Open Spaces Bylaw Review 2026

Summary of feedback

To support Deliberations on 28/04/2026

Contents

Consultation (summary of feedback presented in this document) 3
Support for the Bylaw 3
Issue 1 - Organised Events 5
Issue 2 - Aircraft (including Drones)....7
Issue 3 - Lighting of Fires 10
Issue 4 - Fireworks displays....13
Issue 5 - Permissions 16
Other Changes 18
Other Comments 20

Consultation (summary of feedback presented in this document)

We undertook consultation with the wider community from 4 March to 7 April 2026, alongside the Open Spaces strategy and the Brothel Location Bylaw. The feedback received through this period on the Open Spaces Bylaw is summarised within this document.

We received a total of 8 submissions, with no submitters indicating they would like to speak at the hearing on 28 April.

Support for the Bylaw

Total number of submitters: 8

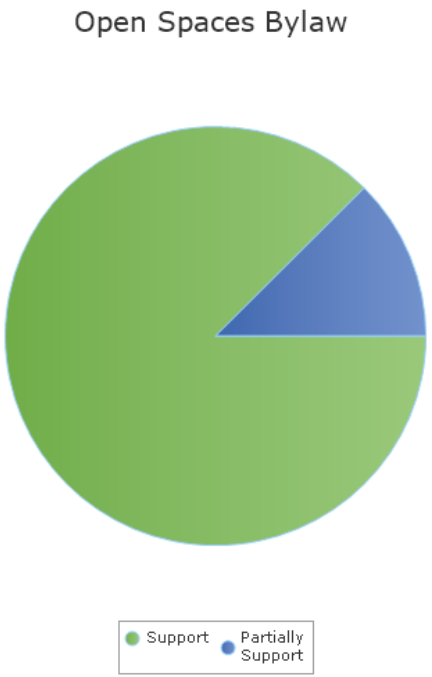
Total number of points: 8

2.1 Do you support the draft Open Spaces Bylaw as proposed?

Total number of responses: 8

	Number of people	%
Support	7	87.50%
Partially Support	1	12.50%
Total	**8**	

Overall level of support from submitters was very strong at 87.5%.



Submitters gave us the following responses when asked *"Please explain why you have chosen that option."*

Submitter name	Submitter comments	Staff comments
Support		
2 - Murray Hyde	All good	Noted
10 - Bruce Leigh	I am for safer area for people to use	Noted

Issue 1 - Organised Events

Total number of submitters: 7

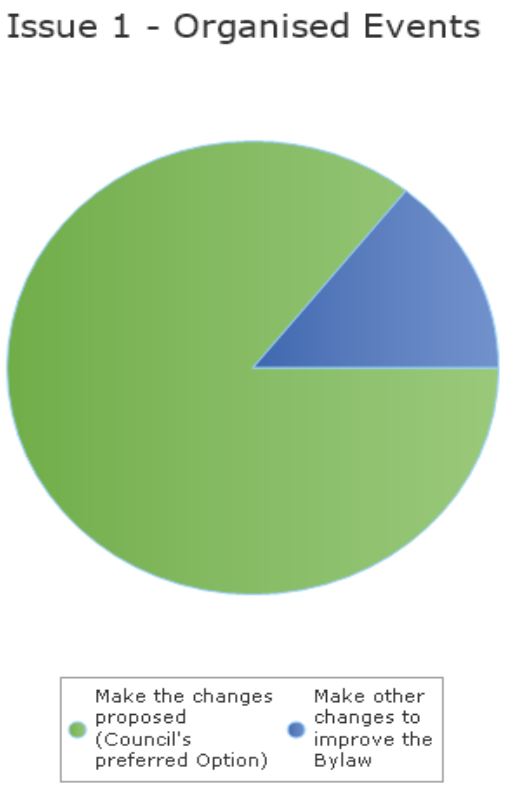
Total number of points: 7

What is your preferred option for organised events?

Total number of responses: 7

	Number of people	%
Make the changes proposed (Council's preferred Option)	6	85.71%
Make other changes to improve the Bylaw	1	14.29%
Total	**7**	

Overall level of support from submitters for council's preferred option was very strong at 85.71%.



Submitters gave us the following responses when asked *"Why have you chosen that option? Please give details of other changes you propose."*

Submitter name	Submitter comments	Staff comments
Make the changes proposed (Council's preferred Option)		
2 - Murray Hyde	All good	Noted

Issue 2 - Aircraft (including Drones)

Total number of submitters: 8

Total number of points: 8

What is your preferred option for this issue?

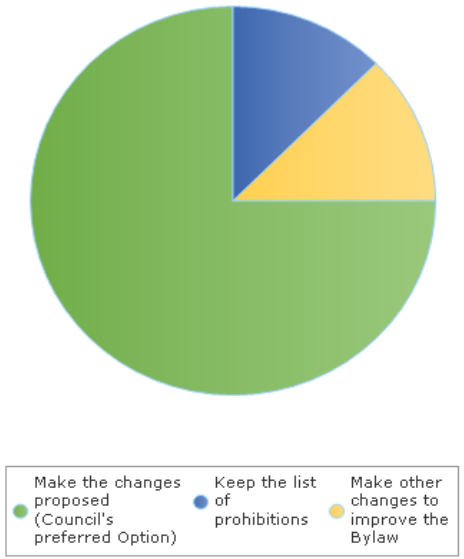
Choose your preferred Option. If you prefer to make changes to improve the Bylaw, please give details of the changes you propose.

Total number of responses: 8

	Number of people	%
Make the changes proposed (Council's preferred Option)	6	75.00%
Keep the list of prohibitions	1	12.50%
Make other changes to improve the Bylaw	1	12.50%
Total	**8**	

Overall level of support from submitters for Council's preferred option was strong at 75%.

Issue 2 - Aircraft (including Drones)



Submitters gave us the following responses when asked *"Why have you chosen that option? Please give details of other changes you propose."*

Submitter name	Submitter comments	Staff comments
Make the changes proposed (Council's preferred Option)		
2 - Murray Hyde	All good	Noted
Make other changes to improve the Bylaw		

Aircraft		
4 - Mac McElwain	As you may know, I am trying to organise an advanced helipad in Methven for the extraction of patients requiring urgent or complex medical treatment that's unavailable here, and therefore rapid transportation to Christchurch Hospital. Our preferred option if for this to be situated on the Methven Domain. As far as I can tell, everyone except the ADC thinks this is a good idea. But currently this option is mired in compliance with existing regulations to the extent that ADC has not allowed it to proceed. This is a poor decision. My hope is that your revised look at the regulatory framework will make achievement of the helipad more likely, not more difficult.	Noted

Issue 3 - Lighting of Fires

Total number of submitters: 8

Total number of points: 8

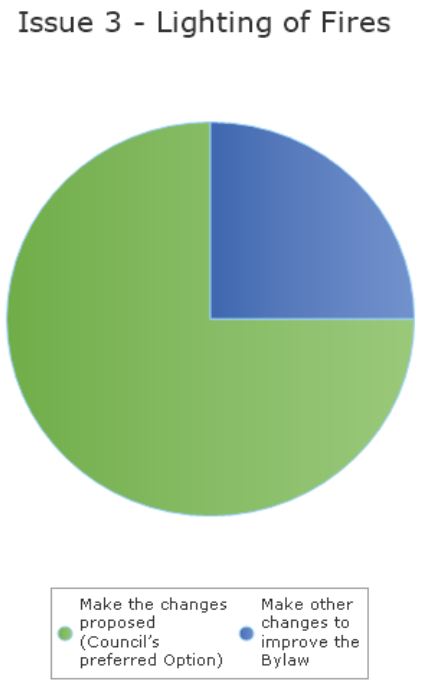
What is your preferred option for this issue?

Choose your preferred Option. If you prefer to make changes to improve the Bylaw, please give details of the changes you propose.

Total number of responses: 8

	Number of people	%
Make the changes proposed (Council's preferred Option)	6	75.00%
Make other changes to improve the Bylaw	2	25.00%
Total	**8**	

Overall level of support from submitters for Council's preferred option was strong at 75%.



Submitters gave us the following responses when asked *"Why have you chosen that option? Please give details of other changes you propose."*

Submitter name	Submitter comments	Staff comments
Make the changes proposed (Council's preferred Option)		
Lighting Fires		
2 - Murray Hyde	We must ban all outdoor open fires, especially the market gardens burning of stubble and farmers burning huge trees rubbish piles. As a homeowner we are forced to have a certified	This request is consistent with, but broader in scope, than the proposal to restrict lighting of fires in open spaces. Other

	clean wood burner, but there people make more pollution in one day than i can make in a lifetime. It must stop. Thanks, Murray Hyde	outdoor burning is regulated by FENZ and Environment Canterbury.
Make other changes to improve the Bylaw		
Lighting Fires		
1 - Vincent Brierly	I do not support a full ban on lighting open fires in open spaces. In places like beaches, small fires have long been part of how families enjoy the outdoors. Instead of banning them entirely, it would be better to allow them where it is safe to do so, provided people follow Fire and Emergency New Zealand fire season restrictions and basic safety rules. Clear guidance on when and where fires are allowed would help people act responsibly while still protecting public safety and the environment.	Officers recognise that small fires on beaches are a part of kiwi culture. Councils, Department of Conservation and regional Councils all have areas of responsibility and the common thread is that they all prohibit burning, unless expressly authorised and subject to the overarching control of FENZ. There are only two beach areas (Ashton Beach & Wakanui Beach) in Council's open spaces estate. Officers believe that the position in the Bylaw is appropriate, given the risk to our reserves.

