

He Tauākī Tūtohu: Ngā Hōtaka Whakahaere Tōnuku

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# Statement of Proposal: Traffic Control Schedules - Parking



**MASTERTON**  
WHAKAORIORI  
DISTRICT COUNCIL



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This Statement of Proposal has been prepared in accordance with sections 83, 86 and 156 of the Local Government Act 2002 (LGA).

# Summary of information

Parking in Masterton's Central Business District (CBD) and surrounds is generally adequate, with 72% occupancy at peak times (11am) - well below the 85% industry standard. The CBD is defined as Queen Street between Jackson Street and King Street, encompassing the block either side of Queen Street between Chapel Street and Dixon Street.

However, outside the metered CBD area the study, as well as feedback the Council has received identified several issues that we are looking to address through this change proposal.

## What we are proposing

1. Introducing 120 minute time limits in the following hotspot areas:
  - b. Dixon Street near Queen Elizabeth Park,
  - c. Parts of Kuripuni Shopping Village, and
  - d. Lansdowne Shopping Village.
2. Making all time-limited on-street parking in areas near the CBD consistent by adding additional time-limited areas to Queen Street, and standardising limits where possible.
3. Creating consistency in off-street parking by;
  - a. Adding 60 minute time limits to the King Street Lane.
  - b. Removing time limits from the Perry Street Town Hall carpark.

## Why we are proposing these changes

Changes proposed in the hotspot locations will improve parking turnover in these locations. Currently all-day parking by workers reduces availability for shoppers and visitors. Other changes will address inconsistencies in time limits across non-metered areas that create confusion for users.

These changes aim to balance the needs of workers, shoppers, and visitors while ensuring efficient use of parking resources. The focus is on ensuring turnover and parking availability, not increasing revenue.

This document sets out these changes in detail and provides background information on bylaw changes.

**Tell us what you think of these proposed changes by 28 July 2025.**

# Introduction

This Statement of Proposal has been prepared in accordance with sections 87 and 156 of the Local Government Act 2002 (LGA).

It includes the following sections:

- Background
- Key findings from background research
- Our proposal
- Summary of key changes
- Is the Bylaw appropriate?
- Options considered by Council
- How you can have your say
- Find out more
- What happens next

We are proposing some changes to the Masterton Schedule of the Wairarapa Consolidated Bylaw Part 6: Traffic and would like your feedback so we can ensure the Schedule reflects the views of the community.

**Consultation closes 9am Monday 28 July**

# Background

The Masterton, Carterton and South Wairarapa District Councils (the Wairarapa District Councils) share a Wairarapa Consolidated Bylaw (the Bylaw) which provides a consistent approach throughout the Wairarapa region. The Bylaw is made under the LGA and other relevant statutes.

The broad purpose of the Bylaw is to protect the public from nuisance, maintain public health and safety, and minimise the potential for offensive behaviour in public places.

Part 6: Traffic sets the requirements for parking and control of vehicular or other traffic on any road in the Masterton, Carterton and South Wairarapa districts, including state highways located within the urban boundaries that are otherwise controlled by the New Zealand Transport Agency (NZTA).

- This bylaw grants local council comprehensive powers to regulate vehicular and pedestrian traffic by:
- prohibiting or restricting vehicle stopping, standing, or parking on roads and council-controlled lands;
- designating specific areas for various vehicle types and uses including bus stops, loading zones, mobility parking, transport stations, cycle lanes, and electric charging stations;
- restricting traffic movements such as turns, vehicle types, heavy vehicle parking, and pedestrian/cyclist road use;
- restricting specific turning movements for particular vehicle classes, passenger services, or vehicles meeting certain occupancy or load criteria; and
- regulating any other matters specified by section 22AB of the Land Transport Act 1998.

## What is a Bylaw?

Bylaws are local laws made by councils which are relevant to its communities and local conditions. We make bylaws when we think it's necessary to:

- Protect the public from nuisance
- Protect, promote and maintain public health and safety
- Minimise the potential for offensive behaviour in public places.

