# ORDINARY MEETING

of

# Council

# AGENDA

**Time:** 2:00 pm

**Date:** Wednesday, 27 August 2025

**Venue:** Waiata House, 27 Lincoln Road, Masterton

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## MEMBERSHIP

Mayor Gary Caffell (Chairperson)

Councillor Bex Johnson
Councillor Craig Bowyer
Councillor Brent Goodwin
Councillor David Holmes
Councillor Tom Hullena
Councillor Stella Lennox
Councillor Tim Nelson
Councillor Marama Tuuta

RECOMMENDATIONS IN REPORTS ARE NOT TO BE CONSTRUED AS COUNCIL POLICY UNTIL ADOPTED

## Values

1. **Public interest:** members will serve the best interests of the people within the Masterton district and discharge their duties conscientiously, to the best of their ability.
2. **Public trust:** members, in order to foster community confidence and trust in their Council, will work together constructively and uphold the values of honesty, integrity, accountability and transparency.
3. **Ethical behaviour**: members will not place themselves in situations where their honesty and integrity may be questioned, will not behave improperly and will avoid the appearance of any such behaviour.
4. **Objectivity:** members will make decisions on merit; including appointments, awarding contracts, and recommending individuals for rewards or benefits.
5. **Respect for others:** will treat people, including other members, with respect and courtesy, regardless of their ethnicity, age, religion, gender, sexual orientation, or disability. Members will respect the impartiality and integrity of Council staff.
6. **Duty to uphold the law:** members will comply with all legislative requirements applying to their role, abide by this Code, and act in accordance with the trust placed in them by the public.
7. **Equitable contribution:** members will take all reasonable steps to ensure they fulfil the duties and responsibilities of office, including attending meetings and workshops, preparing for meetings, attending civic events, and participating in relevant training seminars.
8. **Leadership:** members will actively promote and support these principles and ensure they are reflected in the way in which MDC operates, including a regular review and assessment of MDC's collective performance.

These values complement, and work in conjunction with, the principles of section 14 of the LGA 2002; the governance principles of section 39 of the LGA 2002; and our MDC governance principles:

| | |
|---|---|
| **Whakamana Tangata** | Respecting the mandate of each member, and ensuring the integrity of the committee as a whole by acknowledging the principle of collective responsibility and decision-making. |
| **Manaakitanga** | Recognising and embracing the mana of others. |
| **Rangatiratanga** | Demonstrating effective leadership with integrity, humility, honesty and transparency. |
| **Whanaungatanga** | Building and sustaining effective and efficient relationships. |
| **Kotahitanga** | Working collectively. |

# Order Of Business

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Nil

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9.1 Town Hall Demolition Contract ..... 66

The Chairperson will open the meeting with the karakia

### Karakia timatanga

| | |
|---|---|
| Kia tau ngā manaakitanga a te mea ngaro | Let the strength and life force of our ancestors |
| ki runga ki tēnā, ki tēnā o tātou | Be with each and everyone of us |
| Kia mahea te hua mākihikihi | Freeing our path from obstruction |
| kia toi te kupu, toi te mana, toi te aroha, toi te Reo Māori | So that our words spiritual, power, love and language are upheld |
| kia tūturu, ka whakamaua kia tīna! Tīna! | Permanently fixed established and understood |
| Hui e, Tāiki e! | Forward together |

At the appropriate time, the following karakia will be read to close the meeting

**Karakia whakamutunga**

| | |
|---|---|
| Kua mutu ā mātou mahi | Our work has finished |
| Mō tēnei wā | For the time being |
| Manaakitia mai mātou katoa | Protect us all |
| Ō mātou hoa | Our friends |
| Ō mātou whānau | Our family |
| Āio ki te Aorangi | Peace to the universe |

## 1 CONFLICTS OF INTEREST

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

## 2 APOLOGIES

The Chair invites notice from members of:

- leave of absence for future meetings of Masterton District Council
- apologies, including apologies for lateness and early departure from the meeting where leave of absence has not previously been granted.

## 3 PUBLIC FORUM

## 4 ITEMS NOT ON THE AGENDA

The Chairperson will give notice of items not on the agenda as follows:

*Matters requiring urgent attention as determined by resolution of the Council*

- The reason why the item is not on the agenda; and
- The reason why discussion of the item cannot be delayed until a subsequent meeting.

*Minor matters relating to the general business of Council*

No resolution, decision or recommendation may be made in respect of the item except to refer it to a subsequent meeting of Masterton District Council for further discussion.

## 5 CONFIRMATION OF COUNCIL MINUTES

Nil

# 6 COMMITTEE REPORTS

## 6.1 HEARINGS COMMITTEE MEETING - 13 AUGUST 2025

**File Number:**

**Author:** **Harriet Kennedy, Governance Team Leader**

**Authoriser:** **Karen Yates, General Manager Strategy & Development**

Members: Councillor Craig Bowyer (Chair), Mayor Gary Caffell, Councillor David Holmes, Councillor Tom Hullena, Iwi Representative Jack Morris and Iwi Representative Robin Potangaroa

**THE COMMITTEE RECOMMENDS:**

That Council confirms the Report of the Hearings Committee meeting held on 13 August 2025 including the following resolution:

**COMMITTEE RESOLUTION 2025/10**

Moved by Mayor G Caffell
Seconded by Councillor D Holmes

That the Hearings Committee:

1. **notes** that the Hearings Committee was provided with the full set of submissions on the Traffic Control Schedules – Changes to Parking in Masterton consultation as part of the Hearings Report to the 6 August 2025 meeting.
2. **considers** the community feedback received and advice from staff.
3. **agrees** to recommend that Council adopt the following changes to the Wairarapa Consolidated Bylaw Part 10A: Masterton Traffic Schedule:

    (i) Proposal 1: Introducing time limited parking to hotspot areas as follows:

    Designating a 120 minute time-limit for on-street parking on Dixon Street between Park Street and the intersection with Queen Street and noting that officers will report to Council on parking options around the Wool Shed.

    Designating a 180 minute time-limit for on-street parking in Kuripuni on Queen Street between Crayne Street and Dixon Street/High Street, and on Queen Street outside Pak n Save and Crayne Street.

    Designating a 120 minute time-limit on the south side of First Street between Opaki Road and Cooper Street

    (ii) Proposal 2: Creating consistency in time-limited on-street parking as follows:

    Designating Queen Street between Worksop Road and Renall Street as a 60-minute time-limited parking area

    (iii) Proposal 3: Creating consistency in off-street parking time limits as follows:

    Designating the parking lane off King Street as a 60 minute time-limit

    Removing the 120 minute time-limit from the Perry Street carpark

4. **notes** that, subject to adoption by Council, the amended Wairarapa Consolidated Bylaw Part 10A: Masterton Traffic Schedule will take effect from 31 October 2025.

**CARRIED**

## ATTACHMENTS

**1. Minutes of Hearings Committee Meeting held on 13 August 2025**

MASTERTON
WHAKAORIORI
DISTRICT COUNCIL

# MINUTES

## Hearings Committee Meeting
## Wednesday, 13 August 2025

## Order Of Business

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**2 Apologies ..... 3**

**3 Confirmation of Minutes ..... 3**

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**4 Reports for Decision ..... 3**

4.1 Traffic Control Schedules - Changes to Parking in Masterton - Deliberations Report ..... 3

**MINUTES OF MASTERTON DISTRICT COUNCIL**
**HEARINGS COMMITTEE MEETING**
**HELD AT WAIATA HOUSE, 27 LINCOLN ROAD, MASTERTON ON**
**WEDNESDAY, 13 AUGUST 2025 AT 9:30 AM**

**PRESENT:** Councillor Craig Bowyer (Chair), Mayor Gary Caffell, Councillors D Holmes and T Hullena (on Teams) and Iwi Representatives Jack Morris and Robin Potangaroa

**IN ATTENDANCE:** General Manager Strategy and Development, General Manager Community, Economic Development Lead, Environmental Services Manager, Animal Services Team Leader and Governance Team Leader.

## 1 CONFLICTS OF INTEREST

No conflicts of interest were declared.

## 2 APOLOGIES

There were no apologies.

## 3 CONFIRMATION OF MINUTES

### 3.1 MINUTES OF HEARINGS COMMITTEE MEETING HELD ON 6 AUGUST 2025

**COMMITTEE RESOLUTION 2025/9**

Moved by Mayor G Caffell
Seconded by Councillor D Holmes

That the Minutes of the Hearings Committee Meeting held on 6 August 2025 be received and confirmed as a correct record of that meeting.

**CARRIED**

## 4 REPORTS FOR DECISION

### 4.1 TRAFFIC CONTROL SCHEDULES - CHANGES TO PARKING IN MASTERTON - DELIBERATIONS REPORT

The report providing the Hearings Committee with a summary of submitters' feedback on the Traffic Control Schedules – Changes to Parking in Masterton consultation, providing information to take into consideration when deliberating on the submissions received, and seeking agreement to the proposed changes to the Wairarapa Consolidated Bylaw Part 10A: Masterton Traffic Schedule was presented by the Economic Development Lead.

How important safety was as a factor when councillors were considering parking was raised and it was advised that safety was one factor for members to consider as Council had a responsibility for safety but the community, Police and employers also had a responsibility for safety. It was also noted that steps had been taken to improve safety in the areas mentioned, like removal of trees and increased lighting. The particular safety concerns raised were outside the times the

restrictions were proposed for, which was between 9.00am and 5.00pm and 9.00am to 12.00pm on Saturday. Those times would be publicised once any changes to the Schedule agreed to by Council had been adopted.

In response to a question, it was advised that feedback outside the scope of the consultation had been noted and would be passed on to the relevant teams.

The proposals were discussed.

In relation to **Proposal 1 Dixon Street** members supported the 120 time limit. The submission from the Shear History Trust was discussed and it was advised that the carparks they referred to were part of the property they leased from Council and that the terms of the lease recognised that those parks were shared with the public. Members proposed adding to the recommendations that staff would report to Council on the Shear History Trust parking proposals and it was noted that there wasn't enough information to enable the Committee to make a decision on the 30 minute parking requested but that could be considered at a later date as part of a package of measures.

