

Parking consultation – summary of feedback

Draft Ashburton District Parking Strategy

Draft Ashburton Town Centre Parking Management Plan

To support hearings and deliberations 21 October 2021

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1.1 Summary of feedback received

Public consultation on parking across our district was undertaken from 6 September to 6 October 2021.

- 32 submissions were received on time.
- There was 1 late submissions received as at 13 October 2021.
- Three submitters indicated they want to be heard.

1.2 Draft Ashburton District Parking Strategy

1.2.1 Draft objectives

- A. Support placemaking, amenity and good urban design outcomes – help to make our town centres safer, more vibrant, sustainable and equitable.
- B. Support the economic development of town centres - managing parking appropriately can help to improve the local economy.
- C. Support environmental outcomes - managing parking to encourage us towards achieving a balanced and sustainable environment.
- D. Support the Walking and Cycling Strategy - making bicycle parking available near to key destinations; and prioritising street space for walking and cycling rather than parking on key walking and cycling routes.
- E. Ensure parking is managed for the context - not all places are the same and our strategy needs to be tailored for our people; ensuring parking restrictions are appropriate for the level of parking demand; and enforcement of parking restrictions is effective and affordable to the Council.

Submitter name	Page number	Summary	Staff comments
<i>Submitters in support of strategy objectives</i>			
Age Concern Inc Mid Canterbury (Jan McClelland)	3	Submitters support all of the objectives in the strategy <ul style="list-style-type: none"> • Need for flexibility well covered (Leadley) • All relevant and support future growth and need (Age Concern) • Notes the challenges of encouraging carpooling / sharing – many people have differing requirements and flexible work hours etc - <i>Objective C</i> (Murphy) 	Noted.
Leadley, L John	55		
Murphy, Gerard	63		
Regent Cinema (Donna Favel)	67		
Skates, Allan	75		
Skates, Bev	77		
Ashburton Citizens Association (Donna Favel)	12	Supports most of the objectives.	Noted.
Crispin, Sarah	16	Supports <i>Objectives A and B</i> – notes with the town centre revitalisation it will look amazing.	Noted.

Submitter name	Page number	Summary	Staff comments
Glasse, Brian	27	Supports <i>Objective B</i> .	Noted.
Anonymous 1	5	Supports <i>Objective B</i> . Notes enabling car parking close to the CBD to increase ease of access will assist with economic development of the town – barriers (e.g. lack of parks) mean people won't go to the CBD.	Noted.
Waugh, John	83	Supports <i>Objective C</i> - to support environmental outcomes, also to encourage the use of electric vehicles and bicycles.	Noted.
McKee, Toni	57	Notes the encouragement for cycling and walking for less congestion in town - <i>Objectives C & D</i>	Noted.
Leadley, L John	55	Notes as a cyclist, cycleways are valuable.	Noted.
Glasse, Brian	27	Supports <i>Objective E</i> .	Noted.
Hawkes, Murray	45	Supports the increase in parking supply due to the Civic Centre relocation.	Noted.
Hallenstein, Ben	43	Notes more parking spaces are required as current off-street parking is developed.	Noted.
McLintock, Sandra	60	Believes that Council parking should remain free – notes that we are trying to make Ashburton user-friendly, a good place to visit, attract visitors – free parking contributes to this.	Noted.
<i>Submitters disagree with strategy objectives</i>			
Anonymous 1	5	Does not support <i>Objective A</i> – urban design objective.	High quality urban environments support local economy by encouraging people to spend more time, hence more spending, in the town centre.
Anonymous 1	5	Submitters do not support <i>Objective C</i>	The central government has declared a climate emergency in 2020. It is councils responsibility to encourage a transport system with improved environmental outcomes in line with this national
Crispin, Sarah	16	<ul style="list-style-type: none"> there is no need to prioritise the minority who drive electric vehicles – notes we are a rural community that is unlikely to change from utes / trucks to E-vehicles (Crispin) 	
McKee, Toni	57		

Submitter name	Page number	Summary	Staff comments
		<ul style="list-style-type: none"> • Questions this objective – particularly the facilities for ride sharing – notes Ashburton does not have a population large enough to support this (Anonymous 1) • Suggests a circular minibus system to bring people into town from the suburbs (McKee) 	<p>direction. Providing necessary infrastructure (such as EV charging stations) will improve the uptake of more sustainable transport options such as EVs.</p> <p>The parking strategy is not aimed at actively discouraging parking for regular vehicles. The local context, including the parking needs of a predominantly rural community is recognised through the Objective E.</p> <p>It is acknowledged that some of the suggested methods will need further investigation and ultimately may not be feasible.</p>
Hallenstein, Ben	43	Concerned in a farming district, farmers drive to town in utes, not small electric vehicles or on a bicycle.	As noted above.
Crispin, Sarah	16	Disagrees with <i>Objective D</i> – requests parking is made easy for shoppers to drive in and out, with plenty of parking.	The strategy is not aimed towards restricting parking opportunities, but managing it appropriately to meet the demands. An oversupply of parking does not serve the best use of limited urban space availability and can compromise other important outcomes to the local community and economy such as high quality urban environments.
Glassey, Brian	27	Asks how many bike people there are?	Whilst the current cycling volumes may be low, there is often a latent demand for cycling due to lack of suitable infrastructure. Providing appropriate

Submitter name	Page number	Summary	Staff comments
			cycling infrastructure, such as bike parking discussed through the strategy, will help in better uptake of cycling as a mode of day-to-day travel.
Crispin, Sarah	16	Disagrees with <i>Objective E</i> – notes people are already deterred from town due to a fear of getting a parking ticket. Suggests encouraging people to park in town and visit the local shops. Notes they only park in free or unmonitored spots now due to fear of getting a ticket.	There will be no longer any paid Council parking when the CBD streets are completed. Parking tickets can be issued when people overstay the time restrictions so they need to note these restrictions.
Hawkes, Murray	45	Notes there is little or no provision for growth and support for improved access for CBD businesses. Suggests the strategy will drive business out of the CBD towards shopping centres. Requests more CBD parking.	Another car park is proposed.
McLintock, Sandra	60	Believes there needs to be more all day parking on West Street. Notes the frustration with moving your car every two hours (and difficulty leaving work to do so) to avoid a ticket, as the all-day parks are gone by workers starting early.	This is being considered.
Rickard, John	69	Notes there is plenty of staff parking on Havelock St West – suggests leaving it there for Council staff.	Noted.

1.2.2 Draft Action Plan

See page 7 of the [consultation document](#) for the interventions included in the draft Action Plan.