A council can only make a bylaw if it is empowered to by an Act of Parliament. Many bylaws are made under the LGA (sections 145 and 146). Other Acts, such as the Health Act 1956, Land Transport Act 1998, Burial and Cremation Act 1964, also give councils powers to make bylaws.

Bylaws can be enforced by authorised Council staff or, in some cases, other agencies such as New Zealand Police. Not complying with a bylaw is a criminal offence. If a bylaw is breached, consequences can include fines, prosecution, seizure of property, or other remedial action.

## Bylaw Schedules

Bylaw schedules outline the district specific rules and regulations associated with a particular bylaw. They detail the requirements and restrictions, often including details like specific areas, times, or conditions under which certain activities are permitted or prohibited.

## **Masterton District Traffic Bylaws Schedule – Part 6A: Parking**

One of the key functions of the Masterton District Traffic Bylaw Schedule is setting out the controls for parking in the Masterton urban area, particularly the central business district, Kuripuni Shopping Village and Lansdowne Shopping Village.

Parking bylaws serve a number of important purposes, including:

1. Efficient use of limited parking space – In busy areas, parking can be a scarce resource. Bylaws help allocate space for parking fairly and efficiently
2. Traffic management – Parking regulations prevent congestion and keep traffic flowing by prohibiting parking in places that would obstruct movement
3. Safety – Parking restrictions near intersections, driveways and entranceways ensure visibility for people entering and exiting roads
4. Economic activity – Time limited parking in commercial areas helps ensure customer turnover for local businesses

The sections of the schedule covering parking are:

- 2G: Mobility Parking Spaces
- 2J: Loading Zones
- 2K: Pie Cart Stands
- 2L: Restricted Parking Areas
- 2M: Metred Areas P-120
- 2N: Public Parking Areas
- 2O: Motorcycle Parking Areas
- 2P: Electric Vehicle Charging Areas

### **Why are we proposing changes to the schedule?**

A number of issues with parking in Masterton have been identified, which are best addressed through amendments to the Masterton Schedule. These changes are detailed below.

# Our proposal

## Proposal 1

### Introducing time limited parking to hotspot areas

The lack of time-limited parking in certain areas of Masterton has created some challenges. Without proper time restrictions, many people use these parking spots for all-day parking, particularly while at work. This practice significantly reduces vehicle turnover and can negatively impact the visitor experience, as tourists and shoppers struggle to find available parking spaces.

Several hotspots have been identified where this issue is particularly acute. These areas include the vicinity of Queen Elizabeth Park, the Recreation Centre, the Woolshed, Shear History, Kuripuni Shopping Village and Lansdowne Shopping Village.

To address this issue, we propose introducing 120 minute time limits in these areas. These limits will ensure that shoppers and facility users can still park close to where they wish to go, while also ensuring vehicle turnover. It is important to note that these changes only impact on-street parking, and not the parking of businesses (e.g. New World car park). Workers for these businesses will still be able to utilise the non-limited parking spaces nearby.

