

# ***Draft Transportation and Parking Bylaw – Summary of feedback***

**To support hearings 31 May 2023**

**Table of contents**

- 1.1 Summary of feedback received .....3
- 1.2 Changes to restrictions .....4
  - 1.2.1 General..... 5
- 1.3 Changes to align the Bylaw with current practices and changes in the transport environment 12
  - 1.3.1 General..... 13
- 1.4 Other Changes .....17
  - 1.4.1 General..... 17
- 1.5 Other comments.....18
  - 1.5.1 General..... 18
- 1.6 Discussion with Ashburton District Road Safety Advisory Committee (ADRSAC) 21

## 1.1 Summary of feedback received

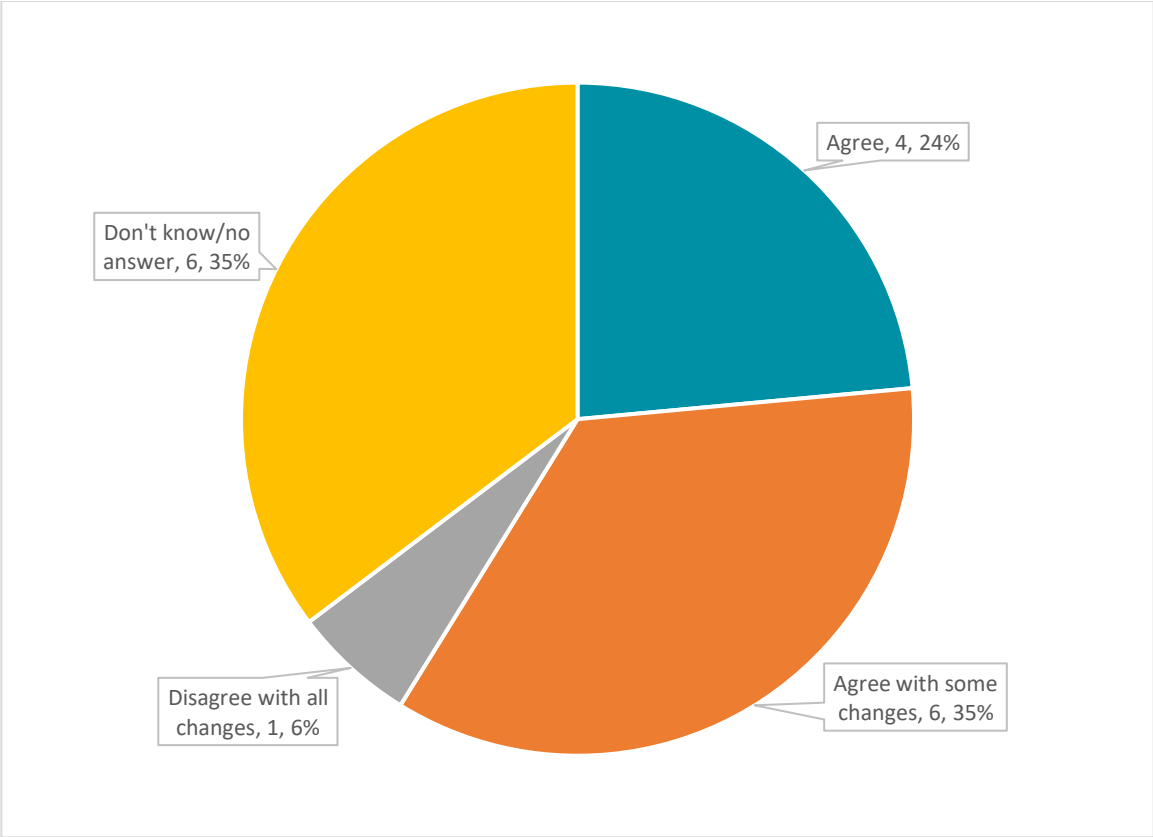
Public consultation on the Draft Transportation and Parking Bylaw was undertaken from Thursday 13 April to Sunday 14 May 2023.

- A total of 17 submissions were received.
- 16 submissions were received on time.
- 2 submitters indicated they wanted to be heard on their submission form (2 attending as at 15 May 2023).

## 1.2 Changes to restrictions

Based on the question “Do you agree or disagree with changes to restrictions to heavy vehicle movements, one-way roads, and turning restrictions?”

	Number of people
Agree with all changes	4
Agree with some changes	6
Disagree with all changes	1
No answer/Don't know	6
<b>Total</b>	<b>17</b>



## 1.2.1 General

Submitter name	Page	Summary	Staff comments
ANONYMOUS 3	5-6	<ul style="list-style-type: none"> <li>Submitter notes that a really good idea when parking is for people to park on the right side of parks in community car parks, i.e., supermarkets, Mitre 10. Submitter adds that it is easy to open your door and tell you're on your right-hand side therefore there is always room for everyone to get out. Submitter also suggests a friendly window reminder and posting signage at entrances in and out.</li> </ul>	Noted.
ANONYMOUS 4	9-10	<ul style="list-style-type: none"> <li>Sikubali</li> </ul>	Sikubali translates from Swahili as "I don't agree." <b>Richard Mabon</b>
ASHBURTON CITIZENS ASSOCIATION (Donna Favel)	11-20	<ul style="list-style-type: none"> <li>Appendix A – Map 1 – the map is somewhat confusing - needed to look at another map to find out road names, all three roads within the red circle are named Lake Hood Drive.</li> <li>Assuming one way relates to the GREY LINE – which is not fully within the red circle. If all roads have been vested to Council and are now under Council control, no concerns with making a section one way. However, it seems that at Lake Hood, this is an anomaly and will be setting a precedent. This also then makes us wonder why Council are not involved earlier at the development stage.</li> <li>Ashburton Citizens Association have observed many roading changes at Lake Hood and would prefer to see roading planned and locked in earlier and permanently.</li> <li>Appendix A – Map 2 – THE MALL – agree with One Way Restriction. While Google clearly shows THE MALL as a road, never considered it a road, as it feels more like a car parking space.</li> <li>As this is currently a road, does that mean it can be driven at 50km per hour through THE MALL? Is that appropriate?</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>Noted. Officers are unclear why this would be viewed as a precedent. In this case, it seems that the original two-way road simply did not operate as well as it was hoped.</li> <li>Noted. The Lake Hood development has a complex history that has included roading changes over time. This is a risk with multi-stage developments. All the parties involved are working towards planning future phases of development more collaboratively.</li> <li>Noted.</li> <li>The speed limit is 50km/hr.</li> </ul>

Submitter name	Page	Summary	Staff comments
		<ul style="list-style-type: none"> <li>• Alternatively, reduce speed for THE MALL and a shared One Way and pedestrian space – as in Ashburton on Tancred and Burnett Streets in Ashburton.</li> <li>• Appendix A – Map 3 – No Right Turn restriction at the Intersection of Saleyards Road and SH1, South Tinwald – can see on Google Maps that the roadworks have already been laid and this is just formalising it – So Agree. However, this does tie in with Key Change Four – Decisions by Resolution – ADC are Currently consulting on making this intersection No Right Turn – however the Roadworks are already laid – does that fit the intention of “A standard process that is clear, lawful, responsive, open and transparent?”</li> <li>• If Consulting on No Right Turn, would it not have been more open and transparent to lay the roadworks once the Consultation is completed and the Bylaw adopted in place?</li> <li>• Appendix A – Map 4 – Agree – that roads marked on the map with orange “Heavy Traffic permitted to travel on roads in urban areas – Agnes Street, Drovers Lane, McMurdo Street and Saleyards Road” - however two little words beneath the image raise concern.</li> <li>• Appendix A – Map 5 – Agree - however:-</li> <li>• (a) Wills Street - the image narrative states Willis Street – which should be Wills Street. There are a number of companies that require Heavy vehicles access in this area. Also, a number of Service providers to Heavy Vehicles. But how does Council propose a Heavy Traffic Vehicle reconnect to a permitted Heavy Vehicle route? <ul style="list-style-type: none"> <li>• Via Cass Street (travelling from Wills to Victoria) – which has traffic calming islands, two pedestrian crossings, lots of on street parking used and many alfresco dining on the footpath</li> <li>• Via Wills Street (travelling from Cass to Victoria) – which has traffic calming island, one pedestrian crossing, lots</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Officers will provide a report on this suggestion, with recommendations for resolutions if the change is supported.</li> <li>• Right turn restriction required by NZ Transport Agency. Listed in Bylaw to ensure consistency between bylaw and posted restrictions and for safety reasons. Delaying the signage for consultation would place community at greater safety risk. Officers accept that this should have been made clearer.</li> <li>• Submitter referring to the words “all Tinwald” which in this case refers to the fact that all four roads marked and named are located in Tinwald, rather than meaning that all Tinwald roads allow heavy traffic.</li> <li>• Typographical error will be corrected.</li> <li>• Sometimes drivers of heavy vehicles will have good reason to park on a street , e.g. it is where they live. Rather than create an approved method to access a heavy traffic route from every possible place on another road, we opt to apply a pragmatic approach to enforcement.</li> </ul>

Submitter name	Page	Summary	Staff comments
		<p>of on street parking used and sharp left and right turns where Wills Street joins Victoria.</p> <ul style="list-style-type: none"> <li>• Via Cass Street (travelling from Wills to Peter) – effectively meaning Heavy Vehicles will be doing a U Shape Tour Wills, Cass and Peter Streets.</li> <li>• (b) Tancred Street West – Agree – this now covers HPMVs that deliver merchandise to New World Supermarket. We suggest that drivers are more inclined to exit New World Delivery area, then exit on Park Street, then SH77 – as this is probably the path of least interruption. We therefore propose that an additional HPMV route be added – Park Street – between Tancred Street West to SH.77.</li> <li>• Or extend the proposed route of Park Street – SH.77 to Kermode Street, to instead read Park Street Tancred Street West to Kermode Street.</li> <li>• New World has been in place for over a decade now and assume many HPMVs have delivered, outside of the Bylaw areas.</li> <li>• So when new bylaws are in place, what assurance does the Community have that it will make any difference practises outside the Bylaw? Or be enforced?</li> <li>• The Tancred Street West change will accommodate large supermarket deliveries. Yet we see that Countdown North also has large delivery vehicles at their Peter Street loading area, but there is no permitted route for HPMVs. Also Neumann’s have an undercover Truck Tyre changing area, many of which are large</li> </ul>	<ul style="list-style-type: none"> <li>• Bylaw coverage includes heavy vehicles (gross vehicle mass over 3,500 kg) but makes no specific rules for High Performance Motor Vehicles HPMVs (vehicles over 44,000 kg). The upshot is that all HPMVs are heavy vehicles but not all heavy vehicles are HPMVs. Officers will provide a report on the suggested exit to Park Street and on to SH 77.</li> <li>• Our normal approach to enforcement starts with communication and education. We normally respond to complaints rather than patrolling for proactive enforcement. We have found that if a vehicle can be identified as belonging to a particular transport operator, a direct contact with the company is usually effective. This has been our approach for many years and has been supported by every elected Council. Where complaints are received, these are investigated. Not everyone investigation will result in enforcement action as evidence of a breach of the Bylaw is required. If Council wishes to consider resourcing a more proactive approach, Council officers can provide advice to the next budget process.</li> <li>• Officers note this suggestion which has also been made by Neumanns Tyres. Officers will provide a report on this suggestion, with recommendations for resolutions if the change is supported.</li> </ul>

Submitter name	Page	Summary	Staff comments
		<p>and accessed from Peter Street. Suggest for both companies, would be beneficial that HPMVs be granted permission to travel Peter Street between Cass and East Streets.</p> <p>(c) Broader comments on Map 5</p> <ul style="list-style-type: none"> <li>• As we take a broader view of HPMVs permitted routes, it appears that West Ashburton has far less pathways – with less heavy vehicles through residential areas. Allens Road, Alford Forest Road, Oak Grove, Harrison Street, Farm Road – all in a fairly clear grid pattern. With developments afoot in Triangle and Baring Square East, we request that HPMVs route East Street – State Highway 1 (North intersection) to Havelock Street – cease at Wills Street – then looping back along Cass Street to Peter Street and back to East Street – Effectively, Heavy Vehicles travelling Westbound along Wakanui Road to Chalmers Avenue are then routed along Chalmers Avenue to South Street, Moore Street, Walnut Avenue or Seafield Road – which will be a similar layout to the West Side of Ashburton– where Heavy Vehicles can use Alford Forest Road, Harrison Street (rerouted North or South at Oak Grove), Racecourse Road.</li> <li>• Appendix A – Map 6, 7 and 8 – Agree with proposed changes</li> <li>• Appendix A – Map 9 – Agree – however, these are very wide roads and often used as overnight parking area for trailers – will there be some form of restriction to stop a proliferation of parking?</li> <li>• Appendix A – Map 10 – Agree – think no trucks and trailers overnight should be district wide. Why are Heavy Vehicles not parked in Freight Yards, rather than on residential streets? If this is being adopted for Tarbottons Road, should it also be adopted for other town boundaries areas e.g. Trevors Road.</li> <li>• Appendix A – Map 11 and 12 – Agree</li> </ul>	<ul style="list-style-type: none"> <li>• Officers will provide a report on this suggestion, with recommendations for resolutions if the change is supported.</li>   <li>• Noted.</li> <li>• No additional form of restriction is planned.</li>   <li>• Noted. A universal ban gives drivers nowhere to park overnight. Road transport operators get our goods to market and goods from suppliers to retailers and producers. We need to facilitate safe transport. Freight yards are private property.</li>   <li>• Noted.</li> </ul> <p><b>Richard Mabon/Mark Chamberlain/Rick Catchpowle</b></p>



Submitter name	Page	Summary	Staff comments
BRIDGE, Lynne	21-22	<ul style="list-style-type: none"> <li>I feel that the truck drivers and couriers have too far to transport their goods safely and in a timely manner due to the current location of loading zones.</li> <li>In Tancred Street the loading zone is close to Cass Street however most of the delivery addresses for food items and businesses needing weighty items are located on the East Street end. A loading bay needed to be placed there closer to the cafes and restaurants.</li> <li>The current location will add time to deliveries which has a domino effect on the pricing of goods we receive. If it takes longer per delivery and less deliveries are made each day because of location drop off delays, then costs will rise further.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>Officers will provide a report on this suggestion, with recommendations for resolutions if the change is supported.</li> </ul> <p><b>Richard Mabon/Mark Chamberlain</b></p>
CORE HS (Rob Markillie)	23-24	<ul style="list-style-type: none"> <li><b>Appendix 2 – Maps of Changes to Traffic Restrictions –Review of Transportation and Parking Bylaw 2015 Map 2 – One-way restriction to be introduced at The Mall, Methven (refer Schedule B Register of Resolutions)</b> - Isn't this already one way?</li> <li><b>Map 4 – Heavy traffic permitted to travel on roads in urban areas – Agnes Street, Drovers Lane, McMurdo Street and Saleyards Road, all Tinwald (refer Schedule D1, Register of Resolutions</b> - Are the roads up to a standard that can take heavy traffic?</li> <li><b>Map 5– Heavy traffic permitted to travel on roads in urban areas – Burnett Street West, John Street, Moore Street, Park Street, Tancred Street West &amp; Willis Street East – all Central Ashburton (refer Schedule D1, Register of Resolution</b> – No as this opens up the corridor to having large volumes of traffic down Chalmers Avenue with the second bridge and this is not the best option for Ashburton as it focuses traffic into a residential area</li> <li>Map 11 – Heavy traffic not permitted to travel and park on roads in urban areas – Barkers Road &amp; Forest Drive – Methven (refer</li> </ul>	<ul style="list-style-type: none"> <li>Yes, the Mall one-way restriction is already in place. Like the Tinwald no-right -turn restriction, this change to the bylaw is to re-align the Bylaw with changes already made on the ground. In hindsight, officers believe this should have been made clearer in the consultation material.</li> <li>These changes are in anticipation of works by NZ Transport Agency in the Tinwald corridor, scheduled to commence in calendar year 2023. The roads are generally up to standard to take heavy vehicles but if upgrading is required to carry heavy traffic, this will be undertaken.</li> <li>The reason for these changes is to provide heavy vehicles connections to main routes. It is expected that more traffic will use Chalmers Avenue when the second bridge opens. The existing bridge also focusses traffic into a residential area, namely Tinwald.</li> <li>The change in map 11 is to remove an existing ban in Schedule D2 on parking or travelling on Barkers Road &amp; Forest Drive, because they are inconsistent with approvals in Schedules D1</li> </ul>

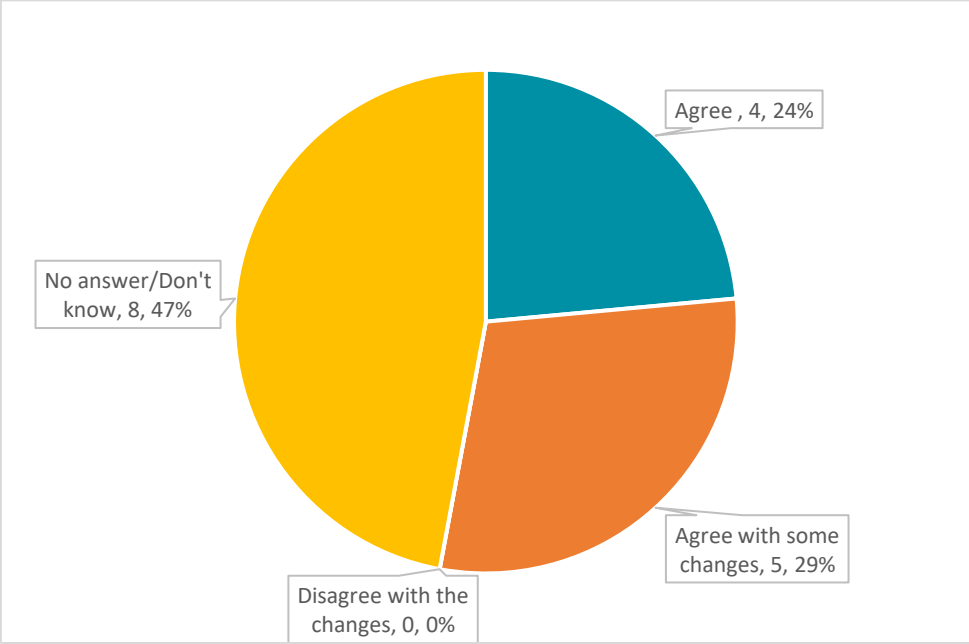
Submitter name	Page	Summary	Staff comments
		<p>Schedule D2, Register of Resolutions – Yes please also BAN Jake brakes (engine/air) brakes in the township of Methven. The roading is flat and straight with no real need for the use of Jake brakes. Where will the heavy traffic enter Methven?</p>	<p>and D3. Both routes can be used to access and leave Methven. It seems that the map has caused confusion based on this submission, the submission from Ia Ara Aotearoa and a call officers received from a transport operator. It makes sense when read alongside the Register of Resolutions, as stated in the map book.</p> <ul style="list-style-type: none"> <li>In regard to bans on engine brakes, please see the information supplied by NZ Transport Agency and attached as Appendix One. This confirms that use of engine brakes is not normally required on generally flat land, such as the approaches to Methven. Enforcement of such bans in an urban environment is generally problematic as there are multiple sources of noise from heavy vehicles and enforcement requires the capture of evidence identifying the offending vehicle and recording the level of noise. In the first instance, constructive conversation with the vehicle operator is the most productive action.</li> </ul> <p><b>Richard Mabon/Mark Chamberlain/Rick Catchpole</b></p>
<p>IA ARA AOTEAROA TRANSPORTING NEW ZEALAND INC. ((Dom Kalasih)</p>	<p>31-33</p>	<ul style="list-style-type: none"> <li>The Submitter understands that, under the Bylaw, heavy vehicles are prohibited in urban areas by default unless explicitly permitted in Schedule D of the Register of Resolutions. The submitter believes that heavy vehicles should have access to the road network as of right. The Submitter notes that roads currently being used by heavy vehicles are only now being added to the Bylaw. In the Submitters view, this demonstrates the “nonsense” of the process.</li> <li>The Submitter accepts that there may be roads where heavy vehicles are inappropriate and these should be the exception, rather than the rule. The Submitter believes that the built environment should reflect that the road is not appropriate for heavy vehicles and then confirmed through the Bylaw.</li> <li>The Submitter notes the value of the land transport industry to the economy, getting goods to market and supplies to business.</li> <li>The Submitter does not support the prohibitions proposed for Tarbottons Road, Barkers Road and Forest Drive.</li> </ul>	<ul style="list-style-type: none"> <li>The proposal from the Submitter is, as explained, a complete reversal of the approach taken in the Bylaw over many years. It would effectively open up almost every urban road to heavy traffic. In Ashburton, for example, there are 58 roads where heavy traffic is permitted – this would increase to around 235. We know that residents regularly express concerns about truck-related noise and the safety of our streets. For residents on those roads, this would be a major change that the community has not been invited to comment on. The fact that it is also a reversal of long-standing policy affecting up to 80% of residents raises the significance of this matter to a level where we would normally contemplate consultation. If Council wishes to support this idea, it would be appropriate to open a fresh consultation on this proposal.</li> <li>The Bylaw is proposed to be amended so that changes to heavy traffic prohibitions, or other restrictions under the Bylaw, can be made in a more timely and efficient manner. This has been a</li> </ul>

Submitter name	Page	Summary	Staff comments
			<p>barrier and explains why some known routes have not appeared in the Bylaw sooner.</p> <ul style="list-style-type: none"> <li>• Officers accept that the land transport industry is important to the local economy. We are not aware of the evidence that the current Bylaw inhibits lawful economic activity.</li> <li>• The Bylaw is removing, not installing a prohibition on Forest Drive and Barkers Road. The reason for the introduction of the prohibition on Tarbottons Road is that this area has become increasingly urban in character over the past eight years.</li> </ul> <p><b>Richard Mabon/Mark Low/Mark Chamberlain/Rick Catchpole</b></p>
SMITH, Edith	41	Submitter supports the submission from Ashburton Citizens Association (Donna Favel).	<p>Noted.</p> <p><b>Richard Mabon</b></p>
TOPP, Dame Lynda	42-43	Submitter disagrees with metered and time-restricted parking areas and parking meter zones. Submitter is opposed to the possibility of this bylaw being introduced to the Methven Township.	<p>The Bylaw applies in all parts of the District. Council has time restricted parking in Methven. Officers note that there is no metered parking in Methven Township. The Bylaw retains the flexibility to introduce or reintroduce metered parking in the future.</p> <p>Officers also note that, in a separate consultation, Council is consulting with Methven businesses and the Methven Community Board regarding more time restricted parking near Methven SuperValue. This will be the subject of a future report to Council after the Bylaw is adopted.</p> <p><b>Richard Mabon/Rick Catchpole</b></p>

### 1.3 Changes to align the Bylaw with current practices and changes in the transport environment.

Based on the question **Do you agree or disagree with changes to align the Bylaw with current practices and changes in the transportation environment?**

Location	Number of people
Agree with these changes	4
Agree with some of these changes	5
Disagree with the changes	0
No answer/Don't know	8
<b>Total</b>	<b>17</b>



### 1.3.1 General

Submitter name	Page	Summary	Staff comments
ANONYMOUS 4	9-10	<ul style="list-style-type: none"> <li>Sikubali</li> </ul>	<p>Sikubali translates from Swahili as “I don’t agree.’</p> <p><b>Richard Mabon</b></p>
ASHBURTON CITIZENS ASSOCIATION (Donna Favel)	11-20	<ul style="list-style-type: none"> <li> <b>Transportation and Parking Bylaw – 2.2 Specific Purposes</b>            Submitter notes 2.2 (b) states (ii) twice – the second (ii) should be (iii)         </li> <li> <b>Transportation and Parking Bylaw - 3. Related Documents</b>            Submitter notes that in 2020 – Ashburton District Council adopted the Walking &amp; Cycling Strategy 2020 - 2030 – would seem an appropriate document to be referenced under 3. Related Documents.         </li> <li> <b>Transportation and Parking Bylaw - 6. Stopping, Standing and Parking</b>  <b>6.5 states – 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).</b>            Submitter notes that the Ashburton District Council consultation document states “Council has progressively removed parking meters from the Ashburton CBD” – does that mean the term <b>in the metered space</b> at the end of 6.5 should be removed or amended?         </li> <li> <b>6.7 states – No person may stop, stand or park a vehicle or vehicle combination on any lawn, garden, berm, or other cultivation adjacent to, or forming park of, a road.</b>            Submitter notes that the <b>Land Transport (Road User) Rule 2004 (6.14)</b>, states that a driver or person in charge of a vehicle must not stop, stand or park the vehicle on a footpath. Parking on footpaths is and has been for 17 years an offence. <b>Section 128 E (1) (a) Land Transport Act 1998</b> provides Parking Wardens (Officers) with discretion (“may enforce”) in the enforcement of stationary vehicle offences. Ashburton Citizens Association         </li> </ul>	<ul style="list-style-type: none"> <li>Agreed.</li> <li>Agreed.</li> <li>Officers agree that “metered” should be removed.</li> <li>Officers do not consider it beneficial to replicate the statutory regulations in a local bylaw. Officers also note that, in conversation with the Submitter, the Submitter reported 6 examples of vehicles parked on footpaths on Wakanui Road and Eton Street. Officers have lodged this as a CRM for attention.</li> </ul>

Submitter name	Page	Summary	Staff comments
		<p>therefore request Council to reiterate this offence and incorporate the Law into section 6.7 of the Below and instead state <b><i>No person may stop, stand or park a vehicle or vehicle combination on any <u>footpath, lawn, garden, berm, or other cultivation adjacent to, or forming part of, a road (see Appendix A and Appendix C [in submission book] )</u></i></b></p> <ul style="list-style-type: none"> <li>• In Appendix C [see submission booklet] – Submitter has attached Wellington City Council FAQs on Footpath Parking – and particularly likes their suggestion of a 3-month period of education and awareness-raising before illegally parked vehicles will be ticketed.</li> <li>• <b>Transportation and Parking Bylaw - 7. Unlawful Parking 7.1 states – A person may not park any vehicle or vehicle combination in a parking place except as permitted by the provisions of this bylaw.</b> <b>Transportation and Parking Bylaw - 10. Mobility parking and residents’ parking</b> Submitter asks that this section be retitled to <b>Permitted Parking</b> (including Mobility, Residents and Over 80s Parking permits). ADC website states:- Ashburton District Council is introducing special <b>parking permits</b> for drivers over 80 years old, allowing them to park longer in free parking spaces around the town centre. The permits will come into force in April and will need to be displayed where parking wardens can see them.</li> <li>• Suggest 10.6 - <b>parking permits</b> for drivers over 80 years old, allowing them to park longer in free parking spaces around the town centre. The permit needs to be displayed where parking wardens can see them.</li> <li>• <b>Transportation and Parking Bylaw - 14. Safe movement on roads, footpaths and cycle tracks</b></li> <li>• 14.1 – Submitter suggests draft bylaw is missing a letter in the last line and should be <b><i>and in accordance</i></b></li> <li>• Bicycles – Submitter suggests this section should instead be <b>Bicycles, E-Scooters and Mobility Scooters.</b> Alternatively 14.11 onwards could be two additional subsections – E-Scooters and Mobility Scooters. <b>(see Appendix B)</b></li> </ul>	<ul style="list-style-type: none"> <li>• Noted. Council may direct officers to do further work on footpath parking guidelines. Internal enforcement practice decisions are, as a matter of good practice, made at arms’ length from elected members.</li> <li>• This section could be retitled as suggested if Council so directs. Officers are applying the Council’s policy without reference in the Bylaw. This is not required. This could be implemented as part of the final bylaw, if Council so directs.</li> <li>• Officers are applying the Council’s policy without reference in the Bylaw. This is not required. This could be implemented as part of the final bylaw, if Council so directs</li> <li>• Agreed.</li> <li>• Officers do not support the first suggestion of renaming the full section, as many clauses do not refer to cycles, e-scooters or mobility scooters. The sub-heading above clause 14.6 could be retitled Bicycles, E-scooters and mobility scooters and clauses 14.6</li> </ul>

Submitter name	Page	Summary	Staff comments
		<ul style="list-style-type: none"> <li>14.9 – Submitter states it is excellent and appropriate, that Ashburton Bridge carriageways have been mentioned – (a) according to the Walking &amp; Cycling Strategy 2020 - 2030, these carriageways were identified as Existing Shared path, so that will also include Mobility Scooters and E-Scooters – which could be remedied with a subsection and tweaking of 14.7 to 14.9. (b) While these two carriageways have been identified, the other existing cycleways, trails and Shared paths have not been included – should they? Or should at least the Walking &amp; Cycling Strategy 2020 – 2030 be referenced.</li> <li><b>Transportation and Parking Bylaw - 16. Traction Engines</b></li> <li>16.1 – then jumps to 16.3 and 16.4 – 16.2 is missing – suggest renumbering.</li> <li>16.3 – need a gap between <b>section 22 - of this</b></li> <li><b>Transportation and Parking Bylaw - 21. Horses, Stock and Dairy Cattle</b></li> <li>21.1 – states that <b>No person may ride, lead or drive horses along any footpath or cycle track</b> – yet according to according to the Walking &amp; Cycling Strategy 2020 – 2030 – Page 26 – Appendix D – Recreation Mountain Biking Trails – Ashburton / Hakatere River Trail “Is a wide two-way track open to bikers, walkers and horse riders 17km long (one way)” – <b>which is correct?</b> None of the other Bike Tracks mention horses – is it only the one track that horses are allowed on?</li> </ul>	<p>to 14.9 amended as appropriate to include e-scooters (all four clauses) and mobility scooters (14.7 to 14.9)</p> <ul style="list-style-type: none"> <li>Officers agree that, for the avoidance of doubt, the Bylaw should contain a statement clarifying that the existing and proposed cycle network (excluding Recreational Mountain Bike Trails) is covered by the Bylaw.</li> <li>Agree.</li> <li>Agree</li> <li>The Walking and Cycling Strategy states that the Recreation Mountain Biking Trails listed in Appendix D of that Strategy are not considered to form part of our Walking and Cycling Network. It is appropriate to clarify how the Bylaw applies to the Walking and Cycling Network. The submitter is correct that the Ashburton/Hakatere River Trail is the only Recreational Mountain Biking Trail where horse riding is permitted.</li> </ul> <p><b>Richard Mabon/Mark Chamberlain/Rick Catchpowle</b></p>
BRIDGE, Lynne	21-22	<ul style="list-style-type: none"> <li>Submitter notes that everything changes, and this will need changes as well. Submitter asks Council to think carefully about what changes you make.</li> <li>Submitter points out that the last change was when the enhancements were done down Tancred Street and Council put a pedestrian crossing on an exit driveway of at least 5 businesses.</li> <li>Submitter also notes that no-one considered loading bays would be as important or that the one-way traffic system was not really a great idea for such a small zone of town.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>Noted.</li> <li>Officers will provide a report on this suggestion, with recommendations if the change is supported.</li> </ul> <p><b>Richard Mabon/Mark Chamberlain/Rick Catchpowle</b></p>

Submitter name	Page	Summary	Staff comments
NEUMANN TYRES (Emma Hintz)	40	<ul style="list-style-type: none"> <li>• Submitter supports the inclusion of Wills Street in Schedule d1 of the draft Bylaw (where heavy vehicles are permitted). Heavy trucks make up a large part of the submitter's business. Their own fleet also includes some heavy vehicles required for large jobs.</li> <li>• Submitter also requests that Peter Street (between East Street and Cass Street) is also included in Schedule D1 of the Bylaw to allow heavy traffic. Submitter notes there are two entrances to Neumanns Tyres (one each on Peter Street and Wills Street). Trucks are generally too large to turn around, so the site is designed to enter from one street and exit from the other. Submitter believes other businesses in the area may require Peter Street to be included in the Bylaw (for example, Countdown).</li> <li>• It is extremely important for the viability of our business that both Willis Street and Peter Street are included within the Bylaw as permitted for heavy vehicle use.</li> </ul>	<p>Officers will provide a report on this suggestion, with recommendations if the change is supported.</p> <p><b>Richard Mabon/Mark Chamberlain/Rick Catchpowle</b></p>
SMITH, Edith	41	Submitter supports the submission from Ashburton Citizens Association (Donna Favel).	<p>Noted.</p> <p><b>Richard Mabon</b></p>
TOPP, Dame Lynda	42- 43	Submitter does not want any metered parking in the Western Ward.	<p>The Bylaw applies in all parts of the District. Council has no metered parking in the Western Ward. The Bylaw retains the flexibility to introduce or reintroduce metered parking in the future.</p> <p><b>Richard Mabon/Mark Chamberlain/Rick Catchpowle</b></p>



## 1.4 Other Changes

Based on the question **“Do you have any other changes that you would like to suggest?”**

### 1.4.1 General

Submitter name	Page	Summary	Staff comments
ASHBURTON CITIZENS ASSOCIATION (Donna Favel)	11-20	<ul style="list-style-type: none"> <li>See earlier comments.</li> </ul>	<p>See earlier comments.</p> <p><b>Richard Mabon</b></p>
CORE HS (Rob Markillie)	23-24	<ul style="list-style-type: none"> <li>Please BAN Jake/Air/Engine brakes on heavy vehicles in Methven Township.</li> </ul>	<p>See earlier comments on pages 9 &amp; 10 and information in Appendix One.</p> <p><b>Richard Mabon</b></p>
EASON, Ed	27-28	<ul style="list-style-type: none"> <li>Submitter asks that Council deny access to e-scooters into Ashburton’s CBD. Submitter believes that we should learn from Christchurch just how dangerous they can be.</li> </ul>	<p>Officers note that NZTA rules provide that e-scooters can be ridden on the footpath, shared paths, or on the road. When ridden on the road, e-scooters are expected to keep left. It is unlawful to make a Bylaw that breaches a statute or regulation.</p> <p><b>Richard Mabon/Mark Chamberlain/Rick Catchpowle</b></p>
GRACE, Jane	29-30	<ul style="list-style-type: none"> <li>Submitter suggests changes to the Bylaw regarding air brakes and the noise impact on Forest Drive. Submitter notes that heavy trucks are increasing and they need to stop using their air brakes. Appropriate signage would help.</li> </ul>	<p>See earlier comments on pages 9 &amp; 10 and information in Appendix One.</p> <p><b>Richard Mabon</b></p>
SMITH, Edith	41	<ul style="list-style-type: none"> <li>Submitter supports the submission from Ashburton Citizens Association (Donna Favel).</li> </ul>	<p>Noted.</p> <p><b>Richard Mabon</b></p>

## 1.5 Other comments

Based on the question “Do you have any other comments?”

### 1.5.1 General

Submitter name	Page	Summary	Staff comments
<b>General</b>			
ANONYMOUS 2	5-6	E-scooters are not allowed to be ridden in "designated cycle lanes". e.g.: e-scooters on Walnut Ave are required by NZTA to either ride on footpath or in the car lane. E-scooters should be allowed to ride in cycle lanes on non-state highway roads	<ul style="list-style-type: none"> <li>NZTA rules are that e-scooters can be ridden on the footpath, shared paths, or on the road. When ridden on the road, e-scooters are expected to keep left. E-scooters cannot be used in designated cycle lanes that are part of the road (which were designed for the sole use of cyclists), or on cycleways.</li> <li>Cycle lanes are classified as special vehicle lanes and should be established by local bylaws. No special vehicle lanes for cycling are established under this Bylaw.</li> </ul> <p><b>Richard Mabon</b></p>
ASHBURTON CITIZENS ASSOCIATION (Donna Favel)	11-20	<ul style="list-style-type: none"> <li><b>Anonymous Submissions</b> – at the time of writing this submission, submitter had read on the Ashburton District Council website that two Anonymous submissions have been received.</li> <li>Submitter’s recollection was that there had been a third Anonymous submission, which <b>agreed with everything and asked for full consideration of their submission</b>. Submitter found that comment particularly interesting when they did not disclose their name.</li> <li>This seems to have been removed, but does highlight a potential glitch in the system. If Council is to accept Anonymous Submissions, what policies and assurances can Council offer that Anonymous submissions <b>are not</b> <ol style="list-style-type: none"> <li>multiple submissions by one individual or a group to influence decision makers?</li> <li>prepared by paid third parties / form fillers – which are becoming more prolific in the online environment.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Officers have no record of a third submission as described by this submitter. Even if such a submission was received, they could not be heard as we cannot enable anyone to appear in person unless they provide us their contact details.</li> <li>Council has no specific policy on anonymous submissions. Our custom and practice is to present all submissions that contain some information on the submitter’s views. The principles of consultation in the Local Government Act encourage Council to consider the views of any person who will or may be affected by or have an interest in a matter. We would not present a completely blank</li> </ul>

Submitter name	Page	Summary	Staff comments
		<ul style="list-style-type: none"> <li> <b>Consultation Document –</b>            Submitter notes that most of the consultation questions relate to a “key change” listed in the document, with the key Change “Decisions by Resolution” not treated in the same way.            Submitter notes that if there had been a Question on key change four – Decisions by Resolution – Ashburton Citizens Association would agree with the objectives of this change – particularly being clearer about the process.             However, Council suggests making changes to traffic restrictions following careful consideration and where necessary consultation with the public. Using <i>Appendix A – Map 3 – No Right Turn restriction at the Intersection of Saleyards Road and SH1, South Tinwald</i> – as an example, it seems to have been installed prior to consultation and one would assume consideration is made after consultation – yet it has been installed in what appears to be a fait accompli.         </li> </ul>	<p>submission from an Anonymous person. We give all submitters requesting to appear the chance to do so. We can’t do this without contact details. In terms of the assurances requested, the survey tools used can reject multiple submissions from the same IP (Internet Protocol) address, but this is not a failproof protection.</p> <ul style="list-style-type: none"> <li>Bulk submissions from paid third parties are a known risk, although there is little evidence of this being a regular occurrence in this District. It is also pertinent to note that Council considers issues on their merits, rather than allowing consultation to become a “numbers game”.</li> <li>Comments on a consultation question around Decision by Resolution are noted. Officers chose not to ask a specific question because we regarded this as largely a Council administrative matter of limited public interest.</li> <li>Officers regret that it was not made clearer that that this example was included in the Bylaw to align the new traffic controls with the Bylaw. The decision to introduce the restriction was made by Waka Kotahi – NZ Transport Agency – which is the Highway Authority.</li> </ul> <p><b>Richard Mabon/Mark Low</b></p>
BRIDGE, Lynne	21-22	<ul style="list-style-type: none"> <li>Just use common sense without wasting our money.</li> </ul>	<p>Noted.</p> <p><b>Richard Mabon</b></p>
CORE HS (Rob Markillie)	23-24	<ul style="list-style-type: none"> <li>Submitter draws attention to clause 18 of the bylaw. Submitter notes that damage to infrastructure is not fundamentally possible to enforce as the roading network and poor tar quality/workmanship/planning means that by driving on the road network, road users are causing damage every time.</li> </ul>	<p>Officers note that normal wear and tear from responsible road use is not an offence, so the submitter is largely correct. However, there are some specific matters in the Local Government Act, the Land Transport Act, and the Road User</p>

Submitter name	Page	Summary	Staff comments
			<p>Rules where Council may take action to recover the costs of road damage.</p> <p><b>Richard Mabon/Mark Chamberlain/Rick Catchpowle</b></p>
LORD, Brenda	36-37	<ul style="list-style-type: none"> <li>• Can you please designate a drop-off parking space close to Kelly's Bar. Either on East St or around the corner on Tancred. I drop my husband off every Friday at 4pm and there is often not a close space to park.</li> <li>• The obvious place is the Disabled Parking space on Tancred. On two separate occasions, one whilst dropping-off and once whilst picking-up, the Parking Lady has told us not to use this space. Double-parking is not permitted and causes obvious problems. It makes sense that all drinking establishments should have a designated drop-off / pick-up car space, even for the taxi, which I have seen double-parked on two occasions. Thank-you.</li> </ul>	<p>Should Council support further work on this request for a P5 space near Kelly's Irish Café &amp; Bar, Officers recommend that Council request a report on the matter for consideration at a future council meeting.</p> <p><b>Richard Mabon</b></p>
EASON, Ed	27-28	<p>Submitter urges Council to keep all heavy trucks out of the CBD and to police the 30KMH speed limit strictly. It is not being strictly policed at this time.</p>	<p>Heavy vehicles may deliver to businesses. Speed limits are enforced by Police.</p> <p><b>Mark Chamberlain/Rick Catchpowle</b></p>
MOORE, Graeme	38-39	<p>Submitter believes that parking should not be allowed on West Street/State Highway 1, between Walnut Avenue and Saunders Road.</p>	<p>Officers will provide a report on this suggestion, with recommendations if the change is supported.</p> <p><b>Richard Mabon/Mark Chamberlain</b></p>
SMITH, Edith	41	<p>Submitter supports the submission from Ashburton Citizens Association (Donna Favel).</p>	<p>Noted.</p> <p><b>Richard Mabon</b></p>

## 1.6 Discussion with Ashburton District Road Safety Advisory Committee (ADRSAC)

Officers attended the meeting of the ADRSAC held on 1 May 2023. While the Committee declined to make a submission in its own right, and encouraged organisations represented on the Committee to lodge their own submissions, officers noted that the following issues were raised. Officer responses are listed alongside the issues raised.

The notes reflect “Chatham House rules” whereby comments are not attributed to individuals or their organisations. Officers also noted that elected members present refrained from comment on the issues raised to avoid a later potential conflict of interest with the hearings and deliberations on the Bylaw.

Issue	Officer response
<p><b>Regulation of provision for the loading and unloading of goods</b></p> <p>The Committee discussed the need for certainty in consenting processes to ensure that buildings and sites are designed include appropriate parking to allow for the delivery of goods, especially by heavy vehicles and high-performance motor vehicles (HPMVs).</p> <p>The meeting discussed whether this was a bylaw issue or a District Plan issue. It was asked whether this is a matter related to the current consultation on District Plan Change 5, under the Resource Management Act 1991.</p>	<p>This is in part a District Plan matter and in part a matter of enforcement of road traffic regulations. It is also a matter of how business owners choose to manage their sites.</p> <p>The District Plan has statutory limitations in what can be required for parking, however loading-related parking seems to fall outside the span of the National Environmental Standard for urban design rules in regard to parking. District Plan Change 5 does not change the District Plan Rules around loading parking provision. It does however introduce the need for integrated transport assessment for large developments, which may enable better planning and fuller consideration of some of these matters.</p> <p>Where lack of access results in inconsiderate parking this can be addressed through enforcement. However, the offending vehicle may not be the root cause of the problem as they may project out into traffic because of how others have parked ahead of them.</p> <p>Site management by business owners can be a big factor on how well loading spaces work in practise. It is not uncommon to see loading spaces encroached on by outside storage of goods and depending on the original conditions of consent and the relevant District Plan rules, Council may find itself with limited legal recourse.</p> <p>Another factor is that regulations on the dimensions and attributes of HPMVs have enabled bigger vehicles on the road and these new standