

Ashburton District Road Safety Co-ordinating Committee

AGENDA

Notice of Meeting:

A meeting of the Ashburton District Road Safety Co-ordinating Committee will be held on:

Date: Tuesday 2 May 2023
Time: 9.30am
Venue: Council Chamber
137 Havelock Street, Ashburton

ADC Membership

Cr Liz McMillan (Chair)

Cr Phill Hooper

Cr Richard Wilson

Mayor Neil Brown (ex-officio)

AGENDA

- 1 Apologies**
 - Daniel Naude, South Canterbury Road Safety
 - Sean Nilsson, Waka Kotahi/NZTA

- 2 Notification of Extraordinary Business**

- 3 Confirmation of Minutes** **1**
 - 7 February 2023

- 4 Correspondence**

Nil.

- 5 Reports**
- 5.1** Consultation on Transportation and Parking Policy **3**
- 5.2** Ashburton District Road Safety **41**
- 5.3** Automobile Association **51**
- 5.4** FENZ (Motor Vehicle Analyses) **52**

- 6 Next Meeting Date**

Tuesday 1 August 2023, 9.30am

Ashburton District Road Safety Co-ordinating Committee Minutes



Date: 7 February 2023
Venue: Council Chamber, 137 Havelock Street, Ashburton
Time: 9:30am

1 Welcome and Apologies

That apologies for absence be received from John Skevington (Automobile Association) and Jim Crouchley, Ia Ara Aotearoa Transporting NZ

Richard Wilson/Phill Hooper

Carried

Present:

Neil Brown	Mayor	Daniel Naude	Road Safety Co-ordinator – South Canterbury
Liz McMillan	ADC Deputy Mayor (Chair)	Lucy Mehrtens	Road Safety Co-ordinator – South Canterbury
Phill Hooper	ADC Councillor	Lesley Symington	Safer Mid Canterbury
Richard Wilson	ADC Councillor	Steve Ochsner	FENZ
John Keenan	Waka Kotahi/NZTA	Steve Burgerhout	NZ Police
David Scarlett	Waka Kotahi/NZTA	Shane Cochrane	NZ Police
Andrae Gold	ACADS	Sean Nilsson	
Neil Simons	Principals Association		

In attendance:

Mark Chamberlain	Roading Manager	Carol McAtamney	Governance Support Officer
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2 Notification of Extraordinary Business

Nil.

4 Correspondence

Nil

5 Reports/Agency Updates

5.1 Ashburton District Road Safety

An update on the progress of the learn to ride cycling space to be developed on Council land, that is part of the Walking and Cycling Strategy action plan, was requested.

- South Canterbury District Road Safety

Advised that the Mid/South Canterbury areas (Ashburton to Waitaki) have formed a collaborative group and are working together supporting each other with consistent messaging, events and bringing partners together across the regions.

5.2 Waka Kotahi/NZTA

- Curb block and marker posts were installed to stop people parking on no stopping signs outside Sims Bakery. Disappointing to note that the equipment stolen from. Currently looking at alternative deterrents.
- SH1/Tinwald corridor improvement – Waka Kotahi and KiwRail have undertaken to better coordinate work programmes than happened with the Walnut Avenue intersection improvements. Project is to go out for tender in May.

- Mayor has arranged a meeting with local interested parties and Waka Kotahi to once again reiterate safety concerns of proposed location of southbound weigh bridge station. It is hoped that there will be detailed plans for the station available for the on-site visit.
- Footpath outside Opuke hot pools working well. Speed limit has been recommended for a reduction, which is expected to be confirmed later in the year.

5.5 Ira Ara Aotearoa – Transporting NZ

- Concerns raised regarding access to the Tinwald Effluent Dump Site. It was acknowledged that this has flaws and a new concepted design to enable turns to be made is currently being worked on. Council manages the site on behalf of Ecan and will be making the changes.

6 Terms of Reference – updated for the current term

The terms of reference have been updated to reflect the changes from the 2022 Local Body Elections and to the membership group.

Amendment:

- Remove wording ‘In the current term, Cr Lynette Lovett is the appointed Chair’
That the terms of reference incorporating the above amendment be received and adopted.

Mayor/Simons

Carried

CoDrivR Demonstration

Rhys Gardner and Claire from CoDrivR joined the meeting to give members a demonstration of the driving simulators that have been installed at Ashburton College and Mt Hutt College.

The simulator tracks lane position, gap selection and indicator use, and drivers can only progress to the next level if they pass the simulated scenarios.

There are also scenarios for open road cornering and the simulations get trickier as more traffic and higher speeds are added.

Nine simulators have been installed in secondary schools in the Mid and South Canterbury area, able to be accessed by nearly 5000 students.

There is a third simulator to be installed in Ashburton with possible locations being investigated, including the library and the YMCA.

6 Next Meeting

The next meeting date is Tuesday 2 May 2023 at 9:30am.

Meeting closed at 11.28am

Ashburton District Road Safety Co-ordinating Committee

2 May 2023

5.1. Consultation on Transportation and Parking Bylaw

Author	<i>Richard Mabon, Senior Policy Advisor</i>
Activity Manager	<i>Mark Low, Strategy and Policy Manager</i>
Executive Team Member	<i>Toni Durham, Group Manager, Democracy and Engagement</i>

Summary

- The purposes of this report are two-fold. The first purpose is to inform the members of the Ashburton District Road Safety Co-ordinating Committee (“the Committee”) about the consultation on the Ashburton Transportation and Parking Bylaw (“the Bylaw”).
- The second purpose is to invite submissions on the bylaw from the Committee as a whole, individual members, member organisations, or all three groups.
- Enclosed is the draft bylaw and the consultation document. There is further information available on the webpage [here](#), or at www.ashburtondc.govt.nz under “Current Consultations’. The report author will also attend the meeting to answer questions.

Recommendation

- 1. That** the Committee provide feedback on the draft Ashburton Transportation and Parking Bylaw

Attachment

- Appendix 1** Transportation and Parking Bylaw consultation document
Appendix 2 draft Transportation and Parking Bylaw

Background

The current situation

1. The background to the bylaw review is set out in the consultation document (Appendix 1). Officers can answer any further questions relating to the background at the meeting.

Options analysis

Option one – Provide feedback on the Bylaw (Recommended option)

2. Under this option, the Committee would either lodge its own submission or provide feedback to Council officers attending the meeting. Officers would recommend both lodging a submission and appearing in front of Council to speak to that submission on 31 May.
3. This option does not preclude individual members or member organisations from lodging submissions in their own right.

<p>Advantages:</p> <ul style="list-style-type: none">• Council would get the benefit of the expertise and experience of the members of the Committee.• This would be consistent with the Committee’s terms of reference by supporting activities that promote road safety.	<p>Disadvantages:</p> <ul style="list-style-type: none">• This will require more input from the Committee than Option two.• Some Committee members may have to balance their role on the Committee with the interests of their employer, or their role as elected members who will hear and deliberate on submissions.
<p>Risks:</p> <p>There is a Governance-related risk and a resourcing risk noted under Disadvantages. These are not considered major or unmanageable. This Option appears to be LOW risk overall.</p>	

Option two – Decline to provide feedback on the Bylaw (Not Recommended).

4. Under this option, the Committee would decline to lodge its own submission or provide feedback to Council officers attending the meeting.
5. Like option one, this option does not preclude individual members or member organisations from lodging submissions in their own right.

<p>Advantages:</p> <ul style="list-style-type: none"> • This will require less input from the Committee than Option one. • There are no obvious potential conflicts of interest to be managed. 	<p>Disadvantages:</p> <ul style="list-style-type: none"> • Council would be deprived of the benefit of the expertise and experience of the members of the Committee. • This would not be consistent with the Committee’s terms of reference.
<p>Risks:</p> <p>The primary risk here is that of lacking the input from the Committee into the process. This could be mitigated by individuals or their organisations lodging submissions in their own right. This option appears to be LOW-to-MEDIUM.</p>	

Legal/policy implications

Legal

6. Council has reviewed the bylaw from a legal standpoint. We are satisfied that the work to date is legally compliant.

Policy

7. Council has reviewed the Bylaw for its alignment with other council policies and plans. We are satisfied that the overall intent and provisions of the Bylaw are not inconsistent with Council’s strategic and regulatory direction.

Climate change

8. In previous advice to Council, officers have noted that the draft Bylaw may contribute to climate mitigation to the extent that it enables people to use low-emission forms of transport including EVs, e-scooters, mobility scooters and walking. The draft Bylaw provides for the even-handed regulation of all forms of transport.

Strategic alignment

9. The recommendation relates to Council’s community outcomes as follows:

Outcome	Relationship to Outcome
Residents are included and have a voice	Consultation with the community enables all residents to be included and have a voice.
A district of great spaces and places	The Bylaw will help ensure that public spaces, especially roads, footpaths and cycleways, are safe spaces.

Outcome	Relationship to Outcome
A prosperous economy based on innovation and opportunity	A Bylaw that enables safer outcomes will reduce the economic and social costs of road accidents.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	Regulation of road safety through a Bylaw has a regulatory cost as well as safety benefits. We expect the benefits to exceed the costs, but this has not been formally assessed.
Environmental	✗	
Cultural	✗	
Social	✓	Public safety is a component of social wellbeing. The Bylaw is largely concerned with the safety of road users and the prevention of nuisance.

Financial implications

Requirement	Explanation
What is the cost?	The overall cost of the Bylaw review process is primarily officer time, which is contained in operating budgets. There is a small amount of direct costs associated with advertising and materials, also held within operating budgets, primarily in the Communications activity.
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	Predominantly from rates.
Are there any future budget implications?	Not at this point. Officers are not proposing any changes in the bylaw that are expected to materially change the cost of administering and enforcing the Bylaw.
Reviewed by Finance	<i>Name; Position to be entered by the reviewer</i>

Significance and engagement assessment

10. Significance and engagement considerations impact on how deeply Council invests in addressing an issue and how thoroughly it engages to consider community views. In this case, Council is engaging under Section 82 of the Local Government Act 2002, inviting public submissions and allowing all submitters an opportunity to be heard.
11. Council has had some regard to community views in getting this bylaw to consultation stage, and it is during consultation that Council hopes to attract a volume and quality

of submissions that will ultimately improve the Bylaw. The expertise and experience of the Committee’s input would be valued.

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Rationale for selecting level of significance	N/A
Level of engagement selected	<p>2. Comment – Informal two-way communication – for the purposes of this report.</p> <p>3. Consult – for the purposes of overall adoption of the bylaw.</p>
Rationale for selecting level of engagement	Bylaw reviews require engagement in the form of consultation for all but the most minor changes. The changes in this proposal are more than minor.
Reviewed by Strategy & Policy	<p><i>Name; Position</i></p> <p><If no, provide brief explanation></p>

Next steps

12. Next steps, from a Governance perspective, are set out in the table below.

Date	Action / milestone	Comments
14 May 2023	Submissions close	
31 May 2023	Submissions are heard	
31 May to 28 June 2023	Council deliberates on submissions and adopts the Bylaw	



Have your
Say!

Draft Transportation and Parking Bylaw

Our Place: Our District

We are reviewing our Transportation and Parking Bylaw and want to hear what you think.

This booklet includes a summary of our proposed changes and a submission form for your feedback on whether you agree or disagree with the changes.

We are accepting feedback until 5pm, Sunday 14 May 2023.

Introduction

We are reviewing our current Transportation and Parking Bylaw and want to hear your feedback on our proposed changes. Since the bylaw was last reviewed eight years ago, a lot has changed.

In 2021, Council completed work on the Ashburton CBD Upgrade, and adopted an Ashburton District Parking Management Strategy and an Ashburton Parking Management Plan.

In 2022, there were several other changes:

- Waka Kotahi – NZ Transport Agency introduced a new national Land Transport Rule: Setting of Speed Limit 2022, replacing the bylaw as the mechanism for setting speed limits. In response we adopted an Interim Speed Management Plan to meet our communities' changing needs.
- Council removed parking requirements from the District Plan as required under the National Policy Statement on Urban Development;
- We undertook a partial review of the bylaw to address speed limits and heavy traffic limits around the newly upgraded CBD; and
- Council resolved to bring the next review of the bylaw forward into 2022/23.

Considering these events, we want to ensure that the bylaw remains fit for purpose. These factors have also led us to propose a change to the District Plan, called 'Plan Change 5', which is already out for consultation.

For more information on Ashburton District Plan: Plan Change 5, please visit ashburtondc.govt.nz/haveyoursay



Have your
Say!

***We want
to hear
from YOU!***

**Tell us what you think of
our proposed changes at**
ashburtondc.govt.nz/haveyoursay

The details

Why do we need a bylaw?

