Invercargill
CITY COUNCIL

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Parking Control Bylaw

2026 Review

Statement of Proposal



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Introduction

We would like to know your thoughts on proposed amendments to the Parking Control Bylaw.

Background

The Parking Control Bylaw has been in place in various forms for many years, and was last reviewed in 2024. The Bylaw controls and regulates the use of roads in the Invercargill District, particularly with regards to vehicle parking.

Due to the way it's written, Council has had to review the Bylaw frequently in the last several years, in order to make changes to parking areas. This is instead of Council simply exercising its powers under the Bylaw. A bylaw review is a lengthy formal process with various legal requirements to be followed. Council is seeking to improve what is currently an inefficient and resource-intensive process.

At the same time, Council is considering whether to exercise its powers under the Bylaw to make some changes to parking and no-stopping lines. While this is a separate question to the changes to the Bylaw itself, it's closely related, so we are taking the opportunity to ask what you think about these changes as well.

Council agreed on 22 September 2026 to adopt the draft Bylaw for consultation, and to seek public feedback on this and the proposed changes to parking and no-stopping areas.

Proposal

Following an internal review and having received legal advice on appropriate options, it is proposed that the maps which are currently included in the Bylaw as Schedule 1, be removed. Changes to parking spaces or no-stopping lines would still require a formal resolution from Council, and these resolutions can be recorded and provided online. This would mean that members of the public could still easily look up what the various parking areas and restrictions are, but

this process would avoid the need for a full formal bylaw review every time a change was proposed.

Importantly, any resolution which Council was asked to make under the Bylaw, including any changes to existing parking areas, making new parking areas, or creating no-stopping areas, would be treated like any other decision made by Council. This means Council would always have to consider community views, and in some cases this would mean carrying out public consultation before a final decision was made.

We've also taken the opportunity to make some more minor updates to the Bylaw, mostly for typos, updating, consistency, and to provide clarity. A list of the proposed changes is provided below.

Since Council has to consider community views on significant changes to parking, we are also taking the opportunity to seek your feedback on parking and no-stopping changes to four areas of the district. These are at Te Unua Museum of Southland, Wachner Place, Esk Street West, and Stirling Point. We've included maps in our document section which show the parking and no-stopping arrangements which are being proposed.

We would like to hear your thoughts on all of these changes. We've divided this proposal document into two parts. First, the changes to the Bylaw itself and second the specific changes to parking spaces and no-stopping lines in the four areas mentioned.

How can I have my say?

Council is consulting on these issues between 23 September and 25 October 2026. The easiest way to make a submission is to use the form on Council's Let's Talk page. Alternatively, you can pick up a paper form and drop it off at Te Hīnaki Civic Building, Invercargill Public Library or the Bluff Service Centre.

You can also email Policy@icc.govt.nz, write to us at:

Submission - Parking Control Bylaw
Invercargill City Council
Private Bag 90104
Invercargill 9840

or give us a call. Submissions close at **5.00 pm on 25 October 2026.**

Following the consultation period, hearings will be held for anyone who wishes to speak to Council in person.

Part 1 – summary of proposed changes to the Parking Control Bylaw

1. Removing the maps

The maps which are currently included as Schedule 1 to the Bylaw would be removed. Maps of parking areas and other decisions made by Council using its powers under the Bylaw would be published on Council's website, but in a separate document. This would mean changes to parking would be made in the same way as any other Council decision – and only after considering community views. But it would reduce the need to review the Bylaw itself each time, which is inefficient. References to Schedule 1 have been removed from the definition of "Metered Parking Area" and from clause 6.2.

2. All decisions to be made by Council Resolution

This is not a significant change, but provides clarity and certainty of process for Council staff. This would include any restrictions on heavy motor vehicles (clause 15), which the current Bylaw states require public notification following the special consultative process. We're proposing to align this with the rest of the Bylaw. Coucil resolutions won't always require the special consultative process to be followed first – instead we will consider our Significance and Engagement Policy, and make sure we do the right type of consultation at the right level each time. Additional wording has been added to clause 5.1(c) and parts of clauses 6, 7, 8, 9 and 10 in line with this.

3. Update regarding e-permits (clause 11)

We've updated the wording around Authorised Vehicle Permits. These used to always be issued in physical (eg paper) form. Nowadays though we usually issue electronic permits instead. This amendment reflects this. We've also deleted the reference to the "offences" clause as this doesn't need to be there, and is inconsistent with the rest of the Bylaw.

