

# Ashburton District Council

## AGENDA

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### **Notice of Meeting:**

A meeting of the Ashburton District Council will be held on:

**Date:**           **Wednesday 1 September 2021**

**Time:**           **1.00pm**

**Venue:**          **Via Zoom**

### **Membership**

Mayor	Neil Brown
Deputy Mayor	Liz McMillan
Members	Leen Braam
	Carolyn Cameron
	John Falloon
	Rodger Letham
	Lynette Lovett
	Angus McKay
	Diane Rawlinson
	Stuart Wilson

## Meeting Timetable

Time	Item
1pm	Meeting commences

### 1 Apologies

### 2 Extraordinary Business

### 3 Declarations 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 an elected representative and any private or other external interest they might have.

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18	Councillor Reports <i>[Nil]</i>	

### Business Transacted with the Public Excluded

19	Executive Committee – 12/08/21 & 21/08/21	PE 1
	- Emergency relief funding      Section 7(2)(a) Protection of privacy of natural persons	
20	Council – 18/08/21	PE 4
	<ul style="list-style-type: none"> <li>Executive Committee (emergency relief funding)      Section 7(2)(a) Protection of privacy of natural persons</li> <li>Library &amp; Civic Centre PCG 10/08/21      Section 7(2)(h) Commercial activities</li> <li>Freeholding Glasgow lease      Section 7(2)(h) Commercial activities</li> <li>EA Shareholder Committee report      Section 7(2)(h) Commercial activities</li> <li>Ashburton Contracting Ltd report      Section 7(2)(h) Commercial activities</li> <li>Refugee Resettlement Group      Section 7(2)(a) Protection of privacy of natural persons</li> </ul>	
	[Now in open meeting]	
	• Property Holdings Policy [28/07/21]	

<b>21</b>	Audit & Risk Committee – 11/08/21		<b>PE 7</b>
	- Health & Safety	Section 7(2)(a) Protection of privacy of natural persons	
<b>22</b>	Caring for Communities Group	Section 7(2)(a) Protection of privacy of natural persons	<b>PE 8</b>

## **4. Council Minutes – 18 August 2021**

Minutes of the Council meeting held on Wednesday 18 August 2021, via Zoom, commencing at 1.00pm.

### **Present**

His Worship the Mayor Neil Brown; Deputy Mayor Liz McMillan; Councillors Leen Braam, Carolyn Cameron, John Falloon, Rodger Letham, Lynette Lovett, Angus McKay, Diane Rawlinson and Stuart Wilson.

### **In attendance**

Hamish Riach (Chief Executive), Paul Brake (GM Business Support), Jane Donaldson (GM Strategy & Compliance), Steve Fabish (GM Community Services), Neil McCann (GM Infrastructure Services), Sarah Mosley (Manager People & Capability), Ruben Garcia (Communications Manager) and Phillipa Clark (Governance Team Leader).

Staff present for the duration of their reports: Toni Durham (Recovery Manager/Strategy & Policy Manager), Andrew Guthrie (Assets Manager), Brian Fauth (Roading Manager), Ian Hyde (District Planning Manager), Ian Soper (Open Spaces Manager), Richard Mabon (Senior Policy Advisor), Emily Read (Corporate Planner), Mel Neumann (Policy Advisor), Simon Worthington (Economic Development Manager), Colin Windleborn (Commercial Manager) and Michelle Hydes (Property Officer).

### **Deputations**

Donald Whyte – Mt Possession (1.23pm-1.36pm)

John Chapman – Inverary Station (1.37pm-1.42pm)

### **Presentations**

Key Research – 2.16pm-2.36pm

EA Shareholder Committee – 3.17pm-3.50pm

Ashburton Contracting Ltd – 4.03pm-4.43pm

### **1 Apologies**

Nil.

### **2 Extraordinary Business**

**That** pursuant to Section 46A(7) of the Local Government Official Information and Meetings Act 1987 the following item be introduced as extraordinary business:

- Rates penalty delay

Cameron/Rawlinson

Carried

### **3 Declarations of Interest**

Nil.

### **4 Confirmation of Minutes – 28/07/21**

**That** the minutes of the Council meeting held on 28 July 2021, be taken as read and confirmed.

McMillan/Rawlinson

Carried



**5 Methven Community Board – 26/07/21**

**That** Council receives the minutes of the Methven Community Board meeting held on 26 July 2021.

Lovett/Letham

Carried

- **Methven Strategic Plan**

**That** the Methven Community Board requests that Council staff provide a cost estimate and process for the review of the Methven Community Strategic Plan and report back to the Board.

McMillan/Rawlinson

Carried

Cr McKay recorded his vote against the motion.

**6 Ashburton District Road Safety Co-ordinating Committee**

**That** Council receives the minutes of the Road Safety Co-ordinating Committee meeting held on 3 August 2021.

Cameron/Rawlinson

Carried

**7 Biodiversity Advisory Group – 3/08/21**

**That** Council receives the minutes of the Biodiversity Advisory Group meeting held on 3 August 2021.

Lovett/Braam

Carried

**8 Youth Council – 14/07/21**

**That** receives the minutes of the Youth Council meeting held on 14 July 2021.

Rawlinson/Braam

Carried

**9 Replacement of bridge to Surrey Hills**

Council supported the loan being funded against the roading activity but over a five year period, rather than 20 years.

The Group Manager Infrastructure Services confirmed that the bridge is listed on the assets register and as such will be subject to an insurance claim. Payment would offset Council's \$175k bridge replacement contribution.

1. **That** Council replaces bridge 134 to an improved standard, as agreed with the Surrey Hills Station owners.
2. **That** Council splits the improvement standard difference with the Surrey Hills Station owners - \$52,500 each to pay for the improvement costs to the bridge (\$105,000).
3. **That** the Council contribution will be loan funded up to five years against the roading activity.
4. **That** Council transfers ownership and ongoing responsibility for bridge 134 to the Surrey Hills Station property, once the bridge is constructed and commissioned.
5. **That** Council removes bridge 134 from its asset register once the bridge is constructed and commissioned.

McKay/Lovett

Carried

**11 Replacement of bridge to Mt Possession**

Donald Whyte joined the meeting at 1.23pm.

Mr White reported that the situation around ownership of Bridge 78 and its deterioration has been an issue for the family who have owned the station since 1980.

Council has maintained the road and bridges 78 and 79 to Mt Possession and Edendale boundary for 80 years, until 2012. Mr Whyte confirmed that if the bridge ownership is handed over by Council, he will continue to maintain the portion of road back to Gorge Road.

He referred to a legal opinion obtained previously (Cavell Leitch) which showed that ADC owned the bridge. The Whyte's decision to take insurance cover of \$200k didn't imply ownership and instead is to help with bridge repairs, should they be required at any time.

Mr Whyte estimates that around 200 truck trips have been made over the past 12 months which shows how vital the bridge link is. Public access requires permission, but common sense will prevail.

It was noted that from Gorge Road to the bridge there is no public road and from the bridge to the station boundary there is no public road for 50 metres, then it becomes public, crosses another small bridge and is then private land. The portion of road from Gorge Road to the bridge is over private land owned by Castle Ridge Station who have given Mr Whyte an undertaking that they will extend the opportunity to form a legal easement for that portion.

Mr Whyte has undertaken to consult with three different contractors to replace the bridge. He has asked them to provide a 100 year bridge to get past or minimise the risk of a similar flood event. The bridge option they are going with is within the parameters of what was there – it's the same length as the previous but with a 25m clear span in the centre (allowing for more water/debris to travel through) and approximately 800mm higher than the height of the May floodwaters.

Council generally agreed that the ownership agreement should be progressed now and a loan funded contribution be made towards the net cost of bridge replacement.

Mr Whyte was thanked for his presentation and left the meeting at 1.36pm.

1. **That** Council contributes up to \$230,000 (33% of \$700,000) towards the net cost of replacement of the bridge on Mount Possession Station Road over the South Branch of the Ashburton River.
2. **That** the Council contribution will be loan funded up to 5 years against the roading activity.
3. **That** Council formalises the ownership and ongoing responsibility for the bridge to the Mt Possession Station owners before releasing the Council contribution.

Rawlinson/Braam

Carried

## 10 Replacement of bridge to Inverary Station

John Chapman joined the meeting at 1.37pm (*Unable to be heard due to audio-visual issues*)

Mr Chapman was able to confirm that the bridge isn't insured and on that basis Council agreed that the recommended funding contribution be two thirds of any net costs and that the loan funding be for a period of five years.

1. **That** Council contributes up to two thirds towards the net cost of replacement of the bridge (Blands Bridge) over the South Branch of the Ashburton River to Inverary Station.
2. **That** the Council contribution will be loan funded, for up to five years, against the roading activity.
3. **That** Council formalises the ownership and ongoing responsibility for the bridge (Blands Bridge) to the Inverary Station owners before releasing Council funds.

McMillan/Falloon

Carried

The Group Manager Infrastructure Services advised that staff will review the assets register to ensure that it has a complete record of the bridging network and any irregularities. This will be reported back to Council through the activity briefings.

**12 Lake Clearwater Huts Settlement**

1. **That** Council receives the report.
2. **That** Council undertakes public consultation to identify the wishes and expectations of the community for the Lake Clearwater Settlement and surrounding areas under Council control or management.

Braam/McKay

Carried

**13 Sensitive Expenditure Policy**

**That** Council adopts the amended Sensitive Expenditure Policy as attached in Appendix 1.

Falloon/McMillan

Carried

**15 End of Year Performance Report**

Council was reminded that the report reflects the performance measures set in the 2018-2028 LTP. The new LTP provides for reporting on minor compliances which will be undertaken through Council's activity briefings rather than the performance report.

**That** Council receives the end-of-year non-financial performance report.

Mayor/Falloon

Carried

**14 2020/2021 Annual Residents' Survey**

Key Research Director, Mike Hooker joined the meeting at 2.16pm and presented the results of the annual residents survey. A total of 847 responses were received with 21 of the 41 attributes showing improvement (only 10 showed levels of dissatisfaction). Council noted the success of having four points of data collection throughout the year.

**That** Council receives the 2020/21 Annual Residents' Survey report.

Lovett/Cameron

Carried

Mr Hooker was thanked and left the meeting at 2.36pm.

**16 District Promotion Contracting**

Clarification was sought on whether the visitor nights measure is still relevant, noting that the end of year performance report has shown this couldn't be measured. The Economic Development Manager acknowledged the inconsistency and will report back. He explained that there are two figures to be measured – market share (visitor nights) and proportional gain, i.e. the increasing amount people spend during their stay in the district.

1. **That** Council agrees to staff signing the attached contract with ChristchurchNZ, for the delivery of Ashburton district promotion, for a 3 year period; and
2. **That** KPI's are reviewed and agreed on an annual basis between ADC and ChristchurchNZ.

Braam/Lovett

Carried

## 17 Naming of Road – 37 Pudding Hill Road

**That** the road to vest in Council as part of Subdivision Sub19/0068, at 37 Pudding Hill Road, be named Westward Way.

McKay/McMillan

Carried

## 18 Replacement of public conveniences – Tourism Infrastructure Fund

1. **That** the Council instructs staff to bring forward \$172,000 of capital expenditure from year three to year one of the 2021-31 Long Term Plan to enable the Council to uplift a further contribution from the Tourism Infrastructure Fund for the replacement of public conveniences and landscaping enhancements at Awa Awa Rata and Taylors Stream Reserves.
2. **That** the Council approves the \$172,000 capital expenditure to be fully loan funded.

Lovett/McMillan

Carried

## 19 Financial Variance report

The Group Manager Business Support advised that this is the preliminary report without final accruals. Council will be updated with the final June report in approximately four weeks, along with the July variance.

**That** Council receives the draft June 2021 financial variance report.

Falloon/Cameron

Carried

## 20 Mayor's Report

### • Calendar

The Mayor attended the Fonterra farmers vs Politicians rugby fund-raising match held in Ashburton on 14 August. Money raised will assist local farmers affected by the May floods.

### • Covid-19 wastewater testing

The Mayor has inquired about the possibility of testing Ashburton wastewater. This is being progressed through ESR and Council will be advised when further information is available.

[Post meeting note: Ashburton wastewater has been included as a testing location]

**That** the Mayor's report be received.

Mayor/ McMillan

Carried

## 21 Councillor reports

**That** the Deputy Mayor's report be received.

McMillan/Falloon

Carried

## Extraordinary business

### Rates penalties 2021/22 – Instalment one, and annual penalty

1. **That** Council delays applying the 2021/22 rates instalment penalty until five consecutive days after a reduction to Covid alert level two or less.
2. **That** Council delays applying the 31 August 2021 annual arrears penalty until five consecutive days after a reduction to Covid alert level two or less.

McKay/McMillan

Carried

## Covid-19 – ADC services in Alert Level 4

The Chief Executive provided a brief overview.

- Essential services continue to be delivered
- Road maintenance is impacted but will continue where there are safety issues
- Rubbish collection of red and yellow bins. Green (glass) bins not being collected until further notice
- Regulatory services / consent processes continue but without physical inspections
- Rates payments – addressed today with the penalty extension
- Public toilets on main freight routes open, with more frequent cleaning
- Public-facing facilities closed
- Council meetings via Zoom and live-streamed
- Staff are working from home, wherever possible. A quick response following government's announcement last night meant Council was fully functional this morning.

**That** the Chief Executive's update be received.

Mayor/Cameron

Carried

## Business transacted with the public excluded – 3.17pm

That the public be excluded from the following parts of the proceedings of this meeting, namely – the general subject 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 (1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Item No	General subject of each matter to be considered:	In accordance with Section 48(1) of the Act, the reason for passing this resolution in relation to each matter:	
22	Council 28/07/21 Emergency Relief Funding Sale of Land Freeholding of Glasgow lease Land purchase	Section 7(2)(a) Section 7(2)(h) Section 7(2)(h) Section 7(2)(h)	Protection of privacy of natural persons Commercial activities Commercial activities Commercial activities
23	Executive Committee 29/07/21 • Emergency relief funding	Section 7(2)(a)	Protection of privacy of natural persons
24	Library and Civic Centre PCG 10/08/21	Section 7(2)(h)	Commercial activities
25	Freeholding Glasgow Lease	Section 7(2)(h)	Commercial activities
26	EA Shareholders Committee	Section 7(2)(h)	Commercial activities
27	Ashburton Contracting Ltd	Section 7(2)(h)	Commercial activities

Cameron/Lovett

Carried

**Council adjourned from 3.17pm until 3.31pm.**

## Business transacted with the public excluded now in open meeting

- **Property Holdings Policy** [Council 28/07/21]

**That** Council does not accept any further applications to freehold Glasgow leases until a review of the Property Holdings Policy has been undertaken.

McKay/Lovett

Carried

The meeting concluded at 4.51pm.

Confirmed 1 September 2021

\_\_\_\_\_  
MAYOR

## **5. Audit & Risk Committee Minutes 11/08/21**

Minutes of the Audit & Risk Committee meeting held on Wednesday 11 August 2021, commencing at 3pm, in the Council Chamber, 137 Havelock Street, Ashburton.

### **Present**

Mayor Neil Brown; Councillors Leen Braam (Chair), Carolyn Cameron, John Falloon, Liz McMillan and Stuart Wilson. Murray Harrison (via Zoom).

### **Also present:**

Councillors Rodger Letham, Lynette Lovett, Angus McKay, Diane Rawlinson

### **In attendance**

Hamish Riach (Chief Executive), Paul Brake (GM Business Support), Jane Donaldson (GM Strategy and Compliance), Sarah Mosley (Manager People & Capability) and Carol McAtamney (Governance Support).

### **1 Apologies**

Nil.

### **2 Extraordinary Business**

Nil.

### **3 Declarations of Interest**

Nil.

### **4 Confirmation of Minutes – 23/06/21**

**That** the minutes of the Audit & Risk Committee meeting held on 23 June 2021, be taken as read and confirmed.

Wilson/Falloon

Carried

### **5 Long-term Plan 2021/31 – Lessons learnt**

Paul Brake presented

Thanks and appreciation were extended to the dedication of the team that worked diligently to ensure that the LTP was adopted within the required timeframe.

### **Recommendation to Council**

**That** Council receives the report.

McMillan/Cameron

Carried

### **Business transacted with the public excluded – 3.10pm**

That the public be excluded from the following parts of the proceedings of this meeting, namely – the general subject 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 (1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

<b>Item No</b>	<b>General subject of each matter to be considered:</b>	<b>In accordance with Section 48(1) of the Act, the reason for passing this resolution in relation to each matter:</b>
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<b>6</b>	Audit & Risk committee 23/06/21	Section 7(2)(h) Section 7(2)(a)	Commercial activities Protection of privacy of natural persons
<b>7</b>	Health & Safety	Section 7(2)(a)	Protection of privacy of natural persons

Mayor/Wilson

Carried

The Committee resumed in open meeting and concluded at 3.58pm.

## 6. *Youth Council Minutes 12/08/21*

**Minutes** of a meeting of the **Ashburton Youth Council** held on Wednesday 12 August 2021, commencing at 4:03pm Ashburton Museum and Ashburton Council Chambers

**Present:**

Henry Goodes, Maddie Page, Dom Rodgers-Cotter, Sophia Aguila, John Magyaya, Easterlin Faamausili, Michael Baker, Olivia Fox, Beatrice Bernarte, Ila Cabalse, Janre Lim and Anna Tu'amoheloa

**Visitors:**

Verity Jackson

Ella Thorpe – UN Youth

Abby – UN Youth

Janice McKay

**1**

**Apologies**

Georgia Blundell

**2**

**UN Youth – Ella Thorpe and Abby**

The United Nations is an intergovernmental group.

We discussed in groups the question, What is a global challenge that you think should be prioritized over the next decade? We came up with things like climate change, pandemic relief, fake news etc.

We investigated the sustainable development goals. There are 17 universal goals the countries are working to live up to by 2030.

We reviewed how New Zealand is doing on our goal journey.

Next, we did a climate workshop.

What we did was we were all given a slip of paper displaying a situation and we were given tokens based on the number on our slip.

We need to collectively work together to collect 40 tokens to stop climate change.

We began with an introduction, and we were trying to convince other countries to pledge their tokens.

This was a negotiation task and helped us build our confidence when it comes to country debating and deals. We each stood for a country and represented it to the other countries. We pledge our tokens to stop climate change. We succeeded.

To finish off we learned about the UN Youth events held around NZ.

**3**

**Youth Voice Canterbury Zoom with Sophie Clarke and Piper**

YVC offers training and networking, revision auditing. They run Youth Connects 4 times a year, Activate, Youth Awards, Zuis which are Zoom Hui's (every 6 weeks) and Mana Reo.

They are aiming to come and visit us in person at future meetings.

**4**

**Film Festival wrap up**

We had our biggest turn out and we raised the most money so far.



<b>5</b>	<p><b>Bite Nite update</b></p> <p>At the next meeting we will put our names down for the major roles we would like to do.  Michael has managed to get a load of wood donated for some fun games and is working on more games and prizes.  We brainstormed games we could set up.  We will have a subcommittee meeting at McDonalds on the first of September at 4pm</p>
<b>6</b>	<p><b>General business</b></p> <p>Articles:  Maddie with the meeting wrap up, Henry with the Film Festival wrap up and Georgia on the Environmental Subcommittee.  Janre talked to us about the Youth Voice Canterbury Awards and then  John talked to us about Mental Health Awareness Week.  We also got purple shirts for purple shirt day.</p>
<b>7</b>	<p><b>Wrap up</b></p>
<b>10</b>	<p><b>Next Meeting</b>  Wednesday 8th September 2021, 4:00pm to 6.00pm, Ashburton District Council, Council Chambers</p> <p><b>Any apologies are to be sent to Verity or AYC Secretary prior to the meeting commencing.</b></p>
The meeting closed at 6.06pm	

## 7. *Flood Recovery Exit Strategy*

Activity manager      *Toni Durham; Recovery Manager*  
Group manager      *Hamish Riach; Chief Executive*

### Summary

- The purpose of this report is for Council to receive the Recovery Exit Strategy for the May 2021 Flood Event.
- The purpose of the exit strategy is to ensure that as we withdraw from the formal recovery structure that the actions outstanding are allocated and continue to be implemented.

### Recommendation

1. **That** Council receives the Recovery Exit Strategy for the May 2021 flood event.

### Attachment

**Appendix 1** Canterbury flood May 2021 recovery exit strategy

## Background

### The current situation

1. An exit strategy must be developed (section 158 National CDEM Plan Order 2015) by the Recovery Manager. It is a plan to:
  - formally withdraw from the recovery structure
  - incorporate long-term recovery activity into CDEM Group and local authority business as usual functions.
2. An exit strategy must include:
  - assistance required in the long term
  - a transition to business as usual to manage long-term recovery
  - planning and reporting in the long-term
  - management of public information and communications
  - opportunities for communities to discuss unresolved issues and to continue to participate in their recovery
  - changes to organisational arrangements, including the need for recovery task groups
  - debriefing and reviewing.

## Legal/policy implications

### Legislation

3. Under the [Civil Defence and Emergency Management Act 2002](#), recovery includes:
  - (a) the assessment and ongoing monitoring of the needs of a community affected by the emergency; and*
  - (b) the co-ordination and integration of planning, decisions, actions, and resources; and*
  - (c) measures to support—*
    - (i) the regeneration, restoration, and enhancement of communities across the 4 environments (built, natural, social, and economic); and*
    - (ii) the cultural and physical well-being of individuals and their communities; and*
    - (iii) government and non-government organisations and entities working together; and*
  - (d) measures to enable community participation in recovery planning; and*
  - (e) new measures—*
    - (i) to reduce risks from hazards; and*
    - (ii) to build resilience*

## Financial implications

Requirement	Explanation
What is the cost?	There is no cost associated with receiving exit strategy
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	Officer time and resource is being met from within existing budgets
Are there any future budget implications?	No
Reviewed by Finance	Not required as no funding is being sought

## Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Medium – not significant
Level of engagement selected	1. Inform
Rationale for selecting level of engagement	Receiving the exit strategy is not in itself considered significant. The flood event is of high public interest to the community and ongoing regular communication will be undertaken throughout the recovery phase. Collaboration with partnering agencies will be important to ensuring a positive outcome for the community.
Reviewed by Strategy & Policy	Rachel Thomas; Policy Advisor



## **Canterbury Flood May 2021**

### **Recovery Exit Strategy**

Event:	May Flood Event
Districts and Regions affected:	Ashburton
Prepared by:	Recovery Manager
Handover from:	Toni Durham
Handover to:	Ashburton District Council
	CE – Hamish Riach
Date of handover from RM to CE:	
Status:	Final

# The Event, the Response and the Recovery

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## The Event

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Canterbury experienced a significant rainfall event between 29–31 May 2021. The flood was the result of a deep low pressure system, an ‘atmospheric river’ and dry soils which couldn’t absorb the deluge. MetService had issued a ‘red alert warning’ for heavy rainfall on Friday 29 May, so the event had been pre-warned to an extent, however in some instances the rainfall exceeded forecasts.

Within the Ashburton District, 540mm<sup>1</sup> of rainfall was recorded at the ECan Mount Somers weather station (approx. 800m above msl) with 185mm<sup>2</sup> of rainfall being recorded at the ECan Hinds Plains weather station (approx. 90m above msl) over the course of the three day event.

This rainfall resulted in the highest flows on record in the Upper Hinds and Ashburton/Hakaterere river catchments. While ECan river flow gauges inland were damaged during the event, data recorded at the Ashburton SH1 Bridge peaked at 1,542cumecs at 2000, May 30<sup>3</sup>, an increase of 1521cumecs in 24h.

Ashburton District Mayor, Neil Brown declared a Local State of Emergency at 1010, May 30. A notice to prepare to evacuate was made for the Allenton and Netherby communities at 1542, May 30. The official evacuation notice was not enacted due to the Ashburton River breaching upstream which relieved the pressure on the river closer to Ashburton however some residents from both the Hinds Township as well as the banks of the major and subsidiary rivers within the District self-evacuated. The NZDF assisted in the evacuation of 30 people and 12 pets on 31 May<sup>4</sup>.

Civil Defence Centres were set up at the Hakaterere Marae while an Animal Welfare Centre was set up at the Ashburton A&P Showgrounds.

Roads throughout the district were inundated by the weather event. Several key routes were closed and Ashburton residents were urged to stay home and avoid all unnecessary travel. After the Ashburton Wastewater Treatment Facility flooded downstream of Wilkins Road, Tinwald at 0809 May 31, the public were informed of the public health risk and advised to avoid all contact with floodwater on the assumption that it would be contaminated.

KiwiRail halted all trains between Christchurch and Timaru for 48 hours initially before extending this indefinitely after a series of washouts and areas requiring urgent repair were identified.

Boil water notices were issued for the Methven, Montalto, Methven-Springfield and Mt Somers water supplies. Water tankers were delivered to Methven and Mount Somers on 31 June with the understanding that these boil water notices were likely to be in place for at least a week.

Power was temporarily lost in Mount Somers and Methven between 0242 and 0420 May 31.

All schools in the District were closed on Monday, May 31 and due to a lack of potable water and surface flooding in Methven and Mount Somers, some remained closed until Friday 4 May.

On Tuesday, June 1 at 0630 a pier of the Ashburton Bridge - State Highway 1 slumped, causing the bridge to be closed at a time when there were no alternate routes through the District available. High river flows and debris build-up beneath the Bridge delayed initial inspections. An alternate inland route via SH77 was established and publicised at 2040 June 1 with traffic quickly backing up around the one-way bridges.

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<sup>1</sup> <https://www.ecan.govt.nz/data/rainfall-data/sitedetails/316310> , 07 June 2021

<sup>2</sup> <https://www.ecan.govt.nz/data/rainfall-data/sitedetails/319602> , 07 June 2021

<sup>3</sup> <https://www.ecan.govt.nz/data/riverflow/sitedetails/68801> , 07 June 2021

<sup>4</sup> <http://www.nzdf.mil.nz/nzdf/news/nzdf-support-to-canterbury-floods> , 07 June 2021

Temporary traffic light signals were ineffective and had to be replaced by stop/go signalling due to the high volume of vehicles on the roads.

Waka Kotahi – NZTA temporarily reopened the Ashburton Bridge to light vehicles travelling 30km/h at 2325, June 1. Planned Bridge closures followed between 1000 and 1400 on June 2 to conduct weight testing and following this, heavy vehicle use was able to resume at the reduced speed limit, during daylight hours (0700-1900) from 1015 June 3. Ongoing monitoring of the Bridge by NZTA is expected to continue.

At 1533 June 3, the Ashburton River came close to breaching the stop bank at River Road. Residents of the 12 properties nearby were alerted however while the stop bank was eroded, this river breach event did not eventuate and properties were not evacuated.

390 rapid needs assessments were undertaken from day 3 of the event, with the NZRTS team and local staff visiting properties on-site. 28 building inspections undertaken during the response identified 14 yellow-stickered properties and 2 red-stickered.

Following on from these rapid assessments, 21-day rural recovery interviews were undertaken and highlighted the following:

#### **274 properties (21 day needs assessments)**

• Dairy farms 79	29%	• Lifestyle 39	14%
• Beef & sheep 51	18%	• Arable 15	5%
• Mixed system 45	16%	• Grazier 6	2 %
• Other 34	12%	• Deer 4	1.5%

**Total flood affected area:** > 13,300 hectares

#### **Situation**

- 10 reporting as in crisis
- 35 severe but manageable
- 99 bad but okay
- 129 unreported (often saying all is good don't call us again!)
- Damage to Pasture, crop or feed 103 properties

#### **Uninsurable Damage**

- **Between \$7 – \$14 million**
- Less than \$10,000 88 properties 32%
- \$10,000 - \$25,000 44 properties 16%
- \$25,000 - \$50,000 30 properties 11%
- \$50,000 - \$100,000 18 properties 7%
- \$100,000 - \$150,000 8 properties 3%
- \$150,000 - \$200,000 9 properties 3%
- Over \$200,000 19 properties 7%

#### **Support requested**

- Feed Co-ordn Serv 30 properties
- Feed Planning Support 16 properties
- Affording feed 21 properties
- Assistance with cleanup 48 properties



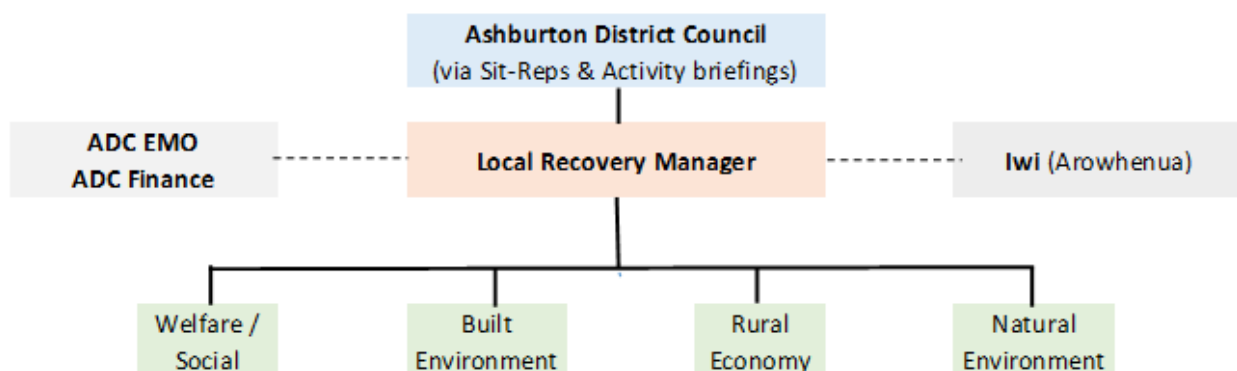
- ETFG 35 properties
- Skilled labour needed 22 properties
- Additional RST support 16 properties

Assistance throughout the Flood Event was provided to the staff of the Ashburton District Council in the EOC by NZDF, NZ Police, FENZ, St John, Rural Support Trust, Federated Farmers, Civil Defence NZ, Christchurch City Council, Kaikoura District Council, Emergency Management Canterbury, Emergency Management Otago, Hurunui District Council, MPI and Canterbury CDEM Group.

The Ashburton River remains vulnerable to future weather events and may do so for the next 18 months. The most important long-term question for the district remains the reinstatement of the Ashburton River flood protection. This includes the broader conversation around river rating districts and what flood protection and management look like in the future. Adversity brings opportunity, and there is an opportunity from this event to increase protection and resilience for our communities.

