



WAIMAKARIRI
DISTRICT COUNCIL

District Planning and Regulation Committee

Agenda

Tuesday 26 April 2022

1.00pm

Zoom

Members:

Cr Neville Atkinson (Chairperson)

Cr Kirstyn Barnett

Cr Wendy Doody

Cr Niki Mealings

Cr Philip Redmond

Mayor Dan Gordon (ex officio)

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 a meeting of the District Planning and Regulation Committee held on 22 February 2022

5-7

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Confirms** the circulated Minutes of a meeting of the District Planning and Regulation Committee, held on 22 February 2022, as a true and accurate record.

4 MATTERS ARISING

5 DEPUTATIONS

Nil.

6 REPORTS

6.1 Kaipoi Parking Restrictions Changes – Vanessa Thompson (Business & Centres Advisor) and Shane Binder (Transportation Engineer)

8-16

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Receives** Report No. TRIM number. 220222023637.
- (b) **Notes** the three week community/affected business engagement period that was undertaken to solicit feedback related to the proposed parking restriction changes.

- (c) **Notes** that public feedback was generally supportive of the changes, as evidenced in the 'Let's Talk Waimakariri' summary public engagement report.
- (d) **Notes** that the proposed changes better reflect current utilisation and seek to respond more appropriately to parking demand in the identified areas.
- (e) **Approves** the six parking restrictions changes, as follows:

ITEM	TOWN	STREET	LOCATION	SIDE OF STREET	RESTRICTION	QUALIFYING REMARKS
1.	KAIAPOI	WILLIAMS STREET	CAREW ST TO OHOKA RD	WEST	P15	ADD 1X PARK, NEXT TO THE DAIRY ON THE CORNER OF OHOKA RD/WILLIAMS ST
2.	KAIAPOI	WILLIAMS STREET	HILTON ST TO RAVEN QUAY	BOTH	P60 / P15	P60 FOR ALL PARKS EXCEPT 1X P15 PARK IN FRONT OF THE DAIRY
3.	KAIAPOI	WILLIAMS STREET	RAVEN QUAY TO CHARLES ST	WEST	P60	CHANGE THE CURRENT P15 PARKS DIRECTLY IN FRONT OF 137 WILLIAMS STREET
4.	KAIAPOI	WILLIAMS STREET	CHARLES ST TO SEWELL ST	EAST	P120	CHANGE THE CURRENT P15 PARKS IN FRONT OF THE SHOPPING COMPLEX
5.	KAIAPOI	CHARLES STREET	DAVIE ST TO WILLIAMS ST	SOUTH	P60	
6.	KAIAPOI	RAVEN QUAY	BLACK ST TO WILLIAMS ST	BOTH	P60	

6.2 **Civil Defence Emergency Management Update – Brennan Wiremu (Emergency Management Advisor)**

17-19

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Receives** Report No. CDE-21/ 220322042076.

7 **REPORT REFERRED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD**

7.1 **Request for Time-Restricted Parking at Rangiora Borough School – Shane Binder (Transport Engineer)**

(refer to attached copy of report no. 220324044049 to the Rangiora-Ashley Community Board meeting of 13 April 2022)

20-24

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Receives** Report No. 220324044049.
- (b) **Approves** establishment of a limited (8:00-9:00am and 2:30-3:30pm school days only) 5-minute parking restriction (P5) on the east side of Church Street north of the mid-block pedestrian crossing for a length of 18 metres.
- (c) **Approves** modification of the existing 24-hour P5 loading zone on the east side of Church Street to be limited (8:00-9:00am and 2:30-3:30pm Wednesday school days only).
- (d) **Circulates** this report to Utilities and Roading Committee for information.

8 CORRESPONDENCE

Nil.

9 PORTFOLIO UPDATES

9.1 **District Planning Development – Councillor Kirstyn Barnett**

9.2 **Regulation and Civil Defence – Councillor Philip Redmond**

10 QUESTIONS UNDER STANDING ORDERS

11 URGENT GENERAL BUSINESS

NEXT MEETING

The next meeting of the District Planning and Regulation Committee is scheduled for 1pm, on Tuesday 21 June 2022.

Briefing

- *Gambling Policy Briefing – Lynley Beckingsale, Martin Pugh and Tracy Tierney*
- *Building Unit and ESU Update – Warren Taylor*

WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF THE MEETING OF THE DISTRICT PLANNING AND REGULATION COMMITTEE HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY 22 FEBRUARY 2022 AT 1.00PM.

PRESENT:

Deputy Mayor N Atkinson (Chairperson), Councillors W Doody, N Mealings, P Redmond and Mayor D Gordon.