The bylaw covers a wide range of issues related to the use of our roads. These include:

- ✓ Parking restrictions, mobility parking and residents' parking.
- ✓ Heavy traffic routes (where heavy vehicles including stock trucks can drive and park)
- ✓ Traffic stands (eg taxi stands)
- ✓ Stock droving and horses on roads
- ✓ One-way roads, median-divided roads and special vehicle lanes
- ✓ Vehicle crossings, temporary crossings and rural property entranceways
- ✓ Property numbering, footpaths and cycleways, traction engines
- ✓ Skateboards, roller blades and skates, e-scooters
- ✓ Weight restrictions on bridges

The purpose of the bylaw is to set controls for the use of roads and footpaths in the district by all types of traffic so we can ensure the health and safety of people, prevent nuisance to the public and protect transportation infrastructure from damage.

We're aiming to produce an updated document that:

- Is fit for purpose, meeting the needs of residents, road users, businesses, and other stakeholders.
- Meets our legal requirements to comply with regional regulations and national legislation.
- Is easier to understand and to work with.
- Is consistent with other policies, bylaws, plans, strategies and regulations.

What are we proposing?

This review could largely be considered a refresh of a document which was last reviewed fully in 2015. It's been updated to respond to significant changes in the law and trends around road use. We are now proposing to reflect recent law changes which change the way we can set speed limits. We also want to reflect changing traffic patterns such as heavy vehicle routes and greater use of cycles and e-vehicles.

We also want to make the bylaw easier to read and understand by shifting the bylaw into our standard format, increasing the use of plain English and reducing any unnecessary duplication.

There are a few key changes that we're keen to get feedback on.



Tell us what you think of our proposed changes at ashburtondc.govt.nz/haveyoursay

Proposed changes to the bylaw

Key change one

Changes to restrictions on heavy vehicles, one-way roads, and turning restrictions

We have reviewed the restrictions on heavy vehicles, one-way roads, and turning restrictions and are proposing changes on some streets. These are shown on *Maps of proposed changes to traffic restrictions* and highlighted in *Register of Resolutions* made under the Ashburton District Transportation and Parking Bylaw.

WHY?

These proposed amendments typically reflect changes in the road network such as the construction of new roads, new one-way restrictions or new developments that require heavy vehicle access.



What do you think?

Let us know using the provided feedback form or online at ashburtondc.govt.nz/haveyoursay

**We are accepting feedback until
5pm, Sunday 14 May 2023.**

*Have your
Say!*

Proposed changes to the bylaw

Key change two

Aligning the bylaw with current practices

A Metered parking

Since the bylaw was reviewed in 2015, Council has progressively removed parking meters from the Ashburton CBD. While there are off-street ‘pay and display’ machines in the Cass Street carpark there are no on-street meters. Despite this, Council proposes to retain provisions in the bylaw for the regulation of metered parking.

WHY?

Retaining the provisions in the Bylaw will allow us to respond more quickly if Council wished to re-introduce metered parking in future.



What do you think?

Let us know using the provided feedback form or online at ashburtondc.govt.nz/haveyoursay

We are accepting feedback until 5pm, Sunday 14 May 2023.



B Working in the road corridor

The bylaw contains provisions for people working in, or leaving materials in or on, the road corridor. This is now primarily managed through Corridor Access Requests, which are monitored and are subject to audit.

WHY?

We're proposing to remove these provisions as the Corridor Access Request process already enables enforcement and accountability for non-compliance. There are also provisions in other Bylaws that can be used to deal with any serious cases of non-compliance.



C E-scooters and mobility scooters

Some clauses in the bylaw have been tweaked to clarify that they apply to e-scooters and mobility scooters.

WHY?

The popularity of both forms of transport is growing and they're expected to become more common on our footpaths and in our town centres. Their use has always been covered by this Bylaw, but we want to make this clearer by referencing them specifically in the relevant clauses.



Proposed changes to the bylaw

Key change three

Making the bylaw easier to use

Several small changes are proposed to make the bylaw easier to understand and work with. These include:

- New definitions that have been added to explain legal and technical terms.
- The bylaw has been updated into a format which Council has applied across all bylaws since 2016.
- Officers have reviewed the document to improve readability with the use of plain English.
- Points of duplication and redundant clauses have been removed.
- We're proposing to shorten the name of the bylaw from "*Transportation and Parking Management Bylaw*" to "*Transportation and Parking Bylaw*".

WHY?

We want to make the bylaw easier and less confusing to read. Our standard Bylaw format is easier to navigate and the removal of redundant clauses makes the Bylaw clearer. The new title better reflects that the purpose of the Bylaw is regulation not management.



Key change four

Decisions by Resolution

We want to be clearer about the process required to make changes to traffic restrictions.

The wording used in the current bylaw means that in some cases Council may need to carry out a full bylaw review just to make simple changes. We're proposing to standardise the language to utilise "by publicly notified resolution of Council". This allows Council to make changes to traffic restrictions following careful consideration and where necessary consultation with the public.

Another proposed change is to remove the schedules of traffic restrictions from the bylaw and replace them with a Register of Resolutions (that change the bylaw) that will be available on the Council's website.

WHY?

This will give us a standard process that is clear, lawful, responsive, open and transparent. It reflects changing practice in the sector by removing schedules and fulfills our commitment to be open and transparent by requiring Council resolutions for changes to restrictions. It improves accessibility for the public by making the schedules easily viewable online in the form of a register.



Options being considered

OPTION ONE

Rollover the Bylaw with minimal change

Under this option, Council would amend the current Bylaw to remove only the content related to speed limits which is no longer managed with bylaws. No new content would be introduced.

Advantages

- This option results in the least change from the current Bylaw.

Disadvantages

- Many objectives of the review will not be met.

Council does not favour this option as it fails to address the reasons for the review and will not achieve the expected benefits.

OPTION TWO

Amend the draft Bylaw as presented to make it fit for purpose

Under this option, Council would adopt the draft Bylaw as proposed. The full text of the draft Bylaw can be viewed at ashburtondc.govt.nz/haveyoursay.

Advantages

- This option meets the objectives of the review and will help achieve the benefits identified.

Disadvantages

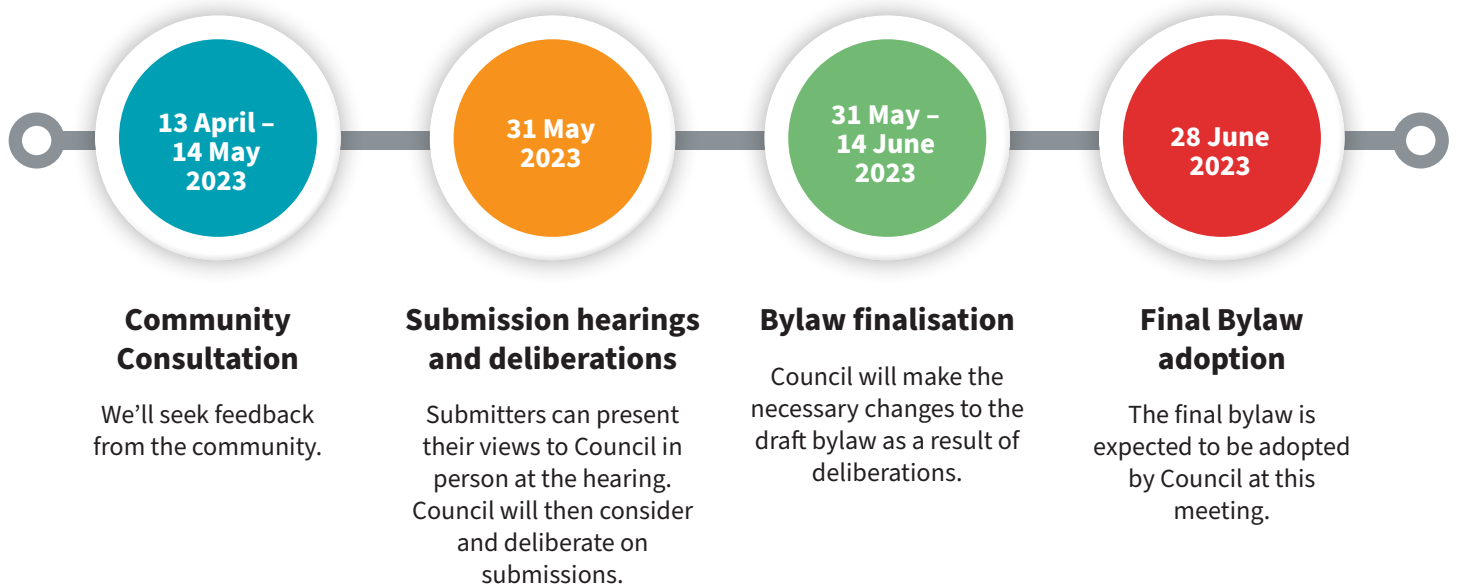
- This option may overlook a matter of concern to submitters.
- This option involves a greater level of change from the current bylaw.

PREFERRED OPTION

Council favours this option because it addresses the reasons for the review and will help achieve the expected benefits. However, we are committed to considering all public feedback with an open mind. It is quite common for public consultation to bring up issues that result in amendments to a bylaw.

What happens next?

Project Timeline



We are accepting feedback until 5pm, Sunday 14 May 2023.


We want to hear from YOU!

The easiest way to provide your feedback is to complete the form online at [ashburtondc.govt.nz](https://www.ashburtondc.govt.nz)

Alternatively, you can provide feedback by filling in the attached submission form and getting it back to us using one of the following methods:

 **FREEPOST TO**
Ashburton District Council
Freepost 230444
PO Box 94
Ashburton 7740

 **ONLINE AT**
[ashburtondc/haveyoursay](https://www.ashburtondc.govt.nz/haveyoursay)

 **IN PERSON**
Dropping it off at:
Ashburton District Council reception –
5 Baring Square West

 **EMAIL TO**
submissions@adc.govt.nz

Your feedback

Have your
Say!

Draft Transportation and Parking Bylaw

Consultation Document

You can submit on any or all of the questions below. You don't have to complete every question.

1 Do you agree or disagree with changes to restrictions to heavy vehicle movements, one-way roads and turning restrictions?

Agree with all Agree with some Disagree with all

Please comment:

2 Do you agree or disagree with changes to align the Bylaw with current practices and changes in the transportation environment?

Agree with all Agree with some Disagree with all

Please comment:

Your details

FOLD HERE

Name: _____

Organisation (if appropriate): _____

Address: _____

Phone: _____ Email: _____

Do you wish to speak in support of your submission at the hearing?

(If no boxes are ticked, it will be considered that you do not wish to be heard)

Yes: The hearing is expected to be held in the Council Chamber on **Friday 31 May 2023**. Please note that hearings are live-streamed to our online channels.

No: I do not wish to speak in support of my submission and ask that my written submission be fully considered.

If yes, do you wish to present: In Person Virtually

Draft Transportation and Parking Bylaw

ashburtondc.govt.nz/haveyoursay



You can submit on any or all of the questions below. You don't have to complete every question.

3 Do you have any other changes to the Bylaw that you would like to suggest?

4 Do you have any other comments?

Submissions must be received by 5pm, Sunday 14 May 2023.

Please note all submissions are public documents and will be made available on Council's website with the names of submitters included. Submissions presented in the form of a petition or accompanied by multiple signatures will be processed as a single submission.

FOLD HERE



Ashburton District Council
PO Box 94
Ashburton 7740

Bylaw (Consultation draft)

TRANSPORTATION AND PARKING

TITLE:	Ashburton District Council Transportation and Parking Bylaw 2017
TEAM(S):	Roading & Environmental Monitoring
RESPONSIBILITY:	Roading Manager & Environmental Monitoring Manager
DATE ADOPTED:	28 June 2023
COMMENCEMENT:	1 July 2023
NEXT REVIEW DUE:	28 June 2033

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1. Title and commencement

The title of this Bylaw is the Ashburton District Council Transportation and Parking Bylaw 2017.
This Bylaw was amended in 2023.

2. Purpose

General purpose

- 2.1 The general purpose of this bylaw is to set controls for parking, all types of traffic and the use of the transportation network within the District, other than State Highways controlled by the New Zealand Transport Agency. The controls are to ensure health and safety, to protect the public from nuisance and to protect transportation infrastructure from damage.