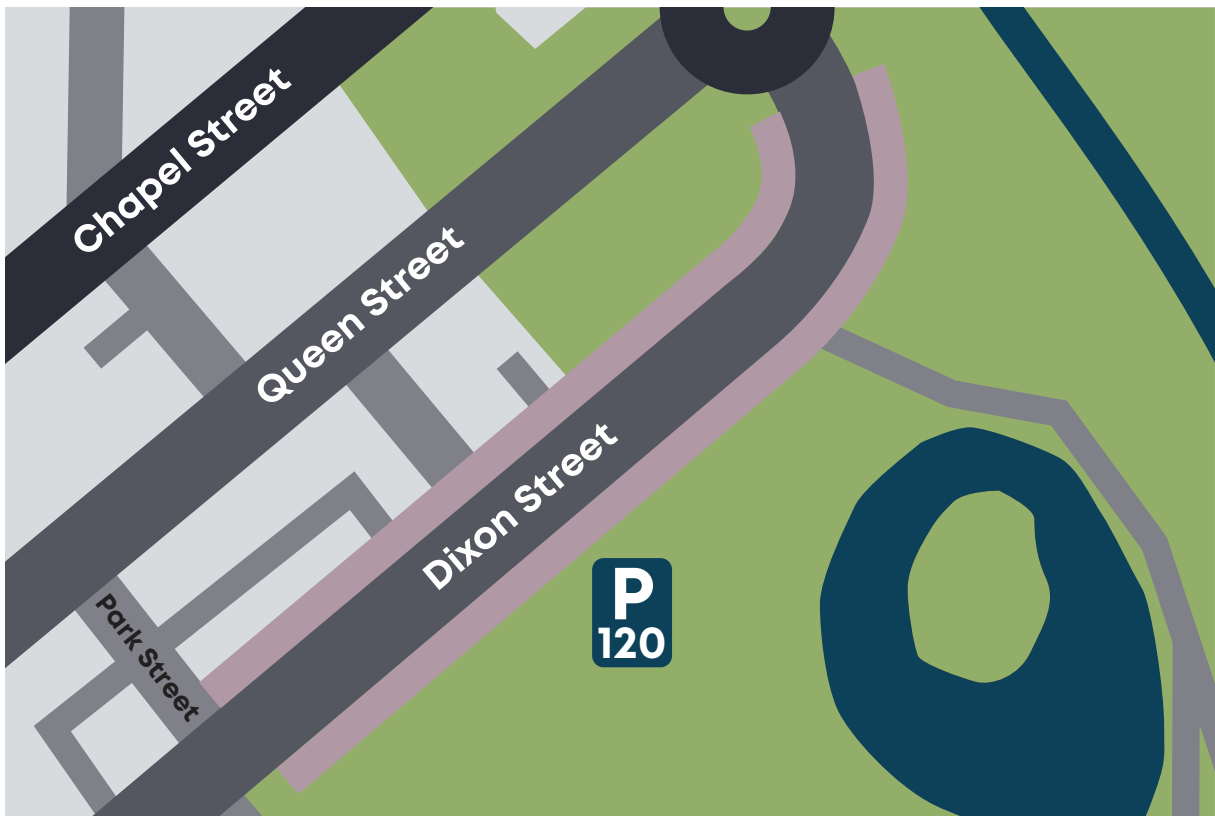
The proposed changes are detailed on the following pages:

## Dixon Street

Council proposes implementing 120 minute time limits on Dixon Street from the intersection with Park Street to the intersection with Queen Street (image below). This area sees a large amount of activity due to Queen Elizabeth Park, and other facilities in the vicinity, such as the Recreation Centre, that attract visitors throughout the day.