**Proposal 1 Kuripuni** was discussed. Members noted the feedback from submitters that the 120 minute limit was too short for the Screening Room and proposed increasing that time to 180 minutes, as that would support local businesses in creating turnover but also catered for the customers the Screening Room brought to the village.

It was clarified that Crayne Street was also included, so that was added to the recommendation.

**Proposal 1 First Street** was discussed. Members agreed with the feedback from submitters that it made sense not to impose a time limit on the northern side of First Street, as those businesses needed a longer time frame, so proposed to only designate a 120 minute time limit on the south side of First Street.

In relation to **Proposal 2 Queen Street South** (Worksop Road to Renall Street) members supported the proposed 60 minute limit.

**Proposal 2 Queen Street North** (Bruce to Dixon/Chapel Streets) was discussed. Members noted the safety concerns raised by submitters. Staff advised that there had been a problem with rough sleepers in the area in the past but understood that had been addressed. Members supported keeping the status quo in that area and not imposing any restriction, due to the safety concerns raised and noted that there was plenty of parking in the vicinity, and also requested staff monitor the area to see if there was any impact on the area with the 120 minute restriction to be put in on Dixon Street.

**Proposal 3 – King Street** was discussed. Members supported the 60 minute time limit proposed to create turnover, as the area was busy and it was hard to get a park there.

**Proposal 3 Perry Street Carpark** was discussed. Members supported removing the curent 120 minute time restriction. It was noted that that would make it consistent with the other fringe parking areas.

**COMMITTEE RESOLUTION 2025/10**

Moved by Mayor G Caffell
Seconded by Councillor D Holmes

That the Hearings Committee:

1. **notes** that the Hearings Committee was provided with the full set of submissions on the Traffic Control Schedules – Changes to Parking in Masterton consultation as part of the Hearings Report to the 6 August 2025 meeting.

2. **considers** the community feedback received and advice from staff.

3. **agrees** to recommend that Council adopt the following changes to the Wairarapa Consolidated Bylaw Part 10A: Masterton Traffic Schedule:

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    Designating a 120 minute time-limit for on-street parking on Dixon Street between Park Street and the intersection with Queen Street and noting that officers will report to Council on parking options around the Wool Shed.

    Designating a 180 minute time-limit for on-street parking in Kuripuini on Queen Street between Crayne Street and Dixon Street/High Street, and on Queen Street outside Pak n Save and Crayne Street.

    Designating a 120 minute time-limit on the south side of First Street between Opaki Road and Cooper Street

    (ii) Proposal 2: Creating consistency in time-limited on-street parking as follows:

    Designating Queen Street between Worksop Road and Renall Street as a 60-minute time-limited parking area

    (iii) Proposal 3: Creating consistency in off-street parking time limits as follows:

    Designating the parking lane off King Street as a 60 minute time-limit

    Removing the 120 minute time-limit from the Perry Street carpark

4. **notes** that, subject to adoption by Council, the amended Wairarapa Consolidated Bylaw Part 10A: Masterton Traffic Schedule will take effect from 31 October 2025.

**CARRIED**

**The Meeting closed at 10.37am.**

**The minutes of this meeting were confirmed at the Council meeting held on 27 August 2025.**

**.....**

**CHAIRPERSON**

# 7 REPORTS FOR DECISION

## 7.1 LOCAL GOVERNMENT (SYSTEM IMPROVEMENTS) AMENDMENT BILL CONSULTATION

**File Number:**

**Author:** **Matt Steele, Economic Development Lead**

**Authoriser:** **Kym Fell, Chief Executive**

### PURPOSE

This report sets out details of the Local Government (System Improvements) Amendment Bill and provides Councillors with a submission for consideration and agreement.

### RECOMMENDATIONS

That Council

1. **Notes** that the Governance and Administration Committee is calling for submissions on the Local Government (System Improvements) Amendment Bill.
2. **Notes** that deadline for submissions is 11.59pm on Wednesday 27 August 2025.
3. **Agrees** the submission (Attachment 1) to the Governance and Administration Committee.

### CONTEXT

On 15 July 2025, the Government introduced the Local Government (System Improvements) Amendment Bill to Parliament.

The Bill is part of the Government's System Improvements programme, which was first announced in August 2024.

Key reforms set out in the Bill are:

- The removal of the four 'well-beings' from the statutory purpose of local government.
- A requirement to prioritise 'core services' when managing finances and setting rates.
- New financial performance measures for councils, with a requirement for regular public reporting.
- Mandatory disclosure of contractor and consultant spending.
- New transparency and accountability requirements.
- Regulatory relief intended to reduce the compliance burden.

The Bill is being considered by Parliament's Governance and Administration Committee. The Bill is currently at the public submission stage, with the deadline for submissions being 11.59pm on Wednesday 27 August 2025.

### ANALYSIS AND ADVICE

Officers have prepared a submission responding to the Bill. This supports Taituarā's position (see Attachment 2) and makes additional comment on some key points of particular relevance to

Masterton. The submission highlights several concerns Council has regarding the proposed legislation, in particular the implications of introducing core services as proposed.

The Bill's core service restrictions and forthcoming rates capping could significantly limit Council's ability to deliver locally important services and respond to community needs, effectively undermining local democracy. The justification for these changes appears to rely on anecdotal evidence rather than addressing the real cost pressures councils face from aging infrastructure, supply chain disruptions, and skills shortages (see the Department of Internal Affairs Regulatory Impact Statement for commentary on the evidence base for the bill).

The legislation creates operational risks through unclear definitions and ambiguous requirements, particularly around how core services interact with statutory functions and how councils should prioritise under rates capping. While supporting the removal of Section 17A review requirements, the submission notes that new contractor and consultant reporting obligations add administrative burden without clear guidance.

Rather than restricting council functions, the submission advocates for comprehensive local government reform that addresses funding mechanisms, planning support, and accountability frameworks to tackle the sector's genuine challenges.

## OPTIONS CONSIDERED

A summary of the options considered is included in the table below.

| Option | | Advantages | Disadvantages |
|---|---|---|---|
| 1 | Council agrees the MDC submission included as Attachment 1 | Advocates MDC's views in relation to the proposed reform. | None identified. |
| 2 | Council does not agree the submission | None identified. | Council views would not be considered through the consultation process. |

## RECOMMENDED OPTION

Option 1 is recommended. This ensures that Council will have the opportunity to advocate their views to Parliament's Governance and Administration Committee through the public submission process.

## SUMMARY OF CONSIDERATIONS

### Strategic, Policy and Legislative Implications

The Local Government (System Improvements) Amendment Bill proposes changes to the purpose of local government. The implications of the final legislation, and how this impacts the Council and Council's strategic priorities, will need to be considered once the shape of the final Bill is known.

### Significance, Engagement and Consultation

This is a Government consultation process. This submission will provide MDC's views to Parliament's Governance and Administration Committee.

### Financial Considerations

There are no financial considerations in submitting. Financial implications for Council will need to be assessed once the final decisions are made by Parliament.

### Implications for Māori

Relationships with iwi are key for MDC. The impact of this Bill on mana whenua resulting from any changes in the services Council delivers will need to be considered once final decisions are made by Parliament.

The Bill removes the requirement for councils to consider the relevance of tikanga Māori knowledge when appointing council-controlled organisation directors.

### Communications/Engagement Plan

No communications or engagement plan is required.

### Environmental/Climate Change Impact and Considerations

Environmental and Climate Change considerations are not clearly defined in the Bill. Further work will need to be undertaken to understand what the impact might be on services Council delivers, and the flow on effects to climate change and environmental focused work, once Parliament has made final decisions.

## NEXT STEPS

Pending the Council's approval, the submission will be sent to the Governance and Administration Committee for consideration, noting submissions close at 11.59pm on Wednesday 27 August 2025.

## ATTACHMENTS

1. **2025 Masterton District Council Submission on the Local Government (System Improvements) Bill** ⇩
2. **Submission from Taituara on the Local Government (System Improvements) Bill (under separate cover)**

# LOCAL GOVERNMENT (SYSTEM IMPROVEMENTS) AMENDMENT BILL CONSULTATION

## Introduction

Masterton District Council (MDC) appreciates the opportunity to make a submission to the Governance and Administration Committee on the **Local Government (System Improvements) Amendment Bill**.

### Our Community

Our community of over 29,000 residents are spread across an area of 2,300km$^2$. As a provincial town, Masterton offers a wealth of opportunities for its residents, and is a great place to live, raise a family, and retire.

We have a population that bucks the national trend: 23 per cent of our residents are pensioners (compared to 16.5 per cent nationally), and 24 per cent are under 20 years old (compared to 25 per cent nationally), leaving just over half of the population at 'working age'.[1]

Over the last decade we have experienced significant growth – around twenty per cent. Projections show the population will continue to trend upwards - it is estimated the Masterton population will grow by 35 per cent by 2055.[2]

While there are varying levels of deprivation in our community, as a whole Masterton is considered more deprived than the national average.

### Our Council

MDC is a medium-sized local authority by New Zealand standards, employing approximately 140 staff members.

The Council comprises a Mayor and eight Councillors who are elected every three years from the Masterton Whakaoriori General Ward, the Masterton Whakaoriori Māori Ward, and at-large positions. The Mayor and Councillors hold collective responsibility for all Council activities.

[1] As per 30 June 2024 | infometrics.co.nz
[2] https://demographics.sensepartners.nz/population

## Overall comments

**The proposed legislation takes the 'local' out of local government**

MDC does not support the intent of the proposed legislation. It essentially proposes taking the 'local' out of local government by limiting our ability to respond to the unique needs of our community.

The proposed core services are important. But they do not meet all the needs of every community across New Zealand – and no prescribed list ever could. Every community is different, and the range of services provided by Councils currently reflects this.

All Councils need to deliver the core services. Beyond that, Councils are responding to a local need or a local opportunity – where a service gap has been identified, where an agency has vacated, where there is a local issue or problem to solve or a unique opportunity to realise. The non-core areas are where a community's uniqueness is reflected most. For example, in Masterton:

- We have Mayoral coordination with social services to address safety concerns in response to local issues.
- We run welcoming communities and refugee resettlement programmes after Masterton was selected as an area suitable for new refugee families.
- We have recently extended our climate fund criteria to include funding for the agricultural sector reflecting our rural-provincial location.
- We provide social housing for the elderly, reflecting our aging and lower income demographics, and are making more land available for public housing, responding to local demand for affordable housing.
- We are developing our Dark Skies tourism offering; reflecting our unique potential to be the largest urban area to be part of a dark sky reserve.