IN ATTENDANCE:

Councillor A Blackie.

J Harland (Chief Executive), M Bacon (Planning Manager) and K Rabe (Governance Advisor).

1 APOLOGIES

Moved: Councillor Redmond

Seconded: Councillor Mealings

An apology for absence was received and sustained from Councillor Barnett.

CARRIED

2 CONFIRMATION OF MINUTES

2.1 Minutes of the meeting of the District Planning and Regulation Committee held on 14 December 2021

Moved: Mayor Gordon

Seconded: Councillor Redmond

THAT the District Planning and Regulation Committee:

- (a) **Confirms** the circulated Minutes of a meeting of the District Planning and Regulation Committee, held on 14 December 2021, as a true and accurate record.

CARRIED

3 MATTERS ARISING

Nil.

4 DEPUTATIONS

Nil.

5 REPORTS

5.1 Plan Implementation (Planning) Unit Update – M Bacon (Planning Manager)

M Bacon took the report as read, noting that February 2022 had been a reasonably quiet month for the Resource Consent Team.

Moved: Councillor Doody

Seconded: Councillor Redmond

THAT the District Planning and Regulation Committee:

- (a) **Receives** Report No. 220121006971.
- (b) **Notes** the current activities and operations in the Plan Implementation Unit.

CARRIED

Councillor Redmond congratulated the Resource Consent Team, acknowledging their ability to achieve targets during a very busy year.

6 REPORT REFERRED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD

6.1 Request for a Loading Zone on Railway Road – S Binder (Transport Engineer)

(Refer to attached copy of report 211102176150 to the Rangiora-Ashley Community Board meeting of 9 February 2022)

M Bacon took the report as read.

In response to a question from Councillor Doody, M Bacon explained that the Rooding Team investigated the need for the loading zone and wrote the report requesting implementation. The Regulation and Planning department would manage the Parking Restrictions Schedule and the Enforcement Team would ensure compliance.

Moved: Mayor Gordon

Seconded: Councillor Mealings

THAT the District Planning and Regulation Committee:

- (a) **Receives** Report No. 211102176150.
- (b) **Approves** establishment of a 24-hour loading zone on the west side of Railway Road north of Marsh Road for a length of 35 metres.
- (c) **Circulates** this report to Utilities and Rooding Committee for information.

CARRIED

Mayor Gordon supported the motion noting that the Rangiora-Ashley Community Board had considered this matter at its meeting in February 2022. He also acknowledged that Pak' n Save was an important business within the Rangiora business community.

7 CORRESPONDENCE

Nil.

8 PORTFOLIO UPDATES

8.1 District Planning Development – Councillor Kirstyn Barnett

No discussion emanated from this item.

8.2 **Regulation and Civil Defence – Councillor Philip Redmond**

Civil Defence

- Trifecta Review – feedback had been passed on and a submission was made by Mayor Gordon and Councillor Redmond.
- The heavy rain over the recent weeks had caused flooding of garages and outbuildings, however no damage to houses had been reported. One resident, her miniature pony and 14 dogs had been evacuated.

Regulation and Compliance

The Unit had all been busy as more complaints than usual were received from the public, which indicated the high levels of anxiety in the community due to the continued impact of Covid in the district.

9 **QUESTIONS UNDER STANDING ORDERS**

Nil.

10 **URGENT GENERAL BUSINESS**

Nil.

NEXT MEETING

The next meeting of the District Planning and Regulation Committee is scheduled for 1pm, on Tuesday 26 April 2022, to be held in the Council Chamber.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 1.08PM.

N Atkinson
Chairperson

26 April 2022
Date

Briefing

- *Tiny Homes Update – Warren Taylor (Estimated time 15 minutes)*
- *Greater Christchurch Partnership – Spatial Plan – Heike Downie and Cameron Wood (Estimated time 1 hour)*

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: BAC-03-98, RDG-08-11-05 / 220222023637

REPORT TO: DISTRICT PLANNING AND REGULATION COMMITTEE

DATE OF MEETING: 26 April 2022

AUTHOR(S): Vanessa Thompson, Business & Centres Advisor
Shane Binder, Transportation Engineer

SUBJECT: Kaiapoi Parking Restrictions Changes

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


Department Manager


Chief Executive

1. SUMMARY

- 1.1 The purpose of this report is to seek approval to implement six parking restriction changes in the Kaiapoi town centre as endorsed by the Kaiapoi-Tuahwi Community Board in February 2022.
- 1.2 A period of public consultation was completed about the proposed changes in November/December 2021. Feedback received during the three week public engagement period was generally supportive of the amendments.