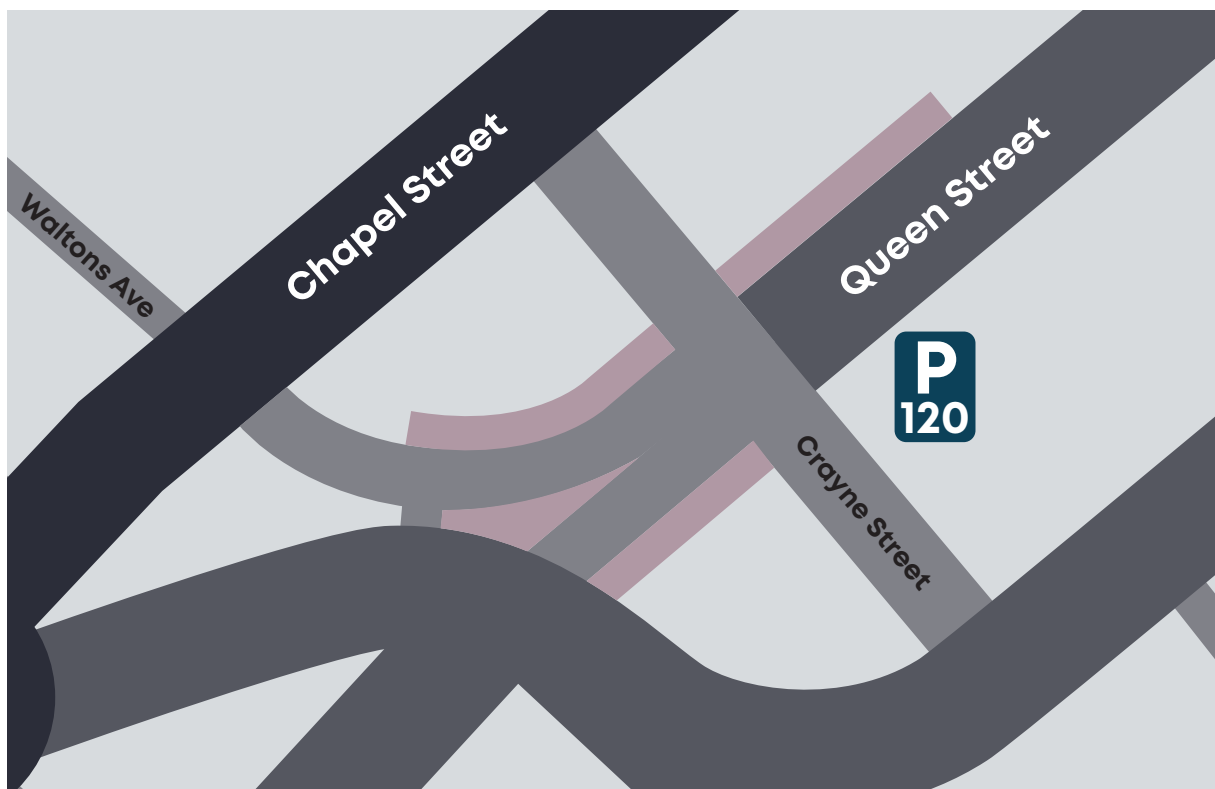
Implementing this time limit will ensure turnover of parking while continuing to support nearby businesses and facilities. There are also two free all-day parking sites in the vicinity for those that need to park for longer periods, as well as extensive parking throughout Queen Elizabeth Park.

There are currently two 10 minute limited parks outside the public toilets in Queen Elizabeth Park. It is proposed that these remain.



