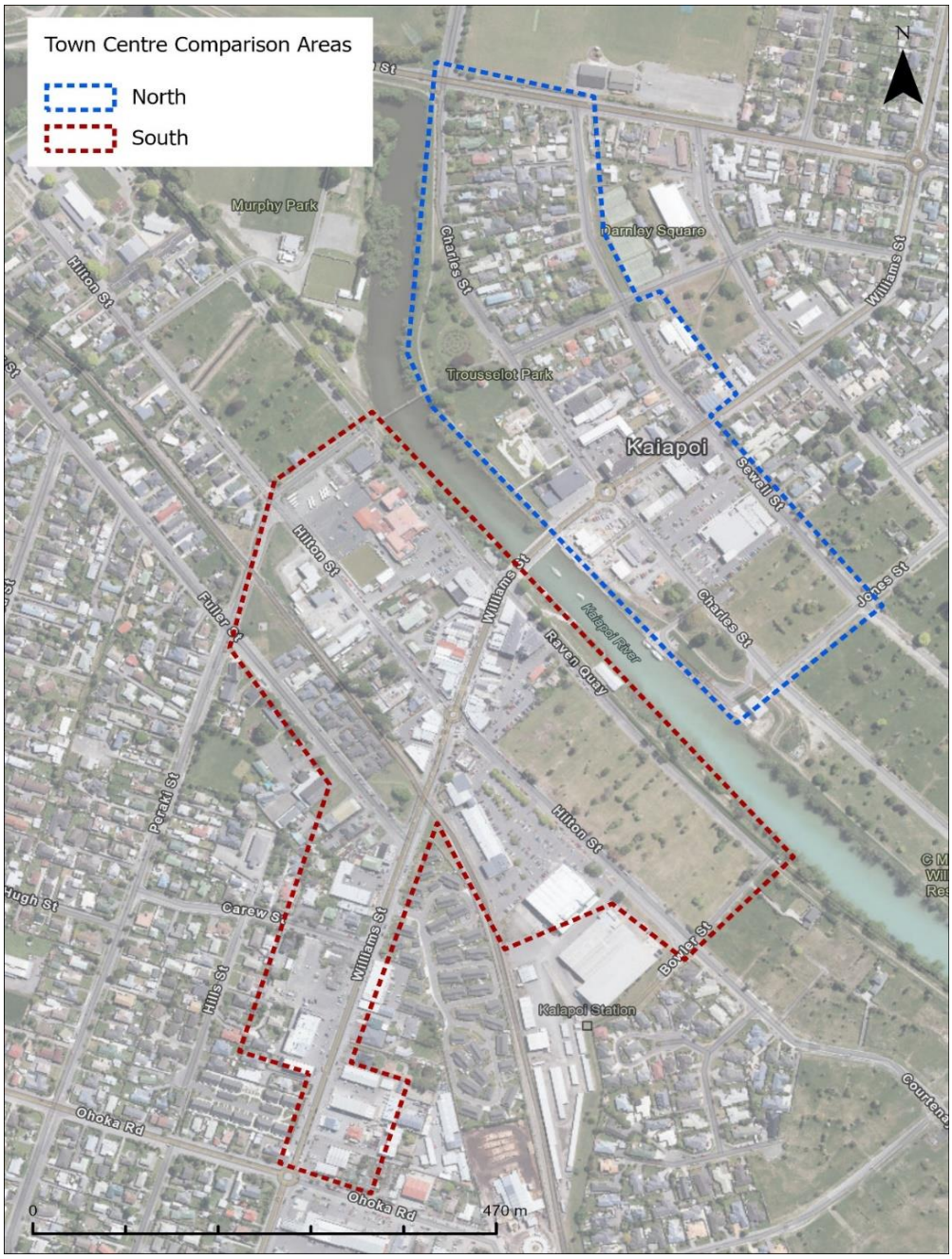

Figure 4.9 Town centre comparison areas for further analysis

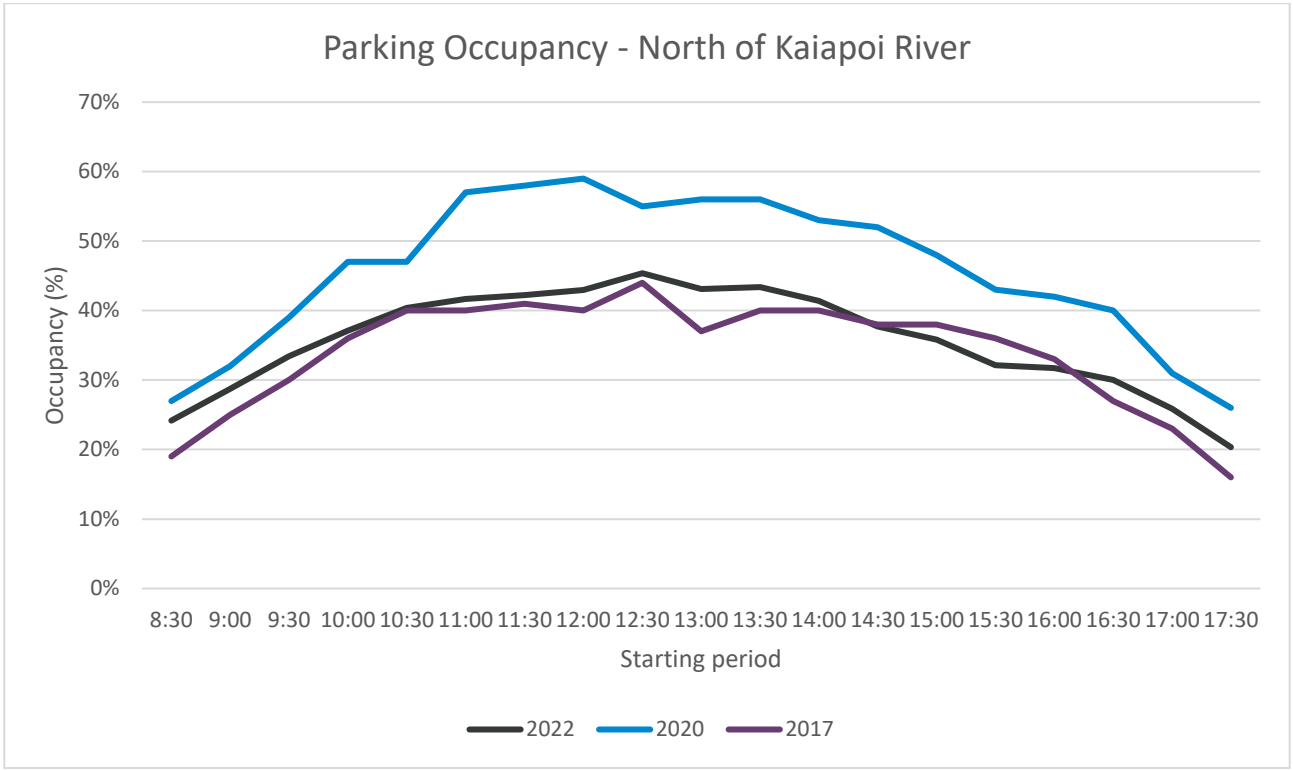

Figure 4.10 Parking occupancy north of the Kaiapoi River

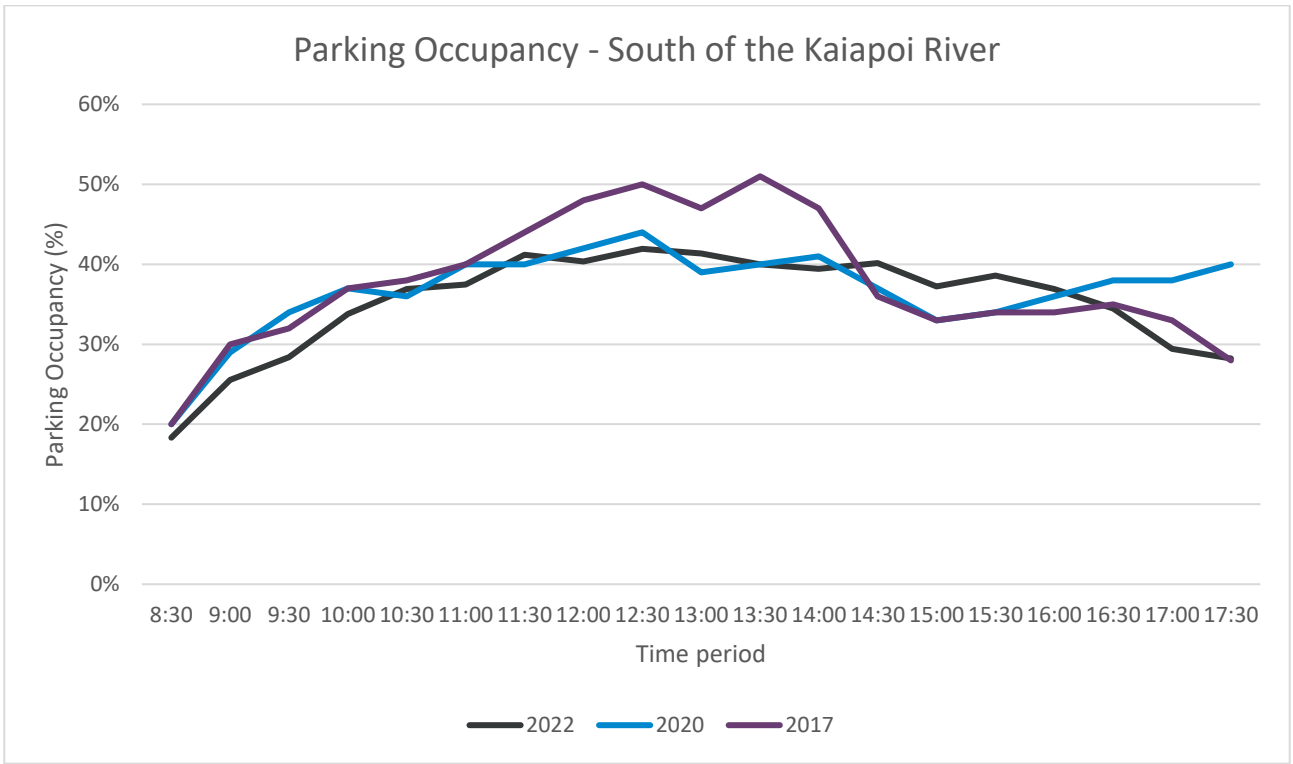

Figure 4.11 Parking occupancy south of the Kaiapoi River

Parking shown in Figure 4.10 north of the Kaiapoi River shows 2022 occupancy lower than 2020 results, but higher than 2017 results during the first half of the day. Peak occupancy occurred between 12:00pm - 12:30pm at 45% occupied. Overall, the occupancy peaked at 45%, lower than the 59% of the 2020 study. It is important to note that parking availability for the surveyed area is higher than previous years and may have had an influence in occupancy results for 2022.

As shown in Figure 4.11 south of the Kaiapoi River, the 2022 survey results generally show occupancy decreased from the 2020 results. 2022 showed the lowest percentage occupancy during the morning period until 10:30am and showed the highest occupancy period in the afternoon between 2:00pm to 4:00pm. The parking occupancy rate from 10:00am to 4:00pm tends to stay fairly flat between 35% – 45% occupancy for 2022 results.

5. Summary