## Recovery

Ashburton District Council Civil Defence managed the district recovery efforts and had a Recovery Plan in place that was focused around the 4 pillars listed below. To enable this, a Recovery Manager was supported by a Recovery Team.



The four pillars were the basis of weekly reporting to elected members, Arowhenua and key stakeholders. The long-term key priorities remain as follows:

### 1. Social /welfare

Ensuring our people have the access to the right help and advice at the right time. We see this as ongoing and potentially increasing through the tail end of recovery. It involves good communication so that people are well-informed throughout this journey. Our role of facilitating and co-ordinating the messages will be ongoing.

Flood recovery community events will become a greater focus over the next 4 months, with 5 events scheduled between now and November.

### 2. Natural Environment

Adapting to the new normal will be challenging for some given the Ashburton River will remain vulnerable for the next 18 months. The long-term plans for future flood protection and how this process is worked through to take account of the different perspectives is of high significance for our community.

### **3. Built Environment**

Returning our infrastructure to pre-flood conditions will take time, and money. Our roads can only be patched until the sealing season of summer so our residents are faced with less than ideal roading conditions in the meantime. Similarly, returning our damaged stockwater and drinking water infrastructure will take time but plans are under way for these repairs and remediation work.

Our bridge over the Ashburton River slumped during the flood, Waka Kotahi have been working on repairs to this, with these expected to be completed by the end of August. The CDEM group are helping to push the case for a second urban Ashburton Bridge through to government as a result of the flood.

### **4. Economy**

We have commissioned an Economic Impact Assessment through Lincoln University to understand the impacts to both the rural sector and the wider community. The impact of the Ashburton Bridge closures is a part of this work also, to quantify these costs.

## **Assistance required in the long-term**

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Council to maintain oversight of recovery efforts and provide support as required.

## **Transition to business as usual to manage long-term recovery**

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With all in the recovery team (excluding the Recovery Manager) fitting recovery work into their existing roles, the transition to business as usual has happened organically. Community stakeholders are reporting that they are able to continue their recovery work within their business as usual operations also.

As of Monday 16 August 2021 the Recovery Manager will return to business as usual work within Ashburton District Council and will keep a watching brief on recovery efforts across the district.

## **Planning and reporting in the long-term**

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Ongoing reporting through Council activity briefings as required.

## **Management of public information and communications**

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The Recovery Manager will continue to co-ordinate recovery communications on behalf of the community. Council's Communications team will support this work.

## **Opportunities for communities to discuss unresolved issues and to continue to participate in their recovery**

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Unresolved community issues:

- Future flood protection (including location, standard and funding)

- Relatively low government investment in recovery (currently \$4million across Canterbury)
- Second urban Ashburton Bridge
- Flood zones and areas within the district for property files

Opportunities for communities to discuss unresolved issues and to continue to participate in their recovery:

- Flood protection - proposed community meetings with ECan
- ADC to advocate on behalf of community for greater investment (via MPI)
- ADC to advocate on behalf of community for greater investment for second bridge

## Changes to organisational arrangements

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Not applicable

## Debrief and review

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### Debrief

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A Canterbury-wide recovery debrief has been proposed by the Canterbury CDEM group. We are supportive of this approach given the scale of the event across Canterbury. To feed into this we will undertake a localised recovery debrief and review also.

### Review

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This will follow on from the debrief.

## Appendix – ongoing and future issues

### Social environment

Recovery outcomes achieved:

- Regular meetings and conversations led by ADC in the transition to recovery.
- Community kept informed and engaged with flood recovery information
- Needs responded to by respective relevant agencies
- 390 rapid needs assessments undertaken
- 274 x 21-day rural recovery interviews completed
- Key information booklet produced and distributed
- Recovery web page developed and updated regularly [ashburtondc.govt.nz/recovery](http://ashburtondc.govt.nz/recovery)
- Mayoral relief fund allocated \$77,670 to 34 properties in the district, fifth and final round to be completed

### Ongoing and future issues for people and communities

Issue	Long term needs	Now to be managed by
Ongoing impact of event on rural community	Psycho-social support	Rural Support Trust
Ensuring community remains connected	Community events <ul style="list-style-type: none"> <li>- Comedy evening</li> <li>- Resilience evening</li> </ul>	Waitaha Health MCRST ADC
Wellbeing support for severely affected farmers and their families unable to return to business as usual	Psycho-social support	MPI Waitaha Health MCRST

### Built environment

Recovery outcomes achieved:

- Completed interim assessment (and repairs) to affected roads to stabilise until programmed for rehab.
- Completed interim assessment (and repairs) to affected bridges
- Completed interim assessment (and repairs) to affected stockwater network
- Council water supplies had Boil Water Notices lifted
- Wastewater treatment facilities assessed
- Interim repairs of stockwater networks
- Interim repairs to stop banks
- Ashburton bridge repairs completed
- Fibre network restored to full capacity for the South Island
- On-farm assessment of damage and remediation started

### Ongoing and future issues

Issues with	Long-term needs	Now to be managed by
Residential buildings	Repairs to flood damaged homes reliant on available trades-people and materials	Insurers and property owners
Community assets	Repairs to community recreation spaces underway, including Mountain Bike Tracks and Motorcycle Park	Community groups and organisations
Local roads & bridges	Return roading network to pre-flood condition	ADC
Drinking water supplies	Water supply repairs completed	ADC
Stockwater network	Repairs to stockwater network completed	ADC
South Island Connectivity	Improved funding from central government to enable repairs to key connectivity routes	ADC Waka Kotahi CCDEM
Second Ashburton Urban Bridge	Request to central government for priority funding for the second urban bridge	ADC Waka Kotahi CCDEM
Flood protection	Flood protection plan finalised and implemented, including review of rate funding and rateable boundaries	ECan

## Natural environment

Recovery outcomes achieved:

- Bulk burial of dead stock
- Wastewater contamination east of Tinwald remedied
- Co-ordinated approach with ECan developed for earthworks matters

## Ongoing and future issues

Issues with	Long-term needs	Now to be managed by
Flood protection	Flood protection plan finalised and implemented, including review of rate funding and rateable boundaries	ECan
Flood-damaged properties	Property repaired and remediated (where possible)	Private property owner MPI funding
Property information	Property file information updated to capture affects (if any) from the flood event	ADC

## Economic environment

Recovery outcomes achieved:

- Advocated for ETFG allocation on behalf of district
- Key South Island transport links restored

## Ongoing and future issues

Issues with	Long-term needs	Now to be managed by
Economic Impact Assessment	Commissioned and underway	ADC
Damage to farmland, stock, crops and flow-on effect to farm businesses	Ensuring support available for those in need:	ADC FF MPI MCRST

## Finance

Open purchase orders generated during recovery: nil

Expected reimbursements and claims: nil

Ongoing costs for recovery: to be met within existing budget

Ongoing funding and support from central government, eg IRD, MPI, MBIE: MPI allocation of \$4million funding

## Opportunities identified to reduce risk and strengthen resilience

Opportunities identified during the course of the recovery and recommendations to leverage them:

- Support the MCRST as they work through their structure review
- Educate local agriculture advocacy representatives on CDEM
- Investigate the concept of a local Rural Advisory Group

## Information management

How information gathered during the recovery will be managed, eg needs assessments, building inspections:

- Initial needs assessments led by ADC managed through ADC Information Management Policy
- Rapid building assessments stored within Tech One
- 21 day rural recovery interviews data managed by Federated Farmers
- ADC developed information held within Council record system

## 8. *Open Spaces Bylaw*

Authors	<i>Mel Neumann; Graduate Policy Advisor Richard Mabon; Senior Policy Advisor</i>
Activity manager	<i>Toni Durham; Strategy and Policy Manager Ian Soper; Open Spaces Manager</i>
Group manager	<i>Jane Donaldson; Group Manager Strategy and Compliance Steve Fabish; Group Manager Community Services</i>

### Summary

- The purpose of this report is to recommend Council adopts the final Open Spaces Bylaw.
- Council's current Open Spaces Bylaw is due for review.
- Officers have undertaken a review and have proposed some changes, including adding explanatory notes.
- Council consulted with the public on these changes between 11 June and 11 July, and received five submissions.
- On Thursday 29 July Council deliberated on the public feedback and determined no changes to the bylaw were required as a result of the submissions received.
- Council has options to:
  - Adopt the bylaw as deliberated on
  - Adopt the bylaw with amendments, as attached (recommended)
  - Revoke the bylaw

### Recommendation

1. **That** Council adopts the final Open Spaces Bylaw, as attached in Appendix 1.

### Attachment

#### Appendix 1 Final Open Spaces Bylaw

## Background

### Current situation

1. Council's current Open Spaces Bylaw is due for review.
2. Officers have undertaken a review of this bylaw and proposed some changes.

The following changes to the bylaw underwent public consultation:

- Addition of definitions for 'golf' (to include disc golf) and 'scooters' (to include electric scooters). This is to reflect the changing uses of open spaces.
- Amendment of the definition of 'Open Spaces' to include areas that offer restricted access.
- New definition for 'authorised officer' which is consistent with legal advice and other Council bylaws.
- A clause that states erecting or modifying a boundary fence must be approved by Council or Council Officer and comply with the Fencing Act 1978. This addresses a gap in the existing bylaw and aligns the solution with existing law.
- An edit to allow people riding bicycles and scooters through open spaces, except in areas where signposted as prohibited for such use. This provides some freedom to use cycles and scooters with the flexibility to protect others from nuisance or hazard if necessary.
- A clause stating that where vehicles are allowed within an open space and no speed limit has been signposted, the speed limit will be 20km per hour. (This clause is already in our Cemeteries Bylaw). This addresses a gap in the existing bylaw and provides for safe use of open spaces.
- Explanatory note to express where camping is permitted. This explanatory note includes a link to our website which provides more information on camping in the district. This is to improve public information and understanding.
- The addition of clause 10.2 to give officers the authority to request the removal of any structure from an open space at any time. This addresses a gap in the existing bylaw.
- A reference to our Smokefree Outdoor Areas Policy to improve public information and understanding.
- Explanatory note to express Civil Aviation Rules in regards to the use of a drone or unmanned aircraft. This explanatory note includes a link to relevant websites. This has been added to improve public information and understanding.

### Public consultation, hearings and deliberations

3. Council undertook public consultation on the draft Open Spaces Bylaw over a period of one month, from 11 June to 11 July, in line with the special consultative procedure set out in the Local Government Act 2002.



4. A total of five submissions were received. One submission supported the draft bylaw as presented, two did not. Two submissions did not state their preference.
5. On Thursday 29 July, Council heard from those submitters that wished to speak in support of their submission. Council then deliberated on all public feedback, and determined that no changes to the bylaw were required in response to submissions received.

### **Further suggested changes**

6. Since the adoption of the draft bylaw for consultation, Officers have identified some improvements that they recommend be made to the bylaw. These changes are explained under option two.

## **Options analysis**

### **Option one – adopt the bylaw as deliberated on**

7. This option would see Council adopting the draft bylaw as presented during consultation. Feedback has been sought from the public, and Council has determined that no changes were required in response to submissions received.
8. Advantages:
  - This option is consistent with what was presented to the public, and Council’s determination during deliberations.
9. Disadvantages:
  - This option does not resolve further improvements that can be made, as per option two.

### **Option two – adopt the bylaw with amendments, as attached in appendix 1 (recommended)**

10. This option would see Council adopting the bylaw as attached in appendix 1. Following the adoption of the draft and the period of consultation, officers have identified improvements that could be made to the bylaw. These are outlined below, and are highlighted in the appendix of this report.

### **Section 6. Definition of ‘Open Spaces’**

11. Officers feel that the submissions received during consultation showed that the definition of open spaces had been misinterpreted. As the bylaw is a regulatory document, greater clarity is preferred. Therefore, this option includes an updated definition of ‘open spaces’ to state that:

*“**Open Space** means an area of land owned or managed by Ashburton District Council, including associated bodies of water, for the use of the public for the purpose of the amenity, recreation or enjoyment of people in the district. This commonly includes (but is*

*not limited to): parks, reserves and public gardens; but excludes buildings, swimming pools, and stockwater races. This includes any land which is vested in or under the control of the Council, whether or not that land has been vested as a reserve under the Reserves Act 1977.”*

### **Section 15. Aircraft**

12. When Council adopted the draft bylaw for consultation, officers mentioned that possible changes to section 15 of the bylaw had been identified. Staff were unable to recommend these changes at the beginning of June when the draft bylaw was presented to Council, as the subject matter expert was occupied with the Civil Defence flood response.
13. Officers have now added small amendments to the aircraft explanatory note as well as included the new clause 15.2.1.8, which refers to a map in the appendix of bylaw. This outlines a ‘no-fly’ zone in the Ashburton Domain. This airspace is required to be kept clear at all times (unless permission has been granted), to allow for access to the hospital helipad. A separate report on this matter was presented to Council on 27 August 2020, and Council resolved to adopt and promote a no-fly zone in this area.
14. A legal review of this addition to the bylaw has been done, and no issues have been identified.
15. Advantages to this option:
  - Improvements identified by staff will be resolved.
  - This is consistent with the previous Council decision from 27 August 2020 to make this area within the domain (as attached in the appendix in the bylaw) a no-fly zone.
16. Disadvantages:
  - This is different to what was determined during the deliberations.

### **Option three – revoke the bylaw**

17. If Council wished, they could revoke the bylaw. There is no legal requirement to have an Open Spaces Bylaw, however this option is not recommended.
18. Advantages:
  - Less resources are required for enforcement. However, complaints in relation to behaviour prohibited under the bylaw cannot be easily addressed.
19. Disadvantages:
  - This option is not consistent with previous Council direction, including the decisions made before and during deliberations.
  - Revocation of the bylaw may result in increased incidences of damage, litter, offensive behaviour or nuisance within Council’s open spaces.

- Existing legislation does not cover the same breadth of locations and issues as the bylaw does.
- Alternative non-regulatory measures would be less effective than the bylaw.

## Legal/policy implications

20. The initial draft bylaw underwent an external legal review in May 2021 (prior to consultation), and no fatal flaws were identified. The bylaw underwent further legal review in August 2021 following the addition of the Ashburton Domain ‘no-fly zone’, and once again no issues were identified.
21. This bylaw is consistent with other relevant council documents including Reserve Management Plans, Dog Control Bylaw and Dog Control Policy, Cemeteries Bylaw, Open Spaces Strategy, and the Public Places Bylaw.

## Local Government Act 2002

22. Sections 145 and 146 of the Local Government Act 2002 (LGA) gives Council the power to make a bylaw for the purposes of:
- protecting the public from nuisance;
  - protecting, promoting and maintaining public health and safety; and
  - minimising the potential for offensive behaviour in public places.
23. Section 155 requires Council to make the following determinations:

<b>Required determination</b>	<b>Council consideration</b>
Whether a bylaw is the most appropriate way of addressing a perceived problem	Officers have determined that a bylaw is the most appropriate way of addressing the perceived problem. It is not a legal requirement to have an Open Spaces Bylaw, however there is a need to manage the use of Council’s Open Spaces to minimise damage, loss or destruction of our open spaces and to minimise offensive behaviour and/or nuisance affecting other users’ enjoyment of public parks.
Whether the bylaw is the most appropriate form of bylaw	Council’s draft Open Spaces Bylaw is the most appropriate form of bylaw because it meets the following tests:  The bylaw is <ul style="list-style-type: none"> <li>• Authorised by statute under section 146(b)(vi) of the LGA</li> <li>• Not repugnant of the general laws of New Zealand</li> <li>• Certain and clear</li> <li>• Reasonable</li> <li>• Not overly restrictive, onerous on any person, or impractical.</li> </ul>
Whether the bylaw gives rise to any implications under the New Zealand Bill of Rights Act 1990	The proposed bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990, nor does it impose any restrictions on any of the rights listed in the Act.

## Financial implications

Requirement	Explanation
What is the cost?	There are costs to administering a bylaw.
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	Administration and enforcement of the bylaw is funded within operating budgets.
Are there any future budget implications?	No
Reviewed by Finance	Not required – no additional funding needed

## Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No – the level of significance is medium.
Level of significance	Medium
Level of engagement selected	3. Consult
Rationale for selecting level of engagement	Special consultative procedure is required as per section 156 (a) of the Local Government Act 2002. Public consultation on the draft bylaw has been undertaken.
Reviewed by Strategy & Policy	Richard Mabon, Senior Policy Advisor

# Bylaw

## OPEN SPACES

<b>TITLE:</b>	Ashburton District Council Open Spaces Bylaw 2016
<b>TEAM:</b>	Open Spaces
<b>RESPONSIBILITY:</b>	Open Spaces Manager
<b>DATE ADOPTED:</b>	1 September 2021
<b>COMMENCEMENT:</b>	1 September 2021
<b>NEXT REVIEW DUE:</b>	1 September 2026

### 1. Title

The title of this bylaw is the Ashburton District Council Open Spaces Bylaw 2016.

### 2. Purpose

The purpose of this bylaw is to protect Council's Open Spaces from damage or misuse and to allow for their effective management for the benefit and enjoyment of all users.

### 3. Related documents

- Ashburton District Council Dog Control Bylaw 2016
- Ashburton District Council Cemeteries Bylaw 2017
- Ashburton District Council Explanatory Bylaw 2016
- Ashburton District Council Open Spaces Strategy 2016
- Ashburton District Council Public Places Bylaw
- Civil Aviation Authority Rules
- Local Government Act 2002
- Reserve Management Plans
- Reserves Act 1977
- Resource Management Act 1991.

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## 5. Application

- 5.1. This bylaw applies to parks, reserves, public gardens and any other Open Space under the control of the Ashburton District Council.
- 5.2. Council has Reserve Management Plans for reserves owned or managed by Council. These do not form part of this bylaw, but should be referred to by any person interested in the management of Council's reserves.
- 5.3. This bylaw does not specifically cover regulation of dogs in Open Spaces. This is dealt with by the Dog Control Bylaw.

## 6. Definitions

In this bylaw, unless the context requires otherwise:

**Aircraft** means any man-made device capable of flight, including, but not limited to aeroplanes, helicopters, gliders, hang-gliders, kites, hot air balloons, and unmanned aircraft such as drones. It

does not include balloons that are controlled from the ground via strings.

**Animal** means stock, poultry and any other animal that is kept in a state of captivity or is dependent upon human beings for its care or sustenance.

**Authorised officer** means any person appointed by the Council to act on its behalf and with its authority.

**Bylaw** means the Ashburton District Council Open Spaces Bylaw 2016.

**Council** means Ashburton District Council.

**District** means the district of the Ashburton District Council.

**Golf** includes traditional golf, disc or frisbee golf, and golf-related practice.

**Nuisance** means to obstruct, annoy or interfere, be it intentionally or unintentionally.

**Open Space** means an area of land or water owned or managed by Ashburton District Council, including associated bodies of water, for the use of the public for the purpose of the amenity, recreation or enjoyment of people in the district. This commonly includes (but is not limited to): parks, reserves and public gardens; but excludes buildings, swimming pools, and stockwater races. This includes any land which is vested in or under the control of the Council, whether or not that land has been vested as a reserve under the Reserves Act 1977.

**Parking** means the standing of a vehicle in any place for a period exceeding five (5) minutes and “park” shall have a corresponding meaning.

**Remotely Piloted Aircraft** means an aircraft without a human pilot on board that is piloted from a remote station. These aircrafts can be controlled by computers or by a pilot on the ground or in another vehicle, by remote. They are referred to by several other names, most commonly as a ‘drone’ or unmanned aircraft (UAV).

**Scooters** includes foot-powered scooters and electric scooters.

**Vehicle** has the same meaning as in the Land Transport Act 1998 and generally means a man-made device for land transport, including, but not limited to, cars, trucks, heavy machinery, motorbikes, scooters and bicycles and any other machine with wheels, tracks, rollers or skids; but does not include prams, strollers, wheelchairs or other mobility scooters.

## 7. Entrances and exits

- 7.1. No person shall wilfully obstruct any of the approaches, entrances, exits, thoroughfares, or walkways of any open space.

## 8. Damage and interference

- 8.1. Without the prior written permission of Council or an authorised officer, no person, either personally or through any agent under their control or through omission, may:
- 8.1.1. remove, destroy, damage, deface, obstruct, disturb, or otherwise interfere with any thing, or any part of any thing, in or enclosing any Open Space, including any:
    - (i) structure or fitting;
    - (ii) sign, notice, label, inscription, billboard, or placard;
    - (iii) path, track, step, gravel, sand, soil, or border;
    - (iv) tree, shrub, or plant of any kind, including taking any part of any tree, shrub, or plant of any kind;
    - (v) area prepared for any sport or game;
    - (vi) flora, fish, bird, fauna, or any naturally occurring living thing.
  - 8.1.2. plant any tree, shrub, or plant of any kind, or sow or scatter the seed of any tree, shrub, or plant of any kind, in any Open Space;
  - 8.1.3. deposit offensive or dangerous matter, or cause pollution within any Open Space;
  - 8.1.4. leave any litter within the limits of any Open Space other than in receptacles provided therefor.
  - 8.1.5. pollute or render any open space unfit for purpose or future use, including any stream, dam, pond or fountain in any Open Space;
  - 8.1.6. permit or cause wastage of water or permit any water tap to flow for a longer period than may be reasonably required for the filling of utensils for drinking, cooking, or washing purposes;
  - 8.1.7. bathe, wade or swim in any water in any Open Space where bathing, wading or swimming is prohibited by the Council and a sign or signs to that effect are displayed;
  - 8.1.8. erect, construct, or place in any Open Space any walking track, cycling track or other cycling facility, dam, tree-house, sign, notice, label, inscription, billboard, or placard without the prior written permission of the Council or an authorised officer;
  - 8.1.9. erect, construct or place any fence or structure in any Open Space, except as provided for in 11.1. The erection or modification of any fence on the boundary of an Open Space must be approved by Council or an authorised officer and comply with the Fencing Act 1978.
- 8.2. Any person to whom the Council grants permission under clause 8.1 must comply with any condition imposed by the Council.

## 9. Animals

- 9.1. No person shall bring any animal, or allow any animal to wander or graze or cause damage, within the limits of any Open Space unless:
- 9.1.1. a Council bylaw has allowed the animal in the area, such as through the Dog Control Bylaw and the related Dog Control Policy; or
  - 9.1.2. Council has authorised the presence of animals through a Reserve Management Plan, licence or other similar document; or
  - 9.1.3. permission has been granted by an authorised officer; or
  - 9.1.4. the Open Space has been booked for an event allowing the presence of animals.



- 9.2. In the case of any animal or bird protected by the Wildlife Act 1953, no such permission shall be granted under clause 9.1.3 to bring such animal or bird into any Open Space, unless the provisions of that Act have been complied with.
- 9.3. An authorised officer may seize and confine any loose animal found within any Open Space.

## **10. Vehicles**

- 10.1. No person shall operate, ride or drive, park or utilise any vehicle other than bicycles or scooters on or in any Open Space except:
  - 10.1.1. in areas clearly signposted and notified as being available for such use
  - 10.1.2. where permission has been granted by an authorised officer.
- 10.2. Persons may ride bicycles or scooters within any Open Space, except in areas signposted as being prohibited for such use.
- 10.3. No person shall ride or drive any vehicle in any Open Space at a speed in excess of the speed indicated on the appropriate sign displayed in the area where the vehicle is being driven or ridden. Where no speed limit has been signposted, no person will drive or ride in any open space at a speed greater than 20km per hour. These speed restrictions may be imposed and varied by the Council from time to time.
- 10.4. No person may operate, use, park or leave any vehicle in any Open Space without due care and attention or without reasonable consideration for other persons using the Open Space.

## **11. Erection of tents and booths**

- 11.1. No person shall camp, place, put up or erect any stall, tent or structure of any kind within an Open Space except:
  - 11.1.1. where permission has been granted by an authorised officer, and then only in accordance with conditions attaching to permission granted; or
  - 11.1.2. in areas where camping is expressly permitted by Council; or
  - 11.1.3. where the temporary structure is intended to assist in protection from weather and sun and will only be in place between 2 hours after sunrise and 2 hours before sunset. The grouping of these structures is permitted so far as they do not create a nuisance, restrict access or impact on the enjoyment of that Open Space by other users.
- 11.2. Authorised officers have the right to request any structure be removed from any open space at any time.

***Explanatory note***

Areas in Ashburton District where Council allows camping are listed on our website. These include:

- Rangitata River Mouth
- Ashburton Holiday Park
- Rakaia Gorge
- Hakatere
- Lake Clearwater
- Kowhai Flat
- Rakaia Huts Reserve
- Taylor Stream
- Bowyers Stream
- Hinds River (North of Mayfield)

For more information please visit [www.ashburtondc.govt.nz/community-facilities/council-campgrounds](http://www.ashburtondc.govt.nz/community-facilities/council-campgrounds)

## **12. Misbehaviour**

- 12.1. Within the limits of any Open Space, no person shall act in any way that will cause nuisance to any other person. Such actions can include, but are not limited to: the use of obscene language, being under the influence of drugs or alcohol, playing loud music, disrupting others' use of the Open Space, or misbehaving in any way.
- 12.2. Smoking or vaping is not permitted in some open spaces. These locations are listed in Council's Smokefree Outdoor Areas Policy.

## **13. Assemblies**

- 13.1. Assemblies, public meetings, gatherings or other attempts to collect an audience or crowd must be peaceful and not cause any disturbance to any other user of that Open Space; or impact on any closure of that Open Space, or any authorised activity taking place within that Open Space.

## **14. Sports and games and other recreational activities**

- 14.1. The Council or an authorised officer may stop or prevent any sport, game, or other recreational activity being undertaken or played on any part of an Open Space where it is liable to cause damage to the Open Space or anything therein.
- 14.2. No person shall play any organised sport in any Open Space (or part thereof) that is not set apart for that purpose.

- 14.3. No person shall play at or engage in or practice sport, game, or other recreational activity on any playing ground or part thereof on any Open Space after being requested by an authorised officer to leave, or when any notice is erected at the main entrance to any Open Space advising that grounds are closed to play.
- 14.4. No person shall play or practice golf in any Open Space except within such part of an Open Space which the Council has by resolution set aside for that purpose and signposted accordingly.

## 15. Aircraft

- 15.1. No person may take off, fly, or land aircraft, remotely piloted aircraft, or any kind of flying machine or glider within any Open Space except in case of emergency or in accordance with the prior permission of the Council or an authorised officer.
- 15.2. Despite clause 15.1, model aircraft or remotely piloted aircraft may be operated in Council's Open Spaces in compliance with every condition below;
  - 15.2.1. No person shall operate a remotely piloted aircraft:
    - 15.2.1.1. within 50 meters of any playground or paddling pool;
    - 15.2.1.2. in Council cemeteries;
    - 15.2.1.3. in camp ground areas;
    - 15.2.1.4. over a sports field if it is in use by others;
    - 15.2.1.5. without seeking permission of other users of the Open Space at the time of operation where the operator will capture images;
    - 15.2.1.6. when there is booked use of a public area, except where the booking is the user's own;
    - 15.2.1.7. if required by an authorised officer to cease operation;
    - 15.2.1.8. within the no fly zone in the Ashburton Domain (see map 1).
  - 15.2.2. Unmanned aircraft operators must:
    - 15.2.2.1. comply with the Office of the Privacy Commissioner's guidance on preserving peoples' personal privacy by not flying over other people using the Open Space or over adjoining private property without their consent or a Part 102 certification under the Civil Aviation Authority;
    - 15.2.2.2. Comply with Civil Aviation Authority Rules;
    - 15.2.2.3. Be courteous towards other users who visit the Open Space for quiet enjoyment.

***Explanatory note***

Civil Aviation Authority Rules [Part 101](#) state that a drone or unmanned aircraft must:

- not exceed 25kg
- only be flown during the day (except for shielded operations)
- fly below 120m above ground level
- give way to all crewed aircraft and land if another aircraft approaches
- be visible (by eye) at all times by the person controlling the aircraft
- stay at least 4kms away from all aerodromes (including helipads at hospitals), unless permission has been granted [and conditions are met](#)
- not fly over people or property without consent
- not fly in controlled airspace or special use airspace without permission or clearance.

[If these requirements cannot be met then pilots may apply for a Part 102 Certification.](#)  
[All flights should be recorded on AirShare \(\[www.airshare.co.nz\]\(http://www.airshare.co.nz\)\).](#)

*For more information please visit [www.aviation.govt.nz/drones/rules-and-regulations-for-drones-in-new-zealand](http://www.aviation.govt.nz/drones/rules-and-regulations-for-drones-in-new-zealand)*

## **16. Public access to open spaces**

- 16.1. Open Spaces will be open to the public at all times except:
- 16.1.1. during such hours as the Council or authorised officers may from time to time determine; or
  - 16.1.2. as otherwise set out in section 16 of this bylaw.
- 16.2. No member of the public will limit any other member of the public's lawful access to any Open Space or part thereof without the prior written permission of the Council or authorised officer.

## **17. Closures and fees**

- 17.1. The Council may close all or any portion of any Open Space, for any period of time it sees fit, for the purposes of limiting public access for a specific purpose or event.
- 17.2. Any such closure by the Council will be notified to the public.
- 17.3. The Council may by resolution, for any Open Space, set or vary the conditions of its use or set any reasonable fee it wishes, either temporarily or permanently. Payment of those fees shall be a condition for access to or use of that Open Space.
- 17.4. Any such variation of conditions or setting of fees by the Council will be notified to the public.

- 17.5. No person other than an authorised officer going about their duties shall enter or remain in any Open Space while it is closed to the public without paying the prescribed fee (where applicable) or without the prior permission of Council or an authorised officer.
- 17.6. Any person who enters an Open Space prior to its closure, and who stays in that place, must either pay the prescribed fee (where applicable) or leave that Open Space for the duration of the closure.

## **18. Breaches of bylaw**

- 18.1. Every person who breaches this bylaw, must on request of an authorised officer immediately stop the activity and leave the Open Space. Any person failing to comply with such a request commits a further offence against this bylaw and may be subject to further proceedings under this bylaw, including infringement notices.
- 18.2. Any person who is suspected by an authorised officer of a breach of the provisions of this part of the bylaw shall immediately supply their full name and residential address upon request by an authorised officer.
- 18.3. Any person who breaches this bylaw may be prohibited from re-entering or returning to the Open Space for such period as the authorised officer shall determine.
- 18.4. Breaches of this bylaw may also result in an application being made to the District Court for an injunction to restrain such from the activity that they have been involved in.
- 18.5. Any person who breaches this bylaw may be prosecuted for any such breach and is liable upon summary conviction to a fine, as provided for under the Local Government Act 2002 (which specifies a fine not exceeding \$20,000), and may also be liable to penalties under other legislation.