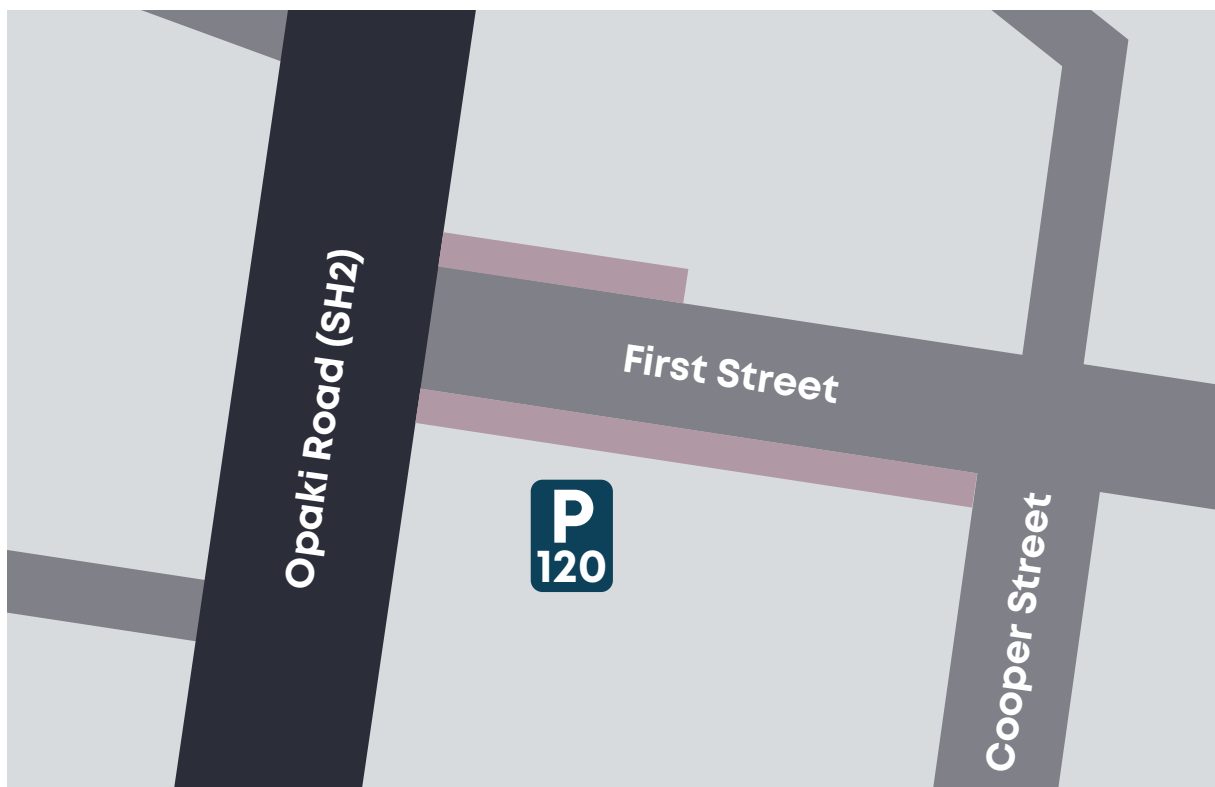
## Kuripuni Shopping Village

Currently, there are parking time limits of 120 minutes in Kuripuni on Crayne Street, and Queen Street north of Dixon Street, but no time limits in the main shopping village area on Queen Street between Crayne Street and Dixon Street/High Street, or on Queen Street outside Pak n Save. To support turnover and access in this area, Council proposes extending the 120 minute time limit to include these areas.



## Lansdowne Shopping Village

Currently, there are no parking time limits on First Street outside the shops and cafes of the Lansdown Shopping Village. To support