Issue 4 - Fireworks displays

Total number of submitters: 8

Total number of points: 8

What is your preferred option for this issue?

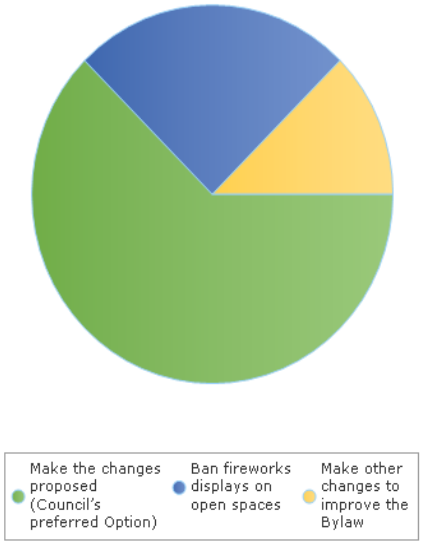
Choose your preferred Option. If you prefer to make changes to improve the Bylaw, please give details of the changes you propose.

Total number of responses: 8

	Number of people	%
Make the changes proposed (Council's preferred Option)	5	62.50%
Ban fireworks displays on open spaces	2	25.00%
Make other changes to improve the Bylaw	1	12.50%
Total	**8**	

Overall level of support from submitters for Council's preferred option was strong at 62.50%.

Issue 4 - Fireworks displays



Submitters gave us the following responses when asked *"Why have you chosen that option? Please give details of other changes you propose."*

Submitter name	Submitter comments	Staff comments
Make the changes proposed (Council's preferred Option)		
Fireworks Display		
6 - Brenda Franz	Legally held fireworks displays at events with permits are fine but we need to BAN RETAIL SALE of fireworks. Guy Fawkes was a terrorist and as such we do not need to honour this event.	Council does not have the power to ban retail sale of fireworks.

Ban fireworks displays on open spaces		
Fireworks Display		
2 - Murray Hyde	Ban all fireworks, they injure people, frighten animals, start fires. Waste of time and money.	Council's proposal is to only allow public fireworks displays on open spaces, subject to meeting safety requirements. Council has not proposed prohibiting fireworks use or fireworks displays, on private property. Council may choose to prohibit fireworks displays on open spaces.
Make other changes to improve the Bylaw		
Lighting Fires		
8 - Debbie Woods	Couldn't find any information on the proposed changes to the fireworks but coming from a multiple pet household a public display is all that is needed. Ban private fireworks unless a permit is issued for a special occasion	Council has not proposed prohibiting fireworks use or fireworks displays, on private property. A public display held on private property would have to meet the same regulatory requirements as a fireworks display in a public area.

Issue 5 - Permissions

Total number of submitters: 7

Total number of points: 7

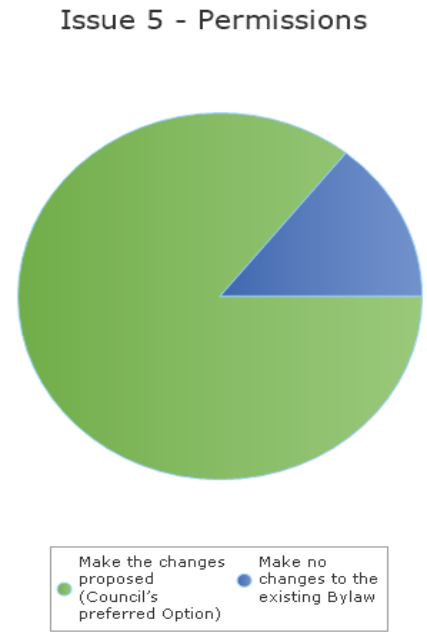
What is your preferred option for this issue?

Choose your preferred Option. If you prefer to make changes to improve the Bylaw, please give details of the changes you propose.