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## ***9. Ashburton Parking Strategy & Ashburton Town Centre Parking Management Plan***

Author	<i>Emily Reed; Corporate Planner</i>
Activity manager	<i>Toni Durham; Strategy &amp; Policy Manager</i>
Group manager	<i>Jane Donaldson; Strategy &amp; Compliance</i>

### **Summary**

- The purpose of this report is to adopt the Draft Ashburton Parking Strategy and Draft Ashburton Town Centre Parking Management Plan for consultation.

### **Recommendation**

- 1. That** Council adopt the Draft Ashburton Parking Strategy and Draft Ashburton Town Centre Parking Management Plan and summary for public consultation.

### **Attachments**

<b>Appendix 1</b>	Draft Ashburton Parking Strategy
<b>Appendix 2</b>	Draft Ashburton Town Centre Parking Management Plan – Summary
<b>Appendix 3</b>	Draft Ashburton Town Centre Parking Management Plan

## Background

### The current situation

1. The last Parking Strategy for Council was developed in 2011. A review undertaken in 2017 as part of the CBD Streetscape Project identified the strategy was not up to date, and did not reflect current best practice.
2. Earlier this year, Abley Consultants were commissioned to prepare a new draft strategy.
3. The strategy is designed to be high level and cover the whole district, with individual parking management plans developed over time for individual locations.
4. The first of these, for the Ashburton Town Centre, has been drafted – also by Abley Consultants.

### Previous Council decisions / direction

5. Workshops were held with councillors on 24 February 2021 and 11 August 2021 to set the direction of the strategy and Ashburton town centre plan.
6. Year 1 of the 2021-31 Long-Term Plan has \$1.5 million allocated towards a parking area, if the need was identified by the strategy and/or plan. Following the councillor workshop, this has been included in the draft plan for the Ashburton town centre, located off West Street between the railway – just north of the current West Street car park.
7. At the August workshop, councillors also discussed how the parking activity is funded, and whether there was an opportunity through this consultation to consider rate contributions. A change of this magnitude would need to be undertaken through a review of the Revenue and Financing Policy, and it is recommended by officers that, due to the latest review being undertaken in 2020, this suggestion is held for the next review, to be undertaken in 2023.

## Options analysis

### Option one – Adopt the draft plan and strategy for public consultation (recommended option)

8. Under this option, Council adopts the plan as is, for public consultation.

#### *Advantages*

9. The community gets to have their say on parking across the district. A number of submitters commented on parking topics during the Long-Term Plan consultation. It is likely these residents will be looking out for their opportunity to submit on this consultation.



## Option two – Do not adopt for consultation (status quo)

10. Under this option, Council does not adopt the draft plan or strategy for consultation, instead relies on past processes to guide parking across the district.

### *Advantages*

11. There are no benefits with this option.

### *Disadvantages*

12. This option increases the likelihood of an uncoordinated approach to future parking across the district.
13. The community's views will not be heard and, therefore, unable to be included. Those that submitted on the Long-Term Plan were recommended to resubmit on the Parking Strategy – not consulting could result in a loss of confidence with these residents.

## Legal/policy implications

14. The draft strategy and plan are consistent with the following Council documents:
  - Walking and Cycling Strategy
  - Community Outcomes; Long-Term Plan 2021-31
  - Climate Change Policy
  - Plan Change 4 – Business zones
15. The draft strategy and plan has also been developed to align with the National Policy Statement on Urban Development.

## Financial implications

Requirement	Explanation
What is the cost?	Consultation costs covered by existing budgets
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	Strategy & Policy and Planning
Are there any future budget implications?	Yes – if the community agrees with the draft strategy and town centre plan, a new parking area would be constructed. \$1.5 million has been included in Year 1 of the LTP to cover this outcome.
Reviewed by Finance	Not required.

## Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	Yes
Level of significance	Medium
Level of engagement selected	3. Consult – formal two way communication
Rationale for selecting level of engagement	Parking is often a topical issue in our community and it is likely many residents will wish to have their views heard on the strategy and plan.
Reviewed by Strategy & Policy	Toni Durham; Strategy & Policy Manager

## Next steps

Date	Action / milestone	Comments
8 September	Consultation opens	
6 October	Consultation closes	
21 October	Hearings and deliberations held	
17 November	Council adopts final strategy and plan	

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# Ashburton District Parking Strategy

Note: Imagery is placeholder only and to be replaced with approved high-res stock

## Why is parking management important?

Public parking can be found across our district in a range of environments. Our parking supply includes spaces that are marked with signage and road markings, but also unmarked spaces which can be found anywhere along roads where parking is not prohibited, for example on residential streets.

The public parking in our district is a shared resource that is available for everyone to use. However, the use of the parking supply varies, for example there is higher demand for parking in certain areas, such as town centres.

Management of our parking supply helps to make sure the parking supply is used as effectively as possible. This is important for the following reasons:

- It helps maintain the right balance of short and long-term parking. For example, by preventing long-term parking next to important destinations like shops so that space is available for short-term parking (customers).
- It keeps space free for those who need it most, for example for mobility parking, loading, coaches, taxis, and electric vehicles (at charging locations).
- It can encourage people to travel by other means if they are able to, for example by walking or cycling.

## What does this strategy include?

This document sets out our approach to managing parking for motor vehicles and other vehicles (such as bicycles) in the district.

The strategy:

- Outlines what we are trying to achieve in managing the parking supply
- Summarises the interventions available to be used for customer, visitor, staff, and resident parking
- Puts forward a long-term plan for addressing known and anticipated car parking issues.

This strategy is designed to guide Council decision making on our parking supply. It is structured as follows:

- Strategy – outlines the approaches and objectives for our parking management
- Action Plan – explains how the objectives will be achieved

Though this is a district-wide strategy, many of the objectives will be most relevant to our larger towns. This is because the demand for parking is highest in these locations.

## Why do we need a strategy?

The Strategy provides a framework for managing the parking supply so that it is used in a way that is efficient and effective for everyone. This means balancing the needs of different users to meet their respective demands while also working towards the district's economic, social and environmental objectives.

Managing our district's parking supply requires regular consideration of how parking is being used and whether that use is best for the people who live and work here, and also visitors to the district.

The Parking Strategy for our district was last updated in 2011. Since that time, much has changed. Population growth has increased the demand for transport options in our town centres. Government priorities have shifted to put greater emphasis on well-being and quality of life. And, with New Zealand declaring a climate emergency in 2020, we have a responsibility to encourage transport options with improved environmental outcomes. The new Strategy provides direction on how parking should be managed and what interventions can be used to encourage effective use of parking resources.

## How has this strategy been prepared?

### **A review of relevant strategies and plans**

The Parking Strategy needs to align with national, regional and local strategies and plans. This includes the Government Policy Statement (GPS) on Land Transport, National Policy on Urban Development (NPS), the Regional Land Transport Plan (RLTP) that sets out regional land transport priorities, the Ashburton District Plan that provides the planning framework for our district and the Long-Term Plan. It also aligns with our other strategies, in particular the Walking and Cycling Strategy.

### **Alignment with best practice methods**

To make sure we are establishing our Parking Strategy in accordance with current best practice, we have looked at the methods that are currently in use in New Zealand. This includes the National Parking Management Guidance published by Waka Kotahi NZ Transport Agency, which sets out best-practice management of public parking in New Zealand.

### **A review of current parking in our district and how it is used**

We looked at the parking that is currently available in our district and how it is being used. For Ashburton Town Centre this involved site observations and surveys to tabulate parking spaces and measure how the parking is used.

### **Workshop with councillors**

A workshop was held with councillors to determine the objectives for parking. Objectives are important as they provide the forward vision of what parking management should look like in our district.

## What do we have now?

We have a range of township sizes and each has different levels of parking demand and supply. For example, some demand can be seasonal such as in Methven where the ski season creates a higher demand than other times of the year. In the Ashburton town centre there is demand due to higher levels of employment and the retail and hospitality offerings for visitors, both local and out of town.

The towns and settlements have a combination of public and private car and bicycle parking. That parking is also made up of spaces dedicated to people with mobility issues or parents with babies, or certain uses such as loading.

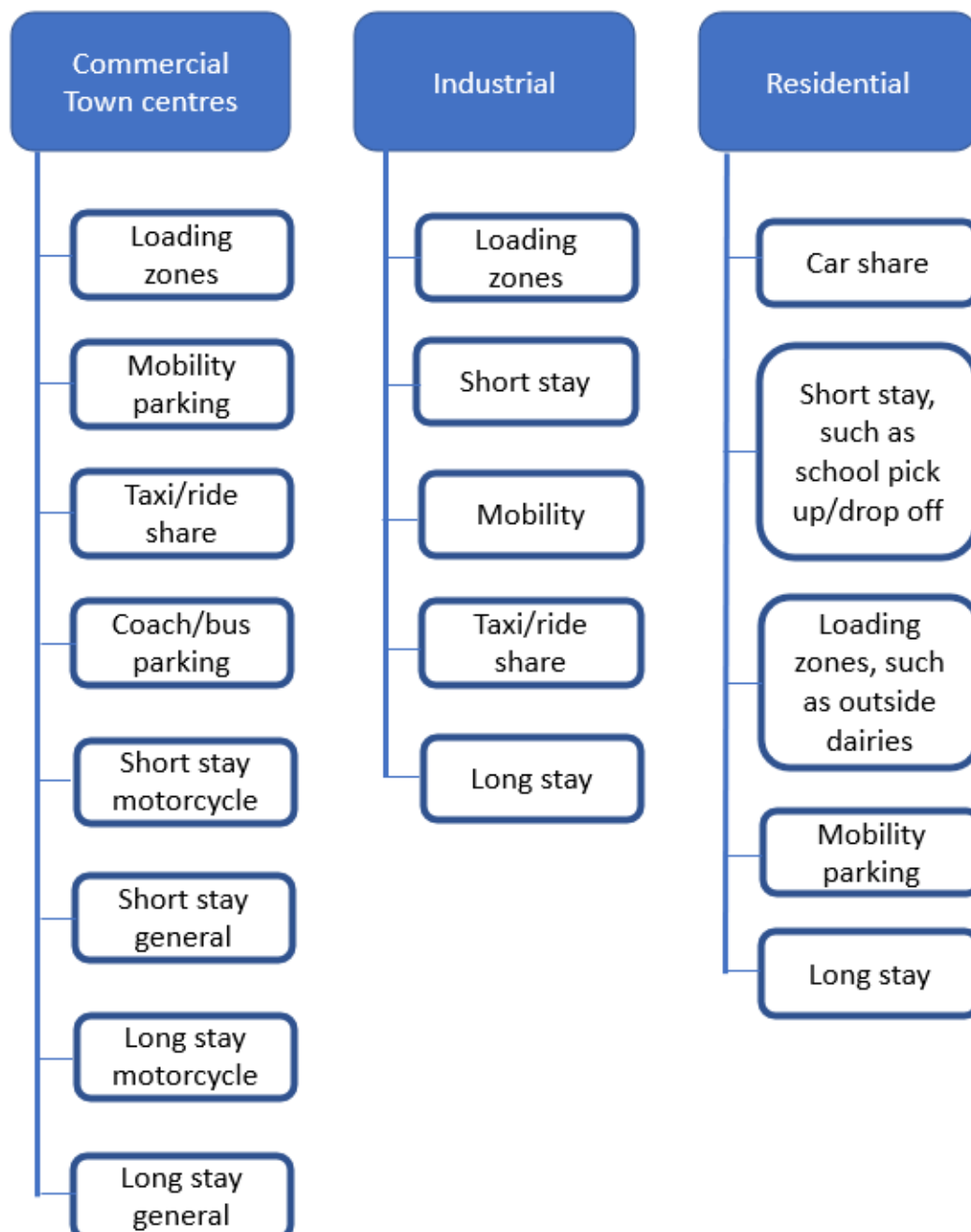
None of the public parking in Ashburton is paid parking. It is free, but there are some time restrictions and overstaying these can result in a fine.



## How do we allocate on-street parking space?

An On-Street Parking Space Prioritisation framework sets out which types of parking takes precedence in each type of area, in most cases. This helps to guide decision-making. For example, on a shopping street, loading, short-term and mobility spaces take priority.

This framework also informs road space allocation where other kerb-side uses such as cycle ways are proposed adjacent to the kerb. The framework for Ashburton is shown below, noting that some streets will have a mix of uses, so a specific allocation approach may be required.



## What do we have to think about?

### **Household and demographics change**

Our district has been growing since the late 1990s and we expect this to continue. Our current estimated population of 35,400 is expected to reach 38,600 over the next ten years.

As a consequence of our increasing population, the number of households will also grow. The district currently has 15,190 households (2021) and this is projected to grow to 16,520 by 2031. The size of households is also changing, with the average household size projected to fall from 2.50 to 2.47 by 2031. This is an important change, as we need to ensure that our services can continue to be delivered efficiently throughout our district. Our existing infrastructure is being managed to address growth factors, and any additional infrastructure necessary due to growth is funded by development contributions.

Our population is ageing. In both our historical and forecasted population growth, the biggest growth is seen in the 65+ age group. Currently, 18.4% of our district are over 65 years and this is projected to increase to 21.7% by 2048. Our median age is currently 38.8 years, slightly older than the national median of 37.4 years. An important consideration as we plan for the future is ensuring our facilities, services and infrastructure are appropriate to serve an ageing population.

### **Climate change, technology and the world of work**

There is uncertainty over the future effects of responses to climate change, technology, and developments in the worlds of work and commerce – such as electric vehicles, increased working from home and greater volumes of on-line shopping.

While climate change challenges are more long term in nature, this does not mean they are less important or less urgent. To reduce the emissions that contribute to climate change we will need to rethink our travel. This may reduce the demand for parking but also change the nature of parking. For example, people may start to car share more; providing for car sharing parking would help encourage this. There is likely to be an increase in electric vehicles including e-bikes. This means we need to think about electric charging facilities.

Transport policy should reflect the context of a diverse range of communities and individuals. Some communities, especially rural communities, have and will continue to have a high dependence on vehicles for their mobility. Urban residents, however, have more options such walking and cycling due to shorter travel distances and this should be encouraged and supported.

### **Mode shift and variety of mobility devices**

Our Ashburton Walking and Cycling Strategy aims to increase travel by active modes and will seek increased investments in active transport infrastructure and initiatives. A potential second bridge across the Ashburton River with appropriate walking, and particularly cycling, infrastructure will likely result in better uptake of active transport in the future in Ashburton. This will increase the level of bicycle parking needed, including at workplaces. The types of devices used for personal mobility are also evolving with electric scooters (known as micro-mobility devices), e-bikes and larger bicycles such as cargo bikes, now readily available and used in urban settings. Providing for these will also need consideration in terms of space and location.



## Urban growth

Large areas of land in Ashburton have been rezoned for residential purposes. The District Plan also allows for increases in density in inner urban areas which will result in smaller residential sections and houses that do not have garages. This may reduce car ownership per household but could also place more pressure on space for parking on the street if there is not parking on the site.

### Shift in parking demand as development occurs

Over time, towns change and evolve and this requires adaptive parking management. For example, the relocation of the Ashburton Library and Civic Centre from the west to the east of West Street may see a shift in where staff park. It also needs convenient customer parking through appropriate on street parking time restrictions.

### What are our objectives?

We have five objectives that guide this strategy and future parking decisions.

#### A - Support placemaking, amenity and good urban design outcomes

When used effectively, parking management can help to make our town centres safer, more vibrant, sustainable and equitable. This makes our town centres places where people like to spend time. For example, this means supporting our new streetscape upgrades in the Ashburton town centre with parking management that complements the high-quality urban environment we have provided.



#### B - Support the economic development of town centres

Managing parking appropriately can help to improve the local economy. This can be done by prioritising parking spaces in town centres for uses that help businesses, like short-term parking and loading, while prioritising quieter and more appropriate locations for long-term parking or camper vans to help bring in tourists. Parking spaces can also be flexible over time for parking or uses such as outdoor dining if a café is using the building but may convert back to a car park if the café moves.



## C - Support environmental outcomes

Parking needs to be managed in a way that moves us towards achieving a balanced and sustainable environment. We can do this by providing dedicated parking for emerging technologies and schemes, such as electric vehicles and car sharing, and encouraging more environmentally friendly forms of transport like walking and cycling/micro-mobility.



## D - Support the Walking and Cycling Strategy

The methods we use to manage parking will have an impact on walking and cycling. This strategy needs to be aligned with our Walking and Cycling Strategy and help to accomplish its objectives. This means making bicycle parking available near to key destinations; and prioritising street space for walking and cycling rather than parking on key walking and cycling routes.



## E - Ensure parking is managed for the context

Parking needs to be managed in a way that makes sense for our district and the localities within it. Not all places are the same and our strategy needs to be tailored for our people. This means parking restrictions are appropriate for the level of parking demand; and enforcement of parking restrictions is effective and affordable to the Council. This also could involve technology such as parking space sensors and associated Apps.





## What are the potential methods?

### **District Plan policies**

District Plan parking policies set out the outcomes we are trying to achieve in terms of parking. Because projects such as new streets and land developments need to align with the District Plan, setting policies that align with this strategy will make sure future projects help to achieve its objectives.

### **District Plan rules**

The District Plan will no longer require a minimum number of car parks for a development. This removal of 'minimums' was a requirement of the National Policy Statement on Urban Development 2020. However, the rules can require that a developer outlines how parking will be addressed for the development through an Integrated Transport Assessment. The rules can also set out the design requirements and what level of mobility and bicycle parking is provided.

### **Develop Parking Management Plans (PMPs)**

Parking Management Plans (PMPs) set out the appropriate interventions/measures that will be used to manage parking in specific areas and how a specific area will meet the objectives of this Parking Strategy. We will develop plans for each of our towns and larger settlements. The first plan to be prepared will be for the Ashburton town centre.

The Parking Management Plan for each town or settlement will address the specific situation in that location. These plans will target known problems using the interventions described in the action plan while helping to meet the overall plan objectives. The same interventions won't necessarily apply in every town or settlement.

The Parking Management Plan for each town or settlement will include:

- An assessment of current parking patterns. For instance, how much parking there is, how it is used and when it is most busy.
- An assessment of how parking supply and demand is likely to change in the future, for example as a result of new developments and Council projects.
- Recommended short-, medium- and long-term parking management measures.

### **Time restrictions**

Setting time restrictions on parking spaces ensures appropriate turnover. Time restrictions will be shorter when there is a lot of demand to park in a certain place for short-term visits, such as outside shops. Longer time restrictions might be useful where recreational activities occur such as a gym. This ensures that more people get a chance to use the parking spaces appropriately. If time restrictions are set too long, not enough people will get to use them. If they are set too short, we will be forcing people to move their car - even if the space isn't needed by someone else.

### **Electric vehicle charging**

Providing parking spaces for alternative technologies helps to encourage their adoption. By providing electric vehicle charging spaces we can support their uptake. This will require working with the sectors best placed to provide the charging infrastructure.

The location of charging stations and associated parking spaces needs to consider where the need is most likely. Currently there are charging stations in the West Street car park, in Rakaia adjacent to the domain and public toilets, and in Methven at the I-Hub.

## **Travel plans**

A travel plan is a package of actions designed by a workplace, school or other organisation to encourage safe, healthy and sustainable travel options. These plans have benefits to organisations that include: reduced travel costs for businesses, reduced pressure on business car parking space, improved health and fewer sick days for staff who choose to cycle or walk, and a more motivated workforce.

The plan involves a survey of how staff travel to work, developing and implementing actions to encourage and support staff to walk, cycle, use public transport or carpool, and checking the progress towards the benefits the travel plan aims to achieve.

## **Carpooling and car share schemes**

Providing car-pooling spaces and car sharing spaces (for formal vehicle sharing schemes) in Council car parks and on streets, can increase the number of people using these travel options. We would also promote the installation of these spaces in private parking areas through our District Plan policies and rules.

## **Bicycle and micro-mobility parking**

Providing good quality bicycle parking at both public and private destinations is important to support cycling as a mode of transport. The Walking and Cycling Strategy includes an action to identify where public cycle parking is needed. Private cycle parking is encouraged through the District Plan requirements.

Bicycle parking is similar to car parking in that some parking is short-term and some is all day. All day parking for bicycles could include secure bike cages in public car park areas. Consideration of parking for other micro-mobility devices such as e-scooters will also be important. This needs to consider ways to prevent parked devices blocking the footpath.

## **Mobility parking policy**

Council already has a Mobility Parking Policy. The policy outlines that Council provides designated mobility parking spaces in various locations throughout the district. Each request for a mobility parking space is considered and approved by Council on a case-by-case basis.

It also describes where mobility permit holders are entitled to the parking concessions when parking in a standard time-limited or metered/sensored space. As per the Action Plan, it is proposed that the policy is extended to include an over 80 years old Parking Exemption. An exemption card would be issued for display in the car and entitles holders to the same parking privileges as Mobility Card holders.

## The Action Plan

### How will the objectives be achieved?

To achieve these objectives, a number of possible interventions (methods) have been identified. Some actions overlap as they help meet more than one objective.

	Objective	Interventions (Methods)
A	Support placemaking, amenity and good urban design outcomes	1. Implement District Plan Policies that highlight the impacts of providing inappropriate levels of parking, both too little and too much parking
		2. Implement District Plan Policies and Rules for town centres to ensure appropriate development outcomes and the relationship with parking (e.g. PC4)
		3. Require Integrated Transport Assessments for development of certain scales/activities showing how parking will be managed
		4. Implement District Plan Policies and Rules, and design guidelines for new streets, providing for good parking design, particularly in town centres
		5. Use time restrictions on parking spaces that ensure appropriate turnover to support the surrounding business needs
B	Support the economic development of town centres	1. Develop Parking Management Plans (PMPs) for towns and larger settlements (initially Ashburton town centre, then others to follow)
		2. Provide an appropriate level of off-street parking (long stay visitors)
		3. Use enforcement to ensure appropriate turnover and use of parking spaces occurring
		4. Update the Mobility Parking policy to include age-related parking (over 80 years)
C	Support environmental outcomes	1. Facilitate the provision of EV charging spaces, carpooling spaces, car sharing spaces in Council car parks/streets and promote these in private parking areas through District Plan policies
		2. Provide bicycle parking on streets and in Council car parks
		3. Implement District Plan requirements for bicycle parking
		4. Promote the development of Travel Plans for business and organisations to help reduce demand for parking.
D	Support the Walking and Cycling Strategy	1. Provide bicycle parking on streets and secure bicycle cages in Council car parks
		2. Implement District Plan requirements for bicycle parking supply and design
E	Ensure parking is managed appropriately for the context	1. Continue to operate an appropriate enforcement funding model
		2. Monitor parking demand and regularly review restrictions as well as potential future pricing models
		3. Support new Council off-street parking with assessments of demand/need and cost analysis
		4. Implement monitoring and enforcement systems to ensure that parking is responsive to changes in demand

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Ashburton Town Centre  
Parking Management Plan 2021

Note: Imagery is placeholder only and to be replaced with approved high-res stock

## Introduction

Ashburton District Council (Council) has a new Parking Strategy. The Strategy defines the desired outcomes for parking and identifies a range of methods that can help meet the objectives.

The objectives of parking in Ashburton are to:

- A. Support placemaking, amenity and good urban design outcomes
- B. Support the economic development of town centres
- C. Support environmental outcomes
- D. Support the Walking and Cycling Strategy
- E. Ensure parking is managed appropriately for the context

The Strategy also identifies the need for Parking Management Plans for town centres (Ashburton, Methven and Rakaia). These will have more detail on the interventions that are relevant to that area. This document summarises the proposed Parking Management Plan (PMP) for the Ashburton Town Centre.

The area covered by the plan is shown below.



## Current state of parking in Ashburton Town Centre

Our current approach to parking management in the town centre area is predominantly through the use of time restrictions, special use parking allocation and District Plan requirements. This approach caters for a range of users such as visitors, customers, commuters and delivery providers.

There is also all-day parking (no time restriction) provided on some streets and in off-street parking areas.

In Ashburton, all Council-managed parking is free. A decision was made in 2017 to remove the paid on-street parking in the CBD. That meant that no meters were included in the streetscape upgrades. However, revisiting paid parking in the future is an option open to Council as a parking management method if it becomes appropriate (for example to fund further parking supply or management of the supply, or to enable recovery of costs incurred as required by Council's Revenue and Financing Policy).

### *Time restrictions*

Time restrictions permit parking for a maximum time-period, and (sometimes) for a particular class of vehicle. There are many different restrictions used, ranging from P5 to P120. With dedicated enforcement, this method is an effective means of managing parking, as it encourages different parking users to use different parts of the town centre, depending on the time they require. This in turn reduces circulation and queuing in the town.

### *Special use parking*

Special use parking refers to any parking that is only available for a certain use, such as mobility parking, taxi stands, loading zones, and bicycle and motorcycle parking. The location and allocation of this reserved parking is important to ensure that all users are provided for in an equitable manner.

## Current parking supply and demand

There are approximately 5,253 car park spaces in the Ashburton town centre. This is made up of three types of parking supply:

- **Public (on-street)** - Public on-street parking spaces are owned by Council and currently consist of free-all-day and time-restricted parking. This parking is both formalised angle and parallel parks. Some on-street parking is unmarked.
- **Public (off-street)** – Public off-street parking spaces are privately owned or Council-owned off-street parking spaces that are accessible to the public. It is noted that there is currently no privately-owned public parking in the town centre except for the temporary off-street parking between Tancred and Burnett Streets. The Council-operated off-street car parking areas are:
  - West Street car park - 144 all day spaces, 84 P120 spaces
  - 330 Burnett Street - 36 all day spaces
  - 344 Burnett Street - 32 all day spaces
  - Cameron Street car park – approximately 55 spaces (unmarked)
- **Private (off-street):** Private off-street parking is any private parking allocated to customers, staff or leased to other users.



There is no recent survey of the entire town centre area that tells us how well the parking is used. However, a survey of the on-street parking and Council off-street parking was undertaken in 2017 within the CBD area. The survey informed the CBD streetscape upgrade project and found that overall, on-street peak parking occupancy was in the range of 50% - 60% (that means the car parks were full 50% to 60% of the time during the survey). The exception to this was Burnett Street and East Streets where a noticeably higher occupancy of 83% and 75% was recorded respectively. Occupancy of on-street parking above 85% can create unnecessary vehicle circulation within a township.

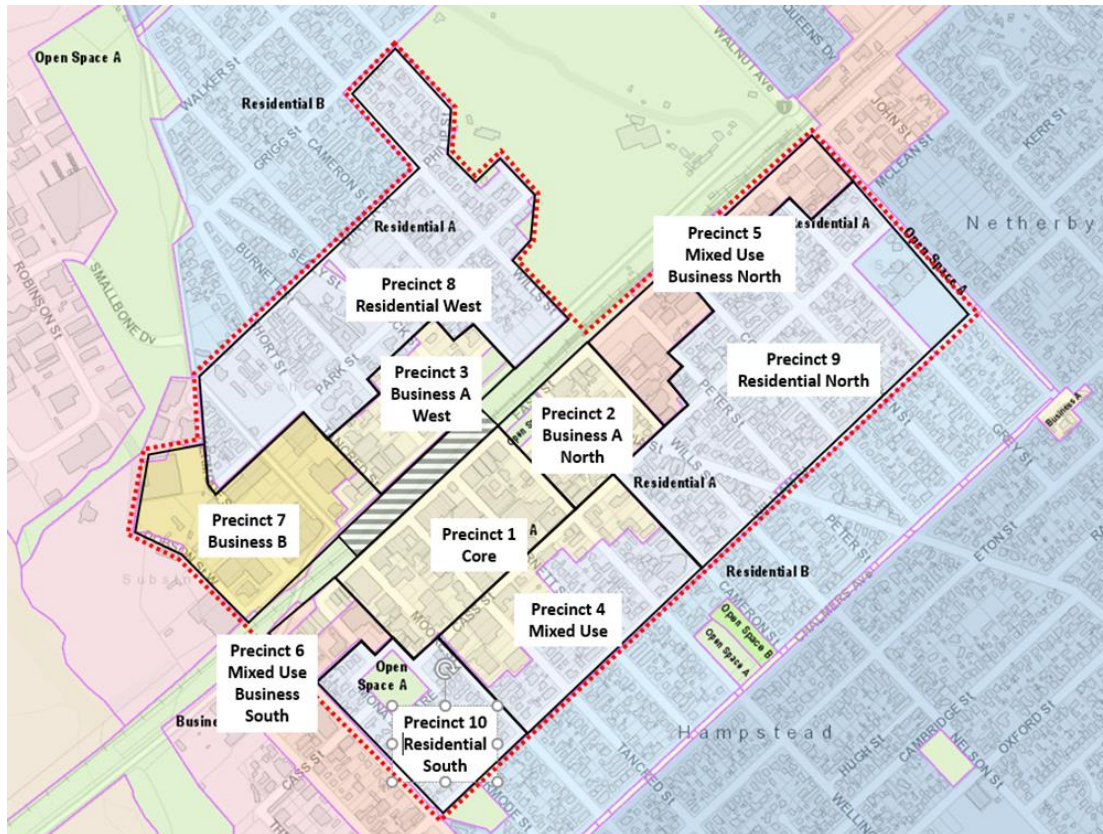
The West Street off-street all-day parking was very well utilised (peak occupancy of 97%) and the P120 parking was found to be 62% occupied.

Both Burnett Street car parks have high occupancy (generally 100%). The Cameron Street (Balmoral Hall) car park is also full most of the time.



## Parking precincts

Parking precincts have been identified within the town centre, these are generally based on similar land-use and zoning as shown below. The concept of parking precincts is to have a defined area-based approach to parking management, recognising there is a relationship between the precincts.



The parking supply for the parking precincts has been determined from the 2017 survey or estimated from aerial photographs. The table below shows the current parking inventory and occupancy (demand). The occupancy is classified as low (less than 50%), medium (50-85%) or high (greater than 85%), and is estimated from aerials and site visits.