turnover and access in this area, Council proposes setting a 120 minute time limit on the south side of First Street between Opaki Road and Cooper Street, and the same limit for the north side outside 1-3 First Street.



## Proposal 2

### Creating consistency in time-limited parking

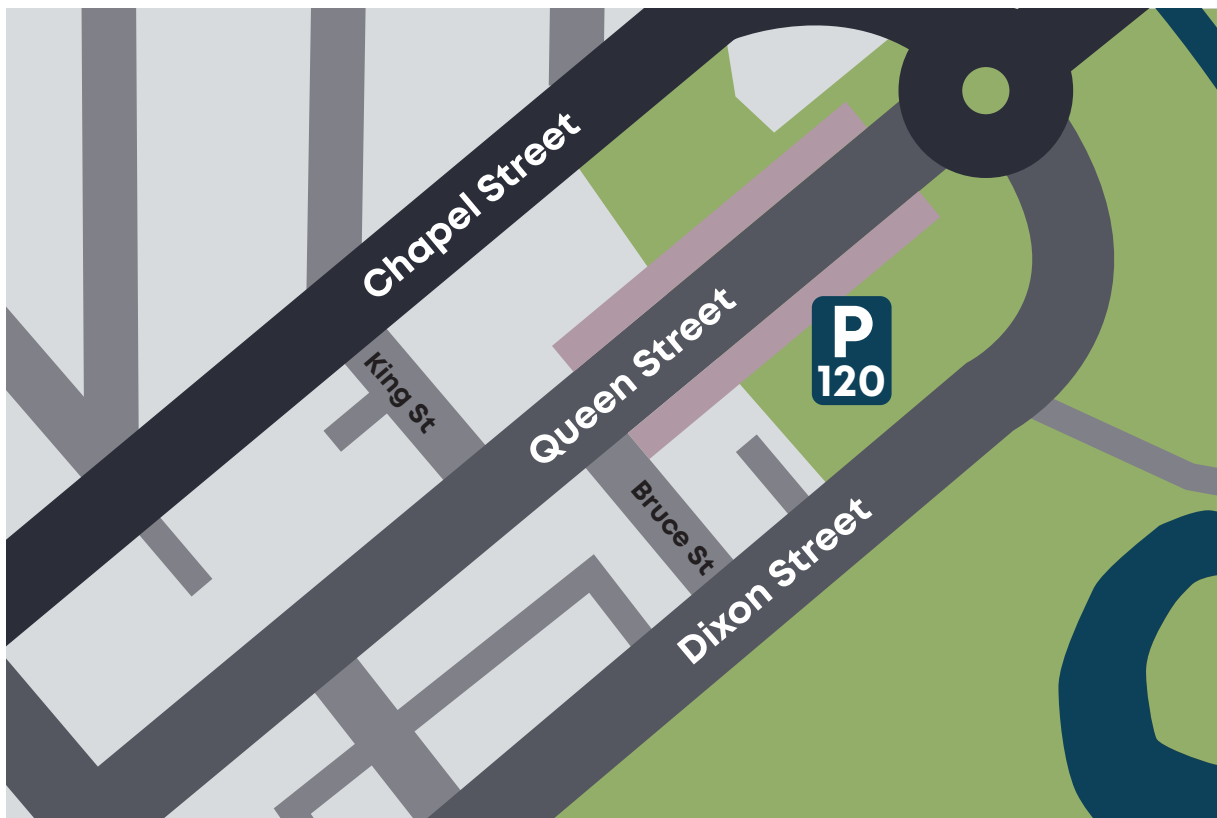
An audit of on-street parking has highlighted some inconsistency in time-limited parking areas, particularly in the areas close to the metered parking area of the central business district. These inconsistencies can create confusion for road users, particularly where there may be differences between each side of the road.