Attachments:

- i. None

2. RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Receives** Report No. TRIM number. 220222023637.
- (b) **Notes** the three week community/affected business engagement period that was undertaken to solicit feedback related to the proposed parking restriction changes.
- (c) **Notes** that public feedback was generally supportive of the changes, as evidenced in the 'Let's Talk Waimakariri' summary public engagement report.
- (d) **Notes** that the proposed changes better reflect current utilisation and seek to respond more appropriately to parking demand in the identified areas.
- (e) **Approves** the six parking restrictions changes, as follows:

Item	Town	Street	Location	Side of Street	Restriction	Qualifying Remarks
1.	Kaiapoi	Williams Street	Carew St to Ohoka Rd	West	P15	Add 1x park, next to the dairy on the corner of Ohoka Rd/Williams St
2.	Kaiapoi	Williams Street	Hilton St to Raven Quay	Both	P60 / P15	P60 for all parks except 1x P15 park in front of the dairy
3.	Kaiapoi	Williams Street	Raven Quay to Charles St	West	P60	Change the current P15 parks directly in front of 137 Williams Street
4.	Kaiapoi	Williams Street	Charles St to Sewell St	East	P120	Change the current P15 parks in front of the shopping complex
5.	Kaiapoi	Charles Street	Davie St to Williams St	South	P60	
6.	Kaiapoi	Raven Quay	Black St to Williams St	Both	P60	

3. **BACKGROUND**

3.1 Early in 2021 staff contacted Abley (specialist transport consultants) to conduct a review of the Kaiapoi Town Centre parking restrictions. Abley's were deemed the most appropriate as they had completed work on the 2020 Kaiapoi Town Centre parking survey, which would inform the parking restriction evaluation. Abley were also the transport consultants appointed to the Kaiapoi Town Centre Plan review in 2018.

3.2 The parking review was undertaken in August/September 2021 to assess the appropriateness of current parking restrictions within the wider Kaiapoi town centre environment (Figure 1), and especially after the introduction of new park 'n' ride facilities on Charles Street (Central Kaiapoi) and Wrights Road (Southern Kaiapoi) in 2020.



Figure 1: Kaiapoi Parking Restriction Review Areas

3.3 In preparation for the assessment, a schedule of the current parking restrictions in Kaiapoi was forwarded to Abley. They cross referenced this against the 2020 Kaiapoi Parking Survey restrictions to check for variances which could be addressed as part of the review process. Abley then assessed the parking behaviours from the survey to determine

whether any restrictions needed to be updated to better support parking demand, needs, or behaviour in high use locations.

- 3.4 The resulting Kaiapoi Parking Restrictions Review report (trim 210920151350) provides a summary of the key findings and associated recommendations to improve parking performance in specified town centre locations. Abley recommended 12 areas of parking restriction or enforcement changes, however staff accepted eight of the proposed amendments (six being parking restriction changes and two relating to increased enforcement monitoring).
- 3.5 On 18 October 2021, Staff sought approval from the Kaiapoi-Tuahiwi Community board to undertake public/directly affected business engagement to seek feedback on the six restriction changes (trim 210726121396). The three week engagement period was completed from 25 November to 15 December 2021. The communication channels included:
- A presence on our 'Let's Talk' consultation webpage utilising the 'Bang the Table' engagement platform
 - Let's Talk flyer available at Council Service Centres and Libraries and dropped off to directly affected businesses (and emailed to some property owners)
 - Adverts on the digital screens in reception
 - Article on the Council's website news page
 - Social media engagement

The Kaiapoi-Tuahiwi Community Board endorsed the parking restriction changes (trim 220204014766[v02]) at a board meeting on 21 February 2022 noting final approval would be sought from the District Plan and Regulation Committee in April 2022.

4. **ISSUES AND OPTIONS**

4.1. Some key interactions received during the engagement period included:

- Approximately 60-70 'Let's Talk Proposed Changes to Parking in the Kaiapoi Town Centre' consultation flyers (trim 211123186992) were delivered to directly affected town centre retail and business outlets.
- 459 people engaged (through reactions, comments, shares, views or clicks) with the facebook post on 10 December 2021 about the proposed restriction changes.
- The Bang the Table online webpage received: 444 total visits (of which, 180 were 'informed' visitors and 418 were 'aware' visitors). 'Aware' visitors visited the project webpage but took no further action, while 'informed' visitors clicked on something and engaged further.
- A full copy of the consultation survey and poll results received via the digital engagement platform 'Bang the Table' is available (attachment i). 30 members of the community responded to the survey. Key feedback included:
 - (i) **Williams Street, Carew Street to Ohoka Road.** Add one P15 park in front of the Kaiapoi Convenience Store at 45 Williams Street (corner of Williams Street and Ohoka Road). This area currently consists of P120 parking and the change would enable quick parking stops for drivers shopping at the dairy.
89.3% in support of this action (10.7% against).
 - (ii) **Williams Street, Hilton Street to Raven Quay.** There's high demand for short-term parking in the main shopping area on Williams Street (between Hilton Street and Raven Quay). We're proposing to reduce parking time limits in this area from P120 to P60 to allow more people to access these parks over the course of a business day. We would also like to add one P15

park in front of the Red N Black Dairy at 11 Williams Street to enable quick parking stops for drivers shopping at the convenience store and other high turnover locations.