These are all local responses to local needs and local opportunities that are unique to us. The current legislation enables us to work with our communities through Long Term Plans, District Plans, and other planning and consultation processes to identify what is required locally, and to deliver appropriate services/responses. And every three years our community has the ultimate opportunity to influence through the local election.

Central government intervention, through this proposed legislation and likely rates capping on non-core activity, is undermining local democracy. The proposed legislation will fundamentally impact how local councils operate within and connect with their communities. By restricting councils' ability to respond to local needs and priorities, the Bill undermines the core principle of democratic local governance.

Yes, that is a lot of 'local' – because we are 'local' government.

MDC acknowledges that the sector needs to collectively consider who is responsible for what - whether it's councils, central government, private companies, or community groups – to avoid duplication and equally to ensure we don't end up with a lack of services where these are needed. However, this is a broader conversation that goes beyond what the current Bill covers.

**Such a fundamental shift in local government is not justified.**

The justification for the proposed legislation and wider package, including rates capping, lacks evidence. The case for change appears to be built on and driven by anecdotal claims, often outdated, and selective statistics about rates increases.[3] This undermines local democracy and trust in government institutions at a time when trust is already low, and rebuilding trust is critical.

It also misleads the community regarding the real causes of rates rises, which are rising costs - and especially costs related to the provision of critical infrastructure. Councils across the country are facing cost pressures from aging infrastructure, supply chain disruptions, construction cost inflation, skills shortages in the contracting sector and replacement values driving up depreciation linked to the balanced budget requirement in the Local Government Act. Addressing these underlying issues would be a more effective approach than limiting funding options or reducing non-infrastructure services. The Council needs the capacity to respond to our communities' needs, whether that be for swimming pools or sports fields or animal control services or emergency management preparedness or the range of other non-infrastructure services councils provide in their communities.

In Masterton District Council's 2025/26 Annual Plan, we have $73.1 million of operating costs and $55.2 million of capital expenditure. Of that, 58% relates to the core infrastructure services of roading, three waters and solid waste. This year the increasing costs of delivering roading renewals and maintenance were exacerbated by decreasing funding from NZTA and the impacts of Cyclone Gabrielle. As a result, rates required for the roading activity increased by 19.1%.

Investments by the Council in facilities such the Masterton Airport and an animal shelter, have also contributed to rates increasing. Masterton Airport is a regionally significant asset, particularly for emergency management purposes, and the animal shelter is required under legislation. The Council has made decisions to progress those projects in the knowledge that the community need upgraded facilities and there will be an additional cost impact across the community (to both ratepayers and users). The Council has an opportunity to engage with its community through the LTP and Annual Plan consultation processes where they can assess the demand for and willingness to pay, for the increased service levels.

Some cost increases this year have been outside of Council's control e.g. electricity costs on streetlights and swimming pools and the cost of professional indemnity insurance to cover potential liability associated with regulatory processes such as issuing building consents. In summary, it is both core infrastructure services and other Council services that can drive up the cost of rates. Council's need the ability to trade off both as part of consulting with their communities while maintaining affordable rates.

Limiting council functions to a narrow and prescriptive list of core functions, with the potential addition of rates capping, is essentially 'playing at the edges' rather than addressing the core of the problem. This approach will not address the affordability challenges that are being faced across the country. Rather it will 'cost' communities by limiting or eliminating 'non-core' services. For MDC, removing the 'non-core' activities

[3] Refer to the submission from *Taituarā* – Local Government Professionals Aotearoa for examples.

and services provided in the last year would have meant, for example, no community events or celebrations, no Youth Council, no refugee resettlement support, and no action on the projects and initiatives we noted earlier. These are the things that 'make' our community.

This approach also overlooks the fact that the most challenging public policy today, such as climate change, water resilience and housing affordability, are complex, multi-faceted and touch on all aspects of our community's lives. For example, recent community engagement undertaken by iwi in our district reiterated housing and food supply are key considerations in any climate change response. Prioritising a single 'lens', in this case an economic perspective, risks exacerbating issues versus making steps towards addressing these issues, especially in the longer term. It applies a risky, narrow and short-term focus to considering the future of our communities.

This limiting approach is likely to impede progress and exacerbate issues, which will only damage trust and undermine democracy further. It will not make a substantive difference to the affordability challenges being faced by Councils now. The evidence and justification for such a fundamental change just doesn't 'stack up'.

**Regulatory relief is welcomed but some measures create further burden**

MDC supports the proposed regulatory relief measures, such as removing the requirement for Section 17A reviews, and welcomes central government recognition of the excessive burden of planning, reporting, and review requirements that Councils face.

MDC recognises that performance measures can be useful tools for Council and the community to determine how Council is tracking, provided they are meaningful and do measure the right things. The value of any measure also needs to be considered and balanced against the cost and regulatory burden of monitoring and reporting on that measure. We expand on this under additional comments related to consultant and contracting spend.

In this context, MDC advocates for a comprehensive review of the entire council accountability framework to deliver meaningful cost savings while still maintaining an appropriate level of oversight and transparency.

### Taituarā submission

MDC fully supports the submission put forward by Taituarā – Local Government Professionals Aotearoa. It agrees with statements that have been made and provide additional comment on some points.

## Additional comments

**The core functions, roles and purpose are unclear**

The definitions and relationships between core functions, and the role and purpose of local government are unclear. This leads to uncertainty regarding how we can demonstrate compliance with the proposed legislation and increases the risk of challenges regarding our decision making. The time and resource involved in managing

and responding to complaints to the Ombudsman and Office of the Auditor General should not be underestimated.

It is also unclear whether core services take precedence over other statutory functions or sit alongside them as equals. This ambiguity could lead to problematic prioritisation decisions - for instance, treating discretionary services like libraries as more important than mandatory services, or deprioritising regulatory functions because they are not identified as "core" services – and these problems will be exacerbated with rates capping.

**The list of core activities is incomplete**

The list of core services included in the proposed legislation is too narrow. To reiterate, communities have different needs and circumstances, and councils need to have the ability to respond to local matters. In addition, councils increasingly provide services where central government or other service providers have withdrawn. Who fills the gap if councils also withdraw? When there is a need, but no other provider exists, local government delivery is often the most cost-effective, or only, option.

**The proposed changes won't solve the problems we face now**

The proposed changes fail to recognise the conflicting demands that exist in a council's operating environment and is unlikely to succeed in achieving the government's desired outcome if implemented as proposed and by itself.

Councils are expected to meet the needs of today while addressing a backlog of deferred maintenance at the same time as planning for and future-proofing infrastructure and services for tomorrow (i.e. responding to population growth, climate change and evolving needs). All while under pressure to keep costs down and rates affordable for residents and businesses.

These different demands pull in different directions. For example, upgrading infrastructure for the future costs now, while meeting immediate demands might not align with long-term needs and aspirations. The proposed legislative changes don't resolve these tensions and therefore won't address the challenges local government is facing.

The tension between meeting current community needs and future-proofing services while maintaining cost-effectiveness requires a more comprehensive approach – one that sees multiple policy tools working together, including improved local government funding mechanisms, enhanced support for planning and investment in the future, and balanced accountability frameworks. Councils need to retain the ability to prioritise investment in assets over time.

**Amendments to Section 17A**

The proposed amendments to Section 17A of the Local Government Act are supported. The current Section 17A review requirements impose significant financial burdens on councils, often requiring substantial consultant fees and staff resources to complete comprehensive service delivery and governance structure assessments. These costs can be particularly challenging for smaller councils with limited budgets and limited alternatives to service delivery and market participants, for example, waste contractors.

Furthermore, many councils already undertake thorough reviews of their service delivery models and operational effectiveness as an integral component of their long-term planning processes. These existing review mechanisms, conducted every three years, provide regular opportunities to assess service performance, cost-effectiveness, and delivery options. The mandatory Section 17A reviews, therefore, often duplicate work that councils are already completing through their standard planning cycles, and create unnecessary administrative burden without proportional benefit to communities or council operations.

**Requirements to report on contractors and consultants**

The introduction of Section 32B, which mandates comprehensive reporting on contractors and consultants within Annual Reports, presents several challenges that require careful consideration before implementation.

A primary concern relates to the lack of clear definitional boundaries regarding which parties fall within the reporting scope. Local authorities engage with diverse external service providers, from major infrastructure contractors to specialist advisors, and without precise definitions, councils will face uncertainty about compliance requirements. Additionally, compiling comprehensive contractor and consultant information requires significant data collection and verification effort, particularly impacting smaller councils with limited administrative capacity.

The requirement also fails to acknowledge that local authorities operate under fundamentally different contracting models based on their size, geography, and service delivery approaches. Some councils maintain larger in-house workforces while others have adopted more outsourced models. These structural differences mean contractor spending data will not provide meaningful comparisons between authorities, limiting the value of this information for ratepayers or sector analysis purposes.

**Code of Conduct and Standing Orders**

The proposed Code of Conduct measures are welcomed. The Code is generally considered to be unhelpful in holding poor behaviour to account. We support greater penalties and cost recovery. However, MDC does not support standardised standing orders without the flexibility to adapt to local needs.

**Governance Principles**

The intent of the proposed new governance principles is unclear. In our opinion, fostering free exchange of information, the expression of opinions by elected members, determining policy and making decisions on behalf of the community, is exactly what the Council Chamber is for. Should the proposed principles be enacted, we would like guidance on how we will be expected to report on these principles.

## 7.2 ADOPTION OF THE AMENDED WAIRARAPA CONSOLIDATED BYLAW PART 10A: MASTERTON TRAFFIC SCHEDULE

**File Number:**

**Author:** **Matt Steele, Economic Development Lead**

**Authoriser:** **Kym Fell, Chief Executive**

### PURPOSE

The purpose of this report is to seek Council agreement to amendments to the Wairarapa Consolidated Bylaw Part 10A: Masterton Traffic Schedule.