1.2.2.1 Action Plan as a whole

Submitter name	Page number	Summary	Staff comments
Hunter, Sean McLintock, Sandra Murphy, Gerard Murray, Peter Regent Cinema (Donna Favel)	47 60 63 65 67	Submitters note their support for the Action Plan as a whole The actions will improve parking and business in the town (Murray)	Noted.
Ashburton Citizens Association (Donna Favel)	12	Supports most of the action plan.	Noted.
Skevington, John	79	Notes the possibility of too much emphasis being placed on modal shifts having a great impact. We are a medium sized town and in the foreseeable future, cars are going to be the vehicle of choice. Urban growth, high density CBD housing without parking provided is a big city problem – hard to imagine it being a problem here for a long period of time – much further out than this strategy.	The Strategy supports modal shift but doesn't make any predictions on its impact. Future uncertainty is recognised in the parking strategy through Objective E and the associated action plan. Proposed actions such as regular reviewing and monitoring of parking demand pricing model will ensure parking is appropriate managed to the prevailing conditions.

1.2.2.2 Actions under Objective A – support placemaking, amenity and good urban design outcomes

Submitter name	Page number	Summary	Staff comments
Crispin, Sarah	16	Supports the actions listed under <i>Objective A</i> .	Noted.
Glassey, Brian	27	Disagrees with <i>Objective A</i> – this is just normal Council administration.	Objective A can also be supported by how developers lead their work with consideration of parking. The proposed actions help focus Council future work streams to support the objective.
Anonymous 1	5	Opposes actions under <i>Objective A</i> – believes they sound like they will make someone very rich, with ratepayer funds.	Actions under Objective A are aimed towards setting appropriate rules and policies to ensure there is no over or under supply of parking and parking is appropriately managed (time restrictions/ pricing etc.).

1.2.2.3 Actions under Objective B – Support the economic development of town centres

Submitter name	Page number	Summary	Staff comments
Glassey, Brian	27	Supports all actions listed under <i>Objective B</i> .	Noted.
<i>Support the addition of drivers over 80 years to the Mobility Policy (Action B4)</i>			
Anonymous 1	5	Submitters support the addition of drivers aged over 80 years to the Mobility Policy. <ul style="list-style-type: none"> • Over 80s should qualify for the same benefits as mobility card users (Skevington) • This will be a growing demographic (Murphy) • Important to look after our older population (Hallenstein) 	Noted.
Aschen, Alison	10		
Ashburton Citizens Association (Donna Favel)	12		
Beach, Ian	14		
Crispin, Sarah	16		

Submitter name	Page number	Summary	Staff comments
GWJ & EJ Small Partnership (Elizabeth Small) Hallenstein, Ben Hunter, Sean Kilgour, Peter McLintock, Sandra Murphy, Gerard Murray, Peter Regent Cinema (Donna Favel) Skevington, John	41 43 47 53 60 63 65 67 79	<ul style="list-style-type: none"> Over 80s can't walk long distances and are better off not needing to cross roads etc (McLintock) Shouldn't have to walk long distances to get to shops (Hunter) Notes Invercargill City Council already have this in their policy (Ashburton Citizens Association, Regent Cinema) Mobility reasons (GWJ & EJ Small Partnership) 	
Age Concern Inc Mid Canterbury (Jan McClelland)	3	Supports the addition of drivers aged over 80 years to the Mobility Policy due to the increasing numbers of senior drivers and their need to be near their destination. Suggests designation could be tied into CP driving clearance with a mobility sticker. Notes parking is free for those aged over 80 in Timaru, suggests this is considered here.	All public parking is free.
<i>Do not support the addition of drivers over 80 years to the Mobility Policy (Action B4)</i>			
Gardiner, Murray	25	Does not support the addition of drivers aged over 80 years to the Mobility Policy.	Noted.
McKee, Toni	57	Does not support the addition of drivers aged over 80 years to the Mobility Policy. Rather, public transport should be included in the plan. People aged 65+ could have free access or significantly reduced fares. School children could be	Public transport requires funding, Government funding would be difficult to obtain so would require significant rate payer funding.

Submitter name	Page number	Summary	Staff comments
		transported for minimal fees to discourage congestion around schools and poor health choices. Also believes people aged over 80 years should be discouraged from driving, particularly in the congested town centre, due to too many near-misses caused by this age group.	
<i>Other requests</i>			
Leadley, L. John	55	Requests free 30 minute parking for drivers over 80 years – as Invercargill has done for the last 20.	All public parking is free.
Age Concern Inc Mid Canterbury (Jan McClelland)	3	Requests at least 1-2 mobility parks per block.	Noted.
Murray, Peter	65	Requests access to a mobility permit is easier to get for those who need it.	Council does not have the mandate to issue mobility permits.

1.2.2.4 Actions under Objective C – Support environmental outcomes

Submitter name	Page number	Summary	Staff comments
Waugh, John	83	Supports all actions listed under <i>Objective C</i> .	Noted.
Glasse, Brian	27	Doesn't support <i>Objective C</i> – notes this is not a happening thing. E-vehicles are the same as other vehicles when parked.	EVs are a more favourable mode of transport from an environmental sustainability point of view. Providing appropriate infrastructure and prioritising them in parking will increase EV use.
Waugh, John	83	Unsure about action C4 – travel plans.	Noted.

Submitter name	Page number	Summary	Staff comments
<i>Additional charging stations for e-vehicles (Action C1)</i>			
<i>Submitters in support</i>			
Ashburton Citizens Association (Donna Favel)	3	Submitters are in support of additional charging stations for e-vehicles	Noted.
Crispin, Sarah	16	<ul style="list-style-type: none"> The number of EVs will increase dramatically over the next 10-30 years (Murphy) 	
Eason, Ed	19	<ul style="list-style-type: none"> Suggests another charging station should be installed to assist all EV owners travelling abroad (Kilgour) 	
Everist, Jonathon	20	<ul style="list-style-type: none"> Notes if they owned an e-vehicle they would most likely charge it at home, however, would want access to public charging locations nationwide (Murray) 	
Hunter, Sean	47	<ul style="list-style-type: none"> If more people buy EVs, there won't be enough chargers to go around – the cars take ages to charge (Hunter) 	
Kilgour, Peter	53	<ul style="list-style-type: none"> It would make planning journeys easier without the constant 'range anxiety', especially if the one charging point is being used. Notes need to get to appointments on time (McKee) 	
McKee, Toni	57	<ul style="list-style-type: none"> Assume demand will only increase (Favel, Ashburton Citizens Association) 	
Murphy, Gerard	63	<ul style="list-style-type: none"> Suggests Council encourages private car park suppliers to also host EV parks and charging stations (Favel, Ashburton Citizens Association) 	
Murray, Peter	65	<ul style="list-style-type: none"> No need to prioritise for the minority who drive e-vehicles – notes most people in our district drive utes and are unlikely to change (Crispin) 	
Regent Cinema (Donna Favel)	67		
Skevington, John	79	Believes it would be prudent to provide more charging stations in town – but by a commercial provider. It is not Council's place to provide them.	That is the intention.
Hallenstein, Ben	43	Supports additional charging stations – but not at the expense of parking spaces for regular vehicles which are required for farmers.	Prevailing parking utilisation and any other impacts will be appropriately assessed if regular vehicle parks are to be converted to EV parking. Parking Strategy is not aimed at restricting parking opportunities for regular users.