An overall occupancy that exceeds 85% should be avoided as it generally corresponds with high traffic circulation, congestion and indirect road safety issues (such as frustrated drivers) as people seek an available car park.

**Table: Inventory counts/estimates and occupancy rates per precinct**

	Public On-Street		Public Off-Street		Private	
<u>Precinct</u>	Inventory	Peak occupancy	Inventory	Peak occupancy	Inventory	Peak occupancy
West Street car park	-	-	144 84 (P120)	High Medium	-	-
Precinct 1	243	Med - High	-	-	200	Med - High
Precinct 2	187	Med - High	-	-	225	Med - High
Precinct 3	164	Med - High	-	-	306	
Precinct 4	234	Medium	68	High	269	
Precinct 5	171	Medium	-	-	373	
Precinct 6	56	Low - Medium	-	-	146	Low - Medium
Precinct 7	153	Low - Medium	-	-	683	Low - Medium
Precinct 8	604	Low	-	-	67	Low
Precinct 9	595	Low	-	-	-	
Precinct 10	251	Low	-	-	30	Low
<b>Total</b>	<b>2,658</b>		<b>296</b>	<b>-</b>	<b>2,299</b>	
	<b>5,253 spaces in total</b>					

Each precinct has a range of parking users and activities, and pressures – both current and future. The issues identified in the Precinct Plans are generally related to the following.

- Appropriate time restrictions, both now and in the future.
- Uncertainty over the actual demand for parking and how this relates to supply.
- The relocation of the Ashburton Library and Civic Centre may result in a higher level of overflow commuter parking in that eastern area of the town centre.
- Overflow commuter parking is occurring in some areas potentially resulting in conflict between residential and customer parking demand.

- Potential for medium to high density residential housing in the future and how parking can be managed if developers provide minimal on-site parking. This may result in higher on-street residential parking and potential conflict with commuter parking.

A set of parking management measures has been proposed for each precinct as outlined in the [full Parking Management Plan](#). These are outlined in the next section of this summary document.

### [Future state of car parking](#)

The future parking supply and demand within the Ashburton town centre will be influenced by a range of factors.

In the short term, the proposed Ashburton Library and Civic Centre is expected to be the key reason for change to the existing parking demand, both in scale and location. This, and other factors that could influence the parking supply and demand within the town centre are outlined below. It should be noted that the effect of these factors, in most cases, is hard to quantify due to unknown elements and future uncertainty.

#### [Factors affecting parking supply](#)

- **Loss of parking in the town centre due to streetscape upgrades** - The Ashburton CBD streetscape upgrades that are currently under construction involved the removal of approximately 40 on-street parking spaces to create more landscaping and public space in the streets.
- **Loss of off-street parking at the ADC offices** - The current ADC office on Baring Square West has 91 car park spaces (77 plus 10 garages plus 4 within a fenced compound). The new site on Baring Square East will have 51 car parks including 2 accessible spaces.
- **Baring Square (West and East) on-street parking changes** - There are currently 30 car park spaces (seven P30, nine P60 and 14 unrestricted) on Baring Street West available to visitors to the ADC office and nearby library. Visitors to the new Ashburton Library and Civic Centre may not use this parking due to the distance from the new site and having to cross West Street. The new Baring Square East street design has 21 short stay spaces. That is a net loss of 9 spaces for visitor parking.
- **Existing surplus parking supply** - Overall, it is likely that there could already be some surplus on-street parking capacity to accommodate the short-term parking demand from the proposed new library and the civic centre. However, no survey data is available.
- **Future of the existing temporary car park** - The existing privately owned temporary paid car park at the corner of Burnett Street and Cass Street (Eastfield) will eventually be developed. This is made up of 70 pay and display spaces and approximately 90 leased spaces. The majority of this parking will be displaced to elsewhere in the town centre when the site is developed.

#### [Factors affecting parking demand](#)

- **Additional library visitors** - The upgraded library facilities are expected to attract more visitors than the existing facility at Havelock Street. However, this is hard to quantify, mainly due to the possibility of significant trip chaining (a person visiting multiple facilities while the vehicle is parked at a single location) as result of the central location.

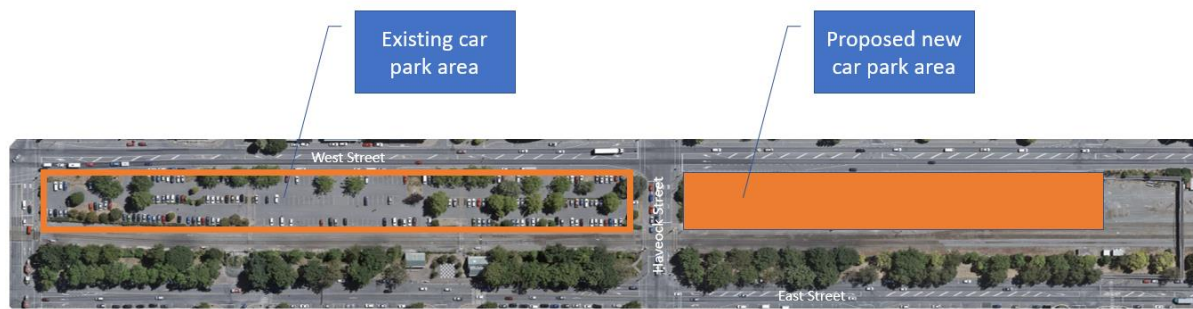
- **Population growth and demographic changes** - The influence of population growth on parking demand is likely to be minimal. However, the population is ageing with the biggest growth in the 65+ age group. Currently, 18.4% of the district's population are over 65 years and is projected to increase to 21.7%. This is higher than the national over 65s proportion of 15.2%. This is likely to increase the demand for mobility parking.
- **Changes to town centre activity** – There could be some increase in commercial activity. However, the increased use of on-line shopping (such as grocery delivery) could also reduce the demand for parking. Any larger retail outlets being located outside of the town centre will also move the parking demand to another part of the township. These aspects are difficult to quantify as there is no data available.
- **Mode shift** - The Ashburton Walking and Cycling Strategy aims to increase travel by active modes however requires increased investments in active transport infrastructure and initiatives that will take some time to roll out.
- **District-wide economic growth** - There is uncertainty over the future economic growth in the district. Economy growth is generally associated with increased travel demand whereas an economic decline generally results in decreased travel demand. However, a quantifiable correlation between economic growth and parking demand is difficult to establish.
- **Possible shift in parking demand** - From west of West Street to east side of town centre due to the Ashburton Library and Civic Centre relocation.
- **Climate change, technology and the world of work** – There is uncertainty over the future effects of responses to climate change, technology, and developments in the worlds of work and commerce – such as electric vehicles and increased working from home. Transport policy should reflect the context of a diverse range of communities and individuals. Some communities, especially rural communities, have and will continue to have a high dependence on vehicles for their mobility. Residents of town centres however have more options such walking and cycling due to shorter travel distances.

### *Summary*

There are competing factors that will influence car parking supply and demand. However, the factors discussed above tend to indicate an increase in demand. We are therefore proposing to build a new car park in the West Street rail reserve to the north of Havelock Street. The funding for this is allocated in Year 1 of the Long-Term Plan 2021-31. The development of the car park, however, is subject to KiwiRail and Waka Kotahi approvals.

The area shown below can accommodate 100-130 car park spaces depending on the space available for use. It is proposed that this area will be laid out in a similar way to the existing West Street car park and will accommodate all day parking. There may be some changes to the existing West Street car park time restrictions to accommodate more short term parking for town centre visitors.





Managing parking demand through better use of low occupancy on-street parking and changes in time restrictions in the short term may ease the demand. These and other actions to reduce and manage demand are outlined in the Action Plan below.

### Future state of bicycle (and micro-mobility) parking

Parking for bicycles and micro mobility aren't subject to the same supply and demand considerations as motor vehicles as we want to encourage these modes.

For example, providing more parking for these modes can encourage them to be used. This involves providing parking for them in convenient locations and with consideration of their needs. For example, short term bicycle parking can be catered for on stands outside of their destination. All-day parking for bicycles could include secure bike cages in public car park areas where a walk to the destination is acceptable.



E-bikes and larger bicycles such as cargo bikes are now readily available and used in urban settings. Providing for these will also need consideration in terms of space and location. Parking for other micro-mobility devices such as e-scooters will also be important. However, this needs to consider ways to prevent parked devices blocking the footpath.

## Recommended Action Plan

When	Action
<p>Short term 0 to 2 years</p>	<p><b>Before the Ashburton Library and Civic Centre relocations (expected to be complete Nov 2022)</b></p> <ul style="list-style-type: none"> <li>• ADC promote travel planning and develop a Council employee Travel Plan as an example for other organisations that may wish to develop a plan.</li> <li>• ADC consider car-pooling parking space allocation for their staff and investigate the potential for carpooling spaces in public car parks.</li> <li>• Review time restrictions in anticipation of the Library &amp; Civic Centre visitor needs.</li> <li>• Review time restrictions as per the Precinct Plans (see full report).</li> </ul> <p><b>After the Ashburton Library and Civic Centre relocations and streetscape works complete</b></p> <ul style="list-style-type: none"> <li>• An extensive survey of the town centre parking should be undertaken once the Ashburton Library and Civic Centre has relocated to Baring Square East and the CBD streetscape works are complete. This will help set a base line for ongoing monitoring and inform parking management changes.</li> <li>• Monitor parking occupancy on Victoria Street following the relocation of library and civic centre. If a higher level of overflow commuter parking is observed on Victoria Street, consider implementing time restrictions between Cass Street and Wills Street.</li> </ul> <p><b>General – not dependant on the Ashburton Library and Civic Centre relocation</b></p> <ul style="list-style-type: none"> <li>• Progress the development of a new off-street car park in the West Street rail reserve north of Havelock Street.</li> <li>• Review and update District Plan rules requiring cycle parking with development (also an Action in the Walking and Cycling Strategy).</li> <li>• ADC to facilitate EV charging with providers to determine the optimum number of spaces required and the most appropriate locations.</li> <li>• Allocate spaces in public car parks as ‘campervan spaces’ to encourage visitors to the town centre.</li> <li>• Review the wayfinding signage to ensure that visitors are directed to West Street car park so that parking circulation is minimised.</li> <li>• Ongoing monitoring and consultation with the disability sector and aged community be undertaken to ensure that mobility parking is provided in sufficient quantities and in the right locations.</li> <li>• Update the Mobility Parking policy to include age-related parking (as proposed in the Strategy Action Plan).</li> <li>• Review cycle parking in the town centre and increase provision as required (providing bicycle parking on streets and secure bicycle cages in Council car parks (also an Action of the Parking Strategy and Walking and Cycling Strategy).</li> </ul>
<p>Medium term 3 to 5 years</p>	<ul style="list-style-type: none"> <li>• Consider the implementation of a system to continuously monitor car park occupancy that is integrated with parking enforcement, and potentially dynamic wayfinding signage using Variable Messaging Signs (VMS) to advise motorists of the quantity and location of parks at key off street locations.</li> </ul>

	<ul style="list-style-type: none"> <li>Continue monitoring the parking demand.</li> </ul>
Long term Beyond 5 years	<ul style="list-style-type: none"> <li>Consider development of a resident's parking policy in anticipation of the possible increase in housing density and first floor CBD living.</li> <li>Continue monitoring the parking demand.</li> </ul>

### How does this Plan align with the Parking Strategy?

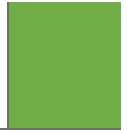
It is important that Town Centre Parking Management Plans align with the district wide Parking Strategy. The table below illustrates how each action aligns with the Parking Strategy objectives, noting that some actions align with more than one objective.

Table: How the actions align with the Parking Strategy objectives

Action	Support placemaking, amenity and good urban design outcomes	Support the economic development of town centres	Support environmental outcomes	Support the Walking and Cycling Strategy	Ensure parking is managed appropriately for the context
Reducing parking demand – Behaviour change initiatives, such as travel plans and car pooling					
Progress the development of a new off-street car park in the West Street rail reserve north of Havelock Street.					
Time restrictions – Review the restrictions identified in the Parking Precinct Plans.					
Provision of EV charging – Work with providers on scale and location of new charging facilities.					
Catering for visitors and tourists – Provide good wayfinding and campervan parking.					
Disability provision and aging population – Update the Mobility Parking policy.					
Anticipated increase in cycling/micro mobility - Provide more cycle parking and add requirement to District Plan					
Active management and technology – Consider future technology expanding on existing in-ground sensors.					



Residents parking – Consider development of a residents parking policy in anticipation of changing housing densities



**Ashburton Town Centre**

**Parking Management Plan 2021 - DRAFT**

**Ashburton District Council**

# Ashburton Town Centre

## Parking Management Plan 2021 - DRAFT

### Ashburton District Council

#### Quality Assurance Information

**Prepared for:** Ashburton District Council  
**Job Number:** ADC-J006  
**Prepared by:** Jeanette Ward, Technical Director and Ravindu Fernando, Senior Transportation Engineer  
**Reviewed by:** Stephen Carruthers, Associate

Date issued	Status	Approved by
		Name
8 July 2021	Draft for ADC staff comment	Jeanette Ward
20 August 2021	Draft for Consultation	Jeanette Ward

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# 1. Purpose and scope of the Plan

## 1.1 Purpose

Ashburton District Council has a new Parking Strategy. The Strategy defines the desired outcomes for parking as per the objectives below, and identifies a range of interventions that can help meet the objectives.

The objectives of parking in Ashburton are to:

- 1) Support placemaking, amenity and good urban design outcomes
- 2) Support the economic development of town centres
- 3) Support environmental outcomes
- 4) Support the Walking and Cycling Strategy
- 5) Ensure parking is managed appropriately for the context

The Strategy also identifies the need for Parking Management Plans for town centres, these will have more detail on the interventions that are relevant to that area. This document outlines the Parking Management Plan (PMP) for the Ashburton Town Centre.

Waka Kotahi has developed draft National Parking Management Guidance<sup>1</sup> to help with the development of parking strategies and parking management plans. This PMP is consistent with the guidelines.

## 1.2 Scope

The geographic scope of the Ashburton Town Centre Parking Management Plan is shown in **Figure 1.1** by red dashed line. The area includes some residential parking due to its close proximity to the business activities and hence those streets being used for non-residential parking. The CBD area is identified as this is referred to throughout the plan.



**Figure 1.1** Ashburton town centre parking plan scope

<sup>1</sup> <https://www.nzta.govt.nz/assets/Roads-and-Rail/docs/National-Parking-Management-Guidance-for-consultation.pdf>

## 2. The role of parking

Parking has a complex interaction with the look, feel and operation of a place and has a strong influence on travel choice. The Parking Strategy objectives reflect this.

Free, convenient, and available parking will always be highly utilised and will facilitate the use of private vehicle travel over other options. Conversely, parking fees, time restrictions and a range of parking management techniques can be used to discourage private vehicle travel by reducing the attractiveness of parking. The council's Climate Change Policy (2019) does not specifically mention parking however it recognises the need to reduce carbon emissions and offer support and encouragement to businesses and households in their mitigation efforts.

The positive outcomes of parking are that it provides a good service for people who are unable to use other modes, such as the mobility impaired. It is also critical in the operation of the current transport system for servicing businesses. There are also many journeys where there are no alternative modes available, noting that there is no public transport in Ashburton. In some situations, the space taken by parking may be better used for other purposes, such as wider footpaths or cycle lanes that support provision of an alternative travel mode.

Given the range of potential outcomes of parking, changes to the status quo are often contentious and must be considered carefully. Business owners generally have a strong desire for readily available parking adjacent to their business, and the removal of parking can become contentious through public and political engagement. However, the removal of parking to achieve better urban outcomes can result in significant increases of pedestrian activity and hospitality spending as seen in Auckland's shared spaces<sup>2</sup>.

Finally, it is noted that as public parking is reduced or constrained it will give rise to commercial opportunities to provide parking, which without control through the District Plan, may erode the intent of the parking strategy.

### ***Best practice parking principles***

The draft Waka Kotahi National Parking Management Guidance includes the following key principles of parking management. These principles have been considered throughout the development of the parking management plan.

- 1) Prioritise public space to deliver the highest value
- 2) Efficiently use space dedicated to parking
- 3) Prioritise those with the greatest need for parking
- 4) Equitably pay for the costs of parking provision
- 5) Ensure parking supports wider transport outcomes
- 6) Ensure parking supports a quality urban form
- 7) Make evidence-based decisions
- 8) Provide a high-quality user experience

Another key best practice aspect is develop a parking management plan ensures parking spaces are well used but not full. If time limits are too generous in areas of high parking demand, streets will have no vacant spaces and vehicles will need to cruise the streets searching for a space, adding to congestion and emissions. Conversely, if time limits too restrictive, then parking spaces will be under-utilised and will not be playing their role in enabling access to opportunities. Time restrictions and price should therefore be set with the goal of achieving around 85%<sup>3</sup> utilisation in high demand areas, so that around 1 in every 7 spaces is available.

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<sup>2</sup> [http://content.aucklanddesignmanual.co.nz/resources/case-studies/street\\_fort\\_street\\_precinct/Documents/ADM%20Case%20Study%20Fort%20Street%20Precinct%20Auckland.pdf](http://content.aucklanddesignmanual.co.nz/resources/case-studies/street_fort_street_precinct/Documents/ADM%20Case%20Study%20Fort%20Street%20Precinct%20Auckland.pdf)

<sup>3</sup> <https://www.nzta.govt.nz/assets/Roads-and-Rail/docs/National-Parking-Management-Guidance-for-consultation.pdf>

### 3. Current state of parking in Ashburton Town Centre

This section explains the current parking situation in Ashburton Town Centre including a description of the parking users, current parking management approaches and the current supply and demand.

#### 3.1 Parking users

It is important to understand the range of users that generate parking demand. Ashburton Town Centre has a particularly broad range of parking demand, in a small area. The users outlined in **Table 3.1** are considered in the development of the parking management plan.

**Table 3.1** Parking users and their requirements

User	Description	Key user requirement
Short term / shoppers	Uses parking for a short period of time associated with a single transaction	Parking availability, parking in close proximity to user destinations
Medium term / shoppers	Uses parking for a extended period of time associated with several transactions	Parking availability, parking in general proximity to user destinations
Commuter parking	Uses parking all day while at work	Parking availability, security
Mobility parking	Parking for persons with a mobility parking permit	Parking availability, close proximity to destinations, ease of access
Taxi / ride share	Uses taxi parking zones, no specific parking allocation is given to rideshare	Proximity to activity hubs, parking availability
Service vehicles (loading)	Uses loading zones to service businesses	Proximity to businesses
Electric vehicles	Parking for electric vehicles with charging facilities. Currently there are two spaces in the West Street car park.	Parking availability, charging infrastructure
Residents	Potential use of on-street parking in residential areas	Parking availability
Registered bus services and coaches	Provide scheduled services between Ashburton and other centres. Uses dedicated parking areas for registered services, such as Intercity, on East Street	Dedicated stops and waiting areas, parking availability for passengers.
Over-sized vehicles (campervans and car/trailer)	Independent tourists – may be campervans or cars with trailer for boats. Generally, requires oversized parking for which there is limited availability.	Available parking that accommodates larger vehicles, wayfinding, proximity to activity retail, hospitality and tourist related activities (e.g. art gallery).
Cyclists	Uses available cycle parking, provision is currently low	Proximity to activities and business, security
Private parking	Parking only available to the owners, or those given permission. Parking on private property is unable to be directly influenced by the PMP	Proximity to activity and business, restrictions to public access
Motorcycles	Uses dedicated motorcycle parking areas, some provision on and off-street	Parking availability, security
Events	Large events typically require an increase of temporary parking supply outside of the town centre. The Events Centre, Baring Square in particular.	Parking availability, security, proximity to event



## 3.2 Current parking management approach

The Ashburton District Council currently has a defined approach to parking management in the town centre area, predominately through the use of time restrictions, special use parking allocation and District Plan requirements. There is also all-day parking (no time restriction) provided on some streets and in off-street parking areas. In Ashburton all council managed parking is free. A decision was made in 2017 to remove the paid on-street parking in the CBD. That meant that no meters were included in the streetscape upgrades. Retrofitting meters in the near future is not likely to be favoured by the community. However, revisiting paid parking in the future is an option open to ADC as a parking management method or to enable recovery of costs incurred as required by Council's Revenue and Financing Policy. This approach aligns with the Strategy objective No.5 - Ensure parking is managed appropriately for the context.

### Time restrictions

The main method the Ashburton District Council uses to manage parking is 'time restrictions', this permits parking for a maximum time period, and (sometimes) for a particular class of vehicle. There are many different restrictions used, ranging from P5 to P120. With dedicated enforcement, this method is an effective means of managing parking, as it encourages different parking users to different parts of the town centre depending on the time they require. This in turn reduces circulation and queuing in the town.

### Special use parking

Special use parking refers to any parking that is only available for a certain use, such as taxi parking. The location and allocation of reserved parking is important to ensure that all users are provided for in an equitable manner. **Table 3.2** outlines the types of special use parking.

**Table 3.2** Special use parking

Parking use	Description
Mobility parking	Mobility parking is available for use when a mobility permit is displayed, convenient location is particularly important.
Loading zones	Parking restricted to loading vehicles. The restriction can apply for certain times only, allowing for dual use of the space, and to discourage loading at busy times of the day.
Bus/coach parking	Bus stop (registered services) is available for registered bus service such as Intercity. Bus stop (coach) is available for any activity/coach services which may include chartered buses, or buses associated with tourist activities. Only available for pick-up / drop-off.
Cycle parking	Cycle parking is generally provided off-street adjacent to key attractions or destinations.
Motorcycle parking	Parking restricted to motorcycle parking only. Generally provided in locations that cannot be used for other uses.

### District Plan

The District Plan contains parking rules relating to the development and use of a site. The Operative District Plan includes minimum requirements for development in most of the town centre except for Business Zone A (no requirements). Rules relating to minimum parking requirements must be removed to give effect to the National Policy Statement – Urban Development by the January 2022. The lack of minimums may result in private development being more reliant on public parking in the future.

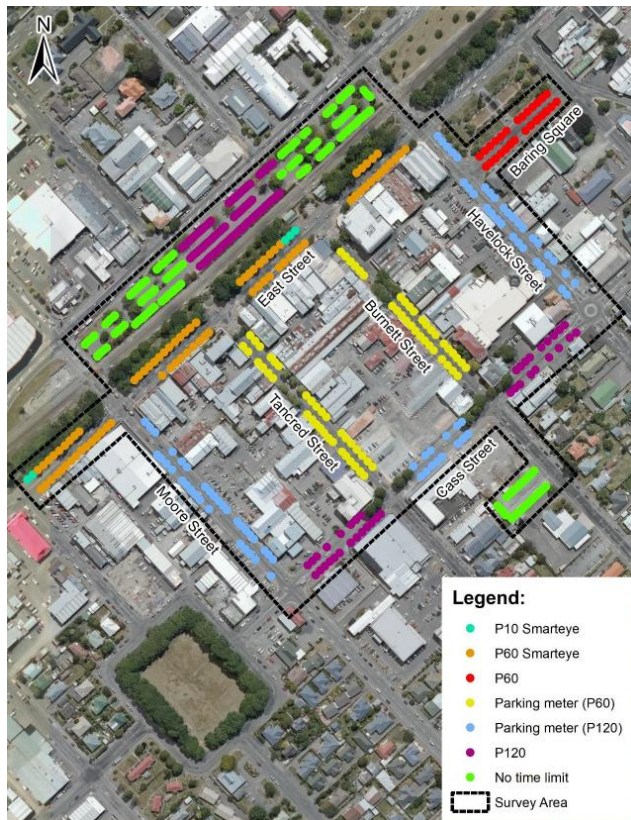


### 3.3 Current parking supply and demand

There are three types of parking supply provided in the town centre.

- Public (On-Street) - Public on-street parking spaces are owned by ADC and currently consist of free-all-day and time-restricted parking. This parking is both formalised angle and parallel parks. Some on-street parking is unmarked.
- Public (Off-street) – Public off-street parking spaces are privately owned or council owned off-street parking spaces that are accessible to the public. It is noted that there is currently no privately-owned public parking in the town centre except for the temporary off-street parking between Tancred and Burnett Streets. The ADC operated off-street car parking areas are:
  - West Street car park - 144 all day spaces, 84 P120 spaces
  - No.330 Burnett Street - 36 all day spaces
  - No.344 Burnett Street - 32 all day spaces
  - Cameron Street car park – approximately 55 spaces (unmarked)
- Private (Off-Street): Private off-street parking is any private parking allocated to customers, staff or is leased to other users.

There is no recent survey of the entire town centre area that definitively outlines the parking demand. A survey of the on-street parking and ADC off-street parking was undertaken in 2017 within the area shown in **Figure 3.1**. That survey informed the CBD streetscape upgrade project and found that overall, on-street peak parking occupancy was in the range of 50% - 60%, except for Burnett Street and East Street where a noticeably higher occupancy of 83% and 75% was recorded respectively (except the P10 parking spaces). The West Street off-street all-day parking was very well utilised (peak occupancy of 97%) and the P120 parking was found to be 62% occupied. Both Burnett Street car parks have high occupancy. The Cameron Street (Balmoral Hall) car park is also full most of the time.



**Figure 3.1** 2017 Parking Survey Area

The town centre has been divided into parking precincts as discussed in Section 4. The parking supply for these has been determined from the 2017 survey or estimated from aerial photographs. **Table 3.3** shows the current parking inventory and occupancy (demand). The occupancy is classified as low (less than 50%), medium (50-85%) or high (greater than 85%), and is estimated from aerials and site visits.

**Table 3.3** Inventory counts/estimates and occupancy rates per precinct

Public On-Street			Public Off-Street		Private	
<u>Precinct</u>	Inventory	Peak occupancy	Inventory	Peak occupancy	Inventory	Peak occupancy
West Street car park	-	-	144 84 (P120)	High Medium	-	-
Precinct 1	243	Med - High	-	-	200	Med - High
Precinct 2	187	Med - High	-	-	225	Med - High
Precinct 3	164	Med - High	-	-	306	
Precinct 4	234	Medium	68	High	269	
Precinct 5	171	Medium	-	-	373	
Precinct 6	56	Low - Medium	-	-	146	Low - Medium
Precinct 7	153	Low - Medium	-	-	683	Low - Medium
Precinct 8	604	Low	-	-	67	Low
Precinct 9	595	Low	-	-	-	
Precinct 10	251	Low	-	-	30	Low
Total	2,658		296	-	2,299	
	5,253 spaces in total					

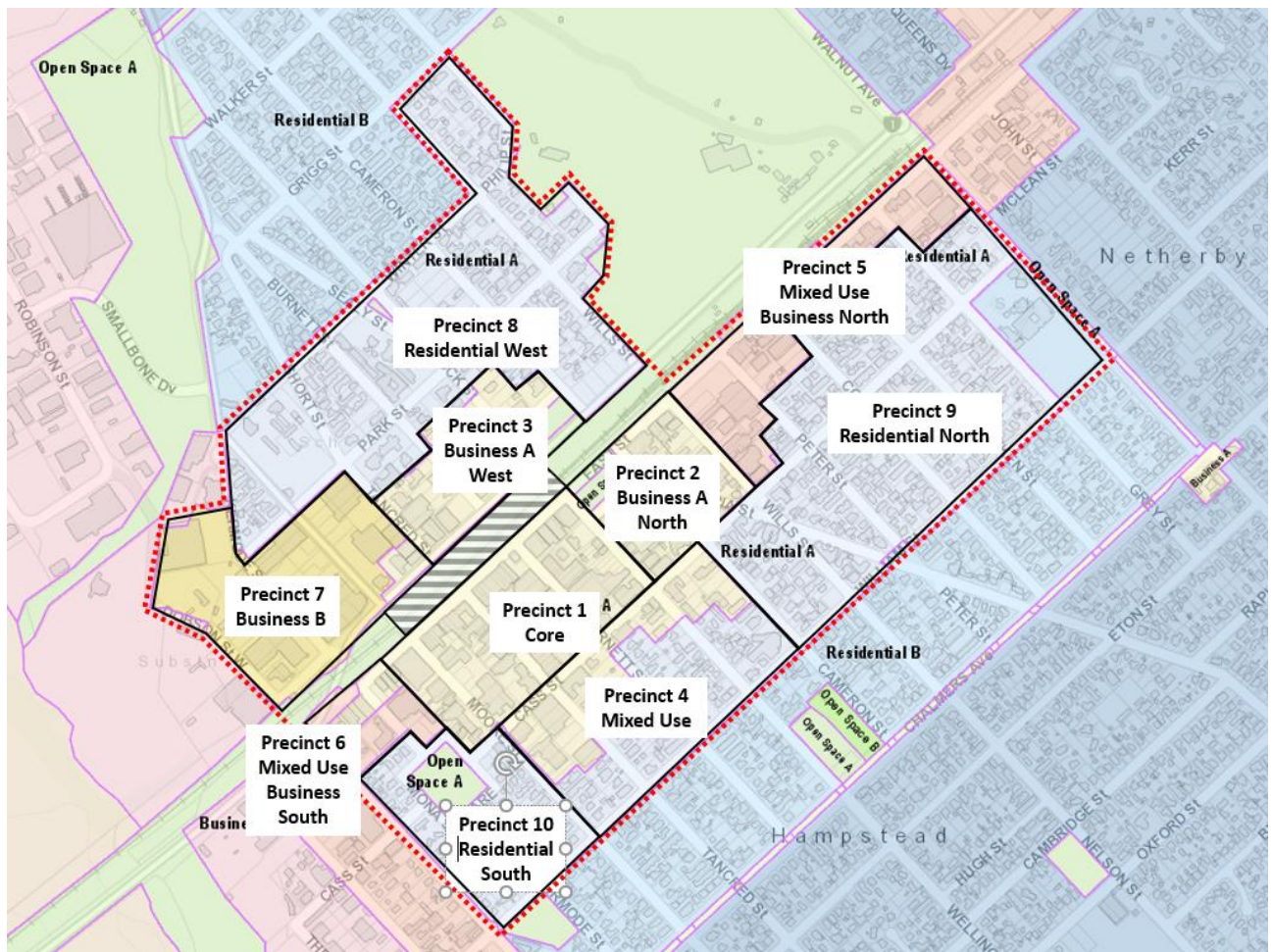
There are approximately **5,253 car park spaces** in the Ashburton Town Centre.