Total number of responses: 7

	Number of people	%
Make the changes proposed (Council's preferred Option)	6	85.71%
Make no changes to the existing Bylaw	1	14.29%
Total	**7**	

Overall level of support from submitters for Council's preferred option was very strong at 85.71%.



Submitters gave us the following responses when asked *"Why have you chosen that option? Please give details of other changes you propose."*

Submitter name	Submitter comments	Staff comments
Make the changes proposed (Council's preferred Option)		
2 - Murray Hyde	All good	

Other Changes

Total number of submitters: 3

Total number of points: 3

What are your thoughts on those other changes?

Council has proposed other changes to the bylaw. *See on page 11-13 of the consultation document for details.*

Total number of responses: 3

Submitters gave us the following responses when asked *"What are your thoughts on those changes?"*

Submitter name	Submitter comments	Staff comments
Aircraft		
4 - Mac McElwain	I am not sufficiently experienced enough to make specific recommendations around legal matters. I just ask that those who know better than I accept the principle that regulatory change should make acquisition of a suitable helipad easier not more difficult.	Noted.
General		
1 - Vincent Brierly	Overall, these changes seem sensible as they mostly improve clarity and update definitions. Making the rules clearer and easier to understand is helpful for the public. My main suggestion would be ensuring that the final bylaw and guidance are easy for residents to find and understand in one place, so people know what is allowed without needing to contact multiple agencies.	Noted. Officers believe that more information can be provided on Council's website. We note however, that multiple agencies have a role in managing public open spaces and managing fires and fire-related issues.

Safety		
13 - Peter Kilgour	E-scooters should not be allowed in open spaces; many are too powerful and having a speed restriction would be too hard to police. It only takes 1 irresponsible operator to cause an accident. Please check ACC for E-scooter injury claims.	Mr Kilgour is correct when he notes the difficulties in policing speed restrictions. E-scooters are not classified as motor vehicles and many vehicle offences, such as speeding, do not apply. Poor behaviour on a scooter or excess speed could lead to a careless driving charge. The same rules apply to a bicycle. Appended is more information on ACC injury claims related to e-scooters, and comparisons of that data with claims related to bicycles and e-bicycles. Noting this this evidence, Officers support a managed access approach, rather than banning e-bikes and e-scooters altogether. This means: • allowing use in lower-risk areas, such as open spaces and wide paths • clearly marking restricted areas, dismount zones, and slow-speed zones where needed • protecting vulnerable users in higher-risk locations like playgrounds, narrow paths, and busy pedestrian areas This approach helps keep people safe while still supporting access, recreation, and mobility. It also recognises the community's investment in facilities such as the bike skills park, which is designed to support safe riding. Targeted controls also work well for events and temporary activities, allowing rules to be adjusted when spaces are busier than usual.

Other Comments

Total number of submitters: 3

Total number of points: 3

Are there any other comments you would like to make?

Total number of responses: 3

Submitters gave us the following responses when asked *"Are there any further comments you would like to make?"*

Submitter name	Submitter comments	Staff comments
Aircraft		
4 - Mac McElwain	Take actions that make what appears to be common sense actually happen.	Noted
General		
1 - Vincent Brierly	It would also be great to see continued investment in making parks enjoyable places for families, including things like shade and public toilets in key areas. When people have facilities like shade and toilets available, they are more likely to spend time outdoors, exercise, and make good use of our open spaces.	Noted. Council has a forward programme for improving public conveniences and shade (trees) in our reserves, and near playgrounds where natural shade is preferential to artificial shade.
2 - Murray Hyde	Thanks for the opportunity to have my say.	Noted
Lighting Fires		

1 - Vincent Brierly	I appreciate the opportunity to provide feedback. My main comment is that the final rules should be clearly explained and easy for the public to understand. In the past it has been difficult to find clear guidance on what is allowed, and we ended up contacting both Council and Fire and Emergency New Zealand before getting a clear answer about having a bonfire at Hakatere Beach. Having simple guidance in one place would help people follow the rules and act responsibly.	Officers understand the submitters views and aim to make the bylaw clear and easy to understand. The submitters' experience reflects the fact that there are multiple authorities with a role in managing public open space. Council manages beach areas at Ashton Beach (which is mostly road) and Wakanui Beach. Council does not have management authority for Hakatere. The overarching responsibility for fires lies with FENZ. Department of Conservation and Environment Canterbury also manage land along the coast and river mouths.

Appendix 1 Summary of ACC Claim information in relation to e-scooter injuries

This Appendix summarises publicly available ACC information on e-scooter injury claims. It focuses on what the data tell us, what they don't, and what this means for public safety and shared spaces.