Submitter name	Page number	Summary	Staff comments
<i>Suggested locations</i>			
Kilgour, Peter	53	Suggests the newly proposed parking area on West Street.	Noted.
Crispin, Sarah	16	Suggests in shopping areas like Smith and Church / Postie Plus car park, and the new Countdown complex.	Noted.
Murray, Peter	65	Expects most EV charging stations would be used by out of town visitors – therefore, charging stations should be placed in locations that encourage visitors to explore more of the town than just the shops on East and West streets.	Noted.
Eason, Ed	19	Eastfield Council parking area - should have a number of charge sites provided for electric vehicles.	Noted.
<i>Submitters not in support</i>			
Beach, Ian	14	Submitters are not in support of additional e-vehicle charging stations. <ul style="list-style-type: none"> • If a rebate is applied, owners should have their own charger (Beach) • There will not be enough electricity to go round (Rickard) • Notes NZs increased use of coal, questions why EVs are a good idea (McLintock) • It is not Council’s responsibility – suggests leasing land to private companies to provide the stations (Gardiner) • Users should pay (GWJ & EJ Small Partnership) • Not needed (Glassey) 	EVs are a more favourable mode of transport in an environmental sustainability point of view. It is council’s responsibility to facilitate necessary infrastructure for EVs (such as EV charging stations). This also will likely increase the uptake of EVs in future.
Gardiner, Murray	25		
Glassey, Brian	27		
GWJ & EJ Small Partnership (Elizabeth Small)	41		
McLintock, Sandra	60		
Rickard, John	69		
McLintock, Sandra	60	Notes that right now, not many people have electric cars. Believes that supporting too many EV stations should be paused to see what the uptake of e-vehicles actually is. Suggests it will be a waste of money. Notes the issues of owning e-vehicles, such as the cost, replacement of batteries, and the use of coal to produce electricity.	Uptake of EVs and alternative modes depend on the level of facilities provided as well. There is often a latent demand associated with these alternative modes. Manifesting this demand through

Submitter name	Page number	Summary	Staff comments
			appropriate provision of infrastructure is important.
<i>Parking facilities for E-bicycles</i>			
<i>Submitters in support</i>			
Aschen, Alison	10	Submitters support the addition of parking spaces for e-bicycles <ul style="list-style-type: none"> • The town has been remodelled to suit walking and cycling – it makes sense to have space to park bikes (Aschen) • Bike racks don't take up much space (Hallenstein) • Notes neutrality, but suggests the number of e-bikes will increase with an ageing population and their costs come down over time (Murphy) • They only take up the same space as a normal pushbike (Rickard) • To promote healthy living (Skevington) • Needs to be more – especially outside new buildings e.g. Library, Kmart, Couplands (Kilgour) • Secure parking would encourage the submitter to use an e-bike more (Murray) • Somewhere to lock your bike up that is safe is a great idea (Hunter) • Due to the cost, decent parking with secure design is essential (McKee) • Assume increasing demand, therefore increased supply should be planned (Regent Cinema) • As demand increases, so too should parking facilities. Encourage discussions to occur between Council and private off-street parking providers (Ashburton Citizens Association). 	Noted.
Ashburton Citizens Association (Donna Favel)	3		
Everist, Johnathon	20		
Hallenstein, Ben	43		
Hunter, Sean	47		
Kilgour, Peter	53		
McKee, Toni	57		
Murphy, Gerard	63		
Murray, Peter	65		
Regent Cinema (Donna Favel)	67		
Rickard, John	69		
Skevington, John	79		
GWJ & EJ Small Partnership (Elizabeth Small)	41	Submitter is supportive of the suggestion – but only to the extent of regular bike parking.	Noted.

Submitter name	Page number	Summary	Staff comments
<i>Submitters not in support</i>			
Anonymous 1	5	Submitters do not support parking spaces for e-bicycles	Similar to EVs, e-bikes are a more favourable mode of transport from an environmental sustainability point of view when compared to motorised transport modes. They also have the benefit of being able to support longer trips when compared to regular cycles. Hence providing e-bike parking with other necessary facilities like charging is important for a sustainable transport system.
Beach, Ian	14	<ul style="list-style-type: none"> • Questions how e-bikes promote health if the bikes motor does all the work (Anonymous 1) 	
Gardiner, Murray	25	<ul style="list-style-type: none"> • Suggests you should be able to park e-bikes in normal bike parks (McLintock) 	
Glasse, Brian	27	<ul style="list-style-type: none"> • It is not Council's responsibility – suggests leasing land to private companies to provide the parks (Gardiner) 	
McLintock, Sandra	60	<ul style="list-style-type: none"> • Not needed (Glasse) 	
Crispin, Sarah	16	Doesn't support parking spaces for e-bicycles as suggests most people would charge them when they get home, but suggests you could have them situated by the car charging stations.	Providing e-bike parking with other necessary facilities like charging is important for a sustainable transport system. How is achieved is still to be determined.
McLintock, Sandra	60	Questions whether there will be special parks for motorcycles as well (McLintock)	This will be considered in accordance with the parking priority hierarchy set out in the strategy.
<i>Other requests</i>			
McKee, Toni	57	Notes as an EV owner, they would like to see free charging for residents in streets or carparks around town. Suggests a rate reduction for EV owners and cyclists.	Noted.
McKee, Toni	57	Requests <i>Objective C</i> includes incentives for people to leave cars at home. Suggests a minibus (preferably electric) brings workers / shoppers into town from the suburbs, running at times that suit these individuals at a reasonable rate to make it more attractive than a car.	Noted. Public transport requires funding. Government funding would be difficult to obtain so would require significant rate payer funding.