75.9% in support of this action (24.1% against).

Concern from one business about the shorter restriction duration proposed for Williams Street as their business activity requires longer duration stays, i.e. 2+ hours; this was regardless of the fact that P120 parking is provided in the off-street carpark behind the Kaiapoi service centre.

- (iii) **Williams Street, Raven Quay to Charles Street.** This section of parking on Williams Street, immediately in front of the new development at 137 Williams Street currently provides short-term P15 parking. We would like to increase this to P60, which better fits with customers' shopping and business activity in this area.

85.2% in support of this action (14.8% against).

- (iv) **William Street, Charles Street to Sewell Street.** This small section of parking on Williams Street, in front of the shopping complex (192-196 Williams Street) currently supports a small number of short-term P15 parks. We want to change these to P120 parks to better reflect the current parking demand and ensure parking restrictions along this section of the road are consistent.

88.9% in support of this action (11.1% against).

One business recommended changing parking to P60 instead of P120 (for the current P15 section) on Williams Street between Charles and Sewell Streets as it better suited their business activity.

- (v) **Charles Street, Davie Street to Williams Street.** There's high demand for parking on the south side of Charles Street immediately adjacent to Trousselot Park. In order to provide easy access to the park, we'd like to change parking restrictions in this area from P120 to P60. We are however proposing to leave the portion of Charles Street between Davies and Smith Street unrestricted so the community has access to longer stay parks.

75.9% in support of this action (24.1% against).

One business owner would only support 60 minute parking on Charles Street if dispensations were provided to proximity businesses (presumably for use by their customers).

Another respondent was concerned about long stayers (workers in the town centre) parking on Charles Street and taking away parks for genuine short-stay visitors.

One business owner recommended keeping Charles Street parking at P120 to cater for auction room parking.

- (vi) **Raven Quay, Black Street to Williams Street.** There is high demand for parking on Raven Quay in front of Coffee Culture and the Kaiapoi Club. We're proposing to change these parks from P120 to P60 to better match current demand and support higher parking turnover for nearby businesses.

64.3% in support of this action (35.7% against).

One business owner suggested parking in front of Coffee Culture on Raven Quay could be reduced to P90 (instead of P60) from P120.

See Figure 2 for a location map of the proposed change areas.



Figure 2: Proposed Kaiapoi town centre parking restriction change areas.

4.2. Other comments of relevance included:

- There was repeat feedback to increase parking wardens/enforcement to ticket parking non-compliers. There was frustration from some businesses/community members about the lack of consistent enforcement leading to repeat offending of long-stayers in inappropriate parks. There was also a suggestion of signage that directs people (presumably town centre workers) to all day parking areas.

It is important to note that current resourcing only allows for the current levels of enforcement monitoring in Kaiapoi; additional enforcement would require more resources. As a result of work completed as part of the Rangiora Town Centre Parking Plan in late 2020, staff are currently investigating the case for Smart Parking technologies in the Rangiora town centre, and as a result a request for additional resourcing (which would likely impact Kaiapoi parking monitoring) may be brought back to Council in the future.

- One respondent noted that parking fines would be a great way for Council to gain revenue (presumably to fund future parking monitoring/infrastructure). Another respondent asked Council not charge for carparking in Kaiapoi.
- One respondent was concerned that reducing the parking restrictions in some areas would increase turnover posing more danger (presumably for pedestrians) through increased traffic movement.
- There was feedback to include more disability parks and longer term parking options for elderly in the town centre.

4.3. Community feedback indicates that the six proposed parking restriction changes are generally supported with the majority share in favour. Most of the comments received relate to individual/business preferences with the exception of feedback from multiple contributors pointing to a desire for increased parking monitoring/enforcement. There was genuine frustration about the lack of consistent parking enforcement in the town centre which encouraged repeat aberrant parking behaviour from some members of the community.

4.4. As a result of the recommendations by Abley (who have reviewed the changes within a wider town centre setting and assessed their potential impact on the parking network) and general community support, staff are recommending that the six parking restriction changes (4.1, i – vi) be implemented (as per the table below) without any amendments.