4. Changing the structure regarding restrictions and offences

The existing clause setting out the offences under the Bylaw is very long and actually repeats various restrictions already set out elsewhere in the Bylaw. It is simpler and clearer to just keep the general wording which already existed in this clause which essentially says that it is an offence to fail to comply with any of the rules or restrictions made in or under the Bylaw. To make this consistent,

we've deleted everything that was repeated, and we've moved some of the wording that was in this clause into other parts of the Bylaw. Similarly, there are several "restrictions" set out in clause 5 which are either repeated elsewhere, or which could be moved to another more relevant section. That then leaves clause 5 to just set out what Council can do by resolution, which we think is a clearer and more straightforward approach.

The proposed changes to clauses 5 and 16 are as follows:

Current clause	Proposed change
5 (Resolutions and Restrictions).	Rename to "Resolutions".
5.2 (power to restrict stopping or standing of vehicles).	Move to clause 5.1(f).
5.3 (parking in contravention of restrictions).	Delete as covered elsewhere.
5.4 (repairing a vehicle on the road) and 5.5 (parking or placing unauthorised items on the road).	Move to 14.3 and 14.4 (within the section on Standing Vehicles on Roads, now renamed "Standing Vehicles or other items on Roads").
5.6 (parking in a space already occupied by another vehicle).	Move to 10.5 (within the section on Method of Parking).
16.1(c) (damaging or tampering with a parking machine/kiosk).	Move to 6.9 (within the section on Metered Parking Areas).
16.1(d) (failing to comply with the Bylaw).	Delete as covered elsewhere.
16.1(e) (parking contrary to clause 13).	Delete as covered elsewhere.
16.1(f) (parking which prevents occupants from parking outside their property).	Move to 14.2 (within the section on Standing Vehicles or other items on Roads).
16.1(g) (making a false application or supplying false details when applying for a permit).	Move to 7.5 (within the section on Mobility Parking, for mobility parking permits) and 11.4 (within the section on Authorised Vehicles, for authorised vehicle permits).
16.1(h) (placing an authorised vehicle permit on another vehicle).	Move to 11.4 (within the sectioon on Authorised Vehicles).
16.1(i)(i), (i)(ii), (i)(iii), (i)(iv), (i)(v), (i)(vi), (i)(vii), (i)(viii), (i)(x), (i)(xi), (i)(xii) (various parking restructions)	Delete as covered elsewhere.
16.1(i)(ix) (parking on a shared footpath/cycle lane or on a cycle lane).	Move to 13.1 (alongside other similar restrictions).
16.3 (relevant legislation)	Reword to refer to both the Land Transport Act and the Local Government Act in general terms, to avoid confusion.

5. Minor amendments

Other amendments are proposed which don't make substantive changes, but which correct various typos, grammar errors, punctuation and similar issues, or

which make the Bylaw clearer and more readable. In summary these are as follows:

Clause	Proposed change	Reason
Throughout the Bylaw	All defined terms capitalised and used consistently and correctly throughout the Bylaw.	Clarity.
Throughout the Bylaw	Non-defined terms not capitalised.	Clarity.
Throughout the Bylaw	Spelling, punctuation and grammar corrected.	Clarity and readability.
First sentence (enabling legislation)	Delete "-22AF".	Clarity. Section 22AB is the correct provision of the Land Transport Act under which the Bylaw is made.
2.1	Delete.	Unnecessary repetition of first sentence, and not relevant to clause 2 (Objective of the Bylaw).
4.1	Definitions ordered alphabetically.	Readability.
4.1	"Authorised Vehicle Parking Area" - removed the words "or at which Authorised Vehicle Permits issued by the Council".	Wording was hard to understand and unnecessary since all permits come from Council offices.
4.1	"Mobility Parking Area" – added wording so these are not restricted to parking spaces on roads only.	Mobility Parking Areas are not intended to be restricted to roads only. New wording is consistent with the rest of the Bylaw.
4.1	"Park / Parked / Parking" – replaced "reserved parking area" with "Parking Area".	Clarity and consistency. Parking Area is a defined term.
4.1	"Sign" – reworded to avoid implying it only relates to advertising.	Clarity and consistency.
4.2	Replaced with existing clause 5.7.	Clause 5.7 was in the wrong place as it does not relate to resolutions and restrictions.
5.1(c)	Add "for any type of Parking Area or Parking Space".	Clarity, and consistency with the rest of that sentence.
5.1(c)	Delete "and restrict the hours of availability for Parking in and Parking Area or Parking Space".	Unnecessary repetition.
5.5	Replace "public place" with "any area of land or any building owned or controlled by Council".	Clarity, and consistency with wording used elsewhere in the Bylaw.