1.2.2.5 *Actions under Objective D – Support the Walking and Cycling Strategy*

Submitter name	Page number	Summary	Staff comments
Waugh, John	83	Supports the actions listed under <i>Objectives D</i> .	Noted.
McKee, Toni	57	Supports actions promoting cycling and walking - to avoid congestion – as long as cyclists feel safe and secure when in town.	Noted.
Glasse, Brian	27	Doesn't support <i>Objective D</i> – believes this is not needed in any great amount.	Facilitating walking and cycling is important in many perspectives, namely environmental sustainability, health and wellbeing of the community and the town centre placemaking which influences economy of local businesses.
Crispin, Sarah	16	Doesn't support actions under <i>Objective D</i> – requests it is made easy for shoppers to drive in and out with plenty of parking.	As noted above.
<i>Additional actions requested</i>			
Regent Cinema (Donna Favel)	67	Suggests a review of car park lighting (solar powered if possible) and Council-provided toilets in close proximity to car parks is added as a third action under <i>Objective D</i> .	This will be considered in more detailed planning / designing stages of any new car park or alteration to existing car parks.

1.2.2.6 *Actions under Objective E – ensure parking is managed appropriately for the context*

Submitter name	Page number	Summary	Staff comments
Glasse, Brian	27	Supports the actions listed under <i>Objectives E</i> .	Noted.

Submitter name	Page number	Summary	Staff comments
Crispin, Sarah	16	Opposes actions under <i>Objective E</i> . Notes people are already deterred from parking in town due to fear of getting a parking ticket.	Objective E is all about the good management of parking, not deterring it.

1.3 Ashburton Town Centre Parking Management Plan

1.3.1 Draft Action Plan

See pages 12 and 13 of the [consultation document](#) for the draft Action Plan.

Submitter name	Page number	Summary	Staff comments
<i>Comments from submitters in support of the Action Plan</i>			
Age Concern Inc Mid Canterbury (Jan McClelland)	3	Submitters support all aspects of the proposed Action Plan	Centralised cycle parking is more intended towards staff, particularly for those of small businesses in the town centre which may not have adequate space to accommodate staff cycle parking.
Glasse, Brian	27	<ul style="list-style-type: none"> • Excellent and comprehensive plan (Age Concern) • Sounds good, but notes cyclists want to be able to park outside the shop they are entering 	
Hunter, Sean	47	<ul style="list-style-type: none"> • It will improve parking and business in Ashburton (Murray) 	
Kilgour, Peter	53		
Murray, Peter	65		
Murphy, Gerald	63	Supports almost all the actions within the plan.	Noted.
McKee, Toni	57	Supports the actions relating to cycling and carpooling.	Noted.
Leadley, L John	55	Disagrees with very few of the proposed actions.	Noted.

Submitter name	Page number	Summary	Staff comments
<i>Comments from submitters that do not support actions in the Action Plan</i>			
Gardiner, Murray	25	Disagrees with all proposed actions in the plan, except for the proposed new car park on West Street.	Noted.
Barry Vessey	82	<p>Notes concerns for the availability of car parking within Precinct 2 when the new Library and Civic Centre building is opened. Notes during business hours current parking space is fully utilized in the area.</p> <p>Recommends:</p> <ul style="list-style-type: none"> • Staff and councillor parking are managed within the proposed 51 car parks on site. • Prior to the opening of the new building, Balmoral Hall be redeveloped and sealed, with marked car spaces and a mixture of monitored time limits (preferably electronic) - this would provide over-flow parking for the public and people utilising the nearby facilities. 	<p>There is a high degree of uncertainty around the parking demand created by the new Library and Civic Centre building. The parking management plan proposes an extensive survey of the town centre parking once the library and civic building has relocated to Baring Square East and the CBD streetscape works are complete. This will help set a base line for ongoing monitoring and inform parking management changes.</p>
Beach, Ian	14	Supports the status quo.	<p>The existing town centre environment is changing, the most significant short term change being the relocation of ADC office and civic building to Baring Square East. An active management plan is required to cater for this changing demands in parking within the town centre.</p>
Waugh, John	83	Notes that long-term Council should be encouraging people to move to 'non-polluting' vehicles, in relation to climate change.	This has been extensively addressed through the strategy objectives A, B, C and D.
Murray, Peter	65	Requests consideration is given to the other suburban centres of Ashburton – such as Netherby and Allenton shops. For example, there needs to be a loading zone outside the Netherby Four Square on Albert Street – often there are large trucks double parked and blocking traffic at 8am.	The Ashburton Town Centre is our first parking management plan. More areas will be considered in the future.

1.3.1.1 Proposed public car park in West Street rail reserve

Submitter name	Page number	Summary	Staff comments
<i>Submitters in support of the proposed public car park in the West Street rail reserve</i>			
Beach, Ian	14	Submitters support the development of the rail land for a new car park	Noted.
Crispin, Sarah	16	<ul style="list-style-type: none"> • important as many CBD workers are rural based. Supports a variety if well signposted (Leadley) 	
Eason, Ed	19		
Gardiner, Murray	25	<ul style="list-style-type: none"> • Will cater for extra parking requirements due to new Library and Civic Centre building, and Art Gallery (Skevington) 	
Glasse, Brian	27	<ul style="list-style-type: none"> • Will provide for some of the increase in parking due to the new Civic Centre (Hawkes) 	
Hallenstein, Ben	43		
Hawkes, Murray	45	<ul style="list-style-type: none"> • Good proximity to library, art gallery and town (Age Concern) 	
JMS Developments (Justin Skilling)	49	<ul style="list-style-type: none"> • Will be great for the new library and civic centre (Crispin) • Another free parking area on West Street (Gardiner) 	
Kilgour, Peter	53	<ul style="list-style-type: none"> • It is close enough for people who work in town to walk from there to get to work (McLintock) 	
Leadley, L. John	55	<ul style="list-style-type: none"> • A good idea – believes it will be developed along similar lines to the existing West Street car park which is excellent (Murphy) 	
Age Concern Inc Mid Canterbury (Jan McClelland)	3	<ul style="list-style-type: none"> • Great idea to extend the parking area on West Street (Eason) • Excellent idea – adjacent to the Museum and Art Gallery (Waugh) 	
McLintock, Sandra	60	<ul style="list-style-type: none"> • It will connect all the new buildings, Baring squares, overhead bridge and the Domain with the town centre (Glasse) 	
Murphy, Gerard	63		
Skevington, John	79	<ul style="list-style-type: none"> • Will provide parking for the Civic Centre staff, SH1 users, residents from the West of Ashburton (JMS Developments) 	
Waugh, John	83		
Waugh, John	83	Suggests an underpass tunnel under West Street to give safe access to the Museum and Art Gallery; or extending the railway overbridge across West Street to provide safe walking/biking access to the Domain area.	Noted.