Item	Town	Street	Location	Side of Street	Restriction	Qualifying Remarks
1.	Kaiapoi	Williams Street	Carew St to Ohoka Rd	West	P15	Add 1x park, next to the dairy on the corner of Ohoka Rd/Williams St
2.	Kaiapoi	Williams Street	Hilton St to Raven Quay	Both	P60 / P15	P60 for all parks except 1x P15 park in front of the dairy
3.	Kaiapoi	Williams Street	Raven Quay to Charles St	West	P60	Change the current P15 parks directly in front of 137 Williams Street
4.	Kaiapoi	Williams Street	Charles St to Sewell St	East	P120	Change the current P15 parks in front of the shopping complex
5.	Kaiapoi	Charles Street	Davie St to Williams St	South	P60	
6.	Kaiapoi	Raven Quay	Black St to Williams St	Both	P60	

6.1. **Implications for Community Wellbeing**

There are not significant implications on community wellbeing by the issues and options that are the subject matter of this report.

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

7. **COMMUNITY VIEWS**

7.1. **Mana whenua**

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

Disability parking is a matter that has been raised at Rūnanga liaison meetings and will be further addressed in 2022 through the Accessibility Strategy Review.

7.2. **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.

Disability parking will be further addressed in 2022 through the Accessibility Strategy Review.

7.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report.

Community members had an opportunity to provide feedback on the six proposed restriction changes during the public engagement period (online survey) covering 25 November to 15 December 2021.

Community feedback has been considered as part of this report and its recommendations.

8. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

8.1. **Financial Implications**

There are financial implications of the decisions sought by this report if the proposed parking restrictions are fully enacted. Changes to parking signage are expected to cost approximately \$3-3,500; these will be absorbed by operational roading budgets.

Additionally, increased parking enforcement as a result of the review (although not specifically addressed in this report) has been estimated to require up to 0.5 additional FTE enforcement staff by the Environmental Services Unit.

8.2. **Sustainability and Climate Change Impacts**

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

6.3 **Risk Management**

Of the six restriction changes recommended by staff from the Abley parking recommendations report, five are significant:

- **Williams Street, Hilton Street to Raven Quay**, reduce parking from P120 to P60, and add a P15 park in front of the dairy.
- **Williams Street, Raven Quay to Charles Street**, increase to P60 from P15.
- **William Street, Charles Street to Sewell Street**, increase a small section of parking to P120 from P15.
- **Charles Street, Davie Street to Williams Street**, reduce parking from P120 to P60 on the south side of Charles Street for a section bordering Trousselot Park.
- **Raven Quay, Black Street to Williams Street**, reduce parking from P120 to P60.

Staff have provided the community and directly affected businesses (plus some property owners) with an opportunity to provide their feedback on the proposed changes. Community feedback has been considered as part of this report and its recommendations.

An appropriate community communications plan will follow the approval process to ensure the community is made aware of any changes that are to be implemented.

Health and Safety

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

9. **CONTEXT**

9.1. **Consistency with Policy**

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

9.2. **Authorising Legislation**

Land Transport Act 1988.

9.3. **Consistency with Community Outcomes**

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

There is a safe environment for all

- Harm to people from natural and man-made hazards is minimised.

There are wide ranging opportunities for people to contribute to the decision making that affects our District.

- The Council takes account of the views across the community including mana whenua.

Transport is accessible, convenient, reliable and sustainable

- The standard of our District's roads is keeping pace with increasing traffic numbers.

9.4. **Authorising Delegations**

Community Boards are delegated to provide community views to Council and/or governing committees to better inform decision making.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO and TRIM NO: CDE-21/ 220322042076


REPORT TO: DISTRICT PLANNING AND REGULATION COMMITTEE

DATE OF MEETING: 26 April 2022


AUTHOR(S): Brennan Wiremu, Emergency Management Advisor

SUBJECT: Civil Defence Emergency Management Update

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



 Department Manager



 Chief Executive

1. SUMMARY

- 1.1. This report provides an update for the District Planning and Regulation Committee on activities and key issues for the Emergency Management Office (EMO) for the period November 2021 – March 2022.
- 1.2. COVID settings continued to have a pause effect on some CDEM activities with the bulk of our work being administration; training and routine inter-agency collaborations in virtual environments. The most significant collaboration was input to the national consultation on the Emergency Management “*Trifecta Program*.”
- 1.3. We responded to a string of small to moderate emergency events in January and February.
- 1.4. Our new Emergency Management Officer Paul Cull has completed his induction exempt parts of the tour of the district, affected by the COVID settings. Paul is now engaging our volunteers and cadets; and starting to meet key stakeholders via virtual hui.

2. RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Receives** Report No. CDE-21/ 220322042076.

3. BACKGROUND

- 3.1. The current COVID settings continue to present sufficient risk to pause CDEM activities that involve large numbers of people. Unfortunately that is a significant amount of activity for the unit.
- 3.2. We’ve re-started volunteer and cadet training but all of this is via MS Teams and unsurprisingly, the take-up has been less than prior to lockdown last year.
- 3.3. The cadets commenced in February 2020 and are on their 2nd cohort. To date only one member has been eligible to join NZRT12, but has chosen to pursue their OE gap year before attending University on their return.
- 3.4. Routine inter-agency collaborations reduced in number and those that did occur, did so by virtual meetings. The most significant collaboration was input to the national consultation on the Emergency Management “*Trifecta Program*” This involves a review of the CDEM

Act; the National CDEM Plan and its Guide; and a review of the National Disaster Resilience Strategy pathway.

- 3.5. An urban fire at Sutton Tools factory in Kaiapoi at the end of January, and heavy rainfall events affecting both Canterbury and the West Coast in February, saw small-scale CDEM deployments.
- The fire at Sutton Tools saw our CDEM Unit plus 9 CDEM volunteers, establish an evacuation centre at North Kaiapoi School on request of FENZ.
 - A small contingent of our volunteer rescue team NZRT12, deployed to the West Coast 2 - 5 February to help with flood protection.
 - The CDEM Unit of two staff plus members of NZRT12 and Animal Management staff provided flood aid to several properties in a heavy rainfall event affecting several parts of the Waimakariri District 13 – 14 February.
 - COVID welfare aid continues through the Council's Community Team in collaboration with a range of service providers under business as usual for the Community Team.
- 3.6. These events have not been complex. The Utilities and Roading response would have been more significant than CDEM response in terms of cost to the Council. Planned capital works in parts of Kaiapoi should see a reduction in future heavy rainfall driven localised flood impacts.

4. STRATEGIC ISSUES

- 4.1. Outstanding matters from the previous meeting.
- 4.1.1. There are no significant CDEM issues outstanding from the previous Committee meeting.
- 4.2. Highlights for the Quarter:
- 4.2.1. Despite reduced participation in our virtual sessions, our cadets and their families remain enthusiastic and committed to the cadet program. Three cadets have left the program leaving us with 17 cadets. We do not intend to recruit any more cadets this calendar year, and instead, will focus on re-connecting with our key stakeholders to ensure we can continue to deliver a sustainable program for the time being.
- 4.2.2. Despite the impacts of COVID restrictions, it is re-assuring to know that our trained CDEM volunteers remain as committed as ever, to protecting and providing aid to our community. There is a very healthy and prevailing attitude among them, that while we must remain aware of the risks that COVID presents, it is not a barrier to our volunteers stepping up for the community when needed.
- 4.3. Key Customer Issues / Consultation
- 4.3.1. While there is still a considerable amount of administrative and background work for the unit, our most crucial work outside of managing real emergencies, is face-to-face engagement with the community. For the time being our normal public-facing engagement is still not safe to undertake.
- 4.4. What's Coming Up?
- 4.4.1. Key CDEM activities in the next quarter include:

- Ongoing tsunami public engagement project.
- Completing capital expenditure projects.
- Reviewing CDEM activities for the period April – June 2021 in alignment with COVID constraints.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

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

5.2. **Groups and Organisations**

There are no groups and organisations likely to be affected by the subject matter of this report.

5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are no financial implications of the decisions sought by this report.

6.2. **Sustainability and Climate Change Impacts**

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

6.3 **Risk Management**

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

Health and Safety

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

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**

CDEM Act 2002

7.3. **Consistency with Community Outcomes**

The Council's community outcomes are not relevant to the actions arising from recommendations in this report.