6.4	Add wording that prescribed fees may be different for different metered parking areas or different parking zones.	Clarity. This change is in line with the existing provisions of the Bylaw, but is clearer on this point.
6.7	Reworded.	Clarity and readability.
10.8	Amended "the surface" to "the surface of the Parking Area".	Clarity.
12.1	Remove the word "urgent" and refer to objective criteria and words.	Clarity. The word "urgent" can be quite subjective. The new wording is more objective and therefore clearer.

Part 2 – proposed changes to parking and no-stopping areas

Council also needs to make some changes to parking and no-stopping areas. There are four areas which have been identified as needing a change. These are:

1. Te Unua Museum of Southland car park. This change would see the creation of time restricted parking spaces (with a maximum time of four hours), mobility parking spaces, a bus stop, and no-stopping areas within the vicinity of Te Unua Museum of Southland.

   These changes are being proposed in order to provide adequate parking for the new museum when it opens to the public.

2. Wachner Place. This change would designate the entirety of Wachner Place as an "Authorised Vehicle Parking Area", which means parking would only be allowed for vehicles which have an Authorised Vehicle Permit from Council.

   This change is being proposed in order to support recent changes to the streetscape including the access arrangements, and to provide clarity for authorised vehicles (only) to park in that area.

3. Esk Street West. This change would create a no-stopping area on the north side of the road and parts of the south side of the road, as well as a bus stop (one hour maximum) and 15 minute time restricted parking spaces in front of the Distinction Hotel.

These changes are being proposed to support the operation of the Distinction Hotel.

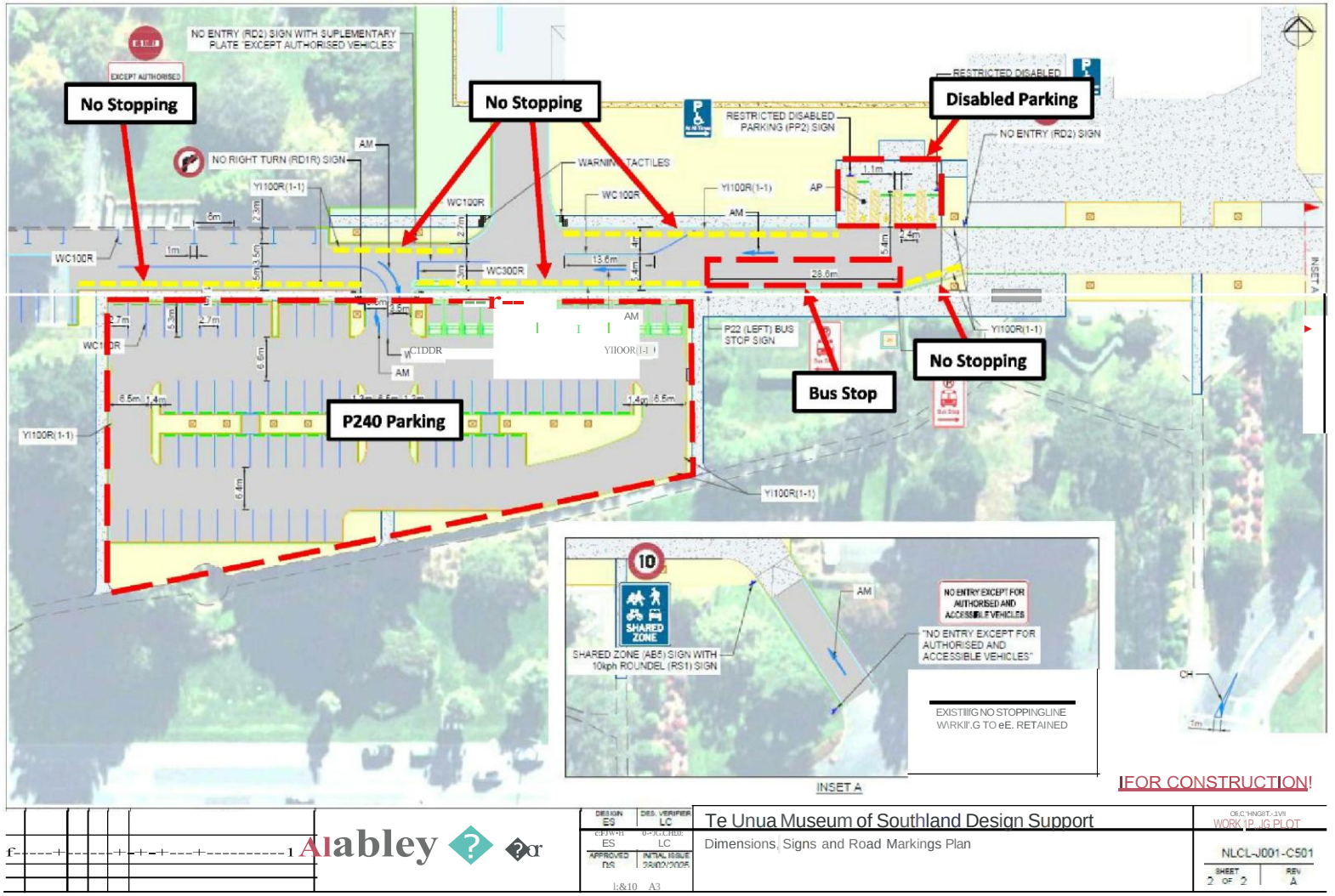
4. Stirling Point. This change would create a no-stopping area at the end of State Highway 1.