### RECOMMENDATIONS

1. That Council

1. **notes** that the Hearings Committee heard submissions on 6 August 2025 and undertook deliberations on 13 August 2025.

2. **notes** that 49 submissions were received on proposed changes to the Wairarapa Consolidated Bylaw Part 10A: Masterton Traffic Schedule.

3. in accordance with the recommendations of the Hearings Committee, Council:

    (a) **agrees** to the following changes to the Wairarapa Consolidated Bylaw Part 10A: Masterton Traffic Schedule (Attachment 1):

        (i) amend Schedule 2L: Restricted Parking Areas to include new 180-minute time limits for Kuripuni Shopping Village:

            (1) Crayne Street between Dixon Street and Chapel Street.

            (2) Queen Street from the intersection with Dixon Street/South Road to and 421 Queen Street (Plumbing World).

        (ii) amend Schedule 2L: Restricted Parking Areas to include new 120-minute time limit areas for:

            (1) Dixon Street from Park Street to the intersection with Queen Street at the Northern Roundabout (noting that the existing loading zone outside the Recreation Centre and 10-minute parks outside the public toilets remain).

            (2) southern side of First Street (Lansdowne Shopping Village) between Opaki Road and Cooper Street.

        (iii) amend Schedule 2L: Restricted Parking Areas to include new 60-minute time limit areas for:

            (1) The lane off King Street between The Hubb and Supercheap Auto.

            (2) Queen Street between Worksop Road and Renall Street.

        (iv) amend Schedule 2N: Parking Areas to include the Perry Street Carpark and remove it from Schedule 2L: Restricted Parking Areas.

    (b) **notes** the attached images that detail the areas of change (Attachment 2).

(c) **notes** that officers will report to Council on parking options around the Wool Shed at a later date.

4. **notes** that the changes to the Perry Street carpark will take effect from 29 August 2025.

5. **notes** that the remaining changes as part of the amended Wairarapa Consolidated Bylaw Part 10A: Masterton Traffic Schedule will take effect from 1 November 2025.

6. **notes** that officers will give public notice of the amended Wairarapa Consolidated Bylaw Part 10A: Masterton Traffic Schedule in accordance with section 157 of the Local Government Act 2002.

## CONTEXT

Part 10: Traffic of the Wairarapa Consolidated Bylaw 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 councils' 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.

The specific requirements for each district are set out in Schedules for each council. Masterton District Council's requirements are set out in Part 10A.

### Masterton District Traffic Bylaws Schedule – Part 10A: 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 (CBD), Kuripuni Shopping Village and Lansdowne Shopping Village. 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.

Parking bylaws serve a number of important purposes in urban and community management, including:

1. Efficient use of limited space – In busy areas, parking can be a scarce resource. Bylaws help allocate this space fairly and efficiently.
2. Traffic management – Parking restrictions 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 parts of the schedule covering parking are:

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

**Proposed Changes**

Masterton's parking rules need regular updates to reflect the town's changing development patterns and improve clarity for users and enforcement staff. The 2024 Masterton Parking Study found that while the main town centre has adequate parking capacity (72% occupancy at peak times, well below the 85% industry standard), issues exist in non-metered areas around Queen Elizabeth Park, Lansdowne Shopping Village, and Kuripuni Shopping Village.

The study identified problems including lack of parking turnover in hotspot areas, inconsistent time limits creating confusion, and varying approaches to off-street carpark management. The issues identified by the study had also been identified by staff, and through feedback received from the community.

In response, the Parking Strategic Action Plan was developed and adopted on 11 December 2024. This identified potential changes to the Wairarapa Consolidated Bylaw Part 10A: Masterton Traffic Schedule to address the issues identified in the 2024 Parking Study. The proposed changes were consulted on over June/July 2025.

**Consultation Process**

Council consulted the community from 27 June 2025 to 28 July 2025. A total of 49 submissions were received. Nine submitters presented their submission to the Hearings Committee on 6 August 2025.

Community feedback was sought on three proposals:

- Proposal 1: Introducing time limited parking to hotspot areas
    - 120-minute time-limit on Dixon Street from Park Street to the Queen Street roundabout
    - 120-minute time limit on First Street outside the Lansdown Shopping Village
    - 120-minute time limit for Queen Street in Kuripuni
- Proposal 2: Creating consistency in time-limited on street parking

- 60-minute time limit for Worksop Road (Dixon to Queen Street) and Queen Street (Worksop to Renall Street)
- 120-minute time limit for Queen Street, from Bruce Street to the Dixon/Chapel Street roundabout

- Proposal 3: Creating consistency in off-street parking time limits
  - 60-minute time limit for the King Street Lane
  - Removal of 120-minute time limit from the Perry Street carpark

Descriptions of each proposed change can be found in the Statement of Proposal (Attachment 3).

A summary of the levels of support for each proposal is provided below. For further analysis please refer to the Deliberations Report.

## ANALYSIS AND ADVICE

### Submissions Summary

Submitters were asked to provide feedback on each of the proposals. The levels of support for each proposal are detailed in the table below.

| Proposed Change: | Support | Oppose | Don't Know/No View |
|---|---|---|---|
| Proposal 1 | 16 | 26 | 2 |
| Proposal 2 | 18 | 16 | 6 |
| Proposal 3 | 19 | 7 | 12 |

The quantitative results show mixed levels of support. Given this, qualitative feedback was important in helping guide the Committee's considerations.

Submitters were invited to comment on each proposal, and on the proposed changes generally. Key themes in response to proposals and in general feedback related to concerns about:

- Safety issues: Early morning workers concerned about walking long distances in darkness, citing risk of harassment and unsafe conditions.
- Business impact: Long-duration services (hair salons, medical appointments) were concerned about losing clients who could get fined during 2+ hour treatments.
- Accessibility: Elderly clients and people with mobility issues struggle with reduced nearby parking.

Due to these concerns, officers identified alternative options for the Committee to consider as part of the deliberations process. These alternative options focused on retaining the overall objectives of the original proposal, while mitigating some of the concerns that were raised through submissions.

The alternatives considered were:

- Proposal 1
  - Introduce a 180-minute time limit (rather than 120-minute limit) for on-street parking in the following Kuripuini locations: on Queen Street between Crayne Street and

Dixon Street/High Street, and on Queen Street outside Pak n Save and Crayne Street. This alternative addresses the concerns raised by a number of businesses in Kuripuni that the change from no restrictions to 120-minute limits was too restrictive given the nature of businesses in the area.

- Introduce the 120-minute time limit on the south side of First Street only and maintain no restrictions on the north side. This alternative addresses the concern re potential impacts on the businesses on the north side of First Street, particularly the hairdressers and tattooists that often have appointments for three plus hours.

- Proposal 2
  - Reduce the scope of the area where time restrictions would apply by not introducing a time limit to Queen Street between Bruce Street and the Chapel Street/Dixon Street roundabout. A number of submissions stated this was a key parking area for staff of businesses in the area, particularly staff working early morning and late evening shifts, and that parking further away would increase safety risks for these staff

These alternatives were developed in conjunction with the Regulatory Team to ensure that they were fit for purpose.

For further commentary refer to the Hearings Committee Deliberations Report.

**Deliberations summary**

On 13 August 2025, the Hearings Committee considered the submissions received and advice from staff.

Given the nature of the proposals and submissions received, the Committee considered each part of the three proposals separately. The decisions of the Committee, and the reasoning for those decisions, are set out below, with maps included as Attachment 2.

Proposal 1

*Dixon Street/Queen Elizabeth Park Area*

The Committee agreed to recommend Council implement a 120-minute time limit for parking on Dixon Street between Park Street and the Queen Street roundabout. It was noted that this area is a key visitor area, with Queen Elizabeth Park, Aratoi, and the Recreation Centre all being drawcards and ensuring turnover in this area supports visitors. It was also noted that there is a significant amount of free, all-day parking in proximity for those who do want to park for longer periods of time.

The Committee requested officers further investigate the issues raised by the Wool Shed relating to parking availability for their volunteers, accessibility parking, and the need for a loading zone. This will be reported to Council at a later date as this was outside of the scope of the consultation and includes off-street parking.

*Kuripuni/Queen Street Area*

The Committee agreed to recommend a 180-minute time limit for on-street parking in the following Kuripuini locations: on Queen Street between Crayne Street and Dixon Street/High Street, and on Queen Street outside Pak n Save and Crayne Street. The proposal consulted on was for a 120-minute time limit in these locations.

The Committee agreed there was a need for time limited parking during business hours to encourage turnover, however concerns were raised through submissions and at the hearing that 120- minutes would not be long enough for the customers of many of the businesses in the area. Taking that into consideration, the committee recommends 180-minute limit be introduced. Existing 120-minute parking in Kuripuni would also be changed to 180-minutes to ensure consistency in the area.

*First Street Lansdowne*

The Committee agreed to recommend Council implement a 120-minute time limit on the south side of First Street, but to not implement it on the north side. The proposal consulted on was to implement time limits of both sides of the street.

The Committee agreed there was a need for at least some time-limited parking during business hours to encourage turnover. However, through the submissions and at the hearings, businesses on the north side of First Street provided feedback that the proposed 120-minute time limits would cause issues given the nature of their businesses – e.g. not being long enough for usual appointments. The Committee's recommendation addresses the concerns of these businesses by allowing unlimited parking outside these businesses, while introducing some time-limited parking on the opposite side of the street to support turnover in the area.

Proposal 2

*Worksop Road (Dixon to Queen Street) and Queen Street (Worksop to Renall Street)*

The Committee agreed to recommend the proposal to implement a 60-minute time limit in this area.

There is currently inconsistency with one side of Queen Street having a 120-minute limit while the rest of the area has a 60-minute time limit. This change will ensure consistency and bring it into line with the other areas on the fringe of town.

*Queen Street (Bruce Street to the Dixon/Chapel Street)*

The Committee agreed not to recommend a time limit in this area. The proposal that was consulted on was to introduce a 120-minute limit.

Through submissions and at the hearings, the Committee heard that this area was heavily used by employees of businesses in the area for parking while they are working. A number of these staff start early or work late and had concerns regarding safety if they had to park too far away from their workplace.