7.4. **Authorising Delegations**

The District Planning and Regulation Committee has delegation in relation to CDEM matters.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-28 / 220324044049

REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD

DATE OF MEETING: 13 April 2022


AUTHOR(S): Shane Binder, Transportation Engineer

SUBJECT: Request for Time-Restricted Parking at Rangiora Borough School

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



Department Manager



Chief Executive

1. SUMMARY

- 1.1. This report seeks approval to establish the following time-restricted car parking on Church Street outside Rangiora Borough School:
- 1.1.1. Establishment of a limited (8:00-9:00am and 2:30-3:30pm school days only) 5-minute parking restriction (P5) on the east side of Church Street, north of the mid-block pedestrian crossing for a length of 18 metres; and
- 1.1.2. Modification of the existing 24-hour P5 loading zone on the east side of Church Street to be limited (8:00-9:00am Wednesday school days only).
- 1.2. Church Street is a local road in central Rangiora that runs between High Street and Johns Road, providing local access to the Rangiora Borough School, Dudley Park, and the Aquatic Centre. The frontage along the school is presently demarcated for two mobility car parks, a 35m long 5-minute (P5) loading zone, and the remainder is general unrestricted car parking. In the 2020 town centre parking survey, this block of Church Street had parking occupancy of 20-59% during the peak mid-day period.
- 1.3. Rangiora Borough School staff raised concerns around limited kerbside space available during school drop-off and pick-up times, resulting in parents double-parking on Church Street for 5-10 minutes or more during these periods. It was also noted that the existing P5 bus loading zone on Church Street, while technically in-force 24 hours daily, was only used by buses one morning per week and for general car parking at other times. While the day of the week could change in the future, the school principal did not expect that the number of days or time per day would likely be extended in the future.

2. RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 220324044049;

AND

RECOMMENDS THAT the District Planning and Regulation Committee:

- (b) **Approves** establishment of a limited (8:00-9:00am and 2:30-3:30pm school days only) 5-minute parking restriction (P5) on the east side of Church Street north of the mid-block pedestrian crossing for a length of 18 metres.

- (c) **Approves** modification of the existing 24-hour P5 loading zone on the east side of Church Street to be limited (8:00-9:00am and 2:30-3:30pm Wednesday school days only).
- (d) **Circulates** this report to Utilities and Rooding Committee for information.