   This change has been requested by the Bluff Community Board.

Maps showing the proposed changes are included below.

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Te Unua



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Te Unua



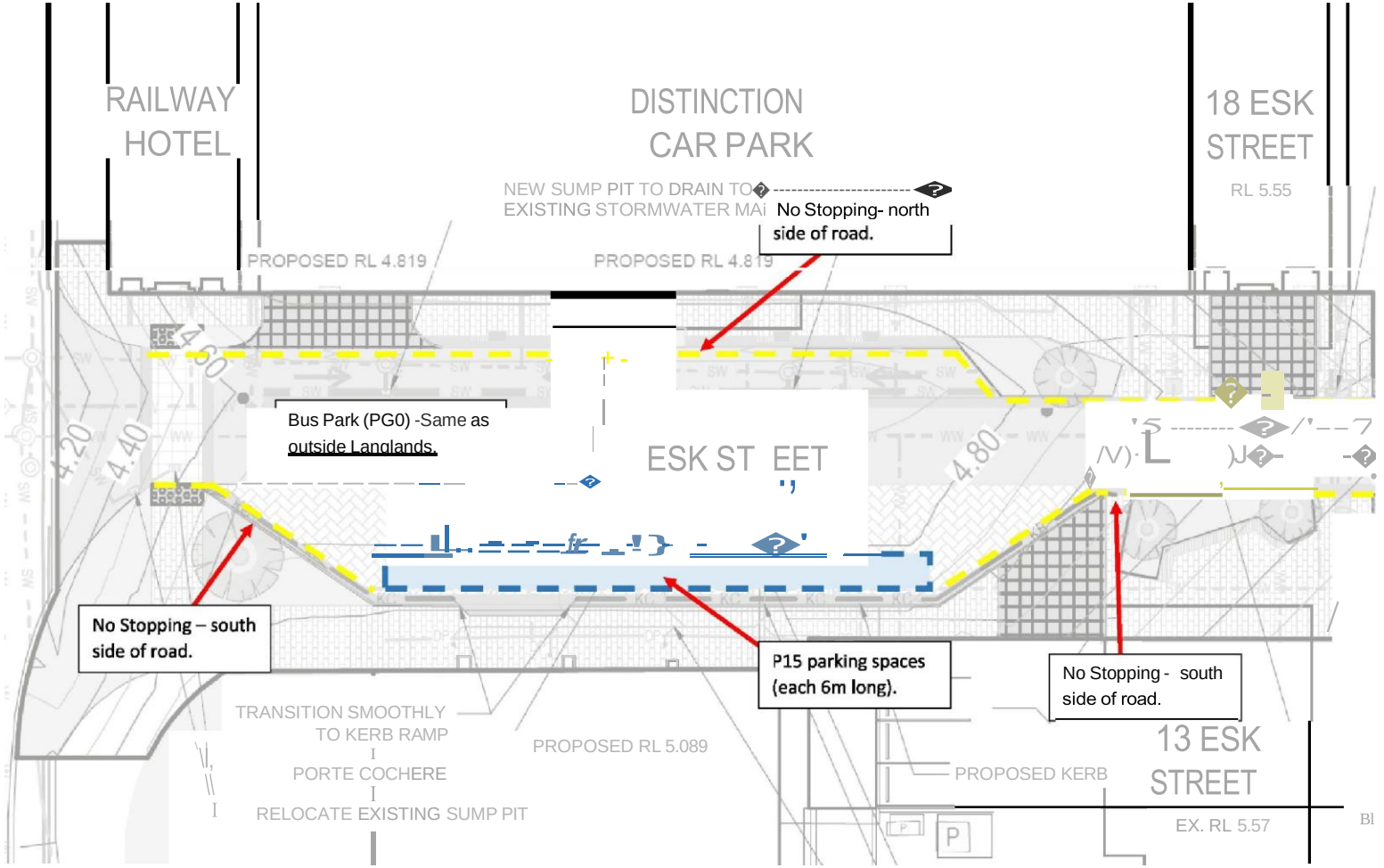
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Wachner Place



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Esk Street West



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Stirling Point