The Committee noted that the time limits only applied during business hours of 9am to 5pm weekdays and 9am to midday on Saturday. However, it noted the concerns raised by submitters and resolved not to recommend the change that was originally proposed. The Committee also noted that other avenues need to be explored to address these safety concerns – parking nearby does not resolve all concerns. The Committee recommend officers engage with employers and employees in the area on how their safety concerns may best be addressed.

Proposal 3

The Committee agreed to recommend the two changes that were part of this proposal - implementing a 60-minute limit for the King Street lane (currently unlimited and used for all-day parking) to match nearby on-street parking; and removing the 120-minute limit from Perry Street Carpark making this another all-day parking option, which aligns with other unrestricted carparks around the CBD.

Discussions focused on ensuring turnover in King Street, which is often busy making it difficult to find a parking space currently. The Committee also noted parking pressure in Perry Street could increase with the potential loss of carparks during the town hall demolition process.

**Proposed Implementation**

Should Council adopt the amended Masterton Traffic Schedule, it is proposed that:

- time limits are removed from the Perry Street Carpark from 29 August 2025. Removing a limit will not have any adverse effect on current users. It also provides more parking options for visitors and customers close to the CBD sooner.
- Other changes come into effect from 1 November 2025. This will allow time for the changes to be clearly communicated to the community, and allow for the installation of new signage, and updates to any existing signage.

## OPTIONS CONSIDERED

A summary of the options considered is included in the table below.

| Option | | Advantages | Disadvantages |
|---|---|---|---|
| 1 | Council adopts the amended Wairarapa Consolidated Bylaw Part 10A: Masterton Traffic Schedule | • This option has been recommended by the Hearings Committee.<br>• This option takes into account the concerns raised by submitters, while still achieving the intent of the proposed changes, which were to address issues identified in the parking study - primarily to enhance turnover in busy areas and achieve greater consistency in our approach to parking. | • Implementation costs - signs need to be installed to signal the changes and enable enforcement, as well as communications to make people aware. |
| 2 | Council makes further changes to the Wairarapa Consolidated Bylaw Part 10A: Masterton Traffic Schedule | • Advantages would depend on the suggested changes. | • Disadvantages would depend on the suggested changes.<br>• Dependent on extent of changes, may require referral back to the Hearings Committee, which could delay implementation<br>• Depended on the |

| | | | |
|---|---|---|---|
| | | | extent of changes, may require further consultation, which could delay implementation. |
| 3 | Council does not adopt the amended Wairarapa Consolidated Bylaw Part 10A: Masterton Traffic Schedule | • Maintains status quo. No changes mean the community can continue with familiar rules and regulations.<br>• No immediate costs. Avoids expenses associated with implementing and communication the changes. | • Fails to achieve the intent of the changes as originally proposed.<br>• Does not reflect the feedback of the submitters. |

## RECOMMENDED OPTION

Option 1 is recommended. This option most effectively balances the intent of the proposed changes, being to address the issues identified in the parking study, while taking feedback from the submitters into account. These changes will support improved parking management in hotspot areas, while ensuring a more consistent approach.

## SUMMARY OF CONSIDERATIONS

### Strategic, Policy and Legislative Implications

Part 10A: Traffic of the Wairarapa Consolidated Bylaw 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). Under the Bylaw, Masterton District Council sets outs controls on parking through Wairarapa Consolidated Bylaw Part 10A: Masterton Traffic Schedule.

The proposals that were set out in the consultation reflect the actions in the Parking Strategic Action Plan to address parking related issues in the district, in particular encouraging more turnover in ‘hot spots’ and greater consistency in approach.

### Significance, Engagement and Consultation

For every matter requiring a decision, MDC determines the degree of significance, taking into consideration how a matter may affect the people, services, facilities and infrastructure in the district. Refer to MDC’s Significance and Engagement Policy for further information.

Under the MDC Significance and Engagement Policy, staff determined the Bylaw Schedule had a high level of significance. Consistent with that, a Statement of Proposal was prepared for adoption which was used for consultation from 27 June to 28 July 2025.

A hearing was held on 6 August 2025 that provided an opportunity for submitters to present their views in person.

Consultation materials (including the Statement of Proposal, draft Schedule, and submission form) were also available on our website, and physical copies were available at the Customer Service Centre and the Library from 27 June to 28 July 2025.

Given the potential impacts on business owners in the Dixon Street, Kuripuni, and Lansdowne areas, those businesses were visited to inform them of the proposed changes and to provide them with the consultation materials.

The community were able to submit in a variety of ways, including online, written or over the phone.

### Financial Considerations

Costs for the review and consultation were met through existing budgets for 2024/25.

Implementation costs will be incurred for signage and education on the changes, subject to Council adoption. These costs will be met from existing budgets.

### Implications for Māori

There are no specific implications for Māori. Four per cent of submitters identified as Māori.

### Communications/Engagement Plan

Communication relating to consultation was consistent with the process undertaken for similar consultations following Special Consultation Procedure.

Given the potential impacts on business owners in the Dixon Street, Kuripuni, and Lansdowne areas, those businesses were visited to inform them of the proposed changes and provide them with the consultation materials.

Should Council adopt the proposal, changes will be communicated directly to businesses in the area, via our website and Antenno, and advertising in the areas of change through signage in community spaces and in businesses. Alternative long term parking options will also be promoted.

Submitters to the consultation will also be advised of the final decisions via email.

### Environmental/Climate Change Impact and Considerations

Well-balanced parking time limits can significantly reduce vehicle emissions by minimising the time drivers spend searching for available spaces, which is a major contributor to urban air pollution and fuel consumption. Additionally, appropriately set time limits support climate goals by encouraging optimal parking turnover that reduces overall vehicle congestion while maintaining accessibility for essential trips, thereby supporting both local economic activity and environmental sustainability.

## NEXT STEPS

Subject to adoption by the Council, the amendments will come into effect from 1 November 2025, with the exception to the Perry Street carpark, which will come into effect from 29 August 2025.

## ATTACHMENTS

1. **Amendments to the Wairarapa Consolidated Bylaw Part 10A: Masterton Traffic Schedule** ⇩
2. **Maps of Changes** ⇩
3. **Statement of Proposal** ⇩

Ngā Hōtaka Whakahaere Tōnuku

# Masterton District Council Traffic Control Schedule

## SCHEDULE 2L: Restricted Parking Areas

For the purpose of this resolution the definition of 'intersection' shall be the intersection point of the boundary lines nearest to the measurement.

| Location | Description<br>Areas set aside as restricted parking areas shall be: | Parking Restriction | Date of Resolution |
|---|---|---|---|
| **The following areas are restricted to continuous parking of a maximum of 180 minutes:** | | | |
| Crayne Street (Queen Street to Dixon Street) | The southwestern side of Crayne Street, commencing at a point 8.5 metres northwest of the intersection of Crayne Street and Dixon Street, extending in a northwestern direction for a distance of 82.1 metres. | P-180 | 27 August 2025 |
| Crayne Street (Queen Street to Chapel Street) | The northeastern side of Crayne Street, commencing at a point 45.6 metres southeast of the intersection of Crayne Street and Chapel Street, extending in a southeastern direction for a distance of 36.0 metres. | P-180 | 27 August 2025 |
| Kuripuni Shopping Village | The northwestern side of Queen Street, commencing at a point 20.3 metres southwest of the intersection of Queen Street and Crayne Street, extending in southwestern direction for a distance of 83.5 metres | P-180 | 27 August 2025 |
| Kuripuni Shopping Village | The southeastern side of Queen Street, commencing at a point 20.3 metres southwest of the intersection of Queen Street and Crayne Street, extending in a southwestern direction for a distance of 76.6 metres | P-180 | 27 August 2025 |
| Kuripuni Shopping | The northwestern side of Queen Street, commencing at a point 28.8 metres | P-180 | 27 August 2025 |

| Location | Description<br>Areas set aside as restricted parking areas shall be: | Parking Restriction | Date of Resolution |
|---|---|---|---|
| **The following areas are restricted to continuous parking of a maximum of 180 minutes:** | | | |
| Village (outside Pak 'n Save) | northeast of the intersection of Queen Street and Crayne Street, extending in a northeastern direction for a distance of 6805 metres | | |

| Location | Description<br>Areas set aside as restricted parking areas shall be: | Parking Restriction | Date of Resolution |
|---|---|---|---|
| **The following areas are restricted to continuous parking of a maximum of 120 minutes:** | | | |
| Dixon Street (Park Street to Bruce Street) | The northwestern side of Dixon Street, commencing at a point 8.0 metres northeast of the intersection of Dixon Street and Park Street, extending in a northeastern direction for a distance of 135.6 metres. | P-120 | 27 August 2025 |
| Dixon Street (Bruce Street to Queen Street) | The northwestern side of Dixon Street commencing at a point 11.5 metres northeast of the intersection of Dixon Street and Bruce Street, extending in a northeastern direction for a distance of 243.1 metres. | P-120 | 27 August 2025 |
| Dixon Street (Park Avenue to Memorial Drive) | The southeastern side of Dixon Street commencing at a point 54.6 metres northeast of the intersection of Dixon Street and Park Avenue, extending in a northeastern direction for a distance of 292.6 metres. | P-120 | 27 August 2025 |
| Dixon Street (Memorial Drive to Queen Street) | The southeastern side of Dixon Street commencing at a point 25.4 metres northeast of the intersection of Dixon Street and Memorial Drive, extending in a northern direction for a distance of 74.0 metres. | P-120 | 27 August 2025 |
| First Street Shopping Village | The southern side of First Street, commencing at a point 34.6 metres east of the intersection of First Street and Opaki Road, extending in an eastern direction for a distance of 95.7 metres | P-120 | 27 August 2025 |
| ~~Perry Street (extension by Municipal Building)~~ | ~~The southwestern side of Perry Street, commencing at the intersection of Perry Street and Chapel Street, extending in a northwestern direction for a distance of 67.0 metres.~~ | ~~P-120~~ | ~~11 April 2011~~ |

| Location | Description | Parking Restriction | Date of Resolution |
|---|---|---|---|
| | **Areas set aside as restricted parking areas shall be:** | | |
| **The following areas are restricted to continuous parking of a maximum of 120 minutes:** | | | |
| ~~Queen Street (Resene frontage)~~ | ~~The northwestern side of Queen Street, commencing at the point 7.7 metres northeast of the intersection of Queen Street and Renall Street, extending in a northwestern direction for a distance of 23.6 metres.~~ | ~~P-120~~ | ~~11 April 2011~~ |

| Location | Description | Parking Restriction | Date of Resolution |
|---|---|---|---|
| | **Areas set aside as restricted parking areas shall be:** | | |
| **The following areas are restricted to continuous parking of a maximum of 60 minutes:** | | | |
| Lane off King Street | The lane off King Street between The Hubb and Supercheap Auto, commencing at the point 9.3 metres southwest of the intersection with King Street, extending in a southwestern direction for a distance of 17.0 metres | P-60 | 27 August 2025 |
| Queen Street (Resene frontage) | The northwestern side of Queen Street, commencing at the point 7.7 metres northeast of the intersection of Queen Street and Renall Street, extending in a northwestern direction for a distance of 23.6 metres. | P–60 | 27 August 2025 |
| Queen Street | The southeastern side of Queen Street, commencing at the point 7.8 metres southwest of the intersection of Queen Street and Worksop Road, extending in a southwestern direction for a distance of 24.2 metres. | P–60 | 27 August 2025 |