## 4. Precinct parking management

Parking Precincts have been identified within the town centre, these are generally based on similar landuse and zoning as shown in **Figure 4.1**. The concept of parking precincts is to have a defined area-based approach to parking management, recognising there is a relationship between the precincts.

Each precinct is described in term of the activities occurring within the precinct, the parking users, and pressures – both current and future. A set of parking management measures are proposed for each precinct.

The West Street car park is shown as the hatched area in Figure 4.1 and is included in the precinct assessments where there is considered to be a reliance on that public car park.



**Figure 4.1** Ashburton Town Centre Parking Precincts Map



## Precinct 1 - Business A (Core)

Description: The precinct covers the core of the Ashburton town centre and is bound by East Street to the west, Business A (north) precinct to the North, Mixed Use precinct to the east and Mixed-Use Business (South) and Residential (South) precincts to the south.

The precinct comprises a mix of retail and commercial businesses, banks but predominantly small-scale retail shops and food and beverage related businesses such as cafes, restaurants and pubs. Private on-site parking provisions are generally minimal throughout the precinct. There is no District Plan requirement for on-site parking in this precinct.



### Priority parking users:

- Short to medium term customer parking
- Servicing needs (e.g. loading)
- Commuter parking (staff)

<p><b>Current state:</b></p> <p><u>Inventory</u> All public:243 (all on-street) All Private: 200 Total: 443</p> <p><u>Occupancy level</u> Medium - High</p> <p><u>Time restrictions</u> A mix of, P120, P60, P30 and P15 - Note all on street parking is time restricted.</p> <p><u>Special use spaces</u> Loading bays, mobility spaces and taxi stand</p> <p><b>Adjacent West Street car park</b> <u>Inventory</u> Unrestricted - 144 P120 – 84</p> <p><u>Occupancy level</u> Unrestricted – Very High P120 – Low</p>	<p><b>Status of current parking:</b></p> <ul style="list-style-type: none"> <li>• High short to medium term customer parking demand during peak times. This is mostly catered for through on-street parking and the P120 section of the adjacent West Street car park. Some large format retail and commercial businesses at the northern end of the precinct fronting Havelock Street have customer parking. On-street parking within the entire precinct is prioritised for short to medium term parking demand through a range of time restrictions (there are no unrestricted on-street parking within the precinct).</li> <li>• Low to moderate level of short-term parking overspill to Mixed Use and Business (North) precincts. Time restrictions are provided for on-street parking within these precincts closer to the Business A (Core) precinct to be able to accommodate such overspill.</li> <li>• Small amount of on-site parking is provided by businesses for staff. However, this is minimal and inadequate to cater for the full extent of the commuter parking demand of the precinct. Commuters/staff rely on public parking supply. Noticeable proportion of commuter parking demand is catered for by the adjacent West Street Off-Street car park and a temporary paid car park at the corner of Burnett Street and Cass Street. Remainder of the commuter parking demand overflows to the Mixed Use and Residential (South) precincts.</li> </ul> <p><b>Potential future changes to parking:</b></p> <ul style="list-style-type: none"> <li>• The site which currently accommodates temporary parking at the corner of Burnett Street and Cass Street will eventually be developed, adding further pressure to both short term and long-term parking. During a parking survey undertaken in 2017, a maximum of 110 cars were recorded to be parked in this temporary car park and 32% of all parking was under 2 hours.</li> <li>• Future development within the precinct is likely to rely on public parking supply for both visitors and staff parking.</li> <li>• There is a potential for non-first floor residential development, residents with parking needs may need to be considered.</li> </ul> <p><b>Proposed parking management measures:</b></p> <ul style="list-style-type: none"> <li>• Continue active parking enforcement to ensure priority is retained for short and medium term parking.</li> <li>• Regular monitoring of parking occupancy and compliance levels between parking of different time restrictions and revise as needed to suit the evolving demands.</li> <li>• Provide appropriate wayfinding for off-street public car parks outside the core.</li> <li>• Review supply and demand for public off-street parking.</li> <li>• Travel planning with local businesses.</li> <li>• Prioritise parking for carpooling/ EV parking in West Street Car Park and any new off-street public car parks.</li> </ul>
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## Precinct 2 - Business A (North)

Description: The precinct borders Mixed Use Business (North) precinct to the north, Residential (North) and Mixed-Use precincts to the east and Business A (core) precinct to the south. The western side the precinct is bounded by East Street.

The precinct comprises a range of businesses including, cafes, small scale retail businesses, offices, small scale industrial suppliers etc. There is minimal on-site private parking provision across the precinct.

### Priority parking users:

- Short to medium term customer parking
- Servicing needs
- Commuter parking



<p><b>Current state:</b></p> <p><u>Inventory</u> All public:187 (all on-street) All Private: 225 Total: 412</p> <p><u>Occupancy level</u> Medium - high</p> <p><u>Time restrictions</u> A mix of, P120, P60, P30. - Note all on street parking is time restricted.</p> <p><b>West Street car park</b></p> <p><u>Inventory</u> Unrestricted - 144 P120 – 84</p> <p><u>Occupancy level</u> Unrestricted – Very High P120 – Low</p>	<p><b>Status of current parking:</b></p> <ul style="list-style-type: none"> <li>• High short to medium term customer parking demand during peak times. This is mostly catered for through on-street parking and the P120 section of the adjacent West Street car park. All on-street parking within the precinct is time restricted. Hence the short to medium parking demand of the businesses is prioritised over commuter parking.</li> <li>• The short to medium term parking demand for the most part is contained within the precinct itself apart from low levels of overflow to Residential (North) precinct and Mixed-Use precincts.</li> <li>• Some amount of on-site parking is provided by businesses for staff. However, this is minimal and inadequate to cater for the full extent of the commuter parking demand of the precinct. Commuters/staff rely on public parking supply. Some commuter parking demand is catered by the West Street Off-Street car park. Much of the commuter parking demand overflows to the Mixed Use and Residential (North) precincts.</li> </ul> <p><b>Potential future changes to parking:</b></p> <ul style="list-style-type: none"> <li>• The Ashburton District Council (ADC) offices and the public library is proposed to be relocated to this precinct from Business A (West) zone. This is expected to result in a higher demand for short term parking within the precinct and an increase of overflow commuter parking to Mixed Use and Residential (North) precincts.</li> </ul> <p><b>Proposed parking management measures:</b></p> <ul style="list-style-type: none"> <li>• Investigate the future demand for parking.</li> <li>• Reassess time restrictions on Barring Square East, Havelock Street and Cameron Street (close to Barring Square East intersection) to suit the needs for the visitors to the new civic building.</li> <li>• Long term – consider the option of leasing car parks in West Street Car Park and any new off-street public car parks.</li> <li>• Implement active parking enforcement to ensure priority is retained for short and medium term (increased in commuter parking demand may increase level of non-compliant parking).</li> <li>• Travel planning with local businesses and ADC staff.</li> <li>• Prioritise parking for carpooling/ EV parking in West Street Car Park and any new off-street public car parks.</li> </ul>
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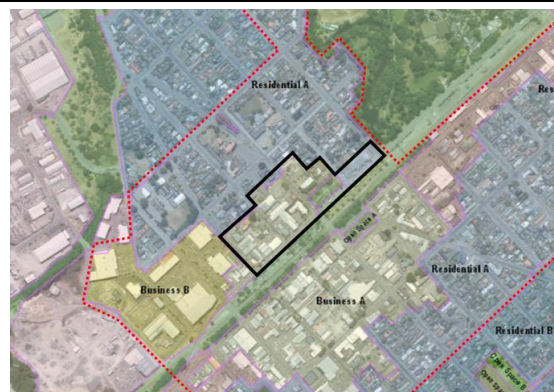
### Precinct 3 - Business A (West)

Description: The precinct borders Residential (West) precinct to the west and Business B precinct to the south. The northern and western boundaries are the Ashburton Domain and West Street, respectively.

The southern part of the precinct comprises a range of private retail and commercial businesses whereas the northern section of the precinct accommodates a number of civic uses such as the current ADC offices, the public library, Courthouse and the Arts Gallery.

#### Priority parking users:

- Short to medium term customer parking
- Medium-term visitor parking to civic services
- Commuter parking



<p><b>Current state:</b></p> <p><u>Inventory</u></p> <p>All public:164 (all on-street)</p> <p>All Private: 306</p> <p>Total: 470</p> <p><u>Occupancy level</u></p> <p>Medium - high</p> <p><u>Time restrictions</u></p> <p>A mix of, P120, P60, P30 P15 - Note all on street parking is time restricted.</p> <p><b>West Street car park</b></p> <p><u>Inventory</u></p> <p>Unrestricted - 144</p> <p>P120 – 84</p> <p><u>Occupancy level</u></p> <p>Unrestricted – Very High</p> <p>P120 – Low</p>	<p><b>Status of current parking:</b></p> <ul style="list-style-type: none"> <li>• Most private businesses and the public institutions provide some level of onsite private parking. This however is inadequate to satisfy the full parking demand of the precinct.</li> <li>• Moderate demand for short to medium term parking generated by customers to local businesses and visitors to the public institutes noted above. This demand is generally concentrated along West Street and the eastern ends of the streets intersecting West Street (Tancred Street, Burnett Street and Havelock Street). On-street parking along these sections have a mix of P120 and P60 time restriction to prioritise short and medium term parking over commuter parking.</li> <li>• High demand by commuters on public parking supply. This is catered for by the West Street off-Street car park as well as unrestricted on-street parking along Tancred Street, Burnett Street, Havelock Street, Cameron Street and Wills Street west of West Street.</li> <li>• Parking demand of the precinct is for the most part contained within the precinct itself (with some reliance on West Street Car park) apart from low levels of commuter parking overflow to Residential West precinct.</li> </ul> <p><b>Potential future changes to parking:</b></p> <ul style="list-style-type: none"> <li>• The proposed relocation of Ashburton District Council (ADC) offices and the public library may significantly influence the parking demand. The nature and the scale of this change will depend on the new activity that replaces the current ADC offices and the public library at the respective sites.</li> <li>• Potential changes to State Highway configuration could reduce the on-street parking and loading capacity.</li> </ul> <p><b>Proposed parking management measures:</b></p> <ul style="list-style-type: none"> <li>• Supply to be reviewed, this could involve optimising existing car parking (such as relocating some of the P120 time restricted parking in the West Street Car Park to all day parking) or provision of additional supply for this and the Core and Business A North precinct.</li> <li>• Reassess the time restrictions on Havelock Street, Barring Square West and West Street in front of the war memorial following the ADC offices and public library relocation. Implement new time restrictions or remove time restrictions as needed to suit the requirements of the new activities at these sites.</li> <li>• Long Term – Consider the option of leasing car parks in West Street Car Park and any new off-street public car parks.</li> <li>• Travel planning with local businesses.</li> <li>• Prioritise parking for carpooling/ EV parking in West Street Car Park.</li> </ul>
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## Precinct 4 - Mixed Use Zone

Description: The precinct borders Residential (North) precinct to the north, Residential (South) precinct to the south and Business A (core) and Business A (north) precinct to the east. On the eastern side the precinct is bound by Williams Street.

The precinct comprises a mix of businesses and residential properties. The businesses are generally of big-box retail nature and located towards the western end of the precinct. Most provide some level of on-site customer parking.

### Priority parking users:

- Short to medium term customer parking
- Servicing needs
- Commuter parking
- Residential parking



<p><b>Current state:</b></p> <p><u>Inventory</u></p> <p>Public on Street: 234</p> <p>Public off-Street: 68</p> <p>Private: 269</p> <p>Total: 571</p> <p><u>Occupancy Level</u></p> <p>Medium - high</p> <p><u>Time Restrictions</u></p> <p>A mix of P120 and P30.</p>	<p><b>Status of current parking:</b></p> <ul style="list-style-type: none"> <li>• Moderate short to medium term customer parking demand which is mostly catered by on-site private parking, with a low level of reliance on on-street parking.</li> <li>• Low to moderate level of short-term parking overspill from Business A (Core) precinct, concentrated along the western end of streets intersection Cass Street (Moore Street, Tancred Street, Burnett Street and Havelock Street). Short stretches of time restricted parking is provided along these streets to prioritise short term parking over commuter parking.</li> <li>• Commuter parking demand of the precinct for most part is fulfilled by on-site private parking, low level of reliance on public parking.</li> <li>• High levels of overflow commuter parking from Business A (Core) and Business A (North) precincts, potentially resulting in some conflict between residential and commuter parking demand.</li> <li>• Parking demand of the precinct (both long term and short term) for most part is contained within the precinct itself.</li> </ul> <p><b>Potential future changes to parking:</b></p> <ul style="list-style-type: none"> <li>• The relocation of the ADC offices will increase the overflow commuter parking to this precinct.</li> <li>• Development of the site at the corner of Burnett Street and Cass Street in Business A (Core) precinct, which is currently used as a temporary car park, will further contribute to overflow of both commuter and short-term parking from Business A (core) precinct.</li> <li>• Medium to high density residential housing may be developed within this precinct. The proximity to the city centre businesses and the new rules with no minimal parking requirement, may lead developers to provide minimal on-site parking. This may result in higher on street residential parking and potential conflict with commuter parking.</li> </ul> <p><b>Proposed parking management measures:</b></p> <ul style="list-style-type: none"> <li>• Supply to be reviewed as part of Precinct 1, 2 and 3 reviews.</li> <li>• Consider prioritising residential parking on the streets at some locations. For example, implement residents only parking outside any future medium – high density housing.</li> <li>• Long term – introduce possibility to lease car parks in and any new off-street public car parks.</li> <li>• Implement active parking enforcement to ensure priority is retained for short and medium term (increased in commuter parking demand may increase level of non-compliant parking).</li> <li>• Travel planning with local businesses in Business A (Core) precinct and ADC staff.</li> </ul>
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### Precinct 5 - Mixed Use Business (North)

Description: The precinct borders Residential (North) precinct to the east and Business A (North) precinct to the south. The northern and western boundaries are Walnut Ave and East Street, respectively, which also corresponds to the boundary of the town centre assessment area.

The precinct comprises a mix of business of varying scale. Most businesses provide on-site private parking. A noticeable exception is a block of small-scale retail activities along East Street immediately north of Peter Street, where customer parking is on-street.

#### Priority parking users:

- Short to medium term customer parking
- Servicing needs
- Commuter parking



#### Current state:

##### Inventory

All public: 171 (all on-street)

All Private: 373

Total: 544

##### Occupancy level

Medium

##### Time restrictions

P60 – 24 on street parking spaces along Peter Street and East Street

#### Status of current parking:

- Customer parking demand is mostly fulfilled by on-site private car parking within the businesses. An exception is a block of small-scale retail businesses on East Street between Cox Street and Peter Street.
- Time restrictions are provided along short sections, mainly on Peter Street and East Street, where customer parking for local businesses is relied on on-street parking.
- Moderate demand for on street parking by commuters within the precinct.
- Low level of overflow short term parking from Business A (North) precinct – P60 time restricted parking between Peter Street and Wills Street cater for this demand. However, occupancy level on this section is relatively low.
- Almost no overflow commuter parking from Business A (North) precinct, as on-street parking on the southern end of this precinct is mostly time restricted.
- Parking demand of the precinct is contained within the precinct itself, i.e., no parking overflow onto other zones.

#### Potential future changes to parking:

- The proposed relocation ADC offices to the Business A (North) precinct may result in a higher level of overflow commuter parking from the Business A (North) precinct. However, a minor increase in parking overflow from Business A (North) precinct will be inconsequential as time restrictions already exist on sections of East Street and Peter Street, where customer parking for businesses needs to be prioritised over commuter parking.

#### Proposed parking management measures:

- If P60 time restricted parking along East Street, particularly between Wills Street and Peter Street, is underutilised, consider converting these to unrestricted parking to support the expected increase in commuter parking demand within the adjacent zone.
- Implement active enforcement on time restrictions.



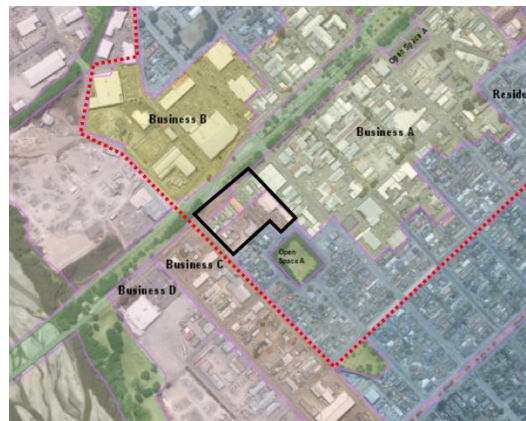
### Precinct 6 - Mixed Use Zone (South)

Description: The precinct borders Business A (core) precinct to the north and Residential (South) precinct to the east. The southern and western boundaries are Dobson Street and West Street, respectively, which also corresponds to the boundary of the city centre assessment area.

The precinct comprises a mix of business, including several fast-food restaurants, vehicle dealerships, a bakery, electrical item suppliers and several small-scale retail shops fronting East Street. Some businesses provide off-street private parking.

#### Priority parking users:

- Short to medium term customer parking
- Servicing needs
- Commuter parking



#### Current state:

##### Inventory

All public: 56 (all on-street)

All Private: 146

Total: 202

##### Occupancy level

Low - Medium

##### Time restrictions

P30 – on street parking spaces along Kermode Street

#### Status of current parking:

- Moderate demand for on-street parking by customers. – Most businesses fronting East Street rely on on-street parking provision for customer parking.
- Time restrictions (P30) are provided along a short section of Kermode Street to provide for customer parking for the local businesses.
- Low - moderate demand for on street parking by commuters within the precinct, relatively high demand on Kermode Street.
- Very low levels of both short term and long-term overflow parking from Business A(Core) precinct.
- Parking demand of the precinct is generally contained within the precinct itself, i.e., none to very low levels of parking overflow onto other zones.

#### Potential future changes to parking:

- If businesses in adjacent Business D provided less on-site parking for staff due to no minimum requirement, could overspill into this precinct. This could impact on-street parking supply.

#### Proposed parking management measures:

- Investigate the duration of stay for on street parking on East Street, including the of section angled parking. If higher duration of stay is observed, i.e., if these car parks are regularly used by commuters, implement time restrictions to prioritise the demand for short term parking generated from the local businesses fronting East Street.

## Precinct 7 - Business B

Description: The precinct borders Residential (West) precinct to the west and Business A (West) precinct to the North. The southern and eastern boundaries are Dobson Street (West) and West Street.

The land use within the precinct is predominantly commercial big box apart from a small lot of light industrial activity at the south eastern corner of the precinct. All most all the businesses within the precinct provide on-site private parking.

### Priority parking users:

- Short to medium-term visitor parking
- Commuter parking
- Servicing needs



<p><b>Current state:</b></p> <p><u>Inventory</u></p> <p>All public: 158 (all on-street)</p> <p>All Private: 683</p> <p>Total: 841</p> <p><u>Occupancy level</u></p> <p>Low</p> <p><u>Time restrictions</u></p> <p>Nil</p>	<p><b>Status of current parking:</b></p> <ul style="list-style-type: none"> <li>• Customer parking demand is almost entirely catered by on-site private car parking within the businesses.</li> <li>• Low to moderate demand for on street parking by commuters within the precinct itself – mostly concentrated on Kermode Street and Park Street.</li> <li>• Parking demand of the precinct is contained within the precinct itself, i.e., no parking overflow onto other zones.</li> <li>• Parking from other neighbouring precincts does not overflow onto this precinct.</li> <li>• Loading/ unloading for businesses occurs onsite.</li> </ul> <p><b>Potential future changes to parking:</b></p> <ul style="list-style-type: none"> <li>• If businesses provided less on-site parking for staff due to no minimum requirement, could impact on-street parking supply but some capacity for this.</li> </ul> <p><b>Proposed parking management measures:</b></p> <ul style="list-style-type: none"> <li>• No immediate changes are proposed to the existing parking supply or time restrictions.</li> </ul>
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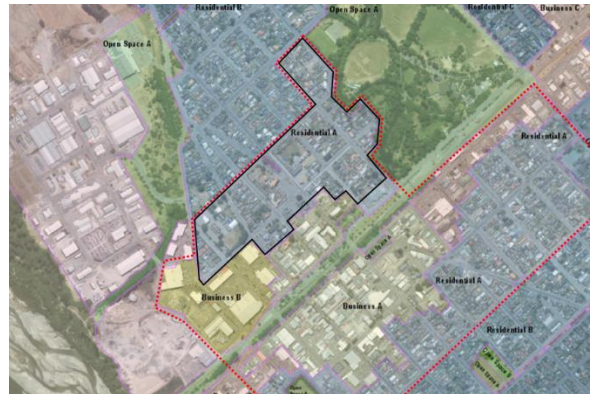
### Precinct 8 - Residential (West)

Description: The precinct borders Business B and Business A (West) precincts to the east and the town centre boundary in all other directions (Winter Street and Grigg Street to the west, and Ashburton Domain to the north and Kermode Street to the South).

The precinct predominantly comprises residential properties. Noticeable exceptions to this are two churches, one fronting Park Terrace and the other Sealy Street, a dental practice on Park Street and St. Joseph's School.

#### Priority parking users:

- Parking associated with the local businesses.
- Parking associated with St Joseph's School (staff and visitor) and churches.
- Commuter parking and long-term visitor parking from adjacent Business A (West) precinct.
- Resident parking



Current state:	Status of current parking
<u>Inventory</u> All public:604 (all on-street) All Private: 67 Total: 671  <u>Occupancy level</u> Low	<ul style="list-style-type: none"> <li>• Modest demand for commuter parking along the eastern end of the precinct - overflow parking from the Business A (West) precinct.</li> <li>• Some on-street parking associated with St. Joseph's School.</li> <li>• Noticeable level of on-street parking demand from the churches during the times of congregation.</li> <li>• Businesses within the precinct are of small scale and the parking demand for most part is contained within the on-site private parking provisions.</li> </ul>
	Potential future changes to parking:
<u>Time restrictions</u> Nil	<ul style="list-style-type: none"> <li>• Relocation of Ashburton District Council offices may result in a short-term reduction of overflow parking from Business A(West) precinct. The long-term parking effects, however, will depend on the new activity that replaces the ADC office at the site. Overall, the scale of the effects is expected to be insignificant.</li> <li>• If businesses in adjacent Business A (west) and B provided less on-site parking for staff due to no minimum requirement, could overspill into this precinct. Issue likely to be confined to day-time but any shift work could impact residential evening parking.</li> <li>• Any change to residential density in the future may increase the demand for on-street parking.</li> </ul>
	Proposed parking management measures:
	<ul style="list-style-type: none"> <li>• No immediate changes are proposed to the existing parking supply or time restrictions.</li> </ul>

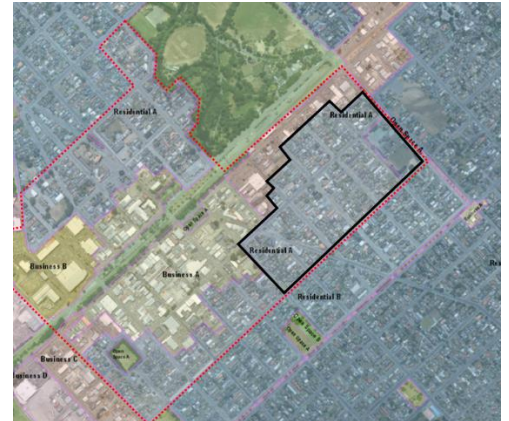
### Precinct 9 - Residential (North)

Description: The precinct borders Walnut Ave and William Street to the north and east respectively (corresponds to the City Centre boundaries). To the west is Mixed Use Business (North) and Business A (North) precincts, and to the south is Mixed Use precinct.

The precinct almost entirely comprises residential properties apart from the Ashburton Intermediate school at the eastern end of the precinct and several small-scale business fronting Victoria Street.

#### Priority parking users:

- Parking associated with the local businesses on Victoria Street.
- Commuter and long-term visitor parking from adjoining precincts.
- Parking associated with Ashburton Intermediate School (staff and visitor)
- Resident parking



#### Current state:

##### Inventory (estimate)

All public: 595 (all on-street)

Total: 595

##### Occupancy Level

Low

##### Time Restrictions

Nil

#### Status of current parking:

- Modest demand for commuter parking along the northern periphery of the precinct – overflow from Mixed Use Business (North) and Business A (North).
- Minimal on-street parking associated with Ashburton school (except and pick up and drop off).
- Minimal residential on-street parking demand during the day, this may increase in the evenings.

#### Potential future changes to parking:

- With the proposed relocation of Ashburton District Council (ADC) offices to the Business A (North) precinct, a higher level of overflow parking from the Business A (North) precinct can be expected at the top end of Victoria Street and Cameron Street.
- Any change to residential density in the future may increase the demand for on-street parking.

#### Proposed parking management measures:

- Depending on the increase in overflow parking, on-street parking along Victoria Street, particularly between Cass Street and Wills Street may need to be time restricted to ensure priority for customers to the local businesses fronting Victoria Street.
- Possible need for residents in the future.
- Travel planning with ADC Staff.



### Precinct 10 - Residential (South)

Description: The precinct borders Moore Street and William Street to the north and east respectively. To the west is Mixed Use Business (South) precinct, and to the south is Dobson Street which coincides with the southern end of the town centre extent. Mona Square is located near the top end of the precinct, this features a playground and events are sometimes held there.

The precinct predominantly comprises residential properties apart from a medical and a wellness centre at the corner of Cass Street and Moore Street.

#### Priority parking users:

- Parking associated with the local businesses at the corner of Cass Street and Moore Street.
- Commuter parking and long-term visitor parking from adjoining precincts.
- Resident parking



<p><b>Current state:</b></p> <p><u>Inventory</u></p> <p>All public: 251(all on-street)</p> <p>All Private: 30</p> <p>Total: 281</p> <p><u>Occupancy level</u></p> <p>Low – Moderate</p> <p><u>Time restrictions</u></p> <p>Nil</p>	<p><b>Status of current parking:</b></p> <ul style="list-style-type: none"> <li>• Relatively high demand for commuter/ long-term visitor parking along Mona Square (mainly north and east) – overflow from Mixed Use Business (South) and Business A (Core).</li> <li>• Low demand along Dobson Street from light industrial activities on the south side of Dobson Street (fronting Dobson Street, but outside the town centre extent).</li> <li>• Minimal residential on-street parking.</li> </ul> <p><b>Potential future changes to parking:</b></p> <ul style="list-style-type: none"> <li>• If businesses in adjacent Business D provided less on-site parking for staff due to no minimum requirement, could overspill into this precinct. Issue likely to be confined to day-time but any shift work could impact residential evening parking.</li> <li>• Any change to residential density in the future may increase the demand for on-street parking.</li> </ul> <p><b>Proposed parking management measures:</b></p> <ul style="list-style-type: none"> <li>• No immediate changes are proposed to the existing parking supply or time restriction.</li> </ul>
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## 5. Future state of parking - supply

The future parking demand within the Ashburton town centre will be influenced by a range of factors. The issues identified in the Precinct Plans and wider issues are discussed below with consideration of both supply and demand.

In the short term, the proposed upgrade and relocation of the Ashburton Library and the ADC offices is expected to be the key reason for change in the existing parking demand, both in scale and location. This and other factors that could influence the parking supply and demand within the town centre are outlined below, with the aim of identifying whether there is a clear need for more parking. It should however be noted that the effect of these factors, in most cases, is hard to quantify due to unknown elements and future uncertainty. Accordingly, this discussion aims at providing a qualitative appraisal of the future parking demand and supply as opposed to an evaluation on the quantum of parking demand and supply.

### 5.1 Factors affecting parking supply

#### *Loss of parking in the town centre due to streetscape upgrades*

The Ashburton CBD streetscape upgrades that are currently under construction involved the removal of approximately 40 on-street parking spaces within the CBD to create more landscaping and public space in the streets. But noting that the occupancy of spaces in the 2017 survey was below 85% (a threshold that indicates there is a parking supply/management issue).

#### *Loss of off-street parking at the ADC offices*

The current ADC office has 91 car park spaces (77 plus 10 garages plus 4 within a fenced compound). The new site on Baring Square East will have 51 car parks including 2 accessible spaces. This will cater for 16 Councillor/management vehicles, 10 ECan vehicles and 25 ADC vehicles. Therefore, the supply will be reduced by 40 spaces for council staff. If it remains a car park it will contribute to the overall parking supply, or it may be developed for another use.

ADC staff were surveyed about their travel intentions once the office has moved. 112 staff members completed the survey (a 45% response rate). 96% of respondents travel to work by motor vehicle, 62% of these people park in the current ADC office car park, 2% in the West Street car park and the rest park on-street. 40% of respondents had thought about where they will park when the office moves to the Baring Square East site. 40% responded that they would consider changing the way they travel to work, and many indicated that initiatives such as showers and lockers could support that change of travel mode. 42% indicated they would be willing to consider alternatives such as car pooling or a shuttle bus. **Table 5.1** outlines where 69 respondents thought they might park after the office move.

**Table 5.1** Precited parking areas to be used by staff after office move

Predicted parking area	Number of respondents
West Street car park	16
Road side in and around Baring Square East – no street specified	29
Road side in and around Baring Square East – Havelock Street	6
Road side in and around Baring Square East – Cass Street	1
Road side in and around Baring Square East – Cameron Street	5
Road side in and around Baring Square West	4

### Baring Square (West and East) on-street parking changes

There are currently 30 car park spaces (seven P30, nine P60 and 14 unrestricted) on Baring Street West available to visitors to the ADC office and nearby library. Most visitors to the new library and ADC office are unlikely to use this parking due to the distance from the new site and having to cross West Street. The new Baring Square East street design has 21 short stay spaces. That is a net loss of 9 spaces for visitor parking.

### Existing surplus parking supply

The area shown in **Figure 5.1** is assumed to be where a visitor to the new library or the civic centre would park on-street. Of this area, only the streets to the south of Havelock Street were surveyed in 2017. **Table 5.2** outlines the surveyed peak occupancy within this area in November 2017.