The proposed changes are:

- Designating Queen Street between Worksop Road and Renall Street as a 60 minute time-limited parking area. This area is currently particularly inconsistent with 30, 60 and 120 minute limits in place



- Designating Queen Street between Bruce Street and Dixon Street/Chapel Street as a 120 minute time-limited parking area. These areas are currently not time-limited, which is inconsistent with the approach to the rest of Queen Street.

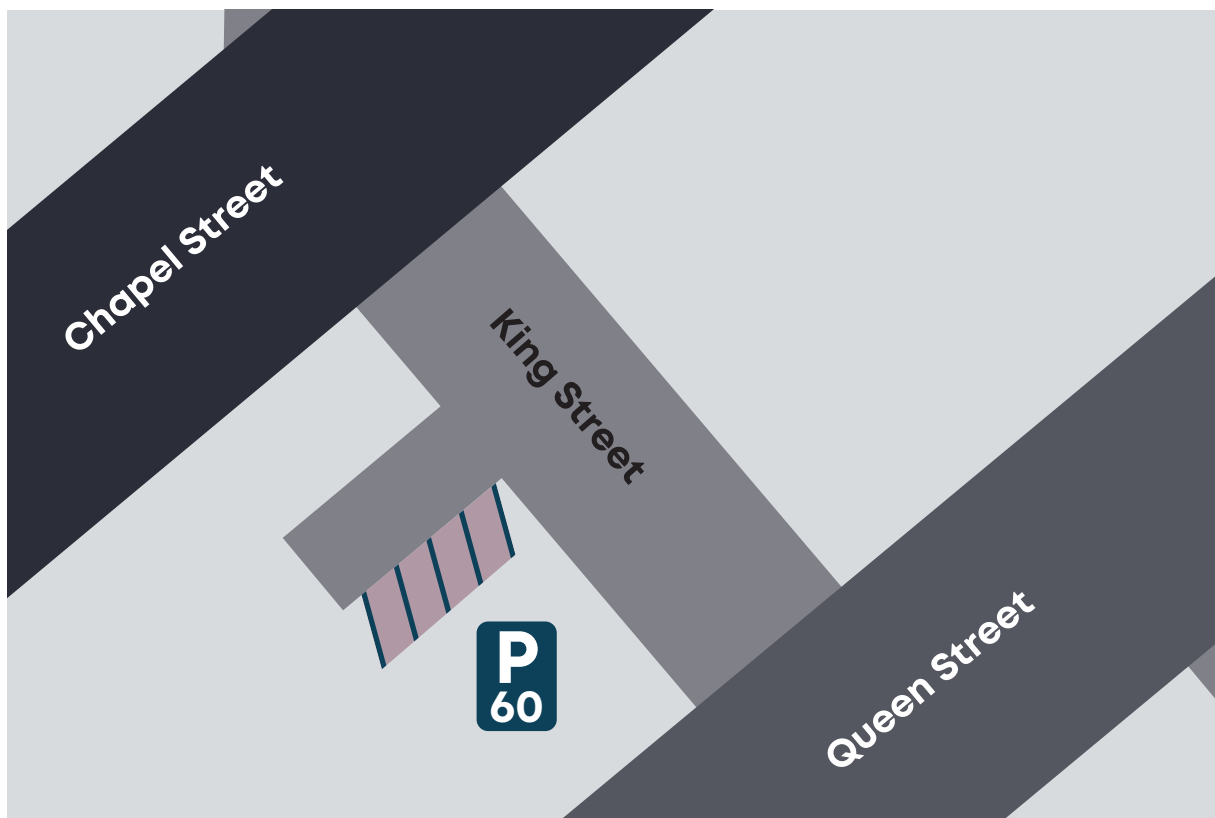


## Proposal 3

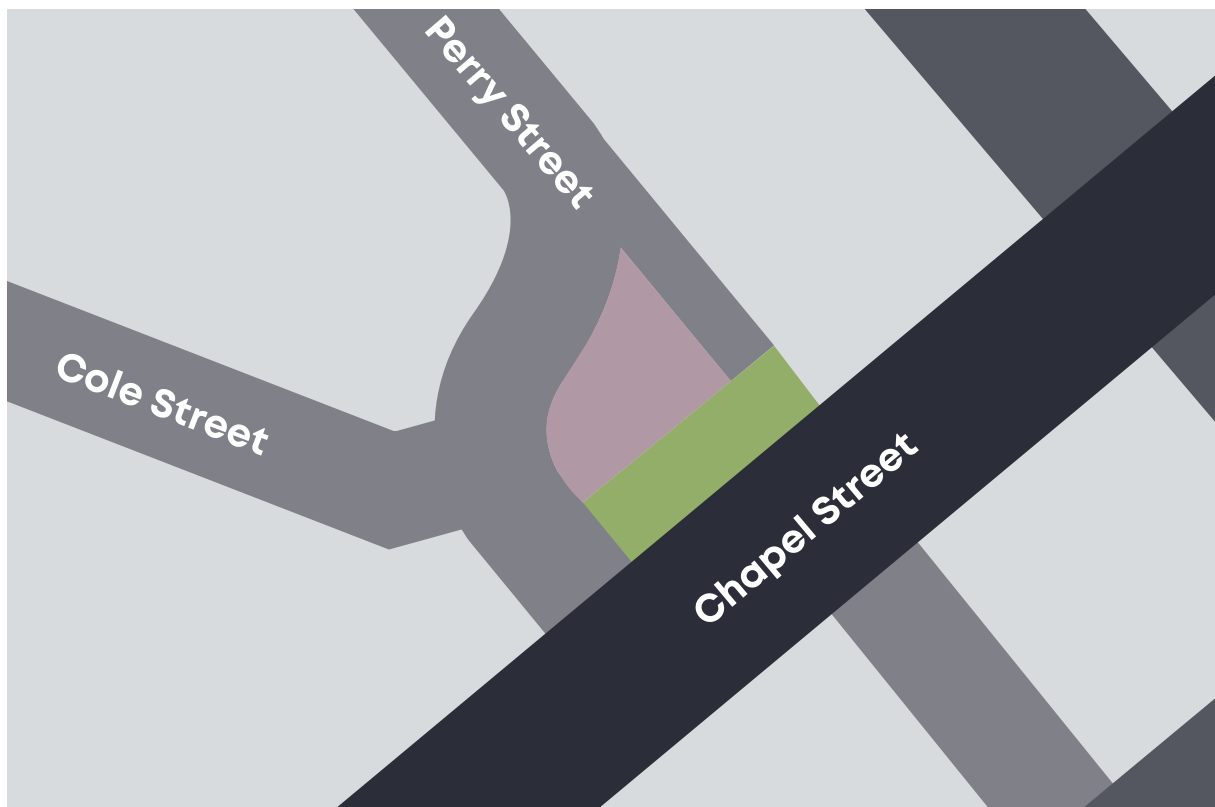
### Creating consistency in off-street parking time limits