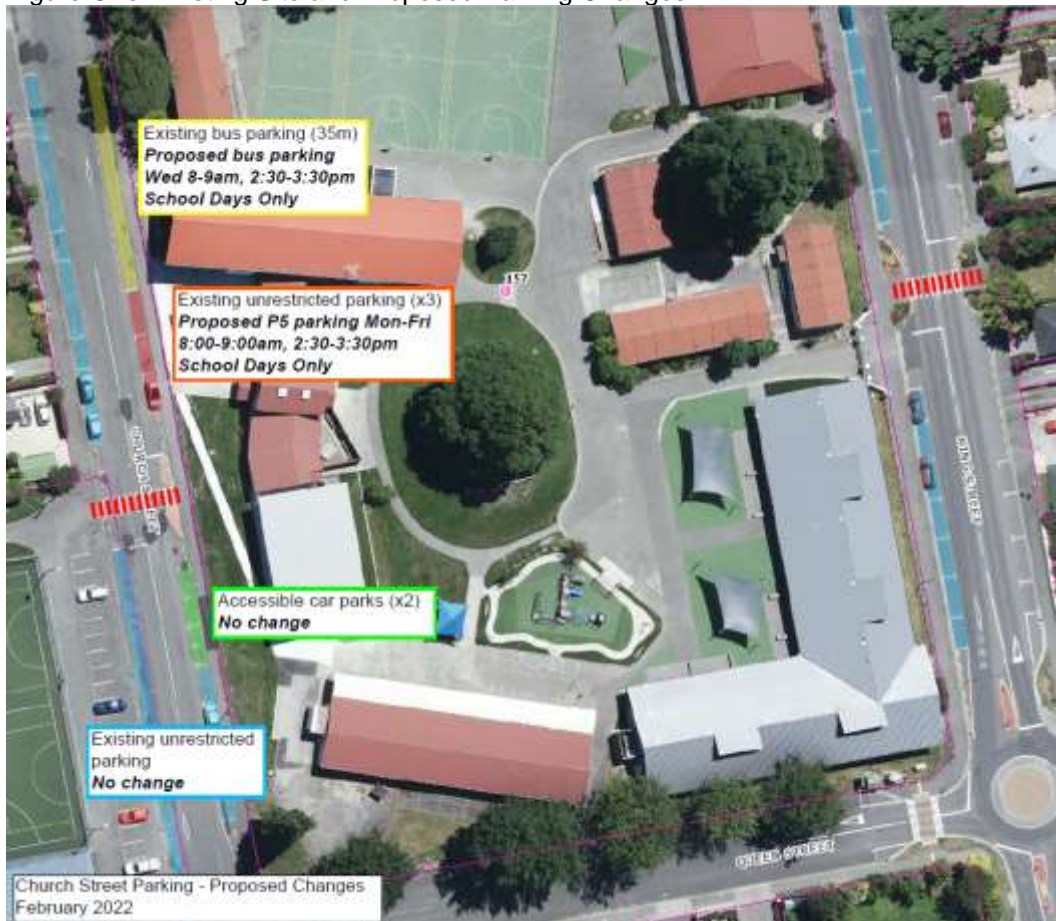
3. **BACKGROUND**

- 3.1. Church Street is a local road in central Rangiora that runs between High Street and Johns Road, providing local access to the Rangiora Borough School, Dudley Park, and the Aquatic Centre. Adjacent to the Rangiora Borough School, it has a 12m wide carriageway; there is one controlled zebra crossing between the school and park which narrows the carriageway with a kerb extension on the east side.
- 3.2. The frontage along the school is presently demarcated for two mobility car parks, a 35m long 5-minute (P5) loading zone, and the remainder is general unrestricted car parking. In practice, the P5 loading zone is used by school buses for limited once-weekly school activities. The general unrestricted car parking is typically used for all-day parking related to town centre activities.
- 3.3. In the 2020 town centre parking survey, this block of Church Street had parking occupancy of 20-59% during the peak mid-day period.
- 3.4. Rangiora Borough School serves a catchment covering Rangiora generally between High / Blakett Streets and Johns Road. Students travel to / from the school via foot, bicycle, and parents' vehicles.
- 3.5. The school campus is bordered by King Street on the east, Church Street on the west, and Queen Street on the south. There are two primary gates for students to access the campus, one each from King and Church Streets.
- 3.6. In February 2022, the school contacted Council about the possibility of implementing formal time-restricted drop-off and pick-up space on the school's frontage. Council staff met with the school principal on 8th February and observed school pick-up operations, including students leaving school by foot and bicycle, and parents waiting to pick up students in their private vehicles.

4. **ISSUES AND OPTIONS**

- 4.1. Rangiora Borough School staff raised concerns around limited kerbside space available during school drop-off and pick-up times, resulting in parents double-parking on Church Street for 5-10 minutes or more during these periods. It was noted that the same condition existed on King Street but to a lesser degree. King Street is a Collector Road with more through traffic, so this may reduce the attraction of double-parking in a through traffic lane.
- 4.2. During the site visit, it was also noted that the existing P5 bus loading zone on Church Street, while technically in-force 24 hours daily, was only used by buses one morning per week for technology classes and for general car parking at other times. While the day of the week could change in the future, the school principal did not expect that the number of days or time per day would likely be extended in the future.
- 4.3. Based on site investigation and consultation with the Rangiora Borough School, it is recommended that the three car parks north of the mid-block pedestrian crossing on the east side of Church Street have a 5-minute time-restriction established during morning (8:00-9:00am) and afternoon (2:30-3:30pm) school periods to accommodate parents who arrive by private vehicle.

- 4.4. Establishment of this time restriction will prove kerbside space for parents to briefly wait for their children instead of double-parking in a traffic lane. The Church Street school frontage is also better suited for this drop-off / pick-up space due to lower through traffic volumes, whereas the King Street school frontage is better suited to prioritise children who arrive by foot or bicycle. This time-restricted zone would cause the loss of five presently-unrestricted car parks.
- 4.5. It is also recommended that the existing 24-hour loading zone be redefined as a bus-only park during Wednesdays, 8:00-9:00am and 2:30-3:30pm only, formalising its use as general parking during all other times. These changes are shown below in Figure One.
- 4.6. Figure One: Existing Site and Proposed Parking Changes



Implications for Community Wellbeing

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

These proposed improvements provide infrastructure in terms of safety improvements which provide safe access for residents within the district.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

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

5.2. **Groups and Organisations**

Staff have consulted with the Rangiora Borough School on these proposed changes and they were comfortable with the modifications. It is proposed that the school will update parents as to any parking changes through their established regular communications.

There are no other groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report; the impacts of kerbside management are considered to be localised and minor in nature. It is noted that no public consultation has been carried out with any other businesses or residents on Church Street or the wider community.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. Installation of parking signs and markings will be carried out through the Road Maintenance Contract and is estimated to cost approximately \$500 from the signs renewal budget.

This budget is not included in the Annual Plan/Long Term Plan.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability or climate change impacts.

6.3 **Risk Management**

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

6.3 **Health and Safety**

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

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.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

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

Section 12.4 allows that "a Road Controlling Authority may restrict the parking of vehicles by designating an area of road as a loading zone to which a time restriction may also apply."

7.3. 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 outcomes:

There is a safe environment for all

- Harm to people from natural and man-made hazards is minimised.
- Our district has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change.
- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.

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.

7.4. Authorising Delegations

Per Part 3 of the WDC *Delegations Manual*, the Community Board has the delegated authority to approve traffic control and constraint measures on streets.

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