Submitter name	Page number	Summary	Staff comments
Eason, Ed	19	Requests the trees that are already there are kept.	Noted. The need to remove trees would be minimised as much as possible through the design of the parking layout.
Glasse, Brian	27	Requests that where trees need to be removed, they are dug up and relocated (Glasse).	
Glasse, Brian	27	Requests the daffodil bulbs are dug up and saved.	Noted.
Murray, Peter	65	Supports the proposal – it's the logical place for parking, but notes the 'natural park' environment needs to be retained.	Noted.
McLintock, Sandra	60	Notes it is starting to spread town out more rather than trying to keep it central which is already an issue.	Noted.
Murphy, Gerard	63	Notes this should not become just the Council staff park though.	Noted.
<i>Submitters do not support the proposed car park on the West Street railway land, north of Havelock Street</i>			
Skates, Allan	75	Requests the green belt is left alone – suggests the site on the other side of the overbridge, opposite the old railway station is used instead.	Noted.
Skates, Bev	77		
Hunter, Sean	47	Believes the town is too spread out – suggests a 3-story car parking building would allow more parks and be closer to shops.	Noted.
McKee, Toni	57	Notes we need to reduce cars rather than encourage more into town.	Noted.
Regent Cinema (Donna Favel)	67	Notes appreciation for having a green space as you arrive in town. With many developments east side - parking provision east side would better service this - as currently illustrated by Eastfield Car Park occupancy.	Noted.
Ashburton Citizens Association (Donna Favel)	12	Notes surprise that funding is already in the LTP - assumes it is therefore being rated for since 1 July 2021, despite no agreement in place with Kiwirail and Waka Kotahi.	The funding was put into Year 1 as a provision to enable the outcomes of the Strategy to be implemented. Half a year of interest has been funded.
Regent Cinema (Donna Favel)	67	Notes that ADC seems to have 'put the cart before the horse'.	

Submitter name	Page number	Summary	Staff comments
Ashburton Citizens Association (Donna Favel)	12	Prefer this space to remain a green space – it is welcoming and inviting space leading to the CBD. Prefer a multi storey solution rather than street level – with a user pay component.	Noted.
Argyle, Alison & Alister Everist, Jonathon GWJ & EJ Small Partnership (Elizabeth Small) Sauer, Donald & Dianne	7 20 41 71	Opposed to the proposed car park for the following reasons: <ul style="list-style-type: none"> • Will cause further traffic congestion on the state highway. • Further access onto SH1 will generate foot traffic adding to the existing danger when pedestrians cross the SH to use the railway overbridge. • Council created the parking issues by reducing spaces within the CBD and relocating the Library and Civic Centre and should have planned better. • Suggests the vacant sites that will exist once the administration and library buildings are demolished could be used for parking. • The proposed location provides an attractive approach to the town centre. Suggests destroying a green open space to create an asphalt area goes against Council's policies. • Council spent substantial funds on redeveloping the area for the purpose of beautification, some years ago. • People need to walk or businesses need to provide 'on site' parking, preferably within or on top of their building – opposed to any more 'surface' parking areas (Everist) 	Noted.
Sauer, Donald & Dianne	71	Traffic flow from Wills, Cameron and Havelock Street onto West Street and the domain will be disrupted considerably by this proposal.	The proposed car park will have direct access to West Street and unlikely to have an adverse impact on the Havelock Street/ West Street intersection where traffic from Wills, Cameron and Havelock Street connect to the state highway.

Submitter name	Page number	Summary	Staff comments
Argyle, Alison & Alister	7	<p>Notes the following:</p> <ul style="list-style-type: none"> The railway reserve land where the car park is proposed to go is incorrectly described in the District Plan as designated for the purposes of Rangitata Diversion Race Management Ltd. The process by which the land will be reclassified once the District Plan is corrected. <p>Notes the Council has refused to postpone the closing date for submissions to enable ratepayers to receive and submit on the revised classification of the land.</p>	A resource consent would be required for a car park because the land is zoned Open Space.
GWJ & EJ Small Partnership (Elizabeth Small)	41	Asks who the car park is for? Notes the Council removed 40 parking spaces in the CBD and 40 off-street carparks at the old Council offices. Notes these decisions must not result in the loss of the green zone approaching the town centre.	Noted.
<i>Neutral</i>			
Aschen, Alison	10	<p>Asks whether there is a need to remove trees to make the new West Street car park? Notes the CBD revitalisation has been made suitable for walking and cycling, and suggests people can get to the new library and Council building by these means.</p> <p>Questions whether it was to be located on the east side?</p>	The need to remove trees would be minimised as much as possible through the design of the parking layout.

1.3.1.2 Campervan parks

Submitter name	Page number	Summary	Staff comments
Sim, Bruce	74	Supports the proposed campervan parks on the railway land opposite the War Memorial. Encourages this plan to move ahead.	Noted.
Skevington, John	79	Suggests campervan parks are allocated in both West Street car parks. Notes it is only a short walk to town, and campervans are not needed in the CBD.	Parking for oversized vehicles will generally be provided in off-street car parks. Providing them on on-street is not

Submitter name	Page number	Summary	Staff comments
			suitable due to manoeuvring constraints associated with these vehicles.
Murphy, Gerard	63	Questions how much space needs to be allocated solely to campervans?	This is yet to be determined and will be based on general observation or survey data if possible.
Aschen, Alison	10	Suggests campervan parks should be considered.	Noted.