## SCHEDULE 2M: Metered Areas P-120

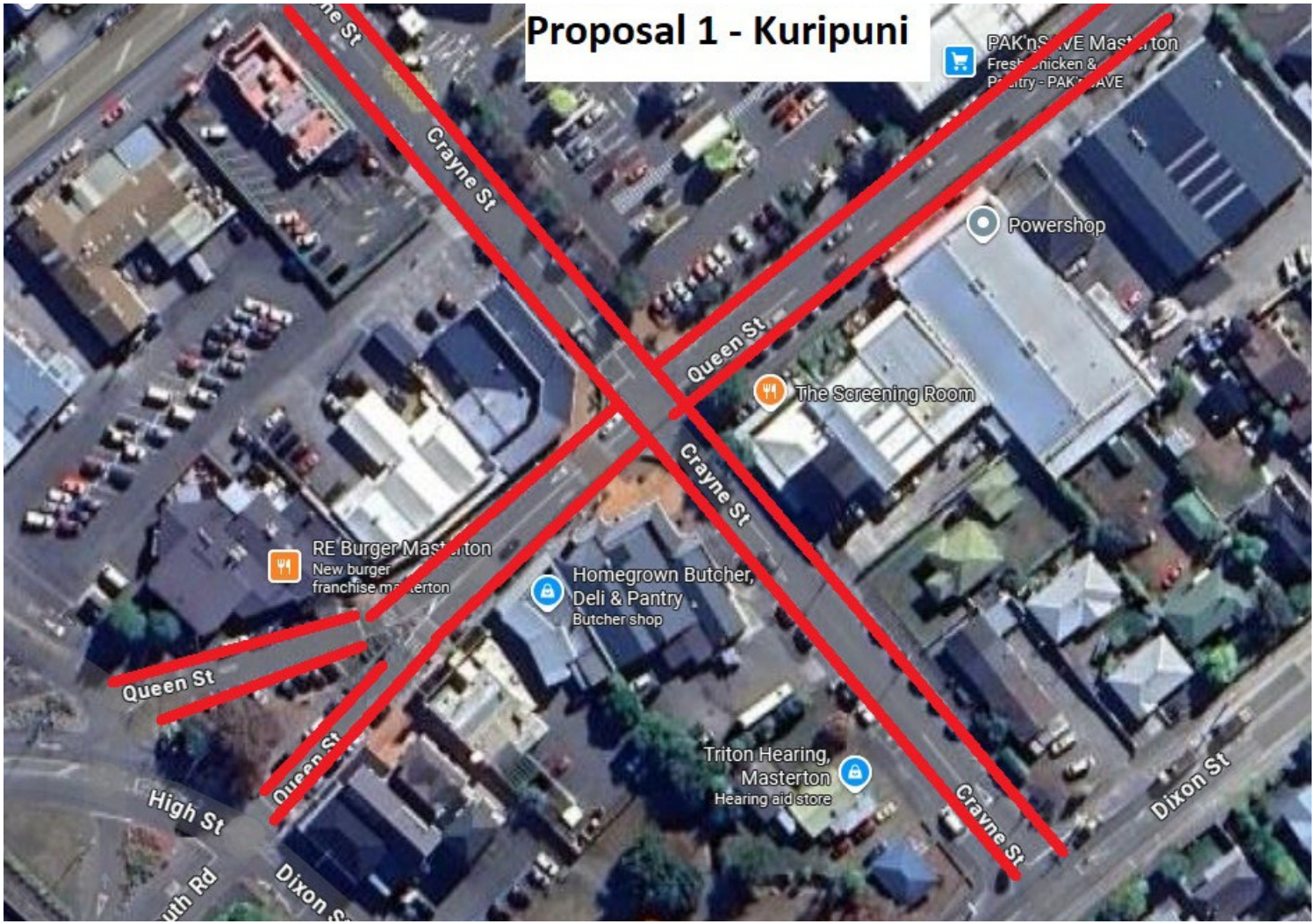
| Location | Description | Date of Resolution |
|---|---|---|
| | **The parts of streets that are declared to be metered zones with P-120 minute maximum time limit shall be:** | |

| | | |
|---|---|---|
| ~~Perry-Chapel carpark (Town Square)~~ | ~~The northwestern side of Lot 4 DP 85785 adjacent to (Town Square).~~ | ~~24 June 2020~~ |

## SCHEDULE 2N: Parking Areas

| Location | Description |
|---|---|
| Perry-Chapel carpark (Town Square) | The northwestern side of Lot 4 DP 85785 adjacent to (Town Square). |

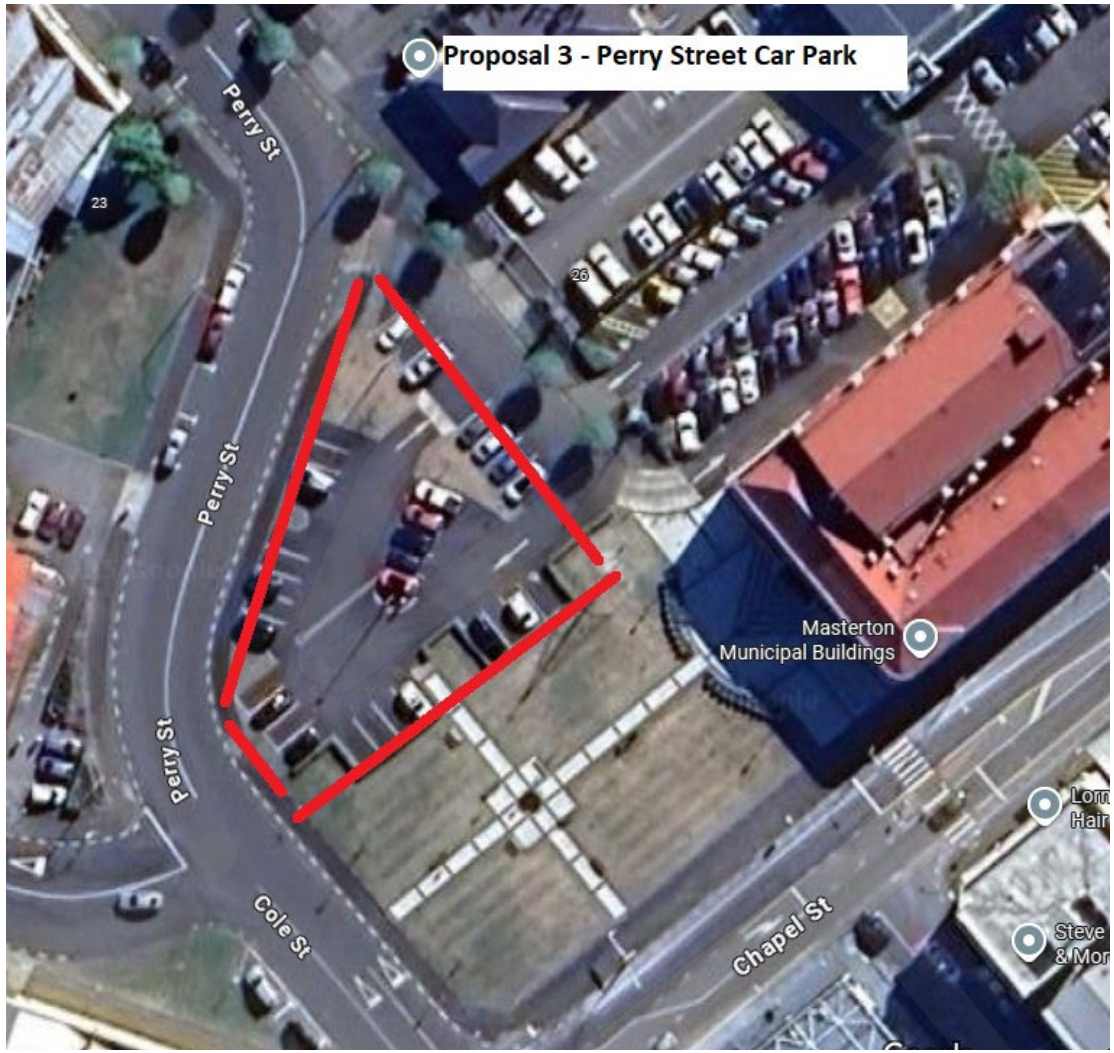
Proposal 1 - Dixon Street
Dixon St
Queen St
King St
Queen St
New World Masterton
Memorial Dr
Aratoi Wairarapa Museum of Art and...
Masterton Mini Golf
Dixon St
Cricket St
The Wool Shed
Park St
Dixon St
Park Ave
Google


Proposal 1 - Kuripuni
Crayne St
Queen St
Powershop
The Screening Room
Homegrown Butcher, Deli & Pantry
Butcher shop
Triton Hearing, Masterton
Hearing aid store
High St
Dixon St