The car park occupancy and duration of stay survey for the Kaiapoi Town Centre was carried out on Thursday 22 September 2022, between 8:30am and 6pm. The total number of parking spaces in the surveyed area for 2022 is 1893 spaces an increase of 61 spaces from 2020 due to council providing more off-street carparking spaces north of the Kaiapoi river, near New World.

The 2022 study shows a similar trend in car parking occupancy for the whole study area. However, the overall occupancy levels are slightly lower than the 2020 and 2017 results with a peak parking demand of 45%, 4% lower than the 2020 peak level. This peak period was also recorded slightly later in the day at 12:30pm - 1:00pm, compared to previous years at 12:00 - 12:30. Non-compliance with parking restrictions increased from 15% to 19% between 2020 and 2022, and was up from 10% in 2017.

On-street parking occupancy across the entire study area peaked at 37% occupancy, lower than the 45% peak in 2020. However, there were locations where on-street parking reached 90% or higher which is considered an undesirable parking occupancy level. This was generally unrestricted on-street parking close to the town centre, such as Hilton Street and Charles Street, which may be a result of commuter all-day parking.

The council off-street parking spaces at the Kaiapoi Library were observed to be increasing occupied from the beginning of the survey period, with a large increase in occupancy exhibited between 8:30am to 11:00am, peaking at 58% at 10:30 - 11:30am, 3% higher than 2020 survey. Occupancy at this level is suggestive of under utilisation or over supply. Typically, an occupancy rate of 80-85% is indicative of optimal supply.

An analysis of parking duration found most parking in the town centre was short stay, with 69% of cars recorded stayed for an average of one hour or less, an increase of 3% from the 2022 survey. Only 11% of vehicles recorded stayed for an average of four hours or more. In council off-street carparks, only 6% of vehicles stayed for an average of four hours or more, significantly less than on-street car parking exhibiting 11%.

In comparing the areas north and south of the Kaiapoi River. No significant difference in parking occupancy was found, with the north being slightly higher than the south.

Overall, while it was noted that there may be some localised parking pressures observed, where occupancy exceeds the 85% optimum threshold, overall parking supply is sufficient for the recorded demand.

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