1.3.1.3 Specific parking spaces reserved for vehicles where people have car pooled

Submitter name	Page number	Summary	Staff comments
Age Concern Inc Mid Canterbury (Jan McClelland)	3	Submitters do not support specific car parks for those that have car pooled.	Carpooling is an effective means of reducing emissions. Prioritising parking for carpooling will encourage it to occur more frequently, hence contributing towards better environmental outcomes. Carpooling will generally occur among commuters. Therefore parking for carpooling is most appropriate within car parks intended for commuters, such as within the ADC car park. It is acknowledged that formal monitoring of compliance is difficult. However, some level of passive monitoring will occur within the staff of respective organisations.
Gardiner, Murray	25	<ul style="list-style-type: none"> • Farmers don't car pool to town (Hallenstein) • Expect the uptake would be low and difficult to monitor (Murphy) 	
Hallenstein, Ben	43	<ul style="list-style-type: none"> • Notes the difficulty in monitoring – anyone will just park there (Hunter) • Not necessary in a town like ours – and usually only work short term (Skevington) 	
Hunter, Sean	47	<ul style="list-style-type: none"> • Questions who would be bothered with carpooling? Suggests people look for the quick and easy option. (McLintock) 	
Kilgour, Peter	53	<ul style="list-style-type: none"> • Not a priority nor needed (Age Concern) 	
McLintock, Sandra	60		
Murphy, Gerard	63		
Skevington, John	79		
Aschen, Alison	10 12	Submitters support the inclusion of specific carpooling parks. <ul style="list-style-type: none"> • Notes it must be open to everyone (Crispin) 	Monitoring for compliance can be challenging / impractical in a public parking setting.

Submitter name	Page number	Summary	Staff comments
Ashburton Citizens Association (Donna Favel) Beach, Ian Crispin, Sarah McKee, Toni Murray, Peter Regent Cinema (Donna Favel)	14 16 57 65 67	<ul style="list-style-type: none"> Suggests a park and ride option as well (Murray, McKee) 	
Crispin, Sarah	16	Disagrees with priority given to Council staff carpooling. Notes if you are doing it for staff then why not do it for everyone – suggests a ‘carpooling’ pass.	Monitoring for compliance can be challenging / impractical in a public parking setting.

1.3.1.4 Suggestions for where parking time restrictions need reviewing

Submitter name	Page number	Summary	Staff comments
McLintock, Sandra	60	West Street car park – the 120 is annoying for those who work. Notes they have had multiple tickets in the past as didn’t start work early enough to get an all-day park, so had to move car every two hours. Notes it is not convenient or sensible to expect people to move their cars every two hours.	This is being considered.
Hunter, Sean	47	City Fitness – some people use the gym for longer than the time allowed for in the car park.	Noted.

Submitter name	Page number	Summary	Staff comments
Ashburton Citizens Association (Donna Favel)	12	Request closer monitoring and extended time restrictions on outer CBD areas: Moore, Tancred, Burnett, Havelock, Cameron, Victoria and Peter Streets (Cass to William Streets) and Cass Street (Wills to Peter Street). Also on East Street between Havelock and Walnut Avenue.	The parking management plan proposes an extensive survey of the town centre parking once the ADC office and civic building has relocated to Baring Square East and the CBD streetscape works are complete. This will inform any parking restriction review and form the baseline for continual monitoring. The concerns noted will be taken into consideration when reviewing the parking time restrictions.
Regent Cinema (Donna Favel)	67	"Page 12 - states ADC will monitor parking on Victoria Street following the relocation". Suggest should be included to Cass, Wills, Havelock Streets. There are already issues in these areas, where time restriction parking is not regularly checked. In regard to Cass Street, would like to see time restrictions extended to Peter Street. Canstaff is a successful business, offering casual employment to many. However, I've seen some seasonal work result in staff arriving 6am - stay until 8pm, occupying all on street car park spaces for up to 14 hours. This means little, to no, on street parking for local charities, venues and businesses.	The parking management plan proposes an extensive survey of the town centre parking once the ADC office and civic building has relocated to Baring Square East and the CBD streetscape works are complete. This will inform any parking restriction review and form the baseline for continual monitoring. The concerns noted will be taken into consideration when reviewing the parking time restrictions.
Skevington, John	79	Requests the 1 hour parking free in the CBD is kept on a permanent basis. Notes with the new developments on the outer fringes of the town, CBD retailers need all the help they can get to retain shoppers.	Noted.
Crispin, Sarah	16	Requests the centre of town has free car parking.	Noted.
McKee, Toni	57	Notes areas with high proportion of businesses need reasonable times for parking – minimum of 1 hour.	Noted.
Murphy, Gerard	63	Would expect 'all day' parking to be on the periphery to allow shoppers and travellers better access to the CBD.	Noted.

Submitter name	Page number	Summary	Staff comments
JMS Developments (Justin Skilling)	49	Suggests the time limit within the CBD is extended from Wills Street to Peter Street, down Victoria Street/Wills Street, past the Devon.	Noted.
Beach, Ian	14	Submitters do not have suggestions for where parking should be reviewed. <ul style="list-style-type: none"> • A good blend of 60 and 120 in central areas (Hallenstein) 	Noted.
Gardiner, Murray	25		
Hallenstein, Ben	43		
Kilgour, Peter	53		
Murray, Peter	65		

1.3.1.5 EV charging locations in Ashburton town centre

Submitter name	Page number	Summary	Staff comments
Glasse, Brian	27	Submitters support additional EV chargers in the Ashburton town centre <ul style="list-style-type: none"> • The number of EVs on the roads is predicted to increase significantly over the next decade and into the future (Murphy). • Prudent to plan ahead and talk to commercial providers about installation in the proposed new West St car park (Skevington) • Suggests a charger is installed in the new West St car park (Kilgour) • Notes they would charge their vehicle at home, but a network of public locations is essential (Murray) • Notes there is not enough chargers if a lot of people end up owning EVs (Hunter) • Suggests the Event Centre carpark (Regent Cinema) 	Noted.
Hallenstein, Ben	43		
Hunter, Sean	47		
Kilgour, Peter	53		
McKee, Toni	57		
Murphy, Gerard	63		
Murray, Peter	65		
Regent Cinema (Donna Favel)	67		
Skevington, John	79		
Waugh, John	83		
Waugh, John	83	Suggests more stations are installed in all major carparks, e.g. supermarkets, Warehouse etc.	Noted.

Submitter name	Page number	Summary	Staff comments
Beach, Ian	14	Submitters do not support additional EV chargers in the Ashburton town centre	Noted.
Gardiner, Murray	25	<ul style="list-style-type: none"> Notes the more EVs there are, the more electricity that will be used, the more coal that will be needed (McLintock) 	
McLintock, Sandra	60		
Crispin, Sarah	16	Does not support additional EV chargers in the Ashburton town centre, however, suggests shopping centres have them.	Noted.