**Figure 5.1** Assumed on-street parking catchment for the new library and civic centre visitor parking.

**Table 5.2** 2017 Parking Survey Results

Street	Parking Supply	Recorded peak occupancy
Baring Square East	27	59%
Havelock Street	34	59%
Burnett Street	35	83%
Cass Street (between Havelock Street and Burnett Street)	18	88%
East Street <sup>[4]</sup>	82	72%

The current parking occupancy within this area is likely to be higher than that noted in **Table 5.2** due to loss of some parking supply through the CBD streetscape upgrades and considering three years of population and economic growth that may have contributed to an increase in the parking demand. Parking occupancy on Cass Street and East Street north of Havelock Street, Cameron Street, Wills Street and Victoria Street is unknown and assumed to be similar to the surveyed areas or marginally lower given that these streets are further from the retail and commercial activities in the town centre. It should also be noted that the majority of parking in the area shown in **Figure 5.1** is P60 time restricted, and visitors, particularly those to the library, may find a maximum of 1 hour parking duration inadequate.

Overall, there could already be some surplus capacity within the area shown in **Figure 5.1** to accommodate the short-term parking demand from the proposed new library and the civic centre. However, an overall occupancy that exceeds 85%

<sup>[4]</sup> Note that the occupancy is an average of on-street parking along East Street between Havelock Street and Kermode Street. The available data gathered through the inground sensors is not separated by street blocks.

should be avoided as it generally corresponds with high traffic circulation and consequent congestion and indirect road safety issues (such as frustrated drivers) as motorists “hunt” for an available car park.

It should also be noted that on street parking within the area shown in **Figure 5.1** cannot accommodate staff parking demand from the new civic building as all parking is time restricted. The closest unrestricted car parking to the new civic centre location, apart from the West Street car park, is either north of Peter Street or east of Cass Street. These areas were not covered in the 2017 parking surveys and hence the current occupancy is not accurately known. It is however very likely that unrestricted parking closer to the town centre within these areas are already occupied by staff of existing developments within the town centre. Non-time restricted sections of the West Street car park showed an occupancy of 98% during the 2017 surveys, and hence cannot accommodate any further parking.

### ***Future of the existing temporary car park***

It is understood that the existing privately owned temporary paid car park at the corner of Burnett Street and Cass Street (Eastfield) will eventually be developed. During the 2017 parking survey a maximum of 110 cars were recorded to be parked in this site. If the site is developed, this demand will be displaced to elsewhere in the town centre. An assessment of the parking turnover within car park during the 2017 surveys identified that 32% of all parking was under 2 hours.

The car parking on this area is currently made up of 70 pay and display spaces and approximately 90 leased spaces. Accordingly, displacement of this parking demand when the site is developed could place pressure on both town centre time restricted parking and unrestricted parking.

## **5.2 Factors affecting parking demand**

### ***Additional library visitors***

The upgraded library facilities are expected to attract more visitors than the existing facility at Havelock Street does. However, the additional visitors to the library may not necessarily correspond to additional parking within the town centre, as some of the new visitors to the library could be those who already come to the town centre for other purposes. The improved facility is also likely to attract completely new trips, which will result in an increased parking demand within the town centre. Additionally, current visitors to the library (those who just visit the library and not any other town centre activity) will most likely park west of West Street. With the proposed relocation of the facility, this demand will likely shift to the east as library visitors are unlikely to park west of West Street and walk to the library. Accordingly, the upgrade and the relocation of the library will result in an overall increase in the parking demand within the eastern side of the town centre. This however is hard to be quantify, mainly due to the possibility of significant trip chaining (a person visiting multiple facilities while the vehicle is parked at a single location) as result of the central location.

### ***Population growth and demographic changes***

The Ashburton district has been growing since the 1990s and is expected to continue to grow. The current estimated population of 35,400 is expected to reach 38,600 over the next ten years. As a consequence of the increasing population, the number of households will also grow. The district currently has 15,190 households (2021) and this is projected to grow to 16,520 by 2031. The influence of population growth on parking demand is likely to be minimal however the population is ageing with the biggest growth in the 65+ age group. Currently, 18.4% of the districts population are over 65 years and this is projected to increase to 20.7%, this is higher than national over 65s proportion of 15.2%. This is likely to increase the demand for mobility parking.

### ***Changes to town centre activity***

The Ashburton Town Centre Zoning Economic Assessment (Property Economics, 2019), concludes that there is significant potential for retail and commercial development within the town centre, but notes that the projected slow population growth would have the effect in slowing growth in retail demand. On this basis, it is assumed that that growth in town centre activity will induce more demand for parking, but the scale of the increase is not expected to be significant.

Conversely an increase in the use of on-line shopping, such as grocery delivery could reduce the demand for parking. Any larger retail outlets being located outside of the town centre will also move the parking demand to another part of the township, although it is noted that Plan Change 4 will discourage this. People working from home will also reduce parking demand. These aspects are difficult to quantify as there is no data available.



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### **Mode shift**

The Ashburton Walking and Cycling Strategy aims to increase travel by active modes however requires increased investments in active transport infrastructure and initiatives that will take some time to roll out. A potential second bridge across Ashburton River with appropriate walking, and particularly cycling, infrastructure will likely result in better uptake of active transport in future in Ashburton.

### **District-wide economic growth**

The Annual Economic Profile 2020 for Ashburton District (Infometrics, 2020) notes that the economic growth in the district averaged 2.6%pa over the last 10 year, with a high of 9.4% in 2004 and a low of -2.6% in 2011. It is also stated that GDP in Ashburton District measured \$2,506m in the year to March 2020, up 0.5% from a year earlier. Whilst the economy in the district on average has been on a growth trajectory, there is significant levels of uncertainty around the future economic growth. The infometrics report states that the full-scale impact of COVID -19 recession will only be captured in March 2021 reporting. There is also further uncertainty around how much and for how long the pandemic will continue to affect the economy. Additionally, the proposed Three Waters Reforms could potentially result in a more permanent decline in the district's economy through possible negative impact on dairy farming that is widespread throughout the District. Overall, there is uncertainty over the future economic growth in the district. Economy growth is generally associated with increased travel demand whereas an economic decline generally results in decreased travel demand. However, a quantifiable correlation between economic growth and parking demand is difficult to establish.

### **Possible shift in parking demand (from west of West Street to east side of town centre)**

A key difference between the existing ADC office building and the proposed Civic Centre location from a parking perspective is the proximity to unrestricted parking. Unrestricted on-street parking is available in the immediate vicinity of the current ADC offices, whereas at the proposed new location, unrestricted parking is located further away as noted previously. This means staff who currently park on-street, for example on Park Street or Havelock Street (west of SH1), following the relocation of the offices, may seek to park east of SH1. This means the increased demand for staff parking in east side of the town centre, realistically, can be more than that resulting from a net reduction of 40 parking spaces in the new civic centre.

### **Climate change, technology and the world of work**

There is uncertainty over the future effects of responses to climate change, technology, and developments in the worlds of work and commerce – such as electric vehicles, increased working from home and greater volumes of on-line shopping. He Pou a Rangi the Climate Change Commission has made recommendations to Government inviting it to:

- o Develop targets and plans to increase walking, cycling, public transport and shared transport; and
- o Encourage higher rates of working from home and flexible work arrangements.
- o Accelerate the uptake of electric vehicles

Transport policy, including parking policy, should reflect the context of a diverse range of communities and individuals. Some communities, especially rural communities, have and will continue to have a high dependence on vehicles for their mobility.

## **5.3 Summary**

There are competing factors that will influence parking supply and demand however the lack of data is limiting the completion of a quantitative, evidence based assessment. The discussion above tends to indicate an increase in demand however does not indicate an urgent need for more parking supply at this time. Managing parking demand through better use of low occupancy on-street parking and changes in time restrictions in the short term may be a more appropriate than providing more parking. These and other actions to reduce demand are discussed in the following section where a range of recommendations are made.

## 6. Recommended Actions

### 6.1 Summary of issues and actions

The issues identified in the Precinct Plans and the general issues discussed in Section 5 have resulted in a range of recommended actions. Section 8 outlines an Implementation Plan to deliver the recommendations.

The key issues and recommended actions are:

- Reducing parking demand – Behaviour change initiatives.
- Supply and demand – There is uncertainty over the future demand, more baseline data is required.
- Time restrictions – Review the restrictions identified in the Parking Precinct Plans.
- Provision of EV charging – Work with providers on scale and location.
- Catering for visitors and tourists – Provide good wayfinding and campervan parking.
- Disability provision and aging population – Update the Mobility Parking policy to include over 80s.
- Anticipated increase in cycling/micro mobility - Provide more cycle parking and add requirement to District Plan.
- Active management and technology – Consider future technology expanding on existing in-ground sensors.
- Residents parking – Develop a residents parking policy in anticipation of changing housing densities.

**Table 6.1** outlines how the actions align with the Parking Strategy Objectives.

**Table 6.1** How the actions align with the Parking Strategy Objectives

Action	Support placemaking, amenity and good urban design outcomes	Support the economic development of town centres	Support environmental outcomes	Support the Walking and Cycling Strategy	Ensure parking is managed appropriately for the context
Reducing parking demand – Behaviour change initiatives, such as travel plans and car pooling					
Supply and demand – There is uncertainty over the future demand, more baseline data is required before need for new supply is confirmed.					
Time restrictions – Review the restrictions identified in the Parking Precinct Plans.					
Provision of EV charging – Work with providers on scale and location of new charging facilities.					
Catering for visitors and tourists – Provide good wayfinding and campervan parking.					
Disability provision and aging population – Update the Mobility Parking policy.					
Anticipated increase in cycling/micro mobility - Provide more cycle parking and add requirement to District Plan					
Active management and technology – Consider future technology expanding on existing in-ground sensors.					
Residents parking – Develop a residents parking policy in anticipation of changing housing densities					

## 6.2 Reducing parking demand

Reducing demand for parking helps reduce the need to supply more parking. This also aligns with the need to reduce the emissions that contribute to climate change. To reduce parking demand travel methods need to be revisited. This may also change the nature of parking. For example, people may start to car pool more if car pooling parking was provided close to their destination. There is also likely to be an increase in electric vehicles including e-bikes. These infrastructure related aspects are covered as separate actions, this action focuses on potential behaviour change management actions, such as those outlined below.

### Travel planning and incentives

Travel plans can be a tool to help reduce parking demand by promoting other modes of transport. Some councils incentivise employers to have travels plan that encourage their staff to walk, cycle or use public transport. It is noted that there is no public transport in Ashburton. Travel plans can also be required through the District Plan as a condition of resource consent. A travel plan may help people choose their route to work or provide discounts for equipment or on public transport fares. The ADC staff survey (June 2021) indicated some people are willing to consider travel changes.

### Ride share / car share / carpool

Ride share / car share / carpool requires a significant change to current behaviours for it to become a highly used approach. Ride share is available in Ashburton through taxis operating in the town. Car share is a service where a car is kept in a common location and can essentially be rented by people that are signed up to the service. A range of carpool services are available in New Zealand. Parking could be allocated for these services (for pick up and drop off) in the same way the parking is allocated to taxis. The ADC staff survey (June 2021) indicated some people are willing to consider car-pooling or a shuttle service.

### Recommended action:

- **ADC promote travel planning and develop a Council employee Travel Plan prior to the office move.**
- **ADC consider car-pooling parking space allocation for their staff in a nearby location and investigate the potential for car pooling spaces in public car parks.**

## 6.3 Supply and demand

The discussion in Section 5 with respect to supply and demand factors was qualitative only, it explored how the factors could answer the question of whether more parking is required.

The lack of survey data is limiting the completion of a quantitative, evidence based assessment. It is recommended that an extensive survey of the town centre parking is undertaken once the ADC office and library has relocated to Baring Square East and the CBD streetscape works are complete. A survey can determine if the demand is at a critical level, generally considered to be about 85% occupancy or more.

A survey will also establish if any “space hopping” is occurring, that is commuters parking in time restricted parking spaces and changing between parking spaces during the day to avoid infringements. Commuters occupying time restricted parking will result in limited parking availability for short term parkers such as retail customers, which consequently will have negative impacts on the economy and the vibrancy of the town centre.

If the demand is high and ADC decide to provide additional off-street parking, then consideration of appropriate land should be made. The railway land off West Street (north of Havelock Street) has been mooted as an option in the past, this would require the land being leased from KiwiRail. There are also two current car parks on Burnett Street that could be considered for ADC staff parking. Other options are limited and subject to property purchase.

### Recommended action:

- **An extensive survey of the town centre parking is undertaken once the ADC office and civic building has relocated to Baring Square East and the CBD streetscape works are complete. This will help set a base line for ongoing monitoring and inform parking management changes.**

## 6.4 Time restrictions

The Precinct Plans identified areas where time restrictions should be reviewed, these were:

- Precinct 2: Revise the parking time restriction closer to the proposed new Civic centre and the library to suit the parking needs of the visitors to these facilities.
- Precinct 3: Consider revising time restrictions in West Street Car Park and on-street parking on Havelock Street, Barring Square West and West Street in front of War Memorial following ADC offices and library relocation.
- Precinct 5: In the medium to long term, monitor occupancy of the P60 time restricted parking along East Street between Wills Street and Peter Street. If determined underutilised, consider converting to unrestricted parking.
- Precinct 6: Consider implementing time restriction for on-street parking along East Street to prioritise the demand for customer parking.
- Precinct 9: Monitor parking occupancy on Victoria Street following the relocation of ADC offices. If a higher level of overflow commuter parking is observed on Victoria Street, consider implementing time restrictions between Cass Street and Wills Street.

### Recommended action:

- **Review time restrictions as per Precinct Plans, some can be undertaken before the ADC office and library are relocated to Baring Square East in anticipation of the library visitor needs, and some after the relocation in response to changing commuter parking patterns.**

## 6.5 Provision of EV charging

While climate change challenges are more long term in nature, this does not mean they are less important or less urgent. To reduce the emissions that contribute to climate change we will need to rethink our travel, this may reduce the demand for parking but also change the nature of parking. For example, people may start to car share more, providing for car sharing parking would help encourage this. There is likely to be an increase in electric vehicles including e-bikes. This means we need to think electric charging facilities.

### Recommended action:

- **ADC facilitate EV charging with providers to determine the optimum number of spaces requires and the most appropriate location.**

## 6.6 Catering for visitors and tourists

National and international tourists may be travelling in campervans or cars with a trailer for boats. This requires oversized parking for which there is limited availability. Parking that caters for this and is located close to activities such as retail, hospitality and tourist related activities (e.g. art gallery), may make Ashburton town centre a more attractive place to stop and visit.

### Recommended actions:

- **Allocate spaces in public car parks as campervan space by relocating some of the other space.**
- **Review the wayfinding signage to ensure that visitors are directed to West Street car park so that parking circulation is minimised.**

## 6.7 Disability provision and aging population

It is recommended that ongoing monitoring of the use of mobility spaces and consultation with the disability sector community be undertaken to ensure that mobility parking is provided in sufficient quantities and in the right locations. The demand for mobility parking may also be expected to increase over time as the age profile of the population changes.

The Mobility Parking policy will be expanded to include age-related parking.

### Recommended actions:

- **Monitor and consult with the disability sector and aged community as required for selected areas (the CBD area is already complete) be undertaken to ensure that mobility parking is provided in sufficient quantities and in the right locations.**
- **Update the Mobility Parking policy to include age-related parking (as proposed in the Strategy Action Plan).**

## 6.8 Mode shift and variety of mobility devices

The Ashburton Walking and Cycling Strategy aims to increase travel by active modes and will seek increased investments in active transport infrastructure and initiatives. A potential second bridge across Ashburton River with appropriate walking, and particularly cycling, infrastructure will likely result in better uptake of active transport in future in Ashburton. This will increase the level of bicycle parking needed, including at workplaces. The types of devices used for personal mobility are also evolving with electric scooters, e-bikes and larger bicycles such as cargo bikes now readily available and used in urban settings. Providing for these will also need consideration in terms of space and location.

Parking for bicycles and micro mobility aren't subject to the same supply and demand considerations as motor vehicles as we want to encourage those modes. For example, providing more parking for these modes can encourage them to be used. This involves providing parking for them in convenient locations and with consideration of their needs. For example, short term bicycle parking can be catered for on stands outside of their destination. For all day parking for bicycles could include secure bike cages in public car park areas where a walk to the destination is acceptable.

### Recommended actions:

- **Review cycle parking in the town centre and increase provision as required, providing bicycle parking on streets and secure bicycle cages in Council car parks (also an Action of the Parking Strategy and the Walking and Cycling Strategy)**
- **Add a District Plan rule requiring cycle parking with development that is not linked to car parking supply as per the current rule (also an Action in the Walking and Cycling Strategy)**

## 6.9 Active management and technology

Active management describes the ability to respond to changes in supply or demand in real time. It relies heavily on new and improved technology, and/or a greater presence of parking officers to understand what is happening with the parking system. The intent is to have a better real time feedback loop between what is occurring and how the system is managed in response. This can be achieved through the use of inground sensors in parking spaces that provide real time information on the use of the space. These are being installed in the CBD streets. The information can be remotely sent, stored and analysed to understand parking duration, turnover and occupancy.

The sensors can be used to provide users with real time information through an app. This would include the location of available parking along with the time restriction information, which reduces parking circulating. The systems can also provide easy payment mechanisms to provide a better service for the user if fees were introduced in the future.

Parking management systems can also be connected to wayfinding signs which can direct drivers to locations with available and suitable parking, and prevent traffic entering areas which are prioritised for pedestrian activity.

**Recommended actions:**

- Consider the implementation of a system to continuously monitor car park occupancy that is integrated with parking enforcement, and potentially dynamic wayfinding signage using Variable Messaging Signs (VMS) to advise motorists of the quantity and location of parks at key off street locations

## 6.10 Residents parking

Any change to residential density in the future may increase the demand for on-street parking. Management of this can be through actions such as residents parking zones, these provide local residents access and priority to on-street parking within the zone. It is generally used in residential areas adjacent to town centres or other commercial areas where parking demand overflows into residential area. Vehicles must display a residents parking permit to park in the zone and a limited number of permits would be issued. People choosing to live in some locations, such as first floor CBD apartments may choose to have no car. Regardless ADC could be pro-active in anticipating changes to residential living.

**Recommended actions:**

- Consider development of a resident's parking policy in anticipation of the possible increase in housing density and first floor CBD living.



## 7. Councillor Workshop

A workshop with Councillors was held 11 August 2021 to discuss the draft PMP. The Action Plan was supported however Councillors did not support the recommendation to not provide any new off-street public car park at this time.

Councillors propose a new off-street public car park be provided within the Town Centre. The area of railway reserve adjacent to West Street between Havelock Street and the pedestrian overbridge is to be investigated by staff for this purpose, as shown in **Figure 6.1**. This will involve KiwiRail approval to occupy the land and Waka Kotahi approval to access the car park from West Street as it is a State Highway. There is currently funding allocation in the Long Term Plan for additional car parking in the town centre.

The proposed area can accommodate 100-130 car park spaces depending the space available for use. It is proposed this area will be laid out in a similar way to the existing West Street car park and will accommodate all day parking. There may be some changes to the existing West Street car park time restrictions to accommodate more short term parking for town centre visitors.



**Figure 6.1** Location of new car parking as proposed by Council

## 8. Implementation Plan

### 8.1 Programme of actions

**Table 8.1** Ashburton Town Centre Parking Management Action Plan - Programme

When	Action
Short term 0 to 2 years	<p><b>Before the ADC office and Civic Centre relocation (expected to be complete Nov 2022)</b></p> <ul style="list-style-type: none"> <li>• ADC promote travel planning and develop a Council employee Travel Plan as an example for other organisations that may wish to develop a plan.</li> <li>• ADC consider car-pooling parking space allocation for their staff and investigate the potential for car pooling spaces in public car parks.</li> <li>• Review time restrictions as per Precinct Plans 2 in anticipation of the Civic Centre visitor needs.</li> <li>• Review time restrictions as per Precinct Plans 3, 5 and 6.</li> </ul> <p><b>After the ADC office and Civic Centre relocation and streetscape works complete</b></p> <ul style="list-style-type: none"> <li>• An extensive survey of the town centre parking is undertaken once the ADC office and library has relocated to Baring Square East and the CBD streetscape works are complete.</li> <li>• Review time restrictions as per Precinct Plan 9 - Monitor parking occupancy on Victoria Street following the relocation of ADC offices. If a higher level of overflow commuter parking is observed on Victoria Street, consider implementing time restrictions between Cass Street and Wills Street.</li> </ul> <p><b>General – not dependant on the ADC library and office relocation</b></p> <ul style="list-style-type: none"> <li>• Progress the development of a new off-street car park in the West Street rail reserve north of Havelock Street, as requested by Councillors.</li> <li>• Review and update District Plan rules requiring cycle parking with development (also an Action in the Walking and Cycling Strategy).</li> <li>• ADC facilitate EV charging with providers to determine the optimum number of spaces requires and the most appropriate location.</li> <li>• Allocate spaces in public car parks as campervan space to encourage visitors to the town centre</li> <li>• Review the wayfinding signage to ensure that visitors are directed to West Street car park so that parking circulation is minimised.</li> <li>• Monitoring and consultation with the disability sector and aged community be undertaken to ensure that mobility parking is provided in sufficient quantities and in the right locations.</li> <li>• Update the Mobility Parking policy to include age-related parking (as proposed in the Strategy Action Plan).</li> <li>• Review cycle parking in the town centre and increase provision as required (also an Action in the Walking and Cycling Strategy).</li> </ul>
Medium term 3 to 5 years	<ul style="list-style-type: none"> <li>• Consider the implementation of a system to continuously monitor car park occupancy that is integrated with parking enforcement, and potentially dynamic wayfinding signage using Variable Messaging Signs (VMS) to advise motorists of the quantity and location of parks at key off street locations.</li> <li>• Continue monitoring the parking demand.</li> </ul>
Long term Beyond 5 years	<ul style="list-style-type: none"> <li>• Continue monitoring the parking demand.</li> <li>• Consider development of a resident's parking policy in anticipation of the possible increase in housing density and first floor CBD living.</li> </ul>



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## 8.2 Monitoring and evaluation

To implement these changes, it is recommended that Ashburton District Council undertake parking and multi-modal surveys annually and supplement this with regular stakeholder and public consultation. These surveys play an important role in identifying when the occupancy of time restricted and/or all day parking is reaching an 85% threshold, triggering the implementation of parking management measures. The surveys and consultation will identify the adequacy of provision for special parking areas. The multi-modal surveys will further measure the success of the wider aspirations of the Walking and Cycling Strategy.

The monitoring also extends to collecting parking occupancy data for special use parks including mobility parks, cycle parking, bus/coach parking, over-size vehicle parking and continuing to monitor the incidence of non-compliant parking using on-street public parking (for example car yards or car servicing businesses using these for car storage), and the extent to which overnight truck parking is provided to the east of the town centre.

The monitoring proposed should be supplemented with ongoing public consultation to understand the wider needs of the community for all forms of parking.

The following sections set out the high-level requirements.

### ***Occupancy surveys***

The development of this PMP has highlighted the need for good data on the parking demand in the town centre. To ensure efficient use of the parking areas provided, it is recommended that parking occupancy and duration surveys are carried out annually. This would involve a combination of analysing in-ground sensor data, manual surveys and the potential use of drone for aerial surveys.

These surveys should include the following:

- Peak occupancy and turnover data for public off street and on street parking in each precinct, including a break-down of occupancies for each parking type (all-day, time restricted) where possible.
- Occupancy data for mobility parking
- Occupancy data for cycle parking
- Occupancy data for oversize vehicles in dedicated facilities as well as observations of extent to which over-size vehicles are using other parking
- Off-street private parking occupancy in the large private parks in the Ashburton Town Centre
- A register of the location and extent of any non-compliant parking

This occupancy data will help to inform decisions on increasing or decreasing supply.

### ***Multi modal surveys***

As well as the parking occupancy data, a multi-modal survey should be undertaken annually to ascertain whether there is a shift to alternative transport modes occurring. This will provide insight into the extent to which the multi-modal objectives of the Walking and Cycling strategy are being met and the extent to which a reduction in dependence on private vehicle travel to and from the town centre will reduce the demand for public parking.

This survey is recommended to be undertaken annually on a typical weekday in March outside school and public holidays. The number of vehicles, vehicle occupants, bus/coach occupants, cyclists and pedestrians should be recorded between 7am and 11am at the following four locations which provide a collar around vehicle movements into the town centre:

Special consideration has been given to the needs of cyclists within the parking strategy including a focus on the interface between cycle routes and parking provision, ongoing monitoring of the usage of existing cycle parking facilities and consultation to understand the needs of users. Collectively this will assist in supporting the uptake of cycling.



## 10. Consider application to review camping ground fees at Rangitata Camping Ground

Author Colin Windleborn Commercial Manager  
General Manager Paul Brake Group Manager Business Support

### Summary

- The purpose of this report is consider an application to review the Camping Ground Fees at Rangitata Camping Ground.
- This report looks at Options to respond to this request including
  - Continuing with the approved fees
  - Reducing the fees in part or in whole
  - Reducing camping ground expenditure
  - Partial camping ground closure (to reduce expenditure)
- The report recommends amending the fees as adopted in the LTP, noting that:
  - Taking into account the fees recommended by the submission for the 21/22 year
  - Setting the fees for ease of administration for the 21/22 year
  - Reassessment of income in 21/22 year to possibly amend the fee back to the fee set in the LTP for the 22/23 year.

### Recommendations

1. That Council adopt option two and amend the Rangitata Camping Ground fees for 2021/22 (GST inclusive) as follows:

	1/7/21-30/6/21	LTP 2021/22	Option 2 Fee
Unpowered -Adult) per person per night)	\$7.50	\$14.00	\$10.00
Unpowered -Child (5-17 years per night)	New charge	\$7.00	\$5.00
Unpowered -Child (under 4)	New charge	Free	Free
Powered -Adult (per person per night)	\$8.50	\$18.00	12.50
Powered - Child (5-17 years per night)	New Charge	\$9.00	\$3.00

	<b>Powered –Child (under 4)</b>	New charge	Free	Free
	<b>Storage per day (unpowered only)</b>	\$1.50	\$4.00	\$2.00
	<b>Seasonal (49 days) unpowered</b>	\$550.00	\$550.00	\$450.00
	<b>Seasonal (49 days) powered</b>	\$630.00	\$630.00	\$550.00

## Attachments

<b>Appendix 1</b>	Letter from Rangī Regulars
<b>Appendix 2</b>	Site map and photos
<b>Appendix 3</b>	ADC fees & charges
<b>Appendix 4</b>	Comparison of camp ground fees in area
<b>Appendix 5</b>	Financials – 6-monthly income by year
<b>Appendix 6</b>	Monthly income by year
<b>Appendix 7</b>	Revenue & Financing Policy
<b>Appendix 8</b>	Photos

## Background

### The current situation

1. Council has received a request from a number of the frequent campers to relook at the fees that Council is charging at the Rangitata Camping Ground. (Refer Appendix 1).
2. Rangitata Camping Ground is located on the Northern side of the Rangitata River mouth. The camping ground has 24 powered sites and 31 non powered sites. There are kitchen and laundry facilities and ablution blocks. Access to the river mouth is through the camping ground and there is an ablution block for the public to use adjacent to this. (Refer Appendix 2).
3. Potable water is supplied to the camping ground by way of an arrangement with the adjacent hut holders association, Council has paid them \$5,175 for 2019-2020 year.
4. Every year Council as part of annual budget preparation fees and charges are assessed and recommendations put forward for public consultation. Fees for camping grounds were previous to this year not included in the fees and charges schedule.
5. This year as part of Council's Long Term Plan preparation, fees charged for camping at three of Ashburton District Council controlled camping grounds were looked at. (Refer Appendix 3).
6. This involved investigating fees being charged at camping grounds around the region which provide similar facilities – although it was noted that sites at Rangitata are a lot larger than those at other sites looked at.
7. A fee was then recommended, which was in keeping with other sites in the area, as well as would meet the requirements of the Council's policy that fees for camping grounds should be set at 25-35 % of the operating expenses. As these fees were not included in previous fee schedules there was no policy with respect to the % of operating costs should be met by the setting a fee. (Refer Appendix 4)
8. There has been no increase in the camping fee at Rangitata for the last nine years therefore the increases may appear large as a one off increase.
9. Fees for camping grounds were included in the LTP consultation document which was comprehensively consulted on between 19 March and 19 April 2021. There were 430 submissions to the document with no submission on fees for camping grounds. Given that we now have an objection in hindsight there could have been more targeted consultation on the fee, although that level of consultation may be impractical in trying to cover all areas where fees are increasing.
10. The current budget reflects a 35% recovery of the operating expenses for the camping ground which is shown in. (Refer Appendix 5).

11. What was not looked at was the environs in which the Camping Grounds are set, as this is not what is being assessed.
12. Changes can be made to fees and charges during the year by way of a resolution of Council or a statutory requirement.

## Options analysis

### Option one – Status Quo- Fees Remain as in LTP

#### Advantage

13. Fees remain as per what has been consulted on and advertised.
14. The requirement to meet 25-35% of operating costs will be met.

#### Disadvantage

15. There may be resistance to the increase in fee by some patrons with the overall level of impact on camping ground revenue unknown.

### Option two –Stage the increase over two years with the second year increase subject to the level of income deficit in 20/21 –Preferred Option

16. This would see the fees in 2021/22 amended as follows:

	1/7/21-30/6/21	LTP 2021/22	Option 2 Fee
<b>Unpowered –Adult) per person per night)</b>	\$7.50	\$14.00	\$10.00
<b>Unpowered –Child (5-17 years per night)</b>	New charge	\$7.00	\$5.00
<b>Unpowered –Child (under 4)</b>	New charge	Free	Free
<b>Powered –Adult (per person per night)</b>	\$8.50	\$18.00	12.50
<b>Powered – Child (5-17 years per night)</b>	New charge	\$9.00	\$3.00
<b>Powered –Child (under 4)</b>	New charge	Free	Free
<b>Storage per day (unpowered only)</b>	\$1.50	\$4.00	\$2.00
<b>Seasonal (49 days) unpowered</b>	\$550.00	\$550.00	\$450.00
<b>Seasonal (49 days) powered</b>	\$630.00	\$630.00	\$550.00

**Advantage**

- 17. The objection put forward by campers will largely be addressed for the 21/22 year

**Disadvantage**

- 18. There will be a reduction in the income, requiring the camping ground to run at a deficit that needs to be funded from Council reserves.
- 19. The application for reduction of fees takes the process of setting fees away from the LTP/Annual plan process and, therefore full public consultation.
- 20. Fees may need to increase to the originally proposed 21/22 LTP levels for the 22/23 year if the camping ground is running at a deficit.