Specific purposes

- 2.2 Without limiting clause 2.1, Council makes this bylaw to:
- (a) Prohibit or otherwise restrict the stopping, standing, or parking of vehicles on any road or part of a road, or on any piece of land owned or controlled by the Council and not being a road or part of a road, including any parking place or transport station;
 - (b) Set aside, designate or reserve any road, part of a road, or any piece of land owned or controlled by the Council and not being a road or part of a road, as:
 - (i) Stopping places or stands for a specified class, classes or types of vehicle, including bus stops, taxi stands and loading zones;
 - (ii) Mobility permit parking spaces;
 - (ii) Parking places and zone parking;
 - (iv) Transport stations;
 - (v) Clearways;
 - (vi) Cycle lanes and cycle paths;
 - (vii) Reserved parking areas;
 - (viii) Residents' parking;
 - (ix) Special vehicle lanes;
 - (x) One-way roads.
 - (c) Prohibit or restrict:
 - (i) U turns;

- (ii) Left turns, right turns, or through movements;
- (iii) Weights and/or speeds of vehicles or loads that may pass over bridges or culverts;
- (iv) Any specified class of traffic, or any specified motor vehicle or class of motor vehicle which, by reason of its size or nature or the nature of the goods carried, is unsuitable for use on any road or roads;
- (v) Parking of heavy motor vehicles or any specified class or description of heavy motor vehicles, on any specified road during such hours or exceeding such period as may be specified;
- (vi) Use of roads by pedestrians;
- (vii) Use of roads by cyclists.
- (viii) Damage being caused to Transportation Infrastructure.
- (d) Permit turning movements to be made only by:
 - (i) Passenger service vehicles;
 - (ii) Vehicles of other specified classes;
 - (iii) Vehicles carrying specified classes of loads or not less than a specified number of occupants.

3. Related documents

- Ashburton District Council Explanatory Bylaw 2016
- Ashburton District Parking Strategy 2021
- Ashburton Town Centre Parking Management Plan 2021
- Ashburton District Cattle and Stock Crossing Code of Practise
- Land Transport Act 1998
- Land Transport (Road Users) Rule 2004
- Land Transport Rule: Heavy Vehicles 2004
- Land Transport Rule: Traffic Control Devices 2004
- Legislation Act 2019
- Local Government Act 1974
- Local Government Act 2002
- Mobility Parking Policy
- Over 80's Parking Policy
- Temporary Closure of Parking Spaces Policy

4. Application

- 4.1 Any matter regulated under this bylaw may apply to a specified class, type, weight or description of vehicle, or any combination of these, and may be expressed or limited to apply only on specified days, or between specified times, or for any specified events or classes of events, or be limited to specified maximum periods of time.
- 4.2 To give effect to any matter regulated under this bylaw the Council will mark the roads and install signs in accordance with the Land Transport Rule: Traffic Control Devices 2004.
- 4.3 Council may, from time to time by publicly notified resolution, make additions to or deletions from the *Register of Resolutions*. Council will make a copy of the Register of Resolutions publicly available. The Register of Resolutions will include the date and text of all resolutions to make additions or deletions.

Exempted vehicles

- 4.4 This bylaw does not apply to emergency vehicles being used in an emergency.
- 4.5 Clauses 7, 12.6, 14.3, and 14.5 of this bylaw will not apply to medical practitioners such as doctors, district nurses and midwives who are attending an emergency.

5. Definitions

5.1 For the purposes of this bylaw the following definitions will apply:

Authorised officer means any person appointed or authorised in writing by the Chief Executive or by the Council to act on its behalf and with its authority including a Parking Warden appointed by the Council under the provisions of the Land Transport Act 1998, and an Enforcement Officer.

Corridor access request has the same meaning as in the [National Code of Practice for Utility Operators' Access to Transport Corridors 2011](#)

Council means the Ashburton District Council, or any officer authorised to exercise the authority of the Council.

Emergency vehicle has the same meaning as in the [Land Transport \(Road User\) Rule 2004](#).

Enforcement officer has the same meaning as in the [Land Transport \(Road User\) Rule 2004](#).

Footpath has the same meaning as in Part 2 of the [Land Transport Rule: Traffic Control Devices 2004](#).

Freight container means an article of transport equipment that is:

- (a) specifically designed to facilitate the transport of goods, by one or more modes of transport, without intermediate loading;
- (b) of a permanent character and strong enough to be suitable for repeated use; and
- (c) designed to be secured and readily handled having fittings for these purposes.

Heavy motor vehicle has the same meaning as in the [Land Transport \(Road User\) Rule 2004](#).

Metered area means any road or portion of a road or any area of land or any building owned or controlled by the Council which is authorised by resolution of Council to be used as a parking place and at which parking meters or multiple space parking meters are installed and maintained.

Metered parking space means any part of a road or a space within a metered area or multiple space parking meter area indicated by and lying within markings made by the Council for parking of vehicles.

Multiple space parking meter means a parking meter which functions for more than one parking place.

Mobility parking space means a parking place set aside under Clause 10.1 of this bylaw for use by people who hold a Mobility parking permit

Mobility parking permit means a permit or concession card issued by CCS Disability Action to persons with physical disabilities for the purpose of its mobility parking programme.

Network utility operator has the same meaning as [section 166 of the Resource Management Act 1991](#)

Nuisance means a person, animal, thing or circumstance obstructing, disturbing or harming any other person whether or not that person is in a public place.

Parking fee means a sum of money paid in exchange for the opportunity to park a vehicle for a specified maximum period of time.

Parking meter means a single space parking meter or a multiple space parking meter or a pay and display parking meter (including the stand to which the parking meter is attached) installed under this bylaw being an instrument designed for the purpose of:

- (a) measuring and showing the period of time paid for or which remains to be used; or
- (b) issuing a receipt showing the period of time paid for and accordingly which remains to be used.

Parking place has the same meaning as section [591\(6\) of the Local Government Act 1974](#).

Parking warden means a parking warden appointed under section 7 [128D of the Land Transport Act 1998](#).

Passenger service vehicle has the same meaning as [section 2\(1\) of the Land Transport Act 1998](#).

Pay and display parking meter means a parking meter designed for the purpose of issuing a receipt showing the date and time of payment of a fee, amount of fee paid, and the time until which a vehicle may be parked within a metered area controlled by that pay and display parking meter.

Public Place means any place or space that is owned or controlled by Council and which is open to the public, and any road whether or not it is controlled by the Council, but excludes reserves which are regulated by the Ashburton District Council Open Spaces Bylaw.

Register of Resolutions means the *Register of Resolutions made under the Ashburton District Transportation and Parking Bylaw*.

Resident for any particular road subject to a Residents' Parking Scheme under this bylaw means a person who resides in a dwelling, apartment or other building which has its only or principal access to that particular road or which has such access in the vicinity of that road.

Residents' exemption permit means a permit granted by the Council to eligible residents exempting the permit holder from any time restrictions imposed on any place or area subject to parking restrictions.

Residents' only permit means a permit granted by the Council to eligible residents authorising the permit holder to park in designated Residents' Only parking places specified in the permit.

Residents' parking scheme means the provision by the Council of parking places for residents under clause 10 of this bylaw which may be used in conjunction with any other parking or loading restrictions that apply outside the hours of operation of the Residents' Parking Scheme.

Road has the same meaning as in section 2(1) of the [Land Transport Act 1998](#) and will where the context requires include a street but does not include State Highways controlled by the New Zealand Transport Agency.

Roadway means that portion of the road used or able to be used for vehicular traffic in general.

Single space parking meter means a parking meter designed for the purpose of measuring and showing the time for which a vehicle may be parked in a particular parking place.

Special vehicle lane has the same meaning as in the [Land Transport \(Road User\) Rule 2004](#).

Traffic control device has the same meaning as in Part 2 of the [Land Transport Rule: Traffic Control Devices 2004](#).

Transportation infrastructure means any asset owned or utilised by Council to facilitate safe passage around the districts transport network including but not limited to roads, bridges, culverts, footpaths, swales, berms, kerbs, channels, fencing, streetlights, road markings, signs, drains, sumps and any other item required or constructed to ensure the integrity of the transport network.

Transport station has the same meaning as section [591\(6\) of the Local Government Act 1974](#).

Urban area means an area within a permanent speed limit of less than or equal to 70 kilometres per hour

Vehicle has the same meaning as in section 2(1) of the [Land Transport Act 1998](#).

Vehicle crossing means that part of a road from the kerb to the boundary of the land or premises adjoining the road which is used for the purpose of giving entry or access for vehicles of any description.

Zone parking has the same meaning as in [Land Transport Rule: Traffic Control Devices 2004](#).

6. Stopping, standing and parking

- 6.1 No person will stop, stand, or park a vehicle or vehicle combination on any road, public car park, reserve or any other public place in contravention of a restriction imposed by the Council as evidenced by appropriate signs and/or road markings.
- 6.2 The prohibitions set out in clause 6.1 do not apply where
 - (a) Council has authorised the stopping, standing or parking of specified vehicles subject to conditions appropriate to the circumstances and payment of the prescribed fee; and
 - (b) the person complies with the conditions imposed by Council including the payment of the prescribed fee.
- 6.3 Except with the prior written permission of the Council, no person may park a vehicle on a road or other land under the control or ownership of the Council, for any period exceeding seven days, if that vehicle cannot be easily moved on at the request of the Council.
- 6.4 No person may park or place any machinery, equipment, materials, waste disposal bins or freight containers on any road or public place except with the permission of the Council and in

accordance with any conditions that may be required. This clause does not apply to those containers that are used solely for the purpose of domestic refuse or recycling and placed off the roadway, provided that such containers are not left on any road or public place for a period exceeding 48 hours.

- 6.5 No person may park any vehicle in a parking place which is already occupied by another vehicle. However up to six motorcycles (including motorcycles with sidecars attached) but no other vehicle, may occupy any parking place at the same time, (and such motorcycles must park at right angles to the kerb in the metered space).
- 6.6 No person may repair, alter or add to a vehicle in the course of trade while the vehicle is on the road, unless necessary to enable the vehicle to be removed from the road.
- 6.7 No person may stop, stand or park a vehicle or vehicle combination on any lawn, garden, berm or other cultivation adjacent to, or forming part of, a road.

7. Unlawful parking

- 7.1 A person may not park any vehicle or vehicle combination in a parking place except as permitted by the provisions of this bylaw.
- 7.2 No person may park a vehicle or vehicle combination in a parking place so that any part of that vehicle including a towbar or bicycle rack extends beyond any line defining that space unless by reason of its size it may be necessary for the vehicle to extend onto an adjoining and unoccupied parking place. If the parking places occupied by the vehicle or vehicle combination are metered parking spaces the driver will be liable to pay a parking fee for each space so occupied.

EXPLANATORY NOTE

When this Bylaw was amended in 2023, Council's parking control arrangements consisted of time-restricted on-street parking and a time-restricted pay-and-display off-street parking zone in Cass Street, Ashburton. While Council has previously operated single space parking meters in the Ashburton central business district, this ceased with the rebuild of the CBD in 2021.

Council has retained the provisions for metered parking in this Bylaw in case any future Council wishes to restore or expand metered on-street parking.

8. Metered and time-restricted parking areas and parking meter zones

- 8.1 The Council may from time to time amend this bylaw by publicly notified resolution to:
- Declare any road or part of a road to be a metered area or zone parking;
 - Declare any piece of land owned or controlled by the Council that is not a road or part of a road, including any parking place or transport station to be a metered area or zone parking;
 - Declare the time allowed for parking in such metered areas and areas of zone parking beyond which it will be unlawful to remain parked;
 - Subject to section 150 of the Local Government Act 2002, fix the fees payable for the parking of vehicles within the metered area and areas of zone parking.

- (e) Direct the classes of vehicles that are permitted to be parked in any such parking places.
 - (f) Declare the means by which fees may be paid in respect of each parking area including, but not limited to the use of parking meters, parking coupons, attendant issued tickets, and pay and display machines..
- 8.2 Parking meters or pay and display parking meters will be located within the metered area and areas of zone parking that they are to control. Any parking meter or pay and display parking meter may issue a receipt on insertion of the prescribed fee in accordance with the instructions on the meter.
- 8.3 The receipt issued by a parking meter or pay and display meter must be displayed on a motor vehicle parked in the parking area so as to be legible through the front window (where fitted) or visible on the vehicle (where no front window is fitted).
- 8.4 Metered parking spaces must be indicated by white lines painted on the road in accordance with the Land Transport Rule: Traffic Control Devices 2004. Pay and display zones and areas of zone parking must be indicated by signs in accordance with the Land Transport Rule: Traffic Control Devices 2004.
- 8.5 No driver or person in charge of any vehicle may permit the vehicle to be parked in any such parking place except as permitted by resolution of Council.