1.3.1.6 E-bike charging facilities in Ashburton town centre

Submitter name	Page number	Summary	Staff comments
Beach, Ian	14	Submitters do not support the installation of E-bike charging facilities in the Ashburton town centre. <ul style="list-style-type: none"> People should charge their bike enough to go to town and get back home – doesn't believe they will be riding in from Methven / Rakaia etc (McLintock) 	Providing e-bike parking with other necessary facilities like charging is important for a sustainable transport system. How is achieved is still to be determined.
Crispin, Sarah	16		
Gardiner, Murray	25		
Kilgour, Peter	53		
McLintock, Sandra	60		
Glasse, Brian	27	Questions how many bikes need parking – suggests looking at how many bikes are using the stands now.	Whilst the current cycling volumes may be low, there is often a latent demand for cycling due to lack of suitable infrastructure. Providing appropriate cycling infrastructure, such as bike parking discussed through the strategy, will help in better uptake of cycling as a mode of day-to-day travel.
Hallenstein, Ben	43	Submitters support the installation of E-bike charging facilities in the Ashburton town centre. <ul style="list-style-type: none"> Don't take up much space and easy to fit into town (Hallenstein) 	Noted.
McKee, Toni	57		
Murphy, Gerard	63		
Murray, Peter	65		

Submitter name	Page number	Summary	Staff comments
Regent Cinema (Donna Favel)	67	<ul style="list-style-type: none"> • Submitter is unsure, but believes it seems sensible to offer as the numbers of users are likely to increase (Murphy) • Ensure good battery charge and secure parking (McKee) • Suggests they are located in the West St car park for cyclists travelling through town – notes locals should not need these facilities (Skevington) • Notes they would charge their bike at home, but having a network of public locations is essential (Murray) • Suggests partnerships with businesses – notes several, including the submitters business, offer car parks and would be open to discussing E-bike stations. Notes they have CCTC covering the area (Regent Cinema) 	
Skevington, John	79		
Hunter, Sean	47	Supports the installation of E-bike charging facilities in the Ashburton town centre, but notes you can still ride the bikes without a battery. Asks whether there would be a charge?	No charge would apply as this does not support encouraging use of E-bikes and cost of the power is low.

1.3.1.7 *Bike cages in the West Street car park*

Submitter name	Page number	Summary	Staff comments
Everist, Jonathon	20	Supports secure bike parking to prevent theft.	Noted.
Kilgour, Peter	53	Disagrees with bike cages – waste space and too far away from the shops you want to visit.	Centralised cycle parking is more intended towards staff, particularly for those of small businesses in the town centre which may not have adequate space to accommodate staff cycle parking.
Skevington, John	79	Suggests caged parking is provided for cycles and electric scooters at the proposed West Street car park, and the existing West Street car park. Notes the existing West Street car park needs a revamp.	Noted.

Submitter name	Page number	Summary	Staff comments
Glassey, Brian	27	Does not support bike cages.	Noted.
Ashburton Citizens Association (Donna Favel)	12	Does not support bike cages in West Street car park – suggests bike stands are adequate. Notes cages are more appropriate for single use venues or employer provided staff bikes.	Noted.

1.3.1.8 Other feedback

Submitter name	Page number	Summary	Staff comments
<i>Requests for parking spaces for specific types of vehicles</i>			
Waugh, John	83	Parking for bicycles and micro-mobility devices needs to be well catered for, also for e-scooters and mobility 'chariots'.	Noted.
Kilgour, Peter	53	Requests Mobility scooter parking spots.	Mobility scooters can park on footpaths, most of the CBD street upgrades included making the footpaths wider.
Rush, Shirley	70	Requests improvements to disabled parking. Notes there are a couple on Tancred Street near Cass Street, which is too far from East Street. Notes wanting to support local, but if can't get a park, has to shop online. Requests more disabled parks.	Noted.
Aschen, Alison	10	Requests parking for trailers in the current West Street car park. Notes it is an ideal spot there for double parks in the centre of the car park (opposite Formosa).	Providing parking for oversized vehicles has been focused on campervan in the parking strategy but could be extended to include trailers.
Kilgour, Peter	53	Requests more taxi parking spots.	Noted.
Hallenstein, Ben	43	Notes this is a farming community, farmers need utes to collect supplies when coming to town – if you want farmers to shop, need parking spaces for utes.	Parking Strategy is not aimed at restricting parking opportunities for regular vehicles users. The purpose of the parking strategy

Submitter name	Page number	Summary	Staff comments
			is to provide equitable opportunities for all travel choices while also attaining other important outcomes to the local community and economy such as high quality urban environments.
Rickard, John	69	Requests larger sized car parks suitable for utes / small trucks.	Noted.
Hawkes, Murray	45		
Hawkes, Murray	45	Notes there is no provision for motorcycle parking. Requests spaces are set aside for one to two motorcycles to park at the ends of the car parks on streets where possible.	This will be considered in line with the parking hierarchy noted in the parking strategy.
<i>Car parking building</i>			
Skevington, John	79	Suggests with the eventual loss of Eastfield's precinct, consideration of a purpose built car parking building. Notes the considerable growth in that area of town recently.	The change in parking demand will be continually monitored and if any additions or changes to the parking supply is required, further options including multi-storey parking buildings will be considered.
Murphy, Gerard	63	Suggests in the 'over 5 year' plan, consideration should be given to a multi-story parking building, should the requirement arise.	
Hunter, Sean	47	Suggests a 3-story car park building. Notes this would provide lots of parking without taking up heaps of room. Suggests users could pay for how long they stay.	
Regent Cinema (Donna Favel)	67	Due to the impending loss of 160 car parks at the Eastfield's precinct, suggests a multi-story car park building – suggests the Havelock / Cass / Cameron vicinity, would cater well to both town, Council, hospitality and entertainment areas, providing multi use both day and night.	
Glasse, Brian	27	Suggests the old Post Office building is turned into a parking building.	