An audit of off-street carparking has highlighted some inconsistencies in the time limits on off-street parking areas. There are two areas that changes are proposed.

- The lane off King Street. It is proposed that these parks are subject to a 60 minute time-limit, in line with the on-street parking in this area. These parks are currently not time limited, and are often used by the same vehicles for the entire day



- Perry Street Carpark. This carpark currently has a 120 minute time limit. This is inconsistent with the other off-street carparks in the CBD fringe area, which have no time limit. It is proposed that the time limit be removed from this carpark. This will also ensure that free parking remains in place in this area in the event of development on the town hall site.





# Options considered

All reasonably practicable options have been considered as required by section 77 of the LGA. The advantages and disadvantages of each option are detailed below. Masterton District Council are proposing to proceed with Option 1.

## Option 1

### Adopt the amended Part Six: Traffic – Masterton Schedule

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This would involve amending the existing schedule.

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#### Advantages

- The amended schedule responds to the issues raised in the parking study, and feedback from business owners and residents
- The schedule addresses challenges around hotspot areas
- The schedule addresses inconsistency from some parking limits, supporting users understanding.

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#### Disadvantages

- It may take time for the community and staff to become familiar with the new provisions.
  - Resources required to enforce the bylaw schedule. These will be managed within the existing resource.
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## Option 2

### Do not adopt the amended Part Six: Traffic – Masterton Schedule

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This option would involve relying on the existing schedule, without amendments.

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#### **Advantages**

- No advantages identified

#### **Disadvantages**

- Does not respond to the issues raised in the parking study and feedback from business owners and residents.
  - Does not address challenges around hotspot areas
  - Does not address inconsistency that exists for some parking limits
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## Supporting documents

The amended Schedule can be found on our website.

Te āhua o tō tuku kōrero

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# How you can have your say

We welcome your feedback on the proposed revisions to Part Six: Traffic – Masterton Schedule of the Wairarapa Consolidated Bylaw. Submissions close 9am Monday 28 July.

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Complete our online submission form at: [mstn.govt.nz](https://mstn.govt.nz)



Download a fillable pdf submission form from our website and email to: [submissions@mstn.govt.nz](mailto:submissions@mstn.govt.nz).



Phone the Policy Team on 06 370 6300 between 9am and 4pm Monday to Friday (excluding public holidays) and tell us what you think.



Pick up a submission form from the Masterton District Library or Customer Service Centre at 161 Queen Street. You can also print out our printer-friendly form from the website. Post it to Masterton District Council, PO Box 444, Masterton 5840, or drop it off to our Customer Service Centre.

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## Hearing

A hearing will be held on Wednesday 6 August 2025. This is an opportunity for any person or organisation who makes a written submission to present their views.

You will need to tell us on your submission form that you would like to attend the hearing and include an email address or phone number. We will contact you to arrange a time.

**Submissions close 9am Monday 28 July**

He aha atu anō?

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## What happens next?

Following the consultation period and hearing, all feedback will be considered by the Council at deliberations meeting.

If adopted, the schedule will take effect from 31 October 2025.





## Phone

06 370 6300 - 8am to 5pm except Tuesdays 9am to 5pm

06 378 7752 after hours

## Email

[submissions@mstn.govt.nz](mailto:submissions@mstn.govt.nz)

## Call into

Masterton District Council  
161 Queen Street, Masterton  
9am - 4pm

## Write to

Masterton District Council  
PO Box 444, Masterton 5840  
[www.mstn.govt.nz](http://www.mstn.govt.nz)