9. Metered Areas, Parking meter zones, and zone parking

- 9.1 No driver or person in charge of a vehicle may park in a metered parking space or area of zone parking without having paid the appropriate fee and where required correctly activated the parking meter controlling the space or complied with the instructions on the pay and display parking meter controlling the space.
- 9.2 The driver or person in charge of a vehicle may occupy the metered parking space, provided that the appropriate fee has been paid and the maximum period for parking in that metered area is not exceeded.
- 9.3 Where more than one motorcycle occupies a metered parking place it is not necessary for more than one parking fee to be paid. However, each motorcycle that remains parked in the metered space after the time has expired will be in breach of this bylaw.

Discontinued parking place

- 9.4 Where the Council is of the opinion that any metered parking place should be temporarily discontinued as a parking place, the Council may place or erect (or authorise the placing or erecting of) a sign, cones, or notice showing, 'No Stopping' at the affected metered parking space or spaces. It will be unlawful for any person to park a vehicle in a metered parking space when a sign, cone, or notice indicates that it is a reserved parking space, except with the permission of the Council.

Interference with parking meters or pay and display parking meters

- 9.5 Every person commits an offence against this bylaw who:
- (a) misuses any parking meter or pay and display parking meter, or
 - (b) interferes, tampers, or attempts to tamper with the working or operation of any parking meter or pay and display parking meter or
 - (c) without Council authority affixes or attempts to affix anything, or to paint, write upon or disfigure any parking meter or pay and display parking meter.

Operation of parking meters or pay and display parking meters

- 9.6 No person may operate or attempt to operate any parking meter or pay and display parking meter by any means other than as prescribed by this bylaw.

Hours applicable to parking meters or pay and display parking meters

- 9.7 The hours during which payment of the fee for parking meters or pay and display parking meters is required will be as prescribed by the Council by publicly notified resolution and will be indicated by signs or notices affixed to parking meters and pay and display parking meters.

10. Mobility parking and residents' parking

Mobility parking

- 10.1 Where the Council has reserved parking places as mobility parking spaces, the mobility parking permit must be displayed so that it is legible through the front windscreen where fitted, or on the vehicle if no windscreen is fitted. The permit must not be displayed if the mobility parking space is not being used for the benefit of the permit holder.

Residents' parking

- 10.2 The roads and parts of roads listed in Schedule A1 of the *Register of Resolutions* are reserved for the exclusive parking of specified motor vehicles owned by residents of the surrounding area and displaying a residents' only permit issued for any such vehicles. Such part of a road (referred to as a 'residents' only parking area') will be indicated by appropriate signs. The roads and parts of roads listed in Schedule A2 of the *Register of Resolutions* are able to be used for parking by specified vehicles owned by eligible residents of the surrounding area and displaying a valid residents' exemption permit issued for such a vehicle. Such a road or part of a road (referred to as a 'residents' exemption parking area') will be marked out or shown by appropriate signs.
- 10.3 The Council may by publicly notified resolution:
- (a) Impose conditions, and prescribe fees or charges, for use of residents' only parking areas and/or residents' exemption parking areas;
 - (b) Require a valid permit to be held for the use of residents' only parking areas and/or residents' exemption parking areas;
 - (c) Record in the *Register of Resolutions*, the date and text of all resolutions to provide for a road, or part of a road, to be a residents' only parking area, or to provide that a road should cease to be a residents' only parking area;

- (d) Record in the *Register of Resolutions*, the date and text of all resolutions to provide for a road, or part of a road, to be a residents' exemption parking area, or to provide that a road, or part of a road, should cease to be a residents' exemption parking area.
- 10.4 Where a permit is required to be held for the use of a residents' only parking area or residents' exemption parking area
- (a) The parking permit must be displayed so as to be legible through the front window where fitted, or visible on the vehicle where no front window is fitted, on a motor vehicle stopped, standing, or parked in the parking area;
 - (b) The permit must identify the motor vehicle for which it has been issued. The permit applies only to the motor vehicle described in the permit;
 - (c) The permit must be returned to the Council immediately after the resident ceases to be entitled to the permit;
 - (d) The permit is valid and effective only during the time specified on the permit and in the road or area specified on the permit.
- 10.5 No person may park, stop or stand a motor vehicle in a residents' only parking area or residents' exemption parking area without displaying a valid permit except for:
- (a) Vehicles operated by the Council or for the Council if necessary for the provision or maintenance of facilities within the road reserve;
 - (b) Vehicles operated by network utility operators if necessary for the provision of, or maintenance of, a network utility operation;
 - (c) Vehicles driven by authorised officers (e.g. dog control officers, building inspectors)
 - (d) Vehicles being used to pick up or deliver goods to, or in connection with emergency maintenance of, the property of a resident holding a residents' only or residents' exemption permit;
 - (e) Medical practitioners such as doctors, district nurses and midwives who are attending a patient.

11. One-way roads and turning restrictions

- 11.1 A person may only drive a vehicle or ride any horse or bicycle along the roads or parts of roads listed as a 'one-way road' in Schedule B1 the *Register of Resolutions*. in the direction specified.
- 11.2 The Council may amend Schedule B1 of the *Register of Resolutions*. by publicly notified resolution to provide for a road, or part of a road, to be a one-way road, or to provide that a road should cease to be used as a one-way road.
- 11.3 Subject to the erection of the prescribed signs, no person may drive contrary to any turning restriction listed in Schedule C of the *Register of Resolutions*.
- 11.4 The Council may amend Schedule C of the *Register of Resolutions*. by publicly notified resolution to prohibit, subject to the erection of the prescribed signs:
- (a) Vehicles on a roadway turning from facing or travelling in one direction to facing or travelling in the opposite direction (No 'U-turns');
 - (b) Vehicles or specified classes of vehicles from turning to the right or to the left or from proceeding in any other direction.
- 11.5 The Council may amend Schedule C of the *Register of Resolutions*. by publicly notified resolution to provide that a turning restriction be removed or amended.

12. Heavy and overdimension motor vehicles

Prohibitions

- 12.1 No person may drive or permit to be driven any heavy motor vehicle except a passenger service vehicle on or along any urban roads, or parts of such roads with the exception of those roads listed in Schedule D1 of the *Register of Resolutions*. Further exception is made for the purpose of picking up, or delivering goods to an address in the urban area when alternative access is not available for this purpose.
- 12.2 No person may drive, permit to be driven or park any heavy motor vehicle after 8 pm and before 6 am Monday to Friday (excluding public holidays) and all hours of Saturdays, Sundays and public holidays or such periods as may be specified for roads in urban areas or public places, except the roads listed in Schedule D2 of the *Register of Resolutions*. Further exception is made for the purposes of loading or unloading goods or passengers at any property whose access is by way of the road or public place.
- 12.3 No stock may be transported in heavy motor vehicles through urban areas except over the routes specified in Schedule D3 of the *Register of Resolutions*.
- 12.4 The prohibitions set out in Clauses 12.1, 12.2 and 12.3 of this Bylaw do not apply to:
- (a) A network utility operator or its authorised agent or contractor engaged in the provision of, or maintenance of a network utility operation
 - (b) Emergency vehicles, vehicle recovery services, tradespersons' vehicles or campervans
 - (c) Refuse and recycling collections carried out by either the local authority or a contractor engaged by the local authority;
 - (d) Any other class of heavy vehicle the Council may exclude from the prohibitions by publicly notified resolution
 - (e) Vehicles operated by the Council or a council contractor or network utility operator if necessary for the provision or maintenance of services or facilities within the road reserve;
 - (f) Events approved by Council.
- 12.5 The Council may amend Schedule D of the *Register of Resolutions* by publicly notified resolution to prohibit any heavy motor vehicle on any road or roads within the District or to remove a heavy motor vehicle prohibition.

Special vehicle lanes

- 12.6 The roads or parts of roads listed in Schedule E of the *Register of Resolutions* are 'special vehicle lanes'.
- 12.7 The Council may amend Schedule E of the *Register of Resolutions* by publicly notified resolution to provide for a road, or part of a road, to be used as a special vehicle lane either permanently or for a set period of time, or to provide that a road or part of a road should cease to be used as a special vehicle lane.

Turning movements permitted by specified classes of vehicles

- 12.8 Subject to the erection of the prescribed signs, the traffic lanes listed in Schedule F of the *Register of Resolutions* permit turning movements by specified classes of vehicles.
- 12.9 The Council may amend Schedule F of the *Register of Resolutions* by publicly notified resolution to permit turning movements by specified classes of vehicles at a traffic lane, or to provide that a turning movement or turning movements by specified classes of vehicles should cease at a traffic lane.

Weights of vehicles or loads over bridges or culverts

- 12.10 The Council may amend Schedule G of the *Register of Resolutions* by publicly notified resolution to regulate the weights of vehicles or loads that may pass over bridges or culverts or to provide that any such regulation be removed.

Overdimension heavy traffic bypass routes

- 12.11 Over dimension heavy vehicles may not travel through the urban areas of Ashburton, Tinwald or Methven other than for the purpose of picking up and delivery of goods, except over the Routes set out in Schedule H of the *Register of Resolutions* and in accordance with any conditions specified there.

EXPLANATORY NOTE

Anyone planning to carry out any work or activity that affects the normal operation of the road, footpath or berm must apply for a Corridor Access Request (CAR).

A CAR is a permit that helps to ensure that all road worksites meet national regulations, and that they are as safe as possible for workers, motorists, pedestrians and cyclists. Some examples of activities requiring a CAR are:

- **Placing a skip bin or container on the berm.**
- **Using or parking machinery such as cranes, cherry pickers and water blasters on the road corridor.**
- **Digging, drilling, resurfacing, or doing any other activity that will alter, or cause to be altered, the surface of the road corridor.**
- **Placing any pipe, duct, pole, cabinet or other structure below, on or above the road corridor.**
- **Installing a new stormwater drain that leads into the road corridor.**
- **Near or opening manhole access covers.**
- **Events**

Council can approve a CAR subject to conditions. It is common for conditions to include a traffic management plan to ensure the safety of workers and road users.

The National Code of Practice for Utility Operators' Access to Transport Corridors defines the set of standards for working in the road and the Corridor Access Request (CAR) processes. The Code is mandatory under the Utilities Access Act 2010 and applies to all works carried

out in the road corridor, whether the work is for or by a utility, local government, commercial organisation or private individual(s).

13. Safe movement in public places

Acts or games to annoyance of persons

- 13.1 No person may propel, push, pull or ride any trolley or other similar contrivance, fly a kite, ride any e-scooter, mobility scooter or skateboard, use any roller blades or skates, cast, throw or thrust any projectile or play any game in or on any road in a manner that could cause damage, annoyance, danger or nuisance to any person or property.
- 13.2 In addition to the provisions of Clause 13.1 of this Bylaw, the Council may declare by resolution areas in which these activities will be prohibited.

14. Safe movement on roads, footpaths and cycle tracks

Disturbing surface of road

- 14.1 No person may open any drain or sewer on, or disturb or remove the surface of, any road or public place, or make any cellar door or other opening from a public place without the permission of Council, and in accordance with any conditions that are imposed.

Precautions against injury

- 14.2 When opening up any road, any person must take all precautions for guarding against injury to passers-by as necessary or as directed by Council or its authorised officer.

Protection of footpath or berm

- 14.3 No person may drive or take any motor vehicle over any footpath or berm other than at a specifically designed vehicle crossing.

Pedestrians to move on

- 14.4 Pedestrians when found congregated on any road or footpath in the District must move on when requested so to do by a Police Officer or authorised Council Officer.

Obstructing footpaths or cycle tracks

- 14.5 No person may carry or convey any load to the danger or obstruction of persons using any footpath or cycle track, or ride, or drive or lead any stock, or drive any motor vehicle or motorcycle along any such footpath or cycle track.

Bicycles

- 14.6 No person may erect a bicycle stand on any footpath or roadway in the District without first obtaining the written approval of Council.
- 14.7 No person may place or leave any bicycle on any road, footpath, or public place where it likely to be an obstruction, inconvenience, danger or a nuisance to traffic or pedestrians.
- 14.8 No person may place, stop, stand, leave or keep any bicycle on the kerb or on any portion of a road set apart by the Council as a restricted parking area or mobility parking space or taxi and passenger service vehicle stands or stopping places.
- 14.9 The separate carriageways mounted on the northwest side and the southeast side of Ashburton River Bridge, State Highway One are designated for joint use by pedestrians and cyclists.

15. Median divided roads

- 15.1 Those roads named in Schedule B2 of the *Register of Resolutions* and any future roads legally established along the middle portion of which or part of which are laid median strips dividing the said roads or parts of the same into two parts for the purposes of regulation and conduct of traffic, will be deemed to be one-way roads on each side of the median strip.

Provided however that when the median strip is 6.0 metres or more in width between the kerbs each gap or roadway in such median strip by which traffic can cross over and pass from one side to the other of those one-way roads will be deemed to be a road connecting the said one way roads.