Proposal 1 - First Street
Opaki Mini Mart
Z Post Centre Opaki
Hong Kong Takeaways
First St
First St
First St
First St
First Health and Wellness Centre
Madisons Cafe and Bar
Dish Cafe
Cooper St
Cooper St
Opaki Rd
19
5B
5
7
9
11
12

Proposal 2 - Queen Street/Worksop
288-294
LJ Hooker Masterton
Renall St
Queen St
Crossway Church
285
Smith St
Worksop Rd
Woolworths Masterton
Worksop Rd
60
Worksop Rd

Proposal 3 - King Street Lane
King St
Chapel St
Don Luciano Café
Masterton & Gracias...
Wairarapa
Resource Centre
Thrift store
Body Boost Limited
Back in Action Masterton
Lin's Auto Centre
King St
Master Bowl
King St
ASB Masterton Branch


Proposal 3 - Perry Street Car Park
Perry St
Perry St
Perry St
Cole St
Chapel St
Masterton Municipal Buildings
23
26

He Tauākī Tūtohu: Ngā Hōtaka Whakahaere Tōnuku

# Statement of Proposal: Traffic Control Schedules - Parking

Ihirangi

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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).**

Whakarāpopototanga taipitopito

# 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.**

Kupu whakataki

# 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**

Horopaki

# 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.

Tā tātou tono

# 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.

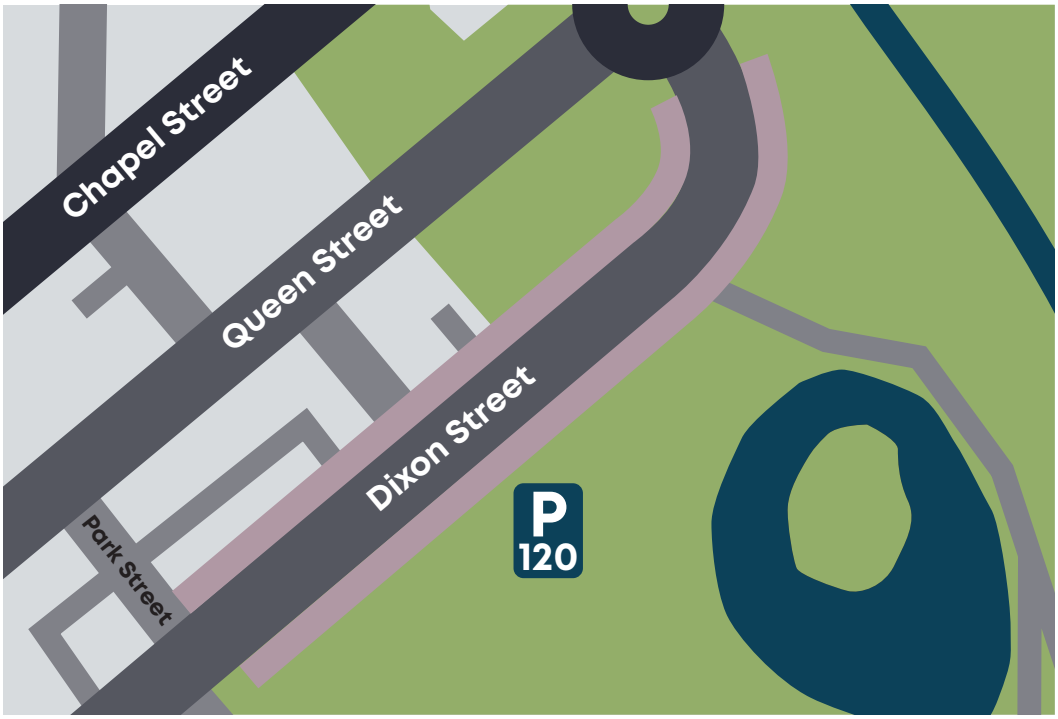
The proposed changes are detailed on the following pages:

## 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.

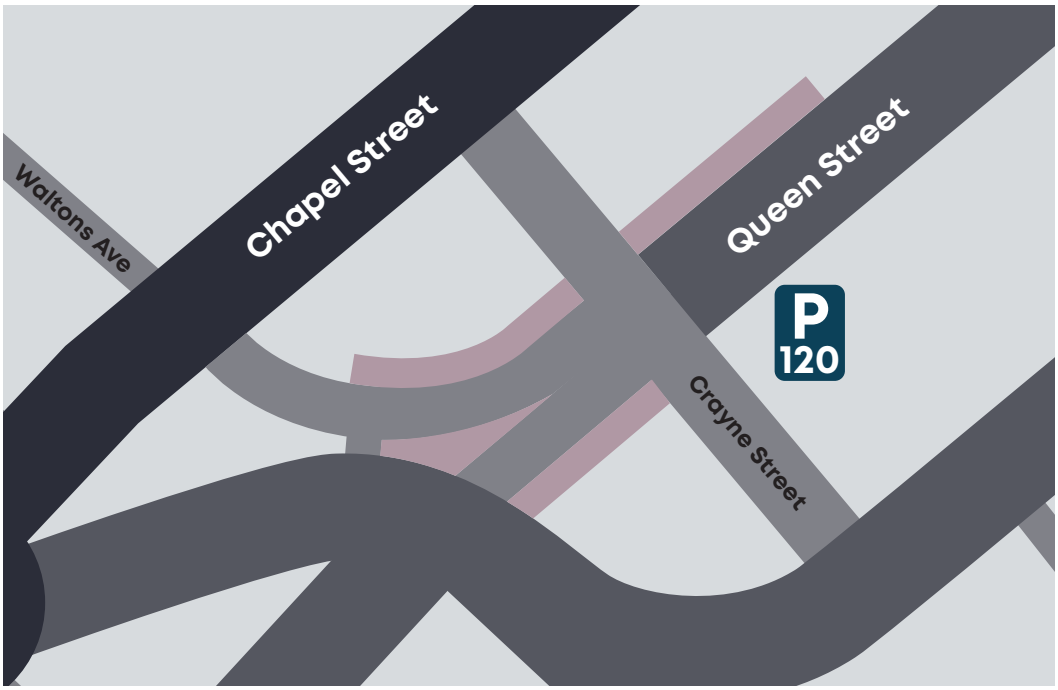
Implementing this time limit will ensure turnover of parking while continuing to support nearby businesses and facilities. There are also two free all-day parking sites in the vicinity for those that need to park for longer periods, as well as extensive parking throughout Queen Elizabeth Park.

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



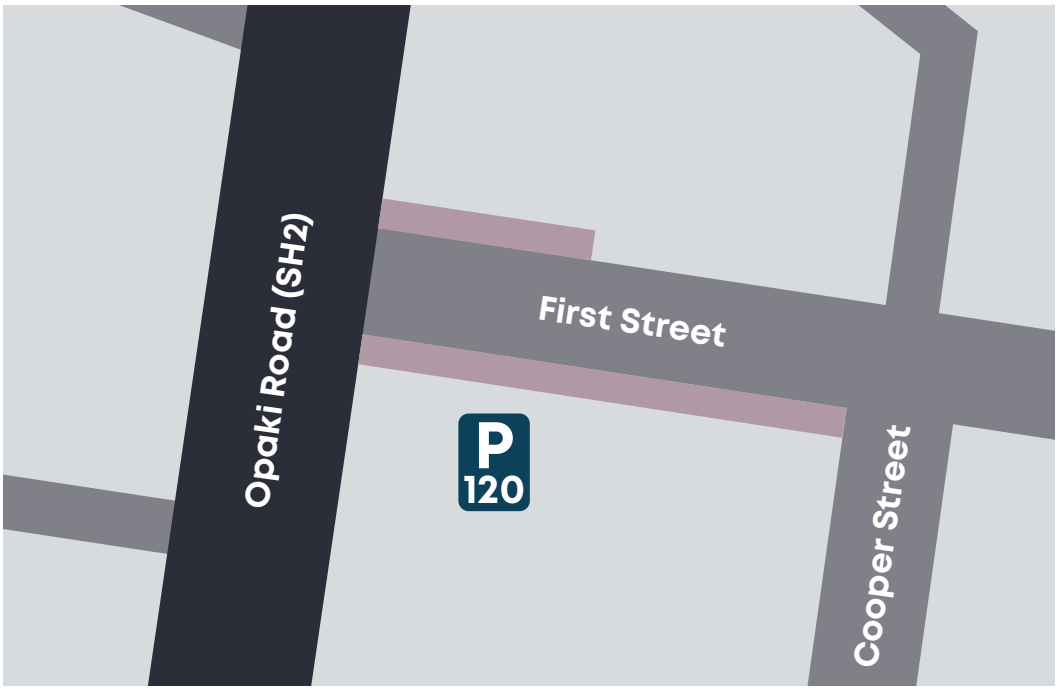
## Kuripuni Shopping Village

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.