**Option Three – Reduce the expenditure****Advantage**

- 21. The reduction in expenditure could then be passed on through a decrease in camp fees.

**Disadvantage**

- 22. The Council would need to reduce the service, for example, less maintenance and a stop to any upgrades.
- 23. Planned maintenance which doesn't occur could have long-term consequences on the useful life of assets.
- 24. There could be further expense incurred in other operating expenses.

**Option Four – Close Camping Ground partially during the year****Advantages**

- 25. This would save some operational costs.
- 26. Income would decrease with overheads remaining relatively the same.

**Disadvantages**

- 27. Operational costs would increase for cleaning as we would need to send a cleaner for the public toilets.
- 28. There would be no security for the camping ground and facilities.
- 29. Possible more input from rates required.



## Legal/policy implications

### Camping Ground Regulations 1985

30. These regulations were made under the Health Act 1956 with their overall purpose to promote and protect public health. There have been no significant amendments to the regulations in more than 30 years.
31. The regulations impose numerous requirements on the operators of camping grounds with respect to the facilities provided and their upkeep.
32. The requirement for campers to pay derives from section 120B(1) of the Health Act 1956, which permits regulations to provide for "the registration, licensing, and control of camping grounds carried on for fee or reward, and of persons carrying on camping grounds for such purpose."

### Revenue and Financing Policy

33. The policy requires that 25-35% of operational funding is met from fees, with the remainder from rates. The current budget shows fees being 35% of operating costs if the projected income is met. The Council could reduce this to less than 35% of operating costs by reducing the camping fees and increasing the percentage of rate input. (Refer Appendix 7)

### Long Term Plan

34. In years that Council does not prepare a Long Term plan Council must prepare an Annual Plan. The Annual Plan then updates the work programme and budget signalled in the Long Term Plan for that particular year.
35. In the 2021-31 Long Term Plan, Campground Fees were included in the Fees and Charges.

## Financial implications

Requirement	Explanation
What is the cost?	A reduction in income if the preferred recommendation is passed.
Is there budget available in LTP / AP?	No- It is unlikely that the originally budgeted income will be achieved
Where is the funding coming from?	If there is a deficit, it will need to be met from reserves.
Are there any future budget implications?	Yes, but it is difficult to quantify this at this stage.
Reviewed by Finance	Paul Brake: Group Manager Business Support

## Significance and engagement assessment

36. The current fees for camping have been consulted on through the LTP process.

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Level of engagement selected	Comment – informal two-way communication. The property manager has met with representatives of the Rangitata campers and they have provided input through their correspondence.
Rationale for selecting level of engagement	This is appropriate in terms of the community engagement policy significance and engagement scale.
Reviewed by Strategy & Policy	Richard Mabon, Senior Policy Advisor

## Next steps

Date	Action / milestone	Comments
Following Council Meeting	Update fees and Charges on website if they are amended	Fees being charged are those which was included in the LTP.

## Appendix 1 Letter from Rangī Regulars

Hamish

On the suggestion of Colin Windleborn, we write to you with a plea to reassess the new fees at the Rangitata Camping Ground.

Such a sharp increase makes it unaffordable for many families who have been camping there for many many years.

We understand the fees haven't changed in many years and we appreciate the need for an increase but some campers will be going from around \$800 to over \$2300 for the camping months.

Camper numbers have been declining over the last few years, especially in this Covid world we now live in and we are sure this will be exaggerated if the new fee structure stays in place.

Many of the regular campers have indicated they will not be going at all this season while others won't be leaving their caravans set up down there, so therefore staying much less.

Rangitata is a very basic fishing camping ground, cold water to wash your hands with in toilets and nothing to dry them on, basic showers and kitchen facilities, but that's all part and parcel with it being **affordable**.

After discussions with a core group of campers, we think the following fees would be an affordable increase and hopefully in your eyes a fair compromise.

Unpowered site for \$10 per adult a night occupied.

Powered site for \$12.50 per adult a night occupied.

Kids 5yrs – 10yrs \$3 per night. 10yrs – 17yrs \$5

Unoccupied caravan parking on site \$2 a day (**All caravans must be unplugged and using no power.**)

We also suggest closing the camping ground completely for 3 months over winter and turning power off.

A quick poll of some of the regular campers on their support of our suggested fees and an indication of their camping plans this season if the new fee structure remains in place.

Please do not take this as a threat of any kind, it's just an idea of the revenue you may lose.

P, A & M Hooper – Support– Will not be camping with new fees

R & S Hall – Support – Will not be camping with new fees

N Hall – Support – Will not be camping with new fees

A, K, Z & Q Hall – Support - Will not be camping with new fees

S & R Hall - Support - Will not be camping with new fees

B & G Tarbotton – Support - not parking caravan so therefore camping much less

A & N Lowe - Support - not parking caravan so therefore camping much less

P, S, C & A Nicholson - Support - not parking caravan so therefore camping much less

J&S Davidson-Support -parking but will be camping less.

K Anderson, K Blampled + 2 kids – Support - Will not be camping with new fees

Kate & Colin Rotch – Support – Unsure if they will camp this season

Kory and Mel McKenna – Support- won't be parking and will be camping less

J&P White – Support- won't be camping this season

Scott McIntosh & Lori Phillips + 2 kids- Support – won't be camping with new fees

Heather & Kevin Cartwright support us but won't be going down if the new fees stay

Fungi and Tania Clark support us but not coming down this season

Davey allan supports our proposal but won't be going down with councils new rates.

Jimmy Crawford is in support of us too. But won't there for season under councils new rates.

M&K Symonds -support – unsure about camping camping.

A&K Mitchel-support-parking -will be camping less.

Thank you for your consideration.

The Rangī Regulars

## Appendix 2 Map of Camping Ground



### Ablution Block



## 27.0 Campgrounds

		1 July 2020 - 30 June 2021	1 July 2021 - 30 June 2022
<b>28.1</b>	<b>Rangitata site</b>		
	Unpowered – Adult (per person per night)	\$7.50	\$14.00
	Unpowered – Child (5-17 years, per night)	New charge	\$7.00
	Unpowered – Child (under 4)	New charge	Free
	Powered – Adult (per person per night)	\$8.50	\$18.00
	Powered – Child (5-17 years, per night)	New charge	\$9.00
	Powered – Child (under 4)	New charge	Free
	Storage per day (unpowered only)	\$1.50	\$4.00
	Seasonal (49 days) – unpowered	\$550.00	\$550.00
	Seasonal (49 days) – powered	\$630.00	\$630.00
<b>28.2</b>	<b>Hakatere site</b>		
	Per person per night (maximum \$20.00 per site)	\$5.00	\$5.00
	Per person per week	\$20.00	\$20.00
	Storage (per week)	\$10.00	\$10.00
<b>28.3</b>	<b>Kowhai Flat site</b>		
	Per night	\$2.00	\$2.00

## Appendix 4 Comparison Camping Ground Fees in Area

July 2019 – June 2020 and remain same for 2020-2021 no fees for 21 -22 on website

Item	Proposed Fee
<b>Amberley Beach</b>	
Powered site – up to 2 people per night	\$18.00
Powered site – additional adult per night	\$7.00
Powered site – additional child per night	\$3.00
Un-powered site – per adult per night	\$5.00
<b>Culverden Domain Camping Ground</b>	
Powered site	\$20.00
Non-powered site	\$15.00
Powered site and full use of showers & kitchen per night – Weekly Rate (5 plus days)	\$120.00
Use of shower and kitchen facilities	\$5.00
<b>Hawarden Domain</b>	
Powered site - per person per night	\$10.00
Non-powered site - per person per night	\$5.00
Showers - per person	\$2.50
<b>Hurunui Mouth</b>	
Per site per night	\$10.00
<b>Waikari</b>	
Per person per night (powered/unpowered)	\$10.00
Groups	By negotiation
Storage fee for vehicles/campervans (left on site while owner is away) per day	\$1.00
Caravan Dump Station	No charge
Scout Den per hire	\$30.00

## Peel Forest

### Fees

#### Campsites

##### Non-powered site

- Adult (18+ years): \$20 per night
- Child (5 - 17 years): \$10 per night
- Infant (0 - 4 years): free

##### Powered site

- Adult (18+ years): \$23 per night
- Child (5 - 17 years): \$11.50 per night
- Infant (0 - 4 years): free

Maximum number of people per site is 6.

Backcountry Hut Passes cannot be used at this campsite.

#### Cabins

- \$50 per night for up to 2 adults
- \$15 per night for each additional adult, child or infant

The DOC Campsite Pass can be used at this campsite except between 26 December to 8 February inclusive.

### Bookings

Bookings are open for stays from 24 September 2021 to 30 April 2022.

Bookings are required from South Canterbury Anniversary Weekend (late September) to 30 April.

[Book Peel Forest Campground online](#)

A \$10 service fee applies to all phone, email and in-person bookings.

Your booking will be for a site, which will be allocated or selected on arrival.

This fee was looked at but it was last reviewed 7 years ago



## RAKAIA HUTS CAMPING CHARGES

(effective 1 July 2014)

Casual Rate	Item	Fee
Powered Site:	Up to 2 adults	\$15/night
	Extra adults	\$6/night
	Children 5 -15 yrs	\$2/night
	Child under 5	No fee
Non Powered Site:	Up to 2 adults	\$10/night
	Extra adults	\$6/night
	Children 5 -15 yrs	\$2/night
	Child under 5	No fee

Seasonal Rate	Item	Fee
Powered Site:	Up to 2 adults	\$77/week
	Extra adults	\$6/night
	Children 5 -15 yrs	\$2/night
	Child under 5	No fee
Non Powered Site:	Up to 2 adults	\$56/week
	Extra adults	\$6/night
	Children 5 -15 yrs	\$2/night
	Child under 5	No fee

**Seasonal Rate:** Only applies for a period of stay between 2 – 7 consecutive weeks

## Other Camps

The following motor camps are leased on term contracts:

- Geraldine Holiday Park
- Rangitata South Reserve
- Temuka Motor Camp
- Winchester Motor Camp

### Pleasant Point

Description	2021/2022
	(GST inclusive)
Cabins	\$30.00 adult / \$12.00 child
Caravan power sites	\$20.00 adult / \$7.00 child
Unpowered sites	\$15.00 adult / \$6.00 child

### Other Camps

The following motor camps are leased on term contracts:

- Geraldine Holiday Park
- Rangitata South Reserve
- Temuka Motor Camp
- Winchester Motor Camp

Last updated: 15 Jul 2021

## Appendix 5 Financials for Rangitata Camping Ground 2016-2021/22

	2017		2018		2019		2020		2021		2022	
Natural Account	Accum Actual	Accum Budget	Accum Actual	Accum Budget	Accum Actual	Accum Budget	Accum Actual	Accum Budget	Accum Actual	Accum Budget	Accum Actual	Accum Budget
<b>Income</b>												
10114 - Fees	(38,803)	(30,000)	-42,489	-45,000	-39,674	-40,000	-29,619	-40,000	-25,960	-41,000	-158	0
10133 - General Rates	(25,827)	(25,696)	-26,211	-26,211	-34,157	-33,752	-51,834	-50,059	-44,673	-44,673	0	-56,303
10137 - Rental	(91)	(100)	-21	-100	24	-100	-20	0	-20	-100	0	-30,000
10145 - Targeted Rates	(4,677)	(4,676)	-4,677	-4,676	-4,683	-4,676	-4,677	-4,676	-4,677	-4,676	0	0
20102 - Treasury Intern	(230)	(250)	-281	-263	-287	-235	-320	-240	-337	-291		
20103 - Labour Recover			380	0								
20105 - Interest Alloca	(828)	(824)	-839	-839	-1,338	-1,338	-80	-80	-99	-99		
<b>Total Income</b>	<b>(70,456)</b>	<b>(61,546)</b>	<b>(74,138)</b>	<b>(77,089)</b>	<b>(80,115)</b>	<b>(80,101)</b>	<b>(86,550)</b>	<b>(95,055)</b>	<b>(75,766)</b>	<b>(90,839)</b>	<b>(158)</b>	<b>(86,303)</b>
<b>Transfers in</b>												
20201 - Appropriations	(13,760)	0										
20202 - Appropriations	0	(13,170)	-2,116	0	0	0	0	0	0	0	0	-7,560
<b>Total revenue</b>	<b>(84,216)</b>	<b>(74,716)</b>	<b>(76,254)</b>	<b>(77,089)</b>	<b>(80,115)</b>	<b>(80,101)</b>	<b>(86,550)</b>	<b>(95,055)</b>	<b>(75,766)</b>	<b>(90,839)</b>	<b>(158)</b>	<b>(93,863)</b>
<b>Expenditure</b>												
30101 - Salary / Wages	6,975	8,858	18,437	9,124	10,388	10,370	9,111	18,473	8,236	0	179	0
30102 - ACC Levies	32	106	141	109	119	124	152	222	194	0	10	0
30104 - Staff Training	147	0										
30105 - Allowances	9,593	0	1,577	0	9,807	0	10,400	0	10,640	0	820	0
30110 - Indemnity Insur	0	300	0	300	0	300	0	1,200				
30111 - Occupational Sa					0	300						
30201 - Printing (Ext)			24	0								
30202 - Stationery			150	0			76	0				
30210 - Telephone / Tol			17	0								
30213 - Licencing Costs	0	120	111	0	111	120	0	150	0	120		
30215 - Equipment Hire	675	0	805	500	585	1,000	390	1,000	455	1,000	65	1,000
30301 - Bank Fees	325	0	208	200	249	400	234	400	311	400	21	400
30308 - Consultancy	3,843	0	120	0								
30401 - Suppers & Recep			16	0								
30404 - Public Relation	195	0										
30501 - Maintenance			1,920	0								
30502 - Cleaning	0	1,000	1,298	0	0	2,000	0	2,000	0	2,000	0	1,000
30503 - Cleaning Consum	240	1,200	0	1,000	0	1,000	0	1,000	0	1,000	0	1,000
30504 - Maintenance Con	1,800	11,000										
30505 - Purchases	139	0	51	0	220	0	1,185	0			0	2,000
30506 - Consumables	271	1,000										
30510 - Mowing									1,926	0	0	0
30512 - Pruning			0	0	1,460	0	0	2,000				
30525 - Sundry Expendit	0	150										
30532 - Consents	757	0	757	0			113	0				
30560 - Litter Control	16,145	10,000	12,613	15,000	12,755	18,000	9,523	19,000	8,447	19,000	1,329	10,000
30604 - Rates	710	728	732	797	787	804	846	804	853	769	0	804
30607 - Repairs & Maint	9,894	3,000	12,576	10,000	5,669	10,000	8,589	10,000	1,422	10,000	2,589	10,000
30608 - Repairs & Maint	1,140	2,000	3,838	14,000	5,843	10,000	18,944	10,000	4,543	10,000	2,269	20,000
30611 - Electricity	7,718	10,000	7,470	12,300	9,624	10,000	6,032	10,528	5,271	10,500	0	6,040
30614 - Plant Costs	4,959	0	1,150	0	6	0			77	0		
30616 - Repairs & Maint	1,900	0	285	0								
30620 - Fuel	51	0	49	0								
30621 - Registrations	111	0										
30701 - Depreciation -											0	3,088
30702 - Depreciation -	174	177	1,117	176	1,235	549	1,160	561	1,159	1,235		
30703 - Depreciation -			695	0								
30704 - Depreciation -	5,754	5,653	6,350	5,623	6,355	6,402	6,355	6,543	6,355	6,355		
<b>Total direct expenditure</b>	<b>73,547</b>	<b>55,293</b>	<b>72,507</b>	<b>69,129</b>	<b>65,213</b>	<b>71,369</b>	<b>73,110</b>	<b>83,881</b>	<b>49,889</b>	<b>62,379</b>	<b>7,282</b>	<b>55,332</b>
<b>Corporate overhead charges</b>												
40103 - Overhead Recove	1,551	1,568	1,622	1,473	0	0						
40106 - Parks Recoverie	2,843	0	0	1,200	3,488	1,000	0	1,088	155	0		
40109 - Job Charges	1,512	0	448	0	501	0	570	0	1,003	0		
40112 - Property Recove	5,050	4,685	4,792	5,286	8,271	2,000	21,570	9,000	20,118	26,524	0	29,569
40122 - People and Capa					3,623	4,082						
40125 - Treasury					835	570	1,190	609	662	764	0	1,055
40126 - Rates					428	466	440	425	427	489	0	348
40127 - Community Relat					296	458	306	311	267	304		
40128 - Business Suppor					125	155	116	146	110	133		
40129 - Communication					136	0	240	239	244	246		
	<b>10,955</b>	<b>6,253</b>	<b>6,862</b>	<b>7,959</b>	<b>17,703</b>	<b>8,731</b>	<b>24,432</b>	<b>11,818</b>	<b>22,986</b>	<b>28,460</b>	<b>0</b>	<b>30,972</b>
<b>Total Expenditure</b>	<b>84,503</b>	<b>61,546</b>	<b>79,369</b>	<b>77,088</b>	<b>82,916</b>	<b>80,100</b>	<b>97,542</b>	<b>95,699</b>	<b>72,875</b>	<b>90,839</b>	<b>7,282</b>	<b>86,304</b>
<b>Capital Expenditure</b>												
51007 - Additions / Alt	12,454	19,000										
51009 - Other Asset Pur			4,600	0			0	0				
51018 - Cyclic Renewals	7,234	0	5,678	0								
<b>Total Capital Expendit</b>	<b>19,688</b>	<b>19,000</b>	<b>10,278</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Surplus/(Deficit)</b>	<b>(19,974)</b>	<b>(5,830)</b>	<b>(13,393)</b>	<b>1</b>	<b>(2,801)</b>	<b>1</b>	<b>(10,992)</b>	<b>(644)</b>	<b>2,891</b>	<b>0</b>	<b>(7,124)</b>	<b>7,559</b>
81003 - Cash Floats	220	0	220	0	220	0	220	0	220	0		

% of fees per operating exp 37% 37% 47% 58% 48% 50% 30% 42% 36% 45% -35%

## Appendix 6 Monthly Income by Year

	2017	2018	2019	2020	2021
july	-150	-87.83	-1,159.13	-13.04	-95.65
august	-670	-330.43	-232.18	-656.52	-1,519.12
september	-686	-290.44	-541.30	-1,589.58	-1,311.31
october	-5200	-5,575.20	-8,455.21	-3,849.14	-3,286.10
november	-3012	-4,885.20	-4,052.95	-4,088.27	-3,547.38
december	-4547	-5,456.53	-4,983.32	-4,159.15	-2,333.03
january	-8920	-11,879.57	-8,560.86	-4,109.98	-5,952.61
february	-4618	-4,618.77	-4,736.08	-2,913.46	-2,514.79
march	-5247	-4,288.98	-2,153.06	-2,815.65	-2,127.39
april	-4689	-4,543.46	-3,722.15		-2,614.09
may	-1062	-59.56	-847.42	-2,001.73	-658.25
june		-473.04	-229.99	-3,422.17	
	-38803	-42489	-39,673.65	-29,618.69	-25,959.72

## Appendix 7 Revenue and Financing Policy

### 11.22 Community Services – Reserves and Campgrounds

<b>Activity description</b>	Council provides a range of formal and informal campgrounds throughout the district. There are a number of special purpose reserves vested in Council which are held for specified purposes such as gravel extraction or recreation
<b>Community outcome(s)</b>	<b>A district of great spaces and places</b> - reserves and campgrounds provide recreation and social facilities for local residents and visitors.
<b>Who benefits and when?</b>	<p><b>Private benefit 50%</b> - provided to users of campgrounds and other facilities available through this activity.</p> <p><b>Community-wide benefit 50%</b> - provided through the use of the reserves, camp grounds, the Ashburton skate-park and other facilities. Tourism resulting from facilities provided brings economic benefit to the district.</p>
<b>Whose acts create a need?</b>	Local residents and visitors create a need through having access to reserves and campgrounds.
<b>Separate funding</b>	Given the high private benefit, it is appropriate to apply separate funding through the user pays principle. Insufficient revenue would be obtained through fees and charges and it would be unfavourable to increase fees to such a level that the activity could sustain itself. The general rate is therefore required to support funding.
<b>Funding source(s)</b>	<p><b>Operating expenditure – fees and charges 25-35%, general rate 65-75%</b></p> <p><b>Capital expenditure</b></p> <ul style="list-style-type: none"> <li>• Sourced from operating expenditure, reserves or loan funding.</li> <li>• <b>Financial contributions</b> – are levied under the Ashburton District Plan.</li> </ul>

## Appendix 8 Photos

Grounds



Hedge



Power Box





Facilities



Inside Ablutions





## **11. Re-naming of road within subdivision at 181 Archibald Street, Tinwald**

Author	<i>Ian Hyde, District Planning Manager</i>
Activity manager	<i>Ian Hyde, District Planning Manager</i>
Group manager	<i>Jane Donaldson, Group Manager Strategy and Compliance</i>

### **Summary**

- The purpose of this report is to rename a road to vest in Council under Sub20/0035 (approved) and SUB21/0047 (currently being processed).
- An application to name the two roads associated with the subdivision was presented to Council at the meeting of 28 July 2021. This meeting resolved to name the roads Saleyards Road and Sheep Pen Street.
- The applicants have now submitted a further application to change the approved name of Sheep Pen Street and have suggested options of Drovers Lane, Stockman Drive and Shepherd Drive noting the relevance of the names to the former use of the site.
- Saleyards Road which was adopted in the July meeting is not proposed to change and is not discussed further within this report.
- Names have been checked against the Council's Naming Policy and against the applicable standards.
- As the subdivision to which the road relates is currently under development, there are no external parties to consult.

### **Recommendation**

- 1. That** the resolution of Council at the meeting of 28/07/2021 naming roads associated with Sub21/0047 is in part revoked; and
- 2. That** the road currently named Sheep Pen Street be renamed Drovers Lane.

### **Attachment**

#### **Appendix 1 Subdivision plan**

## Background

### The current situation

1. The area in question forms part of a subdivision development.
2. The justifications for the proposed names proposed by the applicants are as follows:  
**Drovers Lane (preferred option), Stockman Drive and Shepherd Drive**  
The applicants have justified these names as being appropriate due to their relevance to the history of this site and its former use as a saleyards.
3. There are both Shepherds Road and Shepherds Bush Roads already existing within the District. However while these are similar, there is considered to be sufficient variance not to cause confusion were Council to choose this option. Neither Stockman Drive nor Drovers Lane are considered to replicate or mimic other names in the District in a way that would be confusing.
4. It is considered that the preferred names demonstrate a suitable relationship to their environment and local history as expected within the Council's naming policy and are otherwise compliant.

## Options analysis

### Option One - Do nothing (retain the existing name)

5. This is a valid option as the Council has resolved to name this road recently and has no obligation to rename this road.

### Option Two - Rename the road – (Preferred option)

6. Because the applicants informed staff very soon after the decision none of the usual administration such as updating NZ Post or emergency services have been undertaken. Additionally, because of the early stage of the subdivision, it is understood that no external party would be affected by this change.
7. It is recommended that the proposed preferred name be adopted.

## Legal/policy implications

### Legislation (Statutes & Regulations)

8. The Local Government Act 1974 [Clause 319\(j\)](#) which relates to the powers of councils in respect to roads and includes naming responsibilities.
9. Accordingly, there are no statutory implications other than to inform LINZ and other affected stakeholders of the new name.

### ***Council Strategies, Plans, Policies, Bylaws***

10. Ashburton District Council has adopted a policy on road naming, the relevant sections of this policy can be found [here](#).

## **Financial implications**

Requirement	Explanation
What is the cost?	Costs will be paid by the applicant.
Is there budget available in LTP/AP?	No budget required.
Where is the funding coming from?	The developer
Are there any future budget implications?	No
Finance Review Required?	No – there are no financial implications for Council.

## **Significance and engagement assessment**

Requirement	Explanation
Requirement	Explanation
Is the matter considered <u>significant</u> ?	No
Level of <u>significance</u>	Low
Level of <u>engagement</u> selected	Inform – 1-way communication
Rationale for selecting level of engagement	Because the proposal does not require changes to existing addressing details for any neighbour or other party who might be affected, further engagement is not considered to be required.

Appendix 1      Subdivision plan



## **12. Naming of right of way – 172 Walnut Avenue, Ashburton**

Author	<i>Ian Hyde, District Planning Manager</i>
Activity manager	<i>Ian Hyde, District Planning Manager</i>
Group manager	<i>Jane Donaldson, Group Manager Strategy and Compliance</i>

### **Summary**

- The purpose of this report is to name a private right of way created under Sub21/0031. This relates to a subdivision to create an eight lot residential development off Walnut Avenue in Ashburton. A plan which identifies the right of way now proposed to be named is attached.
- The applicant provided three name options for the right of way, proposing the names: Georgia Lane, Caron Lane and Jeffrey Lane.
- The names have been checked against the Council's adopted Naming Policy and the Australian/ New Zealand Addressing Standard.
- The Naming Policy allows for right of ways serving six or more properties to be named.

### **Recommendation**

- 1. That** the right of way proposed to be created as part of Subdivision Sub21/0031, at 172 Walnut Avenue, be named Georgia Lane.

### **Attachment**

**Appendix 1** Subdivision Plan Sub21/0031

## Background

### The current situation

1. The area in question forms part of a subdivision development.
2. While the name relates to a right of way, the Council's Naming Policy allows for naming of rights of way to occur when serving 6 or more properties as in the current situation. The policy states that the name must end in "Lane".

3. The justifications for the proposed names proposed by the applicants are as follows:

#### **Georgia Lane (preferred option), Caron Lane and Jeffrey Lane**

The names proposed are those of the developer's daughter, wife and father.

Previously the Council approved the name "Ella Lane", for a right of way associated with a development on Harrison Street. Ella is the name of the developer's first born daughter.

4. It is considered that the preferred names demonstrate a suitable relationship to the history of the site and the development as expected within the Council's naming policy.

## Options analysis

### **Option One - Do nothing**

5. This is not a practical option as there is currently no adopted name for the right of way.

### **Option Two - Name the right of way – (Preferred option)**

6. It is recommended that the proposed preferred name be adopted.

## Legal/policy implications

### ***Legislation (Statutes & Regulations)***

11. The Local Government Act 1974 [Clause 319\(j\)](#) which relates to the powers of councils in respect to roads and includes naming responsibilities.
12. Accordingly, there are no statutory implications other than to inform LINZ and other affected stakeholders of the new name.

### ***Council Strategies, Plans, Policies, Bylaws***

13. Ashburton District Council has adopted a policy on road naming, the relevant sections of this policy can be found [here](#).
14. Council's Naming Policy allows for rights of ways serving six or more properties to be named, this is in line with the relevant Australian and New Zealand Standard

## Financial implications

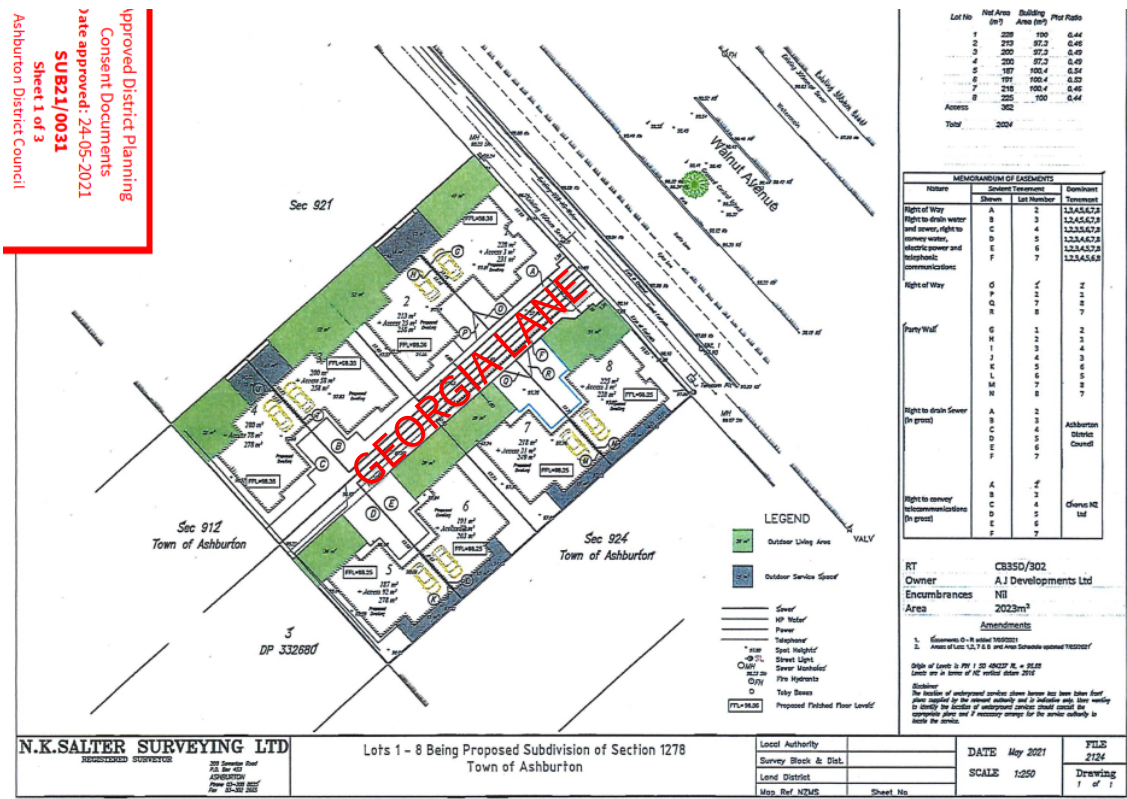
Requirement	Explanation
What is the cost?	Costs will be paid by the applicant.
Is there budget available in LTP/AP?	No budget required.
Where is the funding coming from?	The developer
Are there any future budget implications?	No
Finance Review Required?	No – there are no financial implications for Council.

## Significance and engagement assessment

Requirement	Explanation
Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Level of engagement selected	Inform – 1-way communication
Rationale for selecting level of engagement	Because the proposal does not require changes to existing addressing details for any neighbour or other party who might be affected, further engagement is not considered to be required.



Appendix 1 Subdivision plan 172 Walnut Avenue



### **13. Naming of road – 178 Racecourse Road**

Author	<i>Ian Hyde, District Planning Manager</i>
Activity manager	<i>Ian Hyde, District Planning Manager</i>
Group manager	<i>Jane Donaldson, Group Manager Strategy and Compliance</i>

#### **Summary**

- The purpose of this report is to name a road to vest in Council under SUBA19/0007 This relates to a subdivision to create a 22 lot residential development off Racecourse Road. A plan which identifies the road now proposed to be named is attached.
- The applicant provided three name options for the roads, with the names: Meadowlands Green, Evelyns Green and Lundons Green.
- The names have been checked against the Council's adopted Naming Policy and the Australian/ New Zealand Addressing Standard.

#### **Recommendation**

- 1. That** the road to vest in Council as part of Subdivision SUBA19/0007, at 178 Racecourse Road, be named Meadowlands Green.

#### **Attachment**

**Appendix 1** Subdivision Plan SUBA19/0007

## Background

### The current situation

1. The area in question forms part of a subdivision development.
2. The justifications for the proposed names proposed by the applicants are as follows:

#### **Meadowlands Green (preferred option), Evelyns Green and Lundons Green**

The applicants have provided the following justifications for the names:

- In relation to the preferred option, the property has historically been referred to as Meadowlands.
  - Evelyns Green is a family name that was associated with the purchase of the property some years ago.
  - Lundons Green reflects a family name that was associated with the purchase of the property some years ago.
3. It is considered that the preferred names demonstrate a suitable relationship to their environment and local history as expected within the Council's naming policy.

## Options analysis

### **Option One - Do nothing**

4. This is not a practical option as there is currently no adopted name for the road.

### **Option Two - Name the roads – (Preferred option)**

5. It is recommended that the proposed preferred name be adopted.

## Legal/policy implications

### ***Legislation (Statutes & Regulations)***

6. The Local Government Act 1974 [Clause 319\(j\)](#) which relates to the powers of councils in respect to roads and includes naming responsibilities.
7. Accordingly, there are no statutory implications other than to inform LINZ and other affected stakeholders of the new name.

### ***Council Strategies, Plans, Policies, Bylaws***

8. Ashburton District Council has adopted a policy on road naming, the relevant sections of this policy can be found [here](#).

## Financial implications

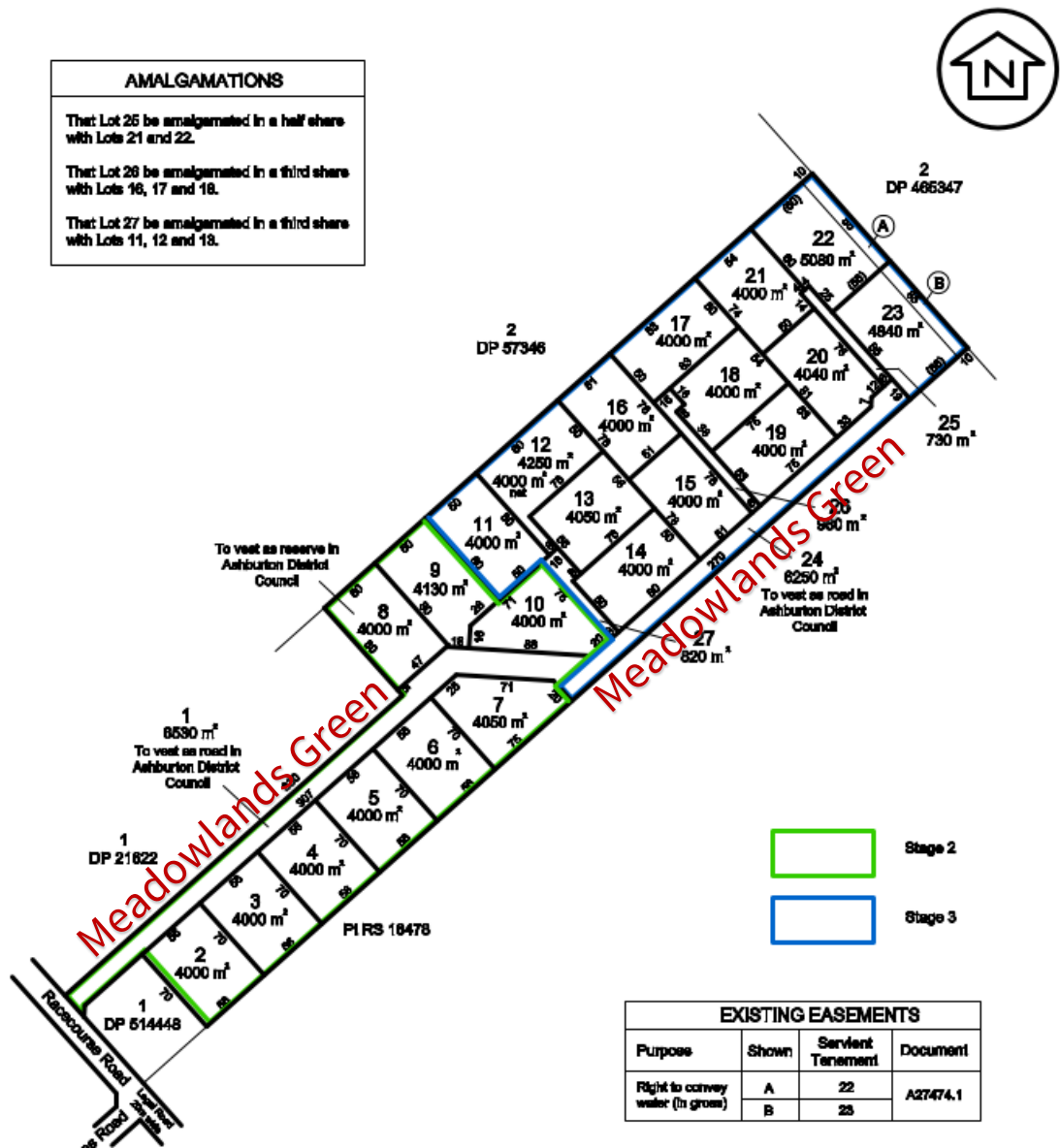
Requirement	Explanation
What is the cost?	Costs will be paid by the applicant.
Is there budget available in LTP/AP?	No budget required.
Where is the funding coming from?	The developer
Are there any future budget implications?	No
Finance Review Required?	No – there are no financial implications for Council.

## Significance and engagement assessment

Requirement	Explanation
Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Level of engagement selected	Inform – 1-way communication
Rationale for selecting level of engagement	Because the proposal does not require changes to existing addressing details for any neighbour or other party who might be affected, further engagement is not considered to be required.

Appendix 1      Subdivision plan 178 Racecourse Road

Meadowlands Road



## **14. Naming of road – 59 South Belt, Methven**

Author	<i>Ian Hyde, District Planning Manager</i>
Activity manager	<i>Ian Hyde, District Planning Manager</i>
Group manager	<i>Jane Donaldson, Group Manager Strategy and Compliance</i>

### **Summary**

- The purpose of this report is to name a road to vest in Council under Sub20/0042. This relates to a subdivision to create a 31 lot residential development off South Belt, Methven. A plan which identifies the road now proposed to be named is attached.
- The applicant provided three name options for the roads, with the names: Elmwood Farm Lane, Elmsdale Grove and Weir Place.
- The names have been checked against the Council's adopted Naming Policy and the Australian/ New Zealand Addressing Standard.

### **Recommendation**

- 1. That** the road to vest in Council as part of Subdivision Sub20/0042, at 59 South Belt in Methven, be named Elmwood Farm Lane.

### **Attachment**

<b>Appendix 1</b>	Subdivision Plan Sub20/0042
<b>Appendix 2</b>	Applicant supplied Topo50 map extract.

## Background

### The current situation

1. The area in question forms part of a subdivision development.
2. The justifications for the proposed names proposed by the applicants are as follows:

#### ***Elmwood Farm Lane (Preferred option), Elmsdale Grove and Weir Place***

The applicant has justified the names as follows:

*The name of the development is called Elmwood and is derived from the historic name of the underlying farm as shown on the screenshot from the NZ Topo50 map series (Appendix 2).*

*Therefore the preference is for the road name to be "Elmwood Farm Lane".*

*The second option is a derivation of Elmwood "Elmsdale Lane".*

*The third option relates to the previous owner of 20 years, the Weir brothers "Weir Place".*

3. A street in suburban Tinwald is already named "Elmwood Grove", however the addition of the word "Farm" and the different naming descriptors in the preferred choice option proposed are considered to avoid confusion or safety hazards. Neither of the other proposed names is considered to give rise to these concerns.
4. It is considered that the preferred names demonstrate a suitable relationship to their environment and local history as expected within the Council's naming policy.

## Options analysis

### **Option One - Do nothing**

5. This is not a practical option as there is currently no adopted name for the road.

### **Option Two - Name the roads – (Preferred option)**

6. It is recommended that the proposed preferred name be adopted.

## Legal/policy implications

### ***Legislation (Statutes & Regulations)***

7. The Local Government Act 1974 [Clause 319\(j\)](#) which relates to the powers of councils in respect to roads and includes naming responsibilities.
8. Accordingly, there are no statutory implications other than to inform LINZ and other affected stakeholders of the new name.



### ***Council Strategies, Plans, Policies, Bylaws***

9. Ashburton District Council has adopted a policy on road naming, the relevant sections of this policy can be found [here](#).

## **Financial implications**

Requirement	Explanation
What is the cost?	Costs will be paid by the applicant.
Is there budget available in LTP/AP?	No budget required.
Where is the funding coming from?	The developer
Are there any future budget implications?	No
Finance Review Required?	No – there are no financial implications for Council.

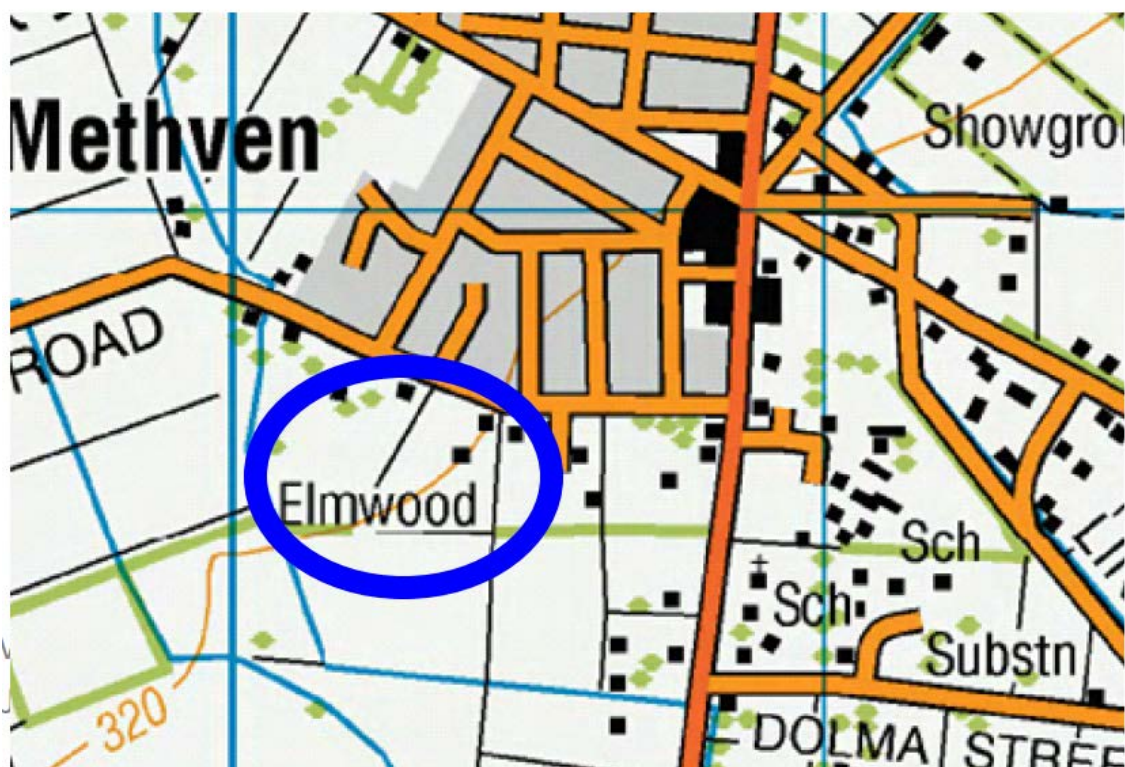
## **Significance and engagement assessment**

Requirement	Explanation
Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Level of engagement selected	Inform – 1-way communication
Rationale for selecting level of engagement	Because the proposal does not require changes to existing addressing details for any neighbour or other party who might be affected, further engagement is not considered to be required.

## Subdivision plan - 59 South Belt, Methven



## Appendix 2: Applicant supplied Topo50 map extract



## **15. Ashburton Car Club road closure – standing quarter mile sprint**

Author	<i>Rhys Roberts; Technical Support Officer-Roading</i>
Activity Manager	<i>Brian Fauth; Roading Manager</i>
GM Responsible	<i>Neil McCann; Group Manager – Infrastructure Services</i>

### **Summary**

- This report considers an application from the Ashburton Car Club for temporary road closure of sections of Winslow Willowby Road on 11 September 2021 to hold the Standing ¼ Mile Sprint event.
- This report outlines the benefits and risks to be taken into consideration on whether to approve or decline the road closure.
- The Ashburton Car Club has run car racing events safely and successfully for over 17 years. Their events are well organised and every risk and precaution is taken by the organisers to ensure that the highest levels of safety are maintained. Their events are highly supported by the local community and are a valued attraction to the District.
- Council is not obliged to approve any road closures. Our practice has been to approve such requests, subject to being confident that the event organisers can manage the event safely, and that the road will be restored to pre-race condition.
- Officers are satisfied that the Ashburton Car Club can meet these expectations, as they have repeatedly done so for many years. This event requires no detours and the roads concerned do not experience high traffic volumes. For these reasons, Officers recommend the request be approved.
- Objections closed on 13 August 2021 and no objections were received.

### **Recommendation**

1. **That** Council permits the following roads to be closed from 9.00am Saturday 11 September 2021 until 4.00pm the same day to allow the Standing ¼ Mile Sprint event to be held:

**Winslow Willowby Road**, from approximately 500 metres away from State Highway 1 to Longbeach Road.

### **Attachment**

#### **Appendix 1**    Map

## Background

1. The Ashburton Car Club has applied to Council for temporary road closure to allow them to hold the Standing ¼ Mile event.
2. This event has been advertised with a period of time for objections to be submitted. No objections were received before the closing date (13 August 2021).
3. The required insurances and traffic management plan have been received.
4. This application must be considered by Council under Paragraph 11(e) of the Tenth Schedule of the Local Government Act 1974, because New Zealand Motorsport, of which the Ashburton Car Club is a member, requires roads to be closed for motor sport events under the Local Government Act, as event participants may be under 16 years of age.

## Options analysis

### Option 1 – Approve road closure (Recommended)

5. Our practice has been to approve such requests, subject to being confident that the event organisers can manage the event safely, and that the road will be restored to pre-race condition.
6. Ashburton Car Club has a strong record of safe and successful management of these events in the district for over 17 years.
7. The responsibility for risk free operation lie with the organisers and all contingencies are covered in the conditions of closure.
8. The road condition will be inspected by Roading staff before and after the event. Staff are confident that the asset will be returned to its pre—existing condition after the event.
9. For these reasons, Officers **recommend** Option 1.

### Option 2 – Decline road closure

10. This is not preferred.
11. As mentioned in Option 1 these events have been held for a number of years without incident and are well supported by the local community. Many people look forward to these types of events and they provide a positive attraction to the District.

## Legal/policy implications

12. Clause 11 of the Tenth Schedule of the Local Government Act 1974 provides –  
*“That Council may, subject to such conditions as it thinks fit... close any road or part of a road to all traffic (e)... for any exhibition, fair, market, concert, film making, race or other sporting event or public function.”*



13. As noted previously, our practice is to enable these events to proceed subject to ensuring the safety of road users, residents and spectators.

## Financial implications

14. There are no financial implications.

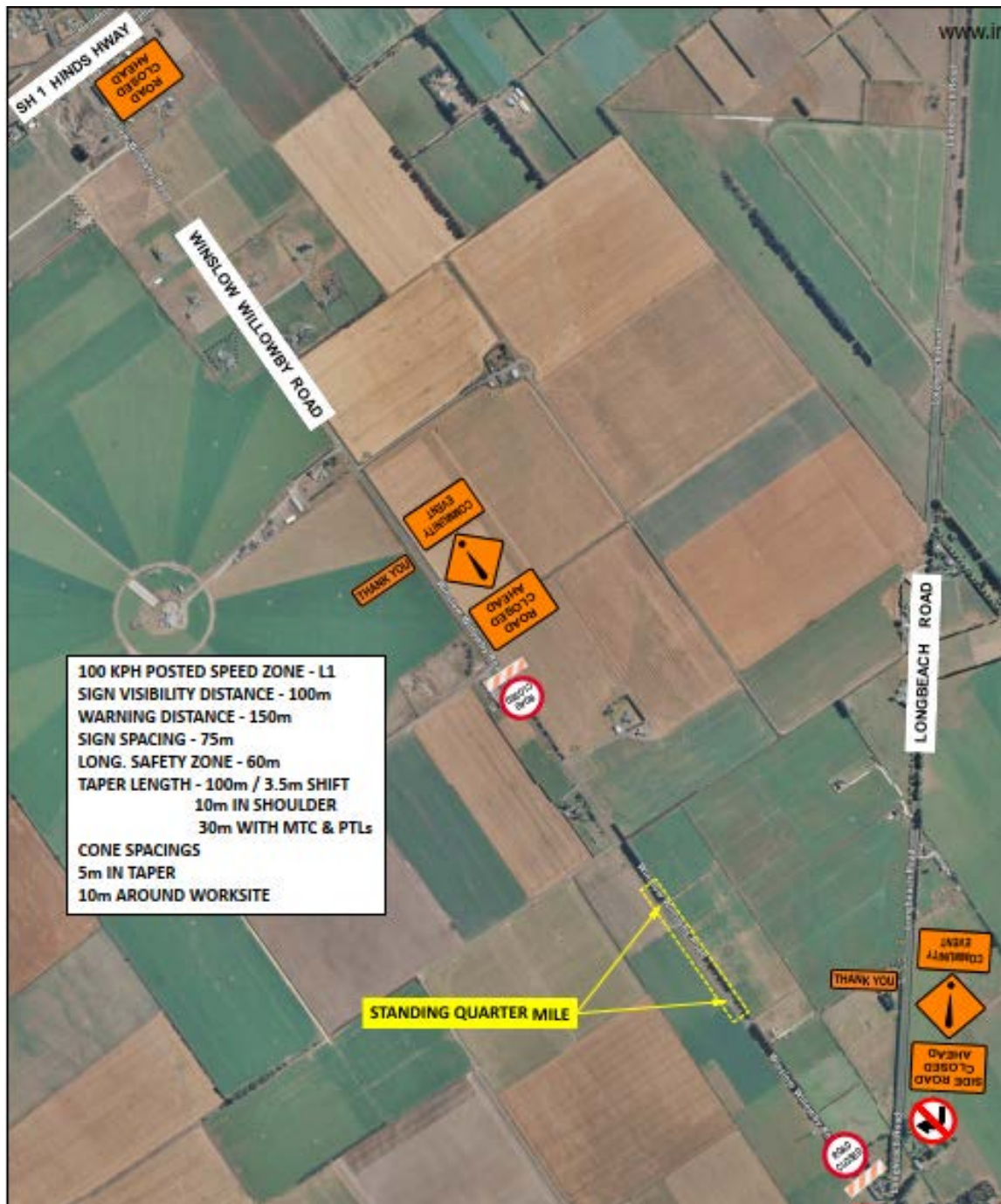
Requirement	Explanation
What is the cost?	No costs incurred to Council
Is there budget available in LTP / AP?	N/A
Where is the funding coming from?	All costs associated with this event are being paid by the organisers (Ashburton Car Club)
Are there any future budget implications?	No
Finance review required?	No – there are no financial implications for Council.

Requirement	Explanation
Is the matter considered <i>significant</i> ?	No
Level of significance	Medium
Level of <i>engagement</i> selected	Level 3 – Consult. Council must advertise the closure and consider objections, if any are received.
Rationale for selecting level of engagement	This level of engagement is required to meet statutory requirements.
Reviewed by Strategy & Policy	Richard Mabon, Senior Policy Advisor

## Significance and engagement assessment

- Property owners in the affected areas have been approached and letters dropped off so they are aware of the road closures and the event.
- The event has also been publicly notified.
- Other local organisations are actively involved with marshalling, security etc.
- Emergency services are provided with copy of road closure information after approval has been given.
- There will also be publicity around this road closure due to the normal media coverage of public meeting agenda items.
- The advance communications and notifications are consistent with the overall significance of this decision and the legal requirements.

## Appendix 1





## ***16. A new slogan for Ashburton***

Author *Simon Worthington, Economic Development Manager*  
General manager *Steve Fabish, GM Community Services*

### **Summary**

- Council has agreed that 'Whatever it Takes' as the slogan for the Ashburton District should be reviewed for ongoing relevance.
- At a recent workshop with Councillors there was debate about whether the Ashburton District needed a slogan and this paper provides additional information so that Councillors can make a decision as to how to proceed.
- The report shows the development of town or district slogans is fraught with complexity.
- Very few districts manage to capture the essence of their place in a few memorable words; Wellington with Absolutely Positively Wellington are one of the small few that have achieved this, many other slogans receive regular ridicule and fail to deliver benefit to their regions.
- Given the cost and difficulty in developing a slogan that clearly articulates a district's proposition and uniqueness in a short sentence, it is recommended that Council select Option 4, which is to abandon the use of a slogan and increase the positive messages and stories we tell about our place, our people and our activities.

### **Recommendation**

- 1. That** Council adopts option 4 and dispenses with the use of slogans in its marketing efforts and utilises a storytelling approach to selling the region, its businesses and its people.

## Background

### The current situation

1. Council has agreed that 'Whatever it Takes' as the slogan for the Ashburton District should be reviewed for ongoing relevance, and has asked for a report on what a future slogan or approach might look like.
2. In a recent workshop there was discussion about whether a slogan was needed, with mixed opinions expressed by Councillors. Council staff agreed to develop an options paper for Councillors to consider.
3. Town or district slogans have traditionally been used as a way of differentiating or promoting a place. Slogans or taglines have been used for decades, however, became fashionable in the 80's and 90's as branding as a concept became more popular.
4. The Absolutely Positively Wellington campaign comes out of that time, as did the Salmon in Rakaia, the big carrot icon in Ohakune, the trout in Gore and some of the slogans below:
  - Take a Liking to a Viking – Dannevirke
  - Right Up My Hutt Valley – Hutt Valley
  - If You Lived Here You'd be Home Now – Featherston
  - It's All Right Here – Dunedin
  - You Matter in Matamata – Matamata
  - All You Need and Then Some – Whanganui
  - So Nice They Named it Twice – Kerikeri
5. Unfortunately these slogans often become fodder for the news outlets and often serve to be ridiculed by the media and public alike. It should be noted that the large salmon, trout, carrots, gum boots and L&P bottles don't seem to suffer the same ridicule in the media and often are a place that people will stop for photos. For Ashburton, a sculpture positioned between the CBD and SH1 may encourage more people to stop and look around.
6. Town branding has frequently not worked or failed to deliver. Tourism New Zealand chief executive George Hickton, who oversaw the 100% Pure brand for a decade, provided a view in 2011 as to why so many historic attempts by New Zealand towns have failed.

*"You look around New Zealand and you'll see ample evidence outside towns of old campaigns where people have forgotten to change the signs. And it just says, 'Oh, well, that was something else that didn't really work'."*

7. There have been examples of town branding working exceptionally well. Absolutely Positively Wellington has been the brand in Wellington for 30 years and seems well supported by the public and the media.
8. The brand was created by the local newspaper and creative agency Saatchi and Saatchi in the early 1980's in response to the poor image of Wellington and adverse economic conditions. This video released about ten years ago takes the viewer through the development and first twenty years of the brand; whilst developed by the external parties the brand was formally adopted by Council.

See [20 Years of Absolutely Positively Wellington - YouTube](#)

9. An option would be for Council to consider handing the slogan development to local media to develop. The Ashburton Guardian have taken an interest in the Council's plans for a new slogan and may be interested. The Council could then decide at a future date whether to adopt the slogan that was developed in much the same way that Wellington Council did with Absolutely, Positively Wellington.

## Options analysis

10. In preparing this report four options have been considered that demonstrate the breadth of response that Councillors may choose:
  - Option one – Engage a strategic marketing company to develop a new District Slogan
  - Option two – Council staff develop a new District Slogan
  - Option three – Council leave the development of the District Slogan to the community and formally adopt the outcome
  - Option four – Council dispenses with the use of slogans in its marketing efforts and continues to tell stories about our place, our people and our activities

The advantages and disadvantages of these options are shown in the table below:

Options		Advantages	Disadvantages
1	Engage a strategic marketing company to develop a new District Slogan	An agency with a track record in town and district brand development can be selected.	<p>High cost to rate payers that is currently unbudgeted</p> <p>No guarantee that the slogan produced will have the positive impact on the District.</p> <p>Risk of a similar slogan to 'Whatever it Takes' being developed</p>

2	Council staff develop a new District Slogan	<p>Lower cost option</p> <p>Ability to manage the engagement process directly.</p>	<p>Lack of skills in brand development and execution</p> <p>Risk of a similar slogan to 'Whatever it Takes' being developed</p> <p>Staff do not have capacity to develop a new brand, without programmed work being stopped</p>
3	Council leave the development of the District Slogan to the community.	<p>Community get a say in how the slogan is developed.</p> <p>No need to formally adopt slogan if it didn't meet the standard required.</p>	<p>Risk of a similar slogan to 'Whatever it Takes' being developed.</p> <p>Public backlash if slogan not formally adopted</p> <p>Risk of a Timaru type process where the favoured slogan was not adopted but still stuck – 'Timaz Hard'</p>
4	Council dispenses with the use of slogans in its marketing efforts and continues to tell stories about our place, our people and our activities	<p>Builds on work already being undertaken and is not reliant on additional funding.</p> <p>Stories can be built and changed quickly dependent on the need at the time</p> <p>Ability to revisit the slogan at a later date if required.</p>	<p>Slogan is fixed and takes a considerable amount of time, investment and energy to refresh.</p> <p>Some media attention given the signalled intent to develop a new slogan.</p>

11. The preferred option is Option 4, to dispense with the use of slogans in our marketing effectors and continue to tell stories about our place, our people and our activities. This option ensures that Council can continue to use current branding theory and practice, whilst minimising future negative publicity and not incurring additional costs in the development of a new slogan.

### Legal/policy implications

12. There are no legal or policy implications regarding the requirement for Council to have a District Slogan.

## Financial implications

Requirement	Explanation
What is the cost?	Option 1 - \$80,000 - \$150,000 Option 2 - \$15,000 - \$30,000 Option 3 - \$0 Option 4 - \$0
Is there budget available in LTP / AP?	There is no budget for this work
Where is the funding coming from?	There is no cost to option 3 and 4 (option 4 is the preferred option). If option 1 is selected, then either a short term loan (rated for full repayment in 2022/23) or other projects deferred and their funding reallocated to this project. Option 2 is likely to be funded from deferred projects. If the funding is coming from deferred projects, Council will need to be updated as to those deferred projects
Are there any future budget implications?	Yes To keep the slogan alive would need constant reinvestment. Whilst the slogan would be included in committed communications activity it is clear from districts that use their slogans successfully that addition marketing is wrapped around the slogan's use.
Reviewed by Finance	Paul Brake: Group Manager Business Support

## Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	Yes
Level of significance	Medium
Level of engagement selected	Option 1& 2 – Collaborate Option 3 & 4 – Inform
Rationale for selecting level of engagement	There has been a notable level of interest in the slogan, including Councillors appearing on television and national and local media covering the slogan over a number of years. It is not clear if there is widespread community interest or support in funding the development of a new slogan for the district. If the Council's decision is to proceed with the slogan a full collaborative process will need to be undertaken, which will require additional resource than what is allowed for in the current budgets.
Reviewed by Strategy & Policy	Toni Durham; Strategy & Policy Manager

## 17. Mayor's Report

### 17.1 Ashburton Water Zone Committee – Wakanui Working Group

The Ashburton Water Zone Committee have established a Wakanui Working Group to investigate and engage with the community in regard to the practicalities of restoring reliable water flows to the Wakanui hāpua.

The group is to have representation from: Te Ngāi Tuāhuriri Rūnanga, Te Rūnanga o Arowhenua, Wakanui community, Ashburton Water Zone Committee, Environment Canterbury, Ashburton District Council and Wakanui School.

#### Recommendation

**That** Council appoints Cr Lynette Lovett as Council's representative on the Wakanui Working Group.

### 17.2 Covid 19

New Zealand returned to Level 4 restrictions on Wednesday 18 August, initially for a three day period and then extended until Friday 27 August when the Prime Minister will make a further announcement.

This is not what New Zealand needs at this stage, but the Government must do all it can to keep the population as safe as possible. Vaccinations are being ramped up to get as many New Zealanders over the age of 12 vaccinated as soon as possible.

Level 4 restrictions are putting extreme pressure on all businesses in the district by restricting their ability to trade; essential services are able to continue to trade but with restrictions.

### 17.3 Meetings

- **Mayoral calendar**

#### August 2021

- 16 August: Walnut Avenue Intersection upgrade project site blessing
- 16 August: Advance Ashburton Board meeting
- 17 August: Sport Canterbury
- 17 August: Michelle Brett – Hakatere Marae
- 17 August: Covid Level 4 Lockdown
- 18 August: Council meeting (via Zoom)
- 19 August: Regional Transport Committee
- 19 August: 3Waters
- 19 August: CBD Update

- 20 August: Civil Defence Emergency Management
- 20 August: Covid Essential Update
- 23 August: Ngai tahu – approach to 3Waters
- 24 August: Ashburton Water Zone Committee
- 24 August: Ashburton/Hakatere River Liaison Committee
- 25 August: Executive Committee – Emergency Flood Funding
- 26 August: Otago Medical Students
- 26 August: Audit New Zealand
- 27 August: Community Honours Awards applications review

### **Recommendation**

<b>That</b> Council receives the Mayor's report.
--

Neil Brown

**Mayor**