Use of median divided roads

- 15.2 No person may drive any vehicle along or over those roads referred to in clause 15.1 and named in Schedule B2 of the *Register of Resolutions* except in the direction required to keep the vehicle moving forward with the right-hand side of the vehicle being nearest to the median strip.
- 15.3 No person may drive any vehicle or stop, stand or park any vehicle on or adjacent to the median or the median strips on those roads, unless permitted by publicly notified resolution of Council.

16. Traction engines

- 16.1 No person may operate any traction engine not fitted with rubber tyres on any road within the District without first obtaining consent in writing from the Council and complying with all conditions the Council sees fit to impose.
- 16.3 Every person who commits an offence in accordance with section 22 of this Bylaw in addition to being liable for payment of a fine upon conviction for such offence will also be liable for and pay compensation to the Council for repairs to any damage which may be caused or be done by a traction engine or trailer to any road sign or pole, road, bridge or culvert or any drain pipe, water pipe or gas pipe or underground cable or any connection thereto. In the case of

dispute as the amount of compensation payable the same will be ascertained and determined by a Court or Tribunal of competent jurisdiction and may be recovered therein by the Council.

- 16.4 The operator of any traction engine must stop at the request or signal of any police officer or authorised Council Officer and if requested must advise their name and address. If they are not the owner of the traction engine, they must also give the name and address of the owner.

17. Licensed vehicle stands and stands for animal drawn vehicles

- 17.1 No person may keep or operate within any urban area any vehicle drawn or propelled by animal power available for the carriage of goods or persons for hire, reward or otherwise, without first obtaining written permission so to do from the Council.
- 17.2 Every application for permission to operate within an urban area a vehicle drawn or propelled by animal power must be in such form as the Council may prescribe and the applicant must supply to the Council any further information that it may require.
- 17.3 The fee payable for an application under this clause of the bylaw will from time to time be fixed by the Council.
- 17.4 The holder of such permission must comply with all conditions subject to which the permission is issued. Failure to observe such conditions or the provisions of this bylaw will be an offence against this bylaw and the permission may at the discretion of the Council be suspended or revoked.

Power to appoint stands

- 17.5 The Council may appoint portions of any roads as stopping places or traffic stands under such conditions as appropriate and may revoke, cancel or alter any such appointment or conditions.
- 17.6 In all cases where no stopping places or stands are appointed by the Council a Police Officer will have power in case of necessity to appoint a temporary stopping place or stand and the driver of any vehicle must use it in accordance with the instructions of the Police Officer.

Authorised use of stands

- 17.7 No person in charge of any animal or vehicle may permit the animal or vehicle to remain stationary upon any stand for a longer period than is reasonably necessary for the loading or unloading of goods or the taking up or setting down of passengers.

18. Damage to infrastructure

- 18.1 No person may cause damage to any Council owned road, footpath, berm, swale or public place including associated transportation infrastructure.

- 18.2 No person may cause or permit to be caused any material or debris or water to be deposited or discharged on a road, footpath, berm, swale or public place except where otherwise provided for in this Bylaw or authorised by other approvals.
- 18.3 Where the actions of a person in breach of clauses 18.1 or 18.2 of this Bylaw have resulted in an immediate danger to public safety or the efficiency or longevity of the Transportation Infrastructure, the Council will require any person to desist from this practice immediately and remove the danger or make the affected area safe without delay.
- 18.4 The cost of repairs to damage caused to any road, footpath, berm, swale, public place or Transportation Infrastructure will be borne by any person who commits or allows this offence to be committed and will if necessary be recoverable from any such person by Council.

19. Entraceways and crossings

Entraceways to rural property

- 19.1 On rural roads where property entranceways are frequently used by heavy vehicles or where vehicles require manoeuvring room the Council may at its discretion require entranceways to be designed and constructed in accordance with requirements as set out by the Council All costs incurred in constructing accesses to the required standard must be borne by the property owner.

Vehicle crossings

- 19.2 No vehicle may be taken on to any urban property in the Ashburton District other than over a properly formed vehicle crossing.
- 19.3 No person may construct any vehicle crossing across any footpath, berm or water channel without first obtaining a vehicle crossing permit from the Council.
- 19.4 The Council will, subject to the payment of any required application fee, permit the applicant to construct the vehicle crossing (for which the permit has been obtained) in compliance with all such conditions and standards the Council may require.
- 19.5 The Council may refuse to grant a permit if in the opinion of an authorised officer the construction of the vehicle crossing causes, or may be likely to cause, any danger, or obstruction in any public place.
- 19.6 Any person who:
- (a) takes or permits a vehicle to be taken on to any urban property in the Ashburton District across any footpath, berm or water channel other than by way of a properly formed vehicle crossing; or
 - (b) commences work upon the construction of a vehicle crossing without first obtaining the required permit; or
 - (c) having obtained such permit fails to comply in all respects with the conditions attaching to that permit or set out in this bylaw; or

- (d) who upon the expiry of the time specified in the permit fails to leave the vehicle crossing construction site or any part thereof in a good and tidy condition in accordance with the requirements of the vehicle crossing permit;
commits an offence against this bylaw.

Temporary crossings

- 19.7 No person may take or drive a motor vehicle or permit the same to be taken or driven across any footpath or water channel in the course of construction or other work on the adjoining property or to transport building or other materials used in connection unless complying with any conditions the Council may impose, including the provision of a temporary crossing over the footpath or water channel.

Reinforcing of footpaths, channel or crossing

- 19.8 Where any land or premises is occupied or used and any materials, goods, merchandise, articles, or other items are dropped, deposited upon or conveyed across any footpath, water channel or crossing in a manner likely to damage such footpath, water channel or crossing, Council may, by notice in writing require the owner or occupier of such land or premises to provide adequate reinforcement to such footpath, channel or crossing.
- 19.9 Any such owner or occupier who fails to comply with such notice within the period specified commits an offence against this bylaw.

20. Road names, numbering and letterboxes

Naming of roads

- 20.1 No person may give any name to or affix, set up, or paint any name on any road, private road, or public place without the prior permission in writing of Council.

Property numbering

- 20.2 The Council may allocate property numbers for the purpose of identifying individual properties. The owner or occupier of every property must mark such building (subject to Clause 20.1 above) with such allocated numbers, being no less than 50mm in height, as Council will direct or approve, and must renew the numbers if they are obliterated or defaced. Kerb numbering in an approved form will be an acceptable alternative.
- 20.3 The owner or occupier of any building has one month notice from Council to mark such building with such number as Council may direct or approve, or to renew the number as described in clause 20.2. Any owner or occupier who fails to comply with such notice commits an offence against this bylaw.
- 20.4 Council may at any time to alter the number of any property where in Council's opinion it is necessary or advisable to do so.

- 20.5 Each such number allocated by the Council must be placed on property in such a position as to be readily visible from any road fronted by such property; or, if no such position is available, must be placed upon a post, fence, or gate, adjacent to the access point of the property where it is readily visible from, such road. The Council may set fees for the supply and erection of 'RAPID' rural property identification numbers.

Defacing names and numbers

- 20.6 Any person who wilfully or maliciously destroys, pulls down, obliterates, or defaces the name of any road the number of any property, or paints, affixes, or establishes the name of any road, or number to any property, contrary to the provisions of this bylaw, commits an offence against this Bylaw.

Position of urban letterboxes

- 20.7 No person in the urban area may construct or place a letterbox on the road reserve without prior permission of the Council. Council may approve the design and location of letter boxes on the road reserve in certain circumstances.

21. Horses, stock and dairy cattle

Control of horses

- 21.1 No person may ride, lead or drive horses along any footpath or cycle track.
- 21.2 No person may lead a horse or permit a horse to be led from or by a motor vehicle on any public place except on a public road verge. In such case up to four horses (but only two abreast) may be led from a properly constructed frame attached to a motor vehicle.
- 21.3 No person may lead or permit more than one horse to be led from or by any other vehicle on any public place for any purpose whatsoever.

Driving stock

- 21.4 Except as provided for under Clauses 21.5 and 21.6 of this Bylaw, no person may drive any stock without a harness or yoke on any public place, except with the prior permission in writing of Council and then only in accordance with all conditions which may be imposed. "Driving" for the purposes of this section of the bylaw means moving stock on the hoof.
- 21.5 Except for the provisions of Clauses 21.2 and 21.7 of this Bylaw, stock in rural areas may be driven during the period after sunrise and before sunset on District Roads without Council's written permission provided the following conditions are complied with:-
- (a) The number of animals in any one mob may not exceed 600 head of cattle or 3000 head of sheep and drovers in charge of mobs must be at the ratio of one competent drover to every 200 cattle, or 1000 sheep.
 - (b) The drover must keep the animals moving at all times so as to make progress towards the destination at a reasonable rate.
 - (c) Suitable signs must be displayed, and crossings must be sited to permit effective and safe stopping distances for road users. Signs must all be to a standard determined by the Council and Waka Kotahi and all signage must be provided by the stockowner. Signs are to

be put out only on the day of movement and are to be removed within one hour of the stock being removed from the road.

(d) All stock on District roads must be removed from the roadway during the period half an hour after sunset until half an hour before sunrise the following day.

- 21.6 No stock may be driven at any time on any road within any urban area. However, Council may by resolution publicly notify and declare certain roads to be stock routes and prohibit or restrict the use of any other roads for the driving of stock. Any such declaration, prohibition or restriction may in like manner be altered or revoked.

Driving stock at night

- 21.7 No person may drive animals on any road during the period between half an hour after sunset and half an hour before sunrise unless it is considered that doing so does not affect road user safety and is in the best interests of all road users. Prior approval to drive stock during these hours is required from Council which will apply conditions that it deems suitable, including that sufficient warning devices are provided and maintained by such person(s) responsible for driving the stock. These must include use of flashing lights, signs and other effective devices or means to ensure that persons using the road will have adequate notice of the presence of such animals on the road.

Movement of dairy cattle on roads for milking

- 21.8 The provisions of clauses 21.4 to 21.7 of this bylaw do not apply to the movement of dairy cattle on roads for milking.
- 21.9 No person may permit dairy cattle to be driven across or along any road unless an alternative route is not reasonably available. Fenced stock races for the passage of dairy cows along rural roads must not be formed on the road reserve without prior approval from Council.
- 21.10 Any person having control of dairy cattle on any road must ensure that the cattle are driven in such a manner and by such points of access to an exit from the road as to ensure that damage is not caused to the surface or surrounding area of the road and must cross the road by the most direct means as practicable.
- 21.11 Any person having control of dairy cattle on any road must ensure that the cattle are not driven carelessly or without reasonable consideration for other persons using the road.
- 21.12 Any person having control of dairy cattle being driven or allowed to cross on any road on a regular basis must ensure that excrement, urine or other matter deposited upon the road from such stock is removed as far as is practicable from the carriageway of the road without delay.
- 21.13 Dairy cattle crossings used on a regular basis must have suitable signs and warning lights displayed, and crossings must be sited to permit effective and safe stopping distances for road users. Signs and warning lights must be to a standard determined by the Council and provided by the landowner. All regular crossing of dairy cattle across district roads must be managed by the dairy herd owner in compliance with the Council's Cattle/Stock Crossing Code of Practice. The Council may amend this code of practice from time to time.

22. Offences and penalties

- 22.1 Every person commits an offence against this bylaw, and is liable on summary conviction to the penalty set out in the Local Government Act 2002, who:
- (a) Fails to comply in all respects with any prohibition, restriction, direction or requirement indicated by the lines, markings, traffic signs and other signs or notices laid down, placed, made or erected on or upon any road, public car park, reserve or other places controlled by the Council under any of the provisions of this bylaw;
 - (b) Fails to comply with any condition, duty, or obligation, imposed by this bylaw.
- 22.2 Every person who breaches any of the provisions of this bylaw or who suffers or permits any act or thing to be done in contravention or breach of any of the provisions of this bylaw or who neglects to do or refrains from doing anything required to be done under the provision of this bylaw commits an offence against these bylaws and on summary conviction will be liable for penalties in accordance with Clause 14.1 of the Ashburton District Council Explanatory Bylaws 2016.
- 22.3 A person may not be subject to proceedings under Clause 22.2 of this bylaw, if that person is also, on the same facts, being proceeded against for a breach of the Land Transport Act 1998.
- 22.4 A person is not in breach of this bylaw if that person proves that the act or omission complained of:
- (a) Took place in compliance with the directions of an enforcement officer, a parking warden or a traffic control device; or
 - (b) Was performed by an enforcement officer or a parking warden and was necessary in the execution of that person's duty.