What ACC data can tell us
ACC publishes national statistics on e-scooter injury claims, including claim numbers, trends over time, age groups, and broad injury types. These data are useful for understanding overall patterns, but they do not consistently distinguish between injuries to riders and injuries to others, such as pedestrians.

Key points at a glance
- **E-scooter injuries are increasing:** Claim numbers have risen steadily since e-scooters were introduced in 2018, with the highest number recorded in 2025.
- **Growth is rapid:** Between 2022 and 2025, new claims increased by around 55%, reflecting growing use.
- **Young people are most affected:** Almost half of all new claims involve people under 25, with particularly rapid growth among children aged 10–14.

Nature of injuries
Most e-scooter claims involve soft tissue injuries, cuts, fractures, and dislocations. Head injuries and concussions are less common but tend to be more serious and costly. ACC generally records only the main injury, which means the data don't consistently show how severe injuries are overall.
What this means: While many injuries are minor, a small number of serious incidents drive a large share of costs and public concern.

Cost to ACC
ACC spent more than $14 million on e-scooter injuries in 2024/25. Since 2018, total costs exceed $65 million. The average cost per claim is relatively high, reflecting emergency department visits and serious injuries in some cases.

Pedestrian safety
Pedestrian safety is a key concern, even though pedestrians make up a smaller share of claims. Evidence from OIA releases and hospital studies suggests:
- Around 10–20% of e-scooter injury claims involve pedestrians.
- Pedestrian injuries tend to be more serious than rider injuries.
- Older people are over-represented; and
- Many incidents occur on footpaths and in shared spaces, including collisions with moving scooters and trips over parked scooters.

Where injuries occur
Available analysis shows higher claim numbers in larger cities where shared e-scooter schemes operate. Injury risk is closely linked to where scooters are most common, particularly dense urban areas and high-use public spaces.

Limits of the data
There are important gaps in publicly available ACC data, including:

- No routine split between rider and pedestrian injuries.
- No distinction between private and shared scooters.
- No information on helmet use, alcohol, or consistent injury severity measures; and
- Reliance on free-text accident descriptions, which vary in quality.

What this means: The data are good for spotting high-level trends but less reliable for detailed risk assessment or enforcement design.

Overall assessment
E-scooter injuries are a growing and increasingly visible issue. Most injuries involve riders, but pedestrian injuries are fewer and more severe. Footpaths and shared spaces are the highest-risk environments. The available data leave some uncertainty around pedestrian risk and behaviour.

How e-scooters compare with bicycles and e-bikes

Claim volumes
Bicycles generate the most ACC claims overall (around 35,000–40,000 per year), reflecting long-standing and widespread use. E-scooters generate far fewer claims (around 2,000 per year) but numbers are rising quickly. E-bike claims sit within broader cycling data and appear to make up a minority.

Growth trends
E-scooter claims increased by around 55% between 2022 and 2025. Bicycle claims are relatively stable or slowly declining. E-bike claims appear to be increasing, but much more gradually.Unlike cycling, E-scooters represent an emerging and changing risk profile.

Age profile
E-scooter injury claims are concentrated among younger users, with nearly half involving people under 25. Bicycle injuries are spread across all ages, while e-bike injuries tend to involve older riders. E-scooters disproportionately affect younger and less experienced users, including children.

Injury severity
Across all modes, soft tissue injuries are most common. E-scooter injuries often involve falls and loss of balance, with a higher share of head and facial injuries reported in hospital studies. Bicycle injuries more often involve collisions with motor vehicles. E-bike injuries may be more severe due to speed and weight, although ACC data are limited.

Pedestrian impacts
E-scooters are associated with a higher proportion of pedestrian injuries than bicycles. These injuries tend to be more serious and often involve older pedestrians. Pedestrian injuries from bicycles are less common and generally lower speed. E-scooters create greater risks for pedestrians, especially in footpath and shared-space settings.

Costs
Bicycles account for the highest total ACC cost because of the number of claims. E-scooters have a smaller total cost but a higher average cost per claim. E-bike claims are likely more expensive than standard cycling claims, but data are limited.

Overall comparison
Bicycles remain the largest and most established source of transport-related ACC injury claims. E-scooters represent a smaller but rapidly growing issue, with higher per-claim costs and greater pedestrian safety implications. E-bikes sit between the two but are less visible in available data.

Conclusion
While e-scooters account for fewer injuries overall, they raise distinct safety and public-space management issues—particularly for pedestrians and shared spaces—that differ from traditional cycling and warrant specific policy attention.