Submitter name	Page number	Summary	Staff comments
Ashburton Citizens Association (Donna Favel)	12	Requests investigation into a multi storey car parking building. Suggests Balmoral Hall, current Council admin building or current library as possible sites. Notes that with the latter two sites earmarked for sale, a review of the funding of the Library and Civic Centre could be undertaken in light of the \$20 million received from the government – believes this means there is funding available for a car parking building.	
JMS Developments (Justin Skilling)	49	Recommends the Balmoral Hall site is utilised for parking – would be central and accessible to the CBD and surrounding venues – ideally a multi-storey parking building to future proof additional parking issues.	This site is already used as a car park. Recent observations suggest that it is occupied to nearly its full capacity during the day. A multi-story parking building would be very expensive to build and would need to have paid parking to recover the cost.
<i>Types of paid / free car parking</i>			
Crispin, Sarah	16	Requests shopping is made easier by removing paid parking and removing monitoring of parking. Notes the tough last few years for business owners. Requests all centre streets have free parking.	All on street parking is free. Time restrictions are monitored because otherwise the spaces would be filled by all day parkers, leaving no spaces for customers.
McKee, Toni	57	Suggests keeping free parking, or refunded if drivers make purchases at local businesses.	Noted.
Hallenstein, Ben	43	Supports more parking spaces, managed by time limits.	Continual monitoring and reviewing parking supply, restrictions and pricing model is proposed in the parking strategy.
Anonymous 1	5	Requests more all day parking (Anonymous 1)	Noted.
McLintock, Sandra	60	Requests more free, all day parking, for those who work in the CBD (McLintock)	

Submitter name	Page number	Summary	Staff comments
Murray, Peter	65	Requests all coin-operated parking meters are removed, and if need to be replaced, electronic options provided.	Noted.
Hawkes, Murray	45	Believes there is no need for automated parking monitoring – suggests providing enough parks and keep them free.	Noted.
<i>Angle parking</i>			
Glasse, Brian	27	Notes the angle parking is good in the Ashburton town centre.	Noted.
Age Concern Inc Mid Canterbury (Jan McClelland)	3	Notes feedback from several seniors – expressed difficulty in reversing from angle parking on side streets – visibility compromised for some. Notes this may deter their use in side streets.	Noted.
<i>Other feedback / requests</i>			
Glasse, Brian	27	Requests consideration for residential streets. Notes that streets used to be made wide, lately they have been narrowed with grass. When cars parking on the roadside only enough for one lane of traffic.	A road environment that discourages speeding is important for residential roads where there is high level of pedestrian activity on roadsides.
Murphy, Gerard	63	Notes good parking design and availability is essential for a thriving inner town centre. Convenient for locals, but also encourages travellers to stop off.	Noted.
Hunter, Sean	47	Suggests a car park with an automatic opening gate that allows you to collect a ticket on entry and then swipe / scan on exit.	Noted.
Leadley, L John	55	Requests the issue of reverse parking from residences in Res A zones is looked into – particularly near schools etc, Courier vans, Meals on Wheels, District Nurses etc.	This has been considered as a future parking management option.
Waugh, John	83	Requests consideration for a speed limit on the footpaths.	Central government is currently considering implementing rules regarding speeds of devices such as scooters on footpaths.

Submitter name	Page number	Summary	Staff comments
McKee, Toni	57	Requests parking is clearly marked by signs as well as road markings – notes the state of some of the CBD roads has made it difficult to actually see where parking spaces are.	Noted.
Hallenstein, Ben	43	Notes concern that farmers needing to drive to town in utes have been forgotten. Notes they don't car pool, ride a bike or drive an electric car. If spaces close to shops are not available, unlikely to visit businesses in central Ashburton.	Noted.
Waugh, John	83	Requests more support for the walking and cycling strategy.	Noted.
Hawkes, Murray	45	Notes there is not enough parking for the Civic Centre.	Noted.
Ashburton Citizens Association (Donna Favel)	12	Supports investigation into residents parking permits.	Noted.
Hunter, Sean	47	More rubbish bins around car parks – often sees rubbish all over the area at the West St car park.	Noted.
Eason, Ed	19	Eastfield Council parking area - needs to be sealed to prevent potholes from forming.	This is a private car park.
Anonymous 1	5	Notes there is no need to build more parking for Council employees in the new building – questions why this wasn't factored in, when the building was designed.	Noted.
JMS Developments (Justin Skilling)	49	Concerned the PMP has not gone far enough to provide car parks for east Ashburton. Notes the proposed car park will not ease the situation for anyone east of West Street. Notes the most pressing issue for potential tenants in The Triangle is lack of parking. Believes this issue will only worsen once the new Council building and library opens. Requests a written commitment from Council to show tenants, to increasing parking on the east side of town.	Noted.

Submitter name	Page number	Summary	Staff comments
Skevington, John	79	Requests Council doesn't make the mistake of removing more parking than is necessary. Notes Christchurch and the mistakes made catering unnecessarily for minority groups. Notes the new developments outside the CBD taking place, with plentiful parking onsite.	There is no intention to remove parking, beyond what was removed to implement the CBD streetscape upgrades.
Crispin, Sarah	16	Requests tickets are not given to cars parked touching white lines – notes some car parks are smaller than others.	It is a statutory offence to park a car without due care and consideration for other road users wishing to park in bays. A car parked on or over white lines prevents easy access to adjacent bays and the motorist is therefore liable to an infringement notice for inconsiderate parking.
Leadley, L John	55	Start planning early for short, medium and long-term plan to provide prevalence of ripping up recent upgrade at present.	Noted.
McKee, Toni	57	Notes we need to break the dependency upon motor vehicles both as a health improvement as well as a significant environmental pollutant.	Addressed in the parking strategy through Objectives A, B, C and D.
McKee, Toni	57	Suggests a park and ride service for those who commute to Ashburton.	Noted.
McKee, Toni	57	Notes as a cyclist, it can be dangerous having to share the road with cars and trucks. Cycle lanes need to be a serious consideration and not a narrow afterthought.	Noted.

1.4 Other comments

Submitter name	Page number	Summary	Staff comments
McLintock, Sandra	60	Wishes to thank those who give submitters feedback on the surveys they have completed. Happy to have a Council who like to receive the opinions of the people who make up the district.	Noted.
Age Concern Inc Mid Canterbury (Jan McClelland)	3	Notes interest in updating the Mobility Parking Policy and how age related parking will be designed.	Noted, the Mobility Parking Policy is due for review in 2024 (reviewed in 2019).
Regent Cinema (Donna Favel)	67	Notes surprise at the online survey questions differing from those in the printed booklet.	The questions are not different, rather they were presented differently so that all questions could fit on one printed page. In the paper version, question 4 for the Strategy and question 3 for the Parking Management Plan refer to questions asked on specific pages within the Consultation Document. These are the questions listed separately in the online survey.
Ashburton Citizens Association (Donna Favel)	12	Believes that the loss of 40 on-street, 40 off-street and 9 Baring Square car parks was not adequately highlighted in previous consultation documents – requests that future consultation clearly details potential knock on effects to other areas.	Noted.
JMS Developments (Justin Skilling)	49	Suggests a Margaret Mahy type playground with car parking building behind it – to ensure all generations within our community are catered for.	Noted. This request would best be put forward through a Long-Term Plan consultation.