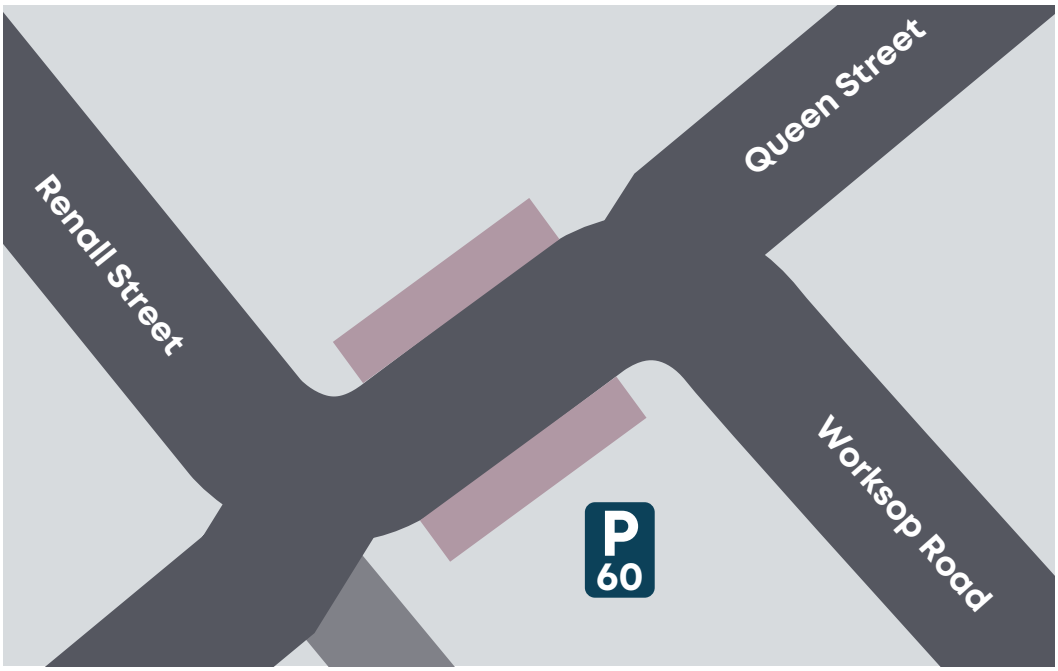
## Proposal 2

# Creating consistency in time-limited parking

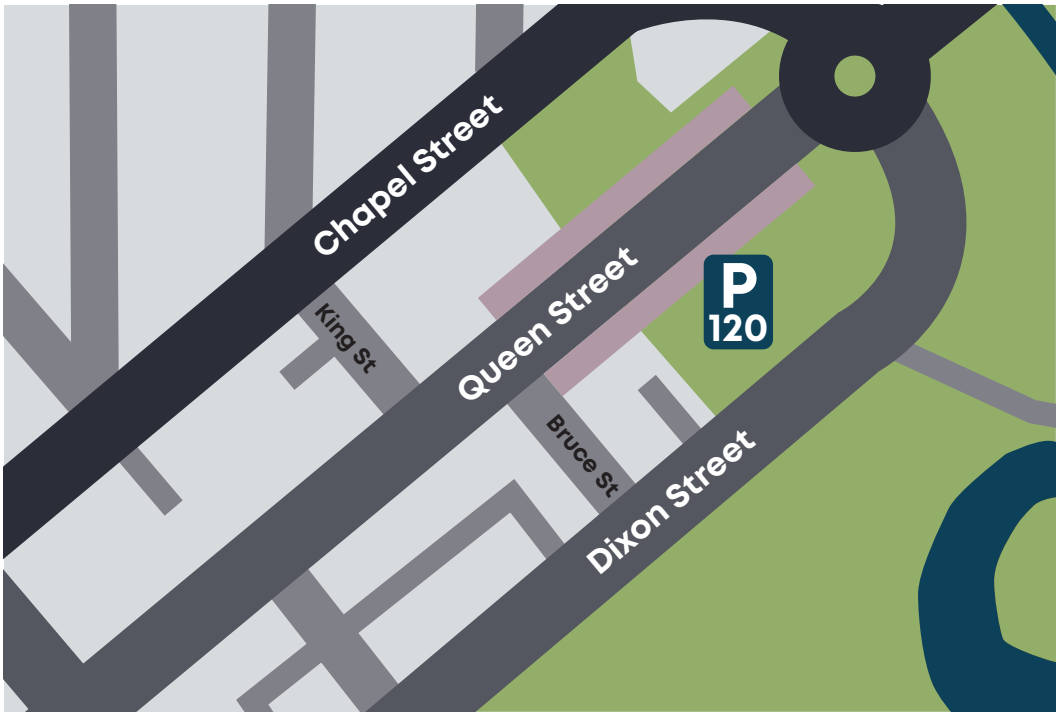
An audit of on-street parking has highlighted some inconsistency in time-limited parking areas, particularly in the areas close to the metered parking area of the central business district. These inconsistencies can create confusion for road users, particularly where there may be differences between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

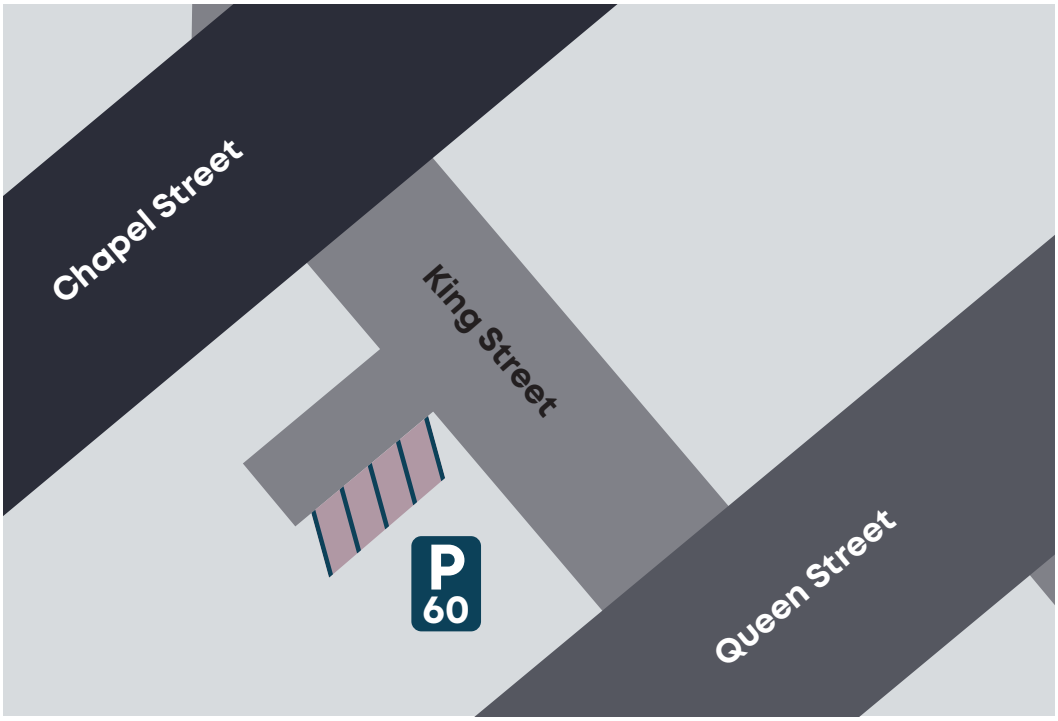


## Proposal 3

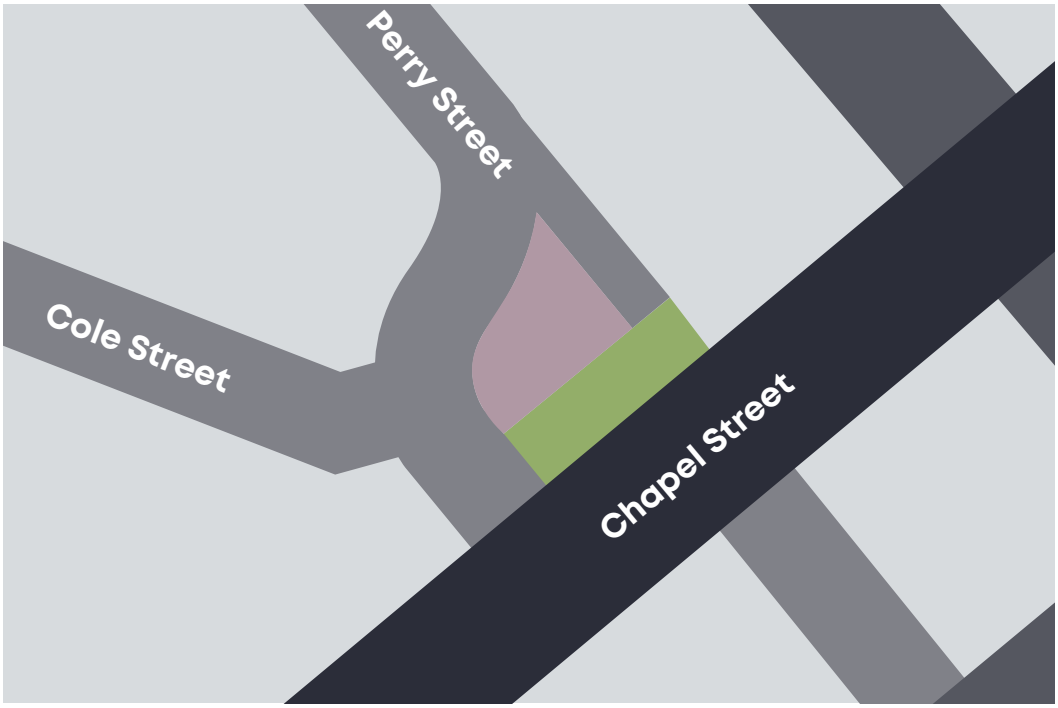
# Creating consistency in off-street parking time limits

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.



Ngā āhuatanga i whakaarohia

# 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

| | |
|---|---|
| This would involve amending the existing schedule. | |
| **Advantages** | • The amended schedule responds to the issues raised in the parking study, and feedback from business owners and residents<br>• The schedule addresses challenges around hotspot areas<br>• The schedule addresses inconsistency from some parking limits, supporting users understanding. |
| **Disadvantages** | • It may take time for the community and staff to become familiar with the new provisions.<br>• Resources required to enforce the bylaw schedule. These will be managed within the existing resource. |

## Option 2 Do not adopt the amended Part Six: Traffic – Masterton Schedule

| | |
|---|---|
| This option would involve relying on the existing schedule, without amendments. | |
| **Advantages** | • No advantages identified |
| **Disadvantages** | • Does not respond to the issues raised in the parking study and feedback from business owners and residents.<br>• Does not address challenges around hotspot areas<br>• Does not address inconsistency that exists for some parking limits |

## Supporting documents

The amended Schedule can be found on our website.

Te āhua o tō tuku kōrero

# 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.

Complete our online submission form at: mstn.govt.nz

Download a fillable pdf submission form from our website and email to: 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.

## 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?

# 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.

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## Phone

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

06 378 7752 after hours

## Email

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

# 8 REPORTS FOR INFORMATION

Nil

# 9 PUBLIC EXCLUDED

## RESOLUTION TO EXCLUDE THE PUBLIC

### RECOMMENDATION

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

The general subject matter 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 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

| General subject of each matter to be considered | Reason for passing this resolution in relation to each matter | Ground(s) under section 48 for the passing of this resolution |
|---|---|---|
| **9.1 - Town Hall Demolition Contract** | s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) | s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7 |