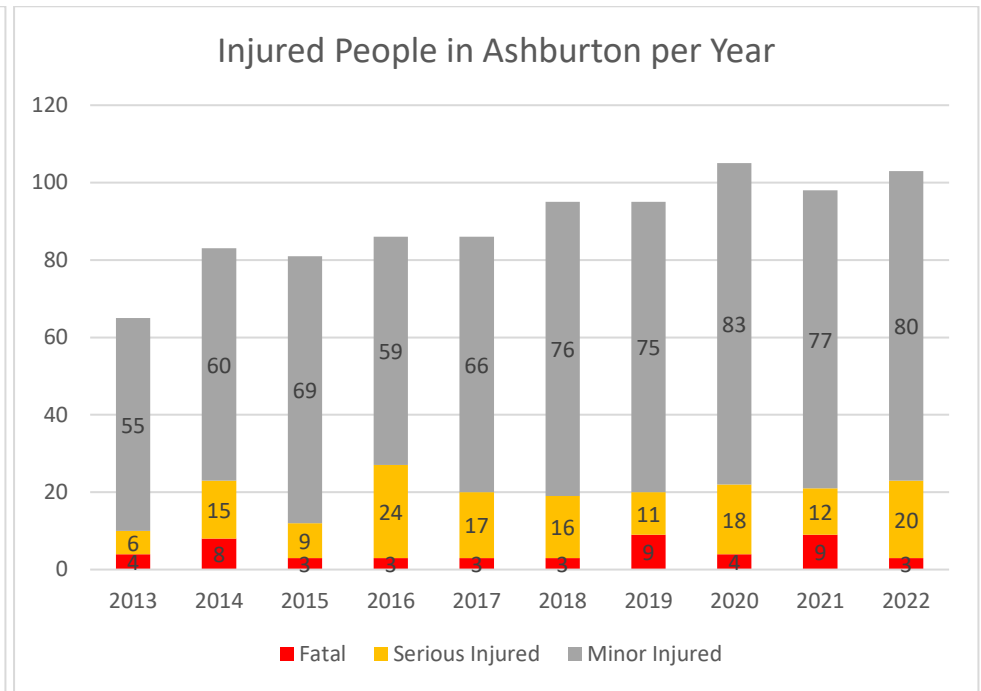
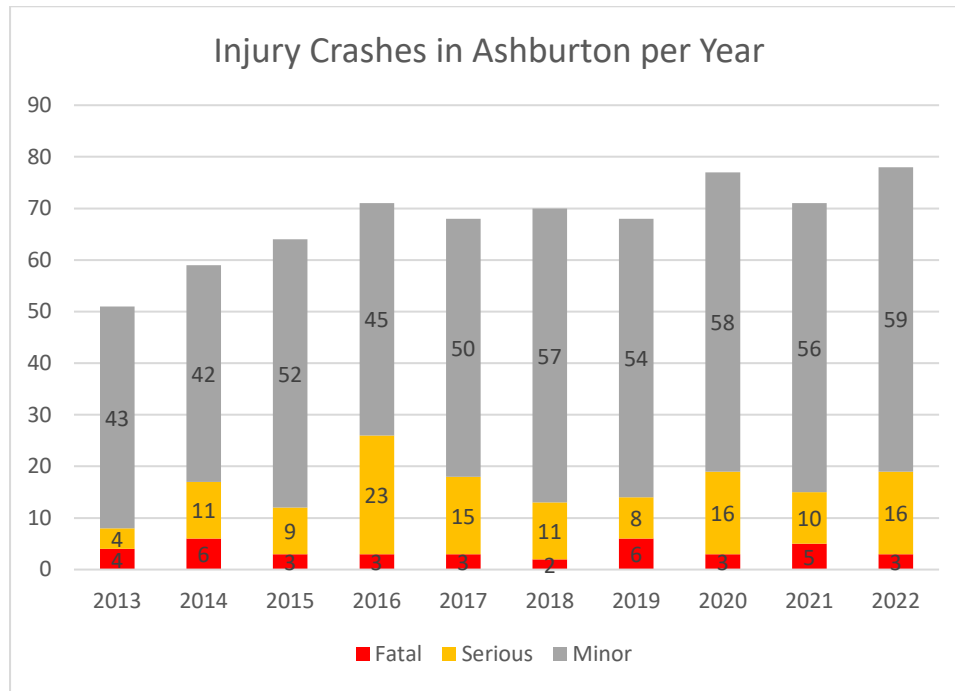
ASHBURTON DISTRICT ROAD SAFETY COORDINATING COMMITTEE REPORT

May 2023

Note

This is a draft template document to streamline future reporting for member of the committee. Comments and feedbacks are welcome to improve the ease of use on the road safety action plan reporting.

Death and Serious Injury progress



Ashburton Road Safety Action Plan Reporting – May 2023

Promotion

Programme	Organisation	Timeframe	Progress
Community Alcohol Action Plan (CAAP)	ACADS	Summer	Refer to ACADS report
Bike safety promotion	ADC	School terms	Programme postpone to next financial year due lack of resource.
CoDriVR Simulator	Gfactor	Ongoing	CoDriVR is a virtual simulation that allows students to gain driving experience and education while in a safe environment. Two additional units will be installed at schools in the district. Request confirmation from committee for placement of final unit. Refer to CoDriVR report
Community Driver Mentor Programme (CDMP)	Salvation Army	Ongoing	Refer to Salvation Army report
RYDA	Road Safety Education (RSE)	June 2023	Road safety education course for college students Ashburton College is booked for the 14 th of June 2023 Mt Hutt College is booked for 30 th of May 2023
Staying Safe course	Age Concern	September & November 2022 February, June & October 2023	Additional course added for 23 June 2023 Upcoming course 13 October 2023
Motorcycle Awareness Month (MAM)	ACC	October-November 2022	Refer to ACC report
Road Safety promotion collaboration	South Central Road Safety	Ongoing	Road safety campaign developed between 5 Councils' road safety coordinator. The creative slogan is "Drive like Their lives depend on it". Promotion platforms are on radio, newspapers, social media and billboards. The messages will cover majority of the focus areas i.e., Alcohol, Intersection, Safe speed, Fatigue, Restraints etc.

Infrastructure & Management

Programme	Organisation	Timeframe	Progress
Safety management			
ARC Delineation Strategy	Aoraki Roding Collaboration, GHD	Ongoing	Draft complete. Pending final document signed off.
ARC Speed Management Strategy	Aoraki Roding Collaboration, GHD	Ongoing	Discussion in progress between Council Engineers for a consistent approach across the region.
Crossroad intersection investigation	ADC	November 2022	Crossroad intersection report approved by Council. Funding request will be in the next NLTP/LTP
Interim Speed Management Plan	ADC	Financial year 2022-2023	Final Report approved by Council. The interim speed management plan is currently being certified by Waka Kotahi. Work will begin after the ISMP is certified
Tinwald Corridor Improvements	Waka Kotahi, ADC	Ongoing	Project is out for tender
Safety projects			
Bridge St/ Glassworks Rd	ADC	Ongoing	Install Give Way control at the T intersection. Instructions sent to contractor. Liaising with adjacent property to remove trees near the intersection that is obstructing visibility.
Chalmers Ave/Wellington St/Havelock St	ADC	Ongoing monitoring	Minor improvements have been installed at the intersection. The control of the intersection has been changed from Give Way to Stop control. No crash has been reported since the improvements were made. The intersection will continue to be monitored.
Racecourse Rd/Hepburns Rd	ADC		Project complete
Urban cycle lane road markings	ADC	Ongoing	Continuation of installing green cycle lane road markings on urban roads.
Rural out of context curve delineation	ADC	Ongoing	Programmed to review out of context curve on rural roads. Prioritising roads with higher traffic volume first.
SH77 Moore St pedestrian crossing	Waka Kotahi		Project complete

Enforcement

Police enforcement focus on changing four main behaviours (RIDS: restraints, impairment, distraction, speed) in addition to other trauma promoting offences.

Action	Organisation	Timeframe	Progress
Restraints offences	NZ Police		Refer to police report
Impairment (Alcohol/Drugs) offences			
Distraction offences			
Speed offences			
Failing to Give way or stop at intersections			
Graduated driver licensing systems (GDLS)			
Staffing			

Other agency updates

Agency	Additional update
ADC	Request feedback on this new road safety action plan reporting template
ADC	The project to develop a bike skill park in Ashburton is put on hold. The manager that was leading the project has left Council.

Appendix A

CoDriVR Pilot Programme

CoDriVR Simulators are now in Ashburton College and Mount Hutt College, with a third simulator in development, estimated delivery at the end of May. Ashburton Council yet to decide on placement.

Having delivered 12 of the 13 units of hardware across Mid and South Canterbury, CoDriVR is now focused on software development and engaging with our clients and stakeholders so that we can learn and develop together. In Term 2 there will be an interschool engagement competition and we will be taking on school ambassadors to help promote the CoDriVR simulators and provide feedback to the CoDriVR team on how the program is going.

Software development is tracking well, with recent footage of Timaru streets currently being processed for future updates. There has been plenty of interest and positive feedback on the CoDriVR Simulators, and the CoDriVR staff are excited to move forward into the engagement phase of the Pilot Program. We aim to increase Simulator use in schools and apply the learnings to help students progress with their driving skills and progress to drivers licence acquisition.

[March 2023 CoDriVR Pilot Programme Report](#)

CoDriVR - Usage



System Information

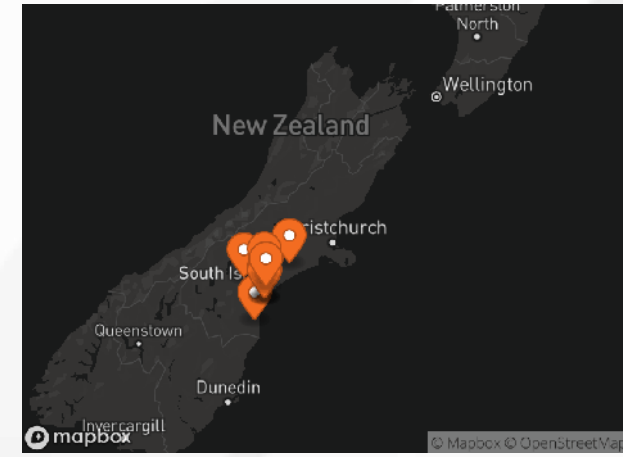
Total Units in Operation	9
Software Version	v1.3
Hardware Version	v1.3
Data Range	01/03/2023 - 31/03/2023

Drive Experiences

Tutorial
Intersections
Cornering

System Region

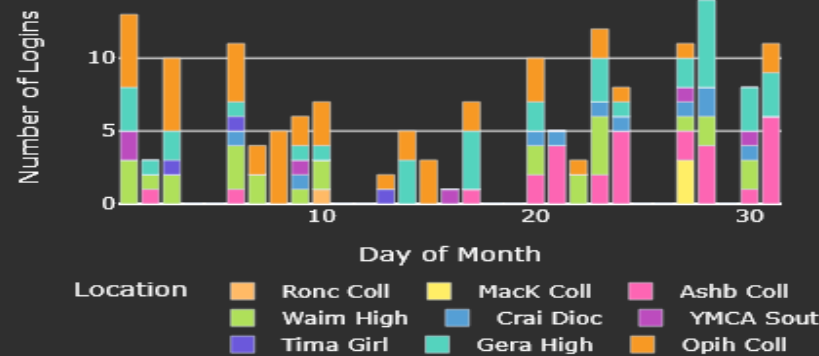
Timaru
Fairlie
Ashburton
Waimate
Geraldine
Temuka



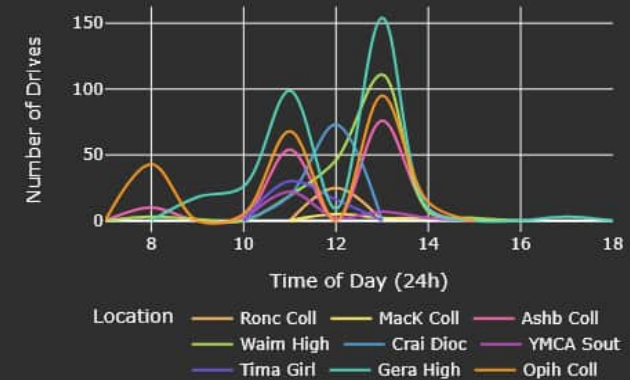
Account Activity

Number of Users Enrolled	4371
Total Logins (Estimate)	159
Total Active Users (Estimate)	84
Login Duration (Avg.)	11min 57s
Total Number of Drives	1088
Total Drives per User (Avg.)	12

Monthly Logins

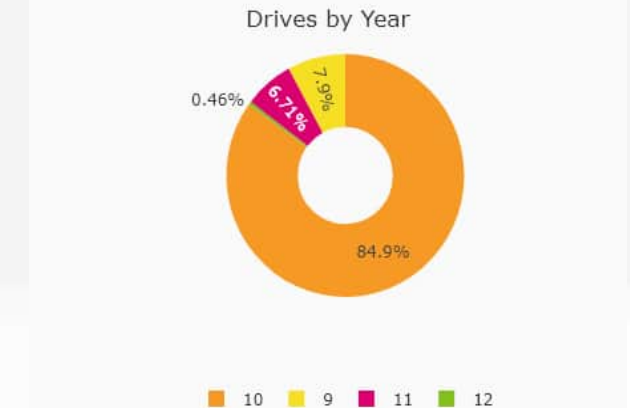
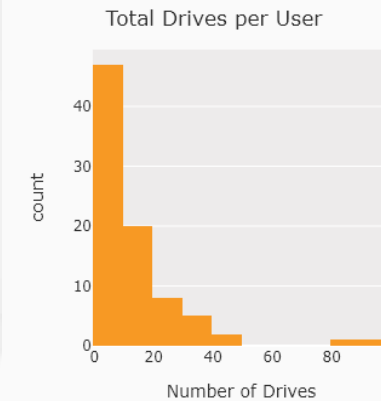
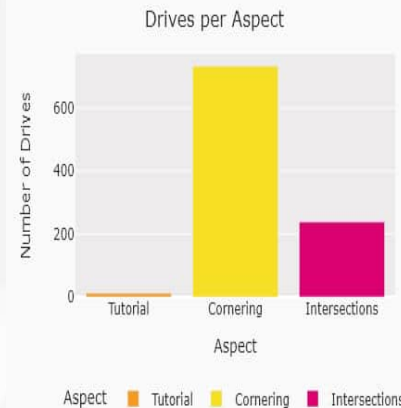


Daily Drives



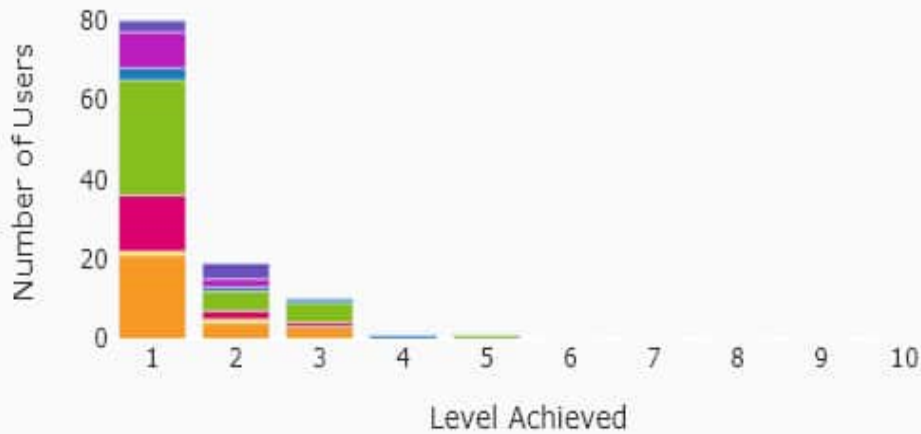
Drive Statistics

Drives per Session (Avg.)	6
Drive Duration (Avg.)	1min 22s
- in Tutorial (Avg.)	2min 44s
- in Cornering (Avg.)	1min 6s
- in Intersections (Avg.)	2min 3s

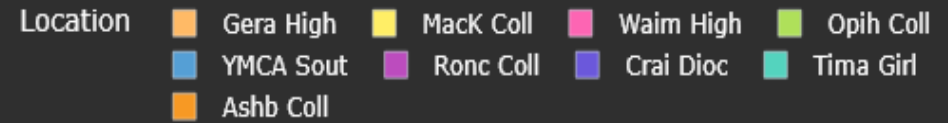
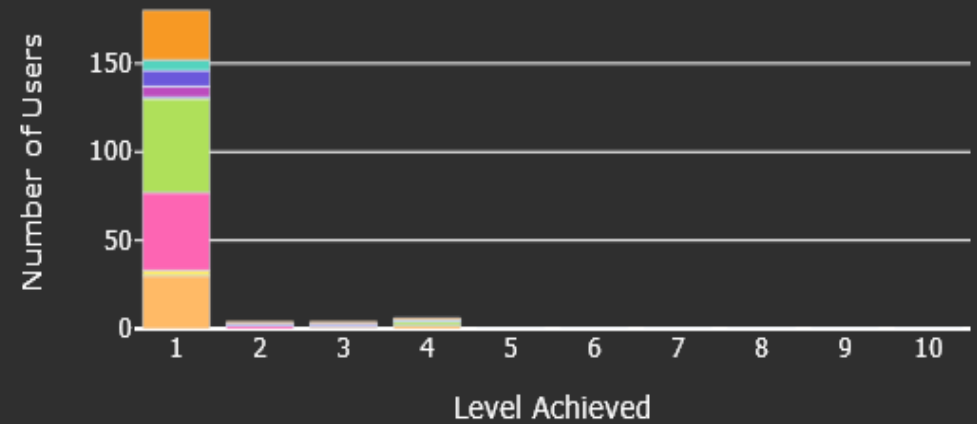


Intersections

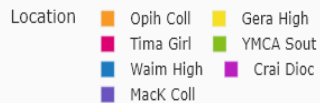
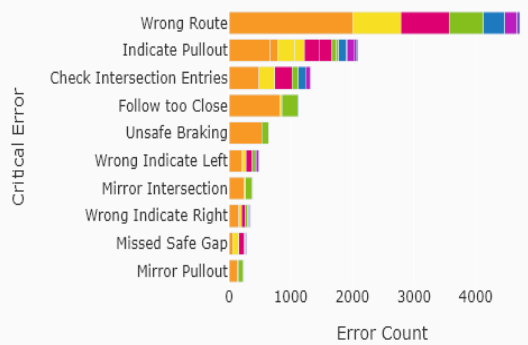
Highest Intersection Level Achieved



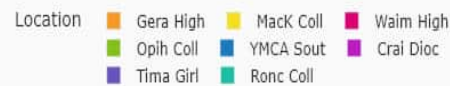
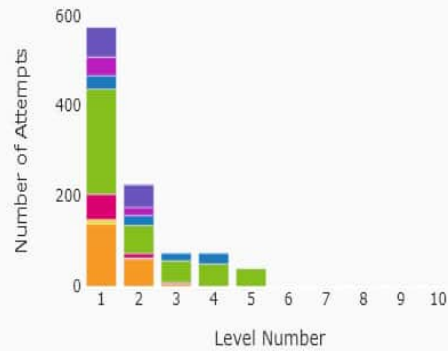
Highest Cornering Level Achieved



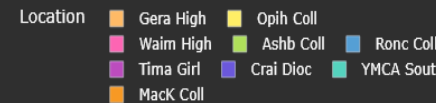
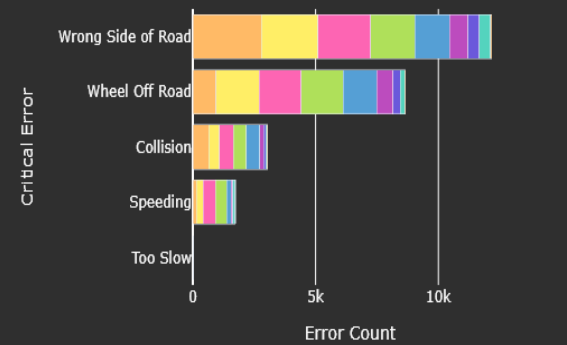
Top 10 Critical Intersection Errors



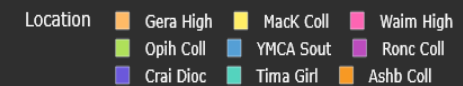
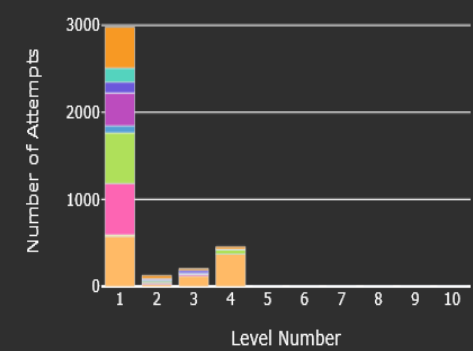
Attempts per Intersections Level



Top 10 Critical Cornering Errors



Attempts per Cornering Level



Ashburton District Council Report End March 2023

The Salvation Army Driver Programmes currently operate targeted driving programmes designed to assist people in Ashburton who are currently employed, studying, or seeking employment. Our programmes are a community-based initiative that aims to provide support to disadvantaged individuals in obtaining their driver's licence. Our programmes are designed to address the barriers preventing people from achieving their driver's licence, such as financial constraints, lack of vehicle access, and lack of knowledge of the road rules. As identified, many rural areas, such as Ashburton, rely on agriculture, forestry, mining, and other industries that may be far from residential areas. Having a driver's licence allows individuals to commute to work, support their community and earn a living. Having a driver's licence provides individuals with the freedom to travel to employment and education-related activities. With support from Waka Kotahi, the Ministry for Primary Industries, and the Ashburton District Council The Salvation Army Driver Programmes operate under a range of driver licensing programmes to support those who need support in obtaining their licence.

This report will provide an update on the progress of the different Salvation Army driver licensing programmes in Ashburton in the first quarter of 2023. Our focus will be on identifying how many people the programmes have supported, and estimating how our programmes will support those studying, seeking employment, or currently employed in Ashburton.

More specifically for the Ashburton District Council's funding, we bring your attention to the YDMP (Youth Driver Mentor Programme) information with 42 referrals, 28 active drivers and 9 passed in this period. We have recruited, trained, screened and started 14 additional mentors to support YDMP.

THE SALVATION ARMY - DRIVER PROGRAMMES										
ASHBURTON FIGURES	01 JAN 2023 - 31 MAR 2023									TOTAL
	CDMP	PWW	MPI / YDMP	Open Road R	Open Road F	FTF	Zero MSD	Lesson R (+Mus)	Lesson F (+Mus)	
Referral received	1	0	2	1	0	0		0	0	4
Processing forms/interview/workshop	0	0	0	0	0	0		0	0	0
Active driving	20	0	28	4	0	5		1	0	58
Disengaged/referred back	17	0	3	8	0	3		0	0	31
Passes	6	0	9	7	1	4		2	0	29
Applications received / referrals	44	0	42	20	1	12		3	0	122

Restricted licence achieved	24									
Full Licence achieved	5									
DEMOGRAPHICS										
Information added below once demographics are known and recorded (eg form). It will not include numbers in 'referral received' line.										
	CDMP	PWW	MPI / YDMP	Open Road R	Open Road F	FTF	Zero MSD	Lesson R (+Mus)	Lesson F (+Mus)	
Male	11	0	16	5	1	5		0	0	38
Female	35	0	27	16	0	6		3	0	87
Gender other	0	0	0	0	0	0		0	0	0
16 to 25 years	24	0	42	7	0	3		1	0	77
26 to 35 years	14	0	0	2	1	5		1	0	23
36 to 45 years	1	0	0	2	0	0		0	0	3
46 plus	1	0	0	1	0	2		0	0	4
Maori	9	0	4	0	0	4		0	0	17
Pacifica	11	0	0	0	0	3		0	0	14
NZ European / Pakeha	17	0	29	0	0	4		0	0	50
Asian	2	0	4	0	0	0		2	0	8
Other	3	0	5	21	0	1		1	0	31
MELAA (middle eastern, Latin American, African)	0	0	0	0	1	0		0	0	1
employed (any type)	14	0	0	1	1	0		0	0	16
student	1	0	37	3	0	0		0	0	41
home / unemployed	18	0	0	5	0	0		0	0	23
seeking work	2	0	0	0	0	0		0	0	2

Report prepared by K Tsering – April 2023

5.3 Automobile Association - Canterbury West Coast

As a request from our Motoring Policy team for priority projects requiring funding I asked our A.A. My AA Councillors express our disappointment on the decision to proceed with the south bound heavy vehicle weighbridge at Rakaia. Along with other parties, we believe this is an unsafe site and revenue collection has been given priority over road safety. However, we did manage to have vehicle weighing at the site changed from both directions to just south bound so this was a partial win. We will watch with interest how the station operates.

We are pleased to see that the traffic signals in Tinwald are coming to fruition. This has been a long time coming and again, will watch with interest as the project evolves. We will also be watching that the traffic safety platforms as shown in the original plan...but removed in subsequent ones are not reinstated. We see these as a serious and unnecessary danger to road users in a project such as this is with the possibility of heavy farm machinery losing control under braking on a wet or frosty morning while crossing these. We have also objected to a similar plan on Colombo Street and Dyers Pass Road in Christchurch.

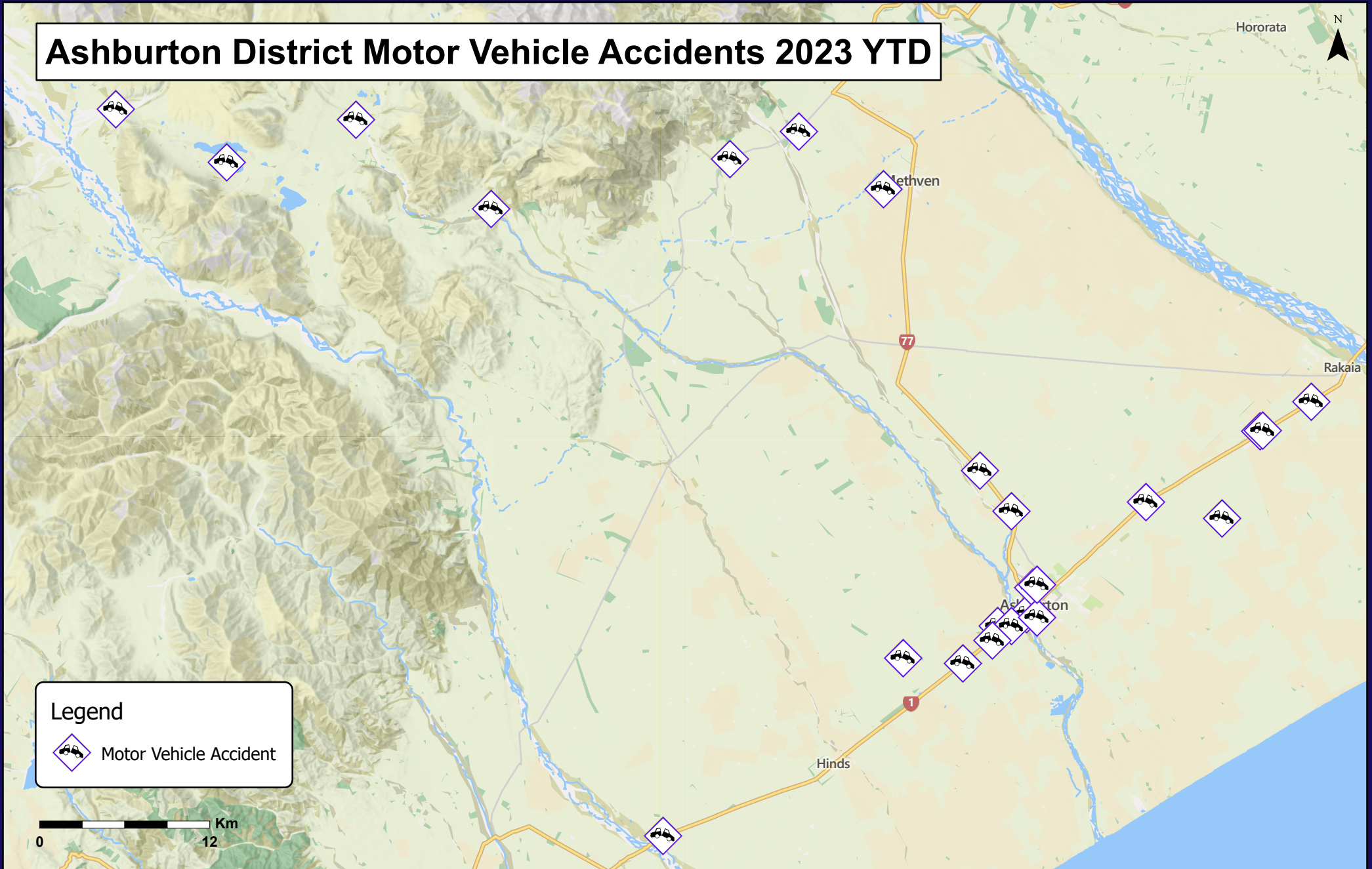
Next week my Council will be launching our “Be Seen – Be Safe” school cycle light project at Tinwald School. This is happening in conjunction with Sean Patterson from the Police so will be a great event. On the 4th May I am going to do a similar launch in Greymouth followed closely by schools in North Canterbury. We have 500 sets of top quality LED rechargeable lights to provide to primary/intermediate schools in our AA District. My team have been concerned with cyclist visibility for many years so decided to do something to improve it. We found a wonderful sponsor...Davis Ogilvie from Christchurch who provided us with \$4,500 of funding to purchase lights from a reputable supplier in China. If we can save just one child’s life our project will have been a huge success. We now have several of our other 17 AA District Councils expressing interest in doing a similar project in their area. We have severe concerns of the northbound traffic build up through Tinwald on most afternoons. On the build up to the General Election my Councillors are meeting on a regular basis with Politicians. Locally, this will be one of my discussion points along with the proposed second bridge, roading infrastructure maintenance and four laning SH1 between Ashburton and Christchurch. At my meeting tomorrow we will be forwarding my Councils election priorities to our Transport Advocacy and Policy team in Wellington so that they can evaluate the most important issues to our 18 District Councils on the lead up to October.

John Skevington
Chair for Canterbury/West Coast Automobile Association District Council

Ashburton District Motor Vehicle Accidents (2023 Year to Date)

Station Name	Date/Time	K41	Civilians Rescued	Civilians Extricated	Civilians Assisted
Lake Clearwater Volunteer Fire Brigade	Jan 1, 2023 3:55:53 PM	0	1	0	0
Ashburton Volunteer Fire Brigade	Jan 5, 2023 9:36:04 AM	0	0	0	1
Rakaia Volunteer Fire Brigade	Jan 12, 2023 9:34:44 AM	0	0	0	3
Rakaia Volunteer Fire Brigade	Jan 15, 2023 10:12:12 AM	0	0	0	0
Ashburton Volunteer Fire Brigade	Jan 19, 2023 4:41:53 PM	0	0	0	1
Rakaia Volunteer Fire Brigade	Jan 30, 2023 1:06:42 AM	0	0	0	1
Lake Clearwater Volunteer Fire Brigade	Feb 4, 2023 7:22:55 PM	0	0	0	0
Methven Volunteer Fire Brigade	Feb 4, 2023 10:38:51 PM	0	0	1	0
Mount Somers Volunteer Fire Brigade	Feb 4, 2023 11:59:40 PM	0	0	0	0
Ashburton Volunteer Fire Brigade	Feb 5, 2023 5:17:04 AM	0	0	0	0
Lake Clearwater Volunteer Fire Brigade	Feb 5, 2023 3:29:45 PM	0	0	0	0
Ashburton Volunteer Fire Brigade	Feb 6, 2023 12:12:04 PM	0	0	0	0
Ashburton Volunteer Fire Brigade	Feb 8, 2023 4:01:38 PM	0	0	0	0
Ashburton Volunteer Fire Brigade	Feb 16, 2023 9:59:38 PM	0	0	2	0
Rangitata Volunteer Fire Brigade	Feb 18, 2023 3:47:31 AM	1	0	1	3
Ashburton Volunteer Fire Brigade	Feb 22, 2023 3:58:43 PM	0	0	0	0
Ashburton Volunteer Fire Brigade	Mar 3, 2023 5:15:08 AM	0	0	0	0
Rakaia Volunteer Fire Brigade	Mar 6, 2023 9:25:38 AM	0	0	0	1
Ashburton Volunteer Fire Brigade	Mar 13, 2023 3:18:38 PM	0	0	0	0
Ashburton Volunteer Fire Brigade	Mar 15, 2023 3:51:33 PM	0	0	0	0
Ashburton Volunteer Fire Brigade	Mar 17, 2023 11:27:22 AM	0	0	0	0
Methven Volunteer Fire Brigade	Mar 17, 2023 9:55:37 PM	0	0	0	1
Ashburton Volunteer Fire Brigade	Mar 27, 2023 4:57:31 PM	0	0	0	0
Methven Volunteer Fire Brigade	Mar 28, 2023 3:48:43 PM	0	0	0	0
Incident Count	24	1	1	3	7

Ashburton District Motor Vehicle Accidents 2023 YTD



Legend

 Motor Vehicle Accident

0 12 Km



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Author: Planning and Performance
Employee: Sarah Hunter
Scale: 1:350,000 @A4
Date: April 2023
Projection: NZ Transverse Mercator

Ashburton District Road Safety Co-ordinating Committee

Terms of Reference

Purpose and Scope

The Ashburton District Road Safety Co-ordinating Committee (ADRSCC) is a community committee, administered by the Ashburton District Council. It is recognised by all participants that to effectively address road safety issues in Ashburton District it will require an integrated combination of engineering, education, and enforcement approaches and initiatives. The committee has, since its inception in 1995, worked collaboratively to promote this.

In undertaking its functions the ADRSCC is to consider road safety matters as they relate to all roads in the Ashburton District, including State Highways, and to all users of these roads.

The ADRSCC should also consider road safety matters as they relate to neighbouring territorial authority areas, the Canterbury region and New Zealand as a whole when more integrated approaches are considered beneficial to the promotion of road safety.

Vision: *Ashburton District has safe roads, roadsides and road users which contribute to an ongoing reduction in injuries and fatalities on our roads.*

Membership

Membership of the ADRSCC consists of representatives from the following agencies / organisations. Each of the agencies / organisations will endeavour to have at least one representative on the ADRSCC at any one time.

- Ashburton District Council
 - 3 Councillors plus the Mayor (ex officio)
 - Council Roading Officers (including the Graduate Engineer - Roading)
- New Zealand Transport Agency
- New Zealand Police
- ACC
- ACADS
- NZ Automobile Association
- Mid Canterbury Principals' Association
- FENZ
- South Canterbury Road Safety Co-ordinating Committee

The quorum will be representatives of not less than half the member agencies, with at least one Ashburton District Council elected member present.

- Committee membership is not limited to the above agencies and may include membership from other agencies, organisations or skilled individuals if it is considered by the Committee that they will contribute to achieving the purpose of the District's Road Safety Strategy. Additional members need to be approved by majority vote by the Committee.
- Committee membership will continue until such time as any member wishes to resign, and in that case that member can nominate another person from their agency in their place.
- All members must agree to support the terms of reference.

Key Actions and Functions of the ADRSCC

The ADRSCC will undertake the following core functions to contribute to achieving the Committee's vision: Support and encourage education programmes that promote 'Road to Zero' within Ashburton District.

- Support and encourage visible policing campaigns that have a road safety focus.
- Work collaboratively to prepare an annual Road Safety Action Plan.
- Ensure the efficient and effective delivery of projects and initiatives included in the Road Safety Action Plan.
- Raise the profile of road safety initiatives within member organisations and the wider community.
- Provide networking and information sharing opportunities with regular reporting by member organisations on their projects and priorities.
- Advocate for improved road safety both in the district and nationally.

District Road Safety Action Plan

The Ashburton District Road Safety Action Plan is prepared annually by the ADRSCC and identifies the local road safety goals and actions the Committee will focus on for the year.

The Action Plan details links with the goals and priorities of the 'Road to Zero' strategy and local priorities identified by the ADRSCC. Additional priorities in the Road Safety Action Plan may be added by the Committee. Goals and priorities will be reviewed at least every two years.

The goals of the current Ashburton District Road Safety Plan are:

- 1) A reduction in the number of casualties from crashes involving 16-25 year old drivers and passengers
- 2) A reduction in the number of fatal and serious casualties from crashes involving alcohol or drug impaired drivers
- 3) A reduction in the number of fatal and serious casualties from speed related crashes
- 4) A reduction in the number of fatal and serious casualties from crashes at intersections
- 5) A reduction in the number of motorcyclists killed and seriously injured.
- 6) A reduction in death and serious casualties from lack of restraint, impairment, distraction, speed and fatigue.

Meetings

- The Committee will meet four times a year at the Ashburton District Council. Meetings will generally be open to the public. *(A section may be included on an agenda for items that would be reasonably expected to be considered with the public excluded.)*
- The Committee will be chaired by one of the Council elected members
- In the absence of a Council elected member, the Committee will be chaired by the Roading Manager.
- All Committee members have full voting rights.
- Council's Standing Orders will not apply to this Committee.
- Recommendations for agenda items are invited from Committee members no later than 7 days before the date of the meeting.
- Committee decisions and activities are reported through Council.
- Technical officer and administration support will be provided by Council's Infrastructure Services Group and Governance Team including notice of meeting to members, agenda preparation and minutes. . Agendas will be circulated not less than 5 days before the meeting.

Date Adopted: 22 November 2018

Terms of reference reviewed and updated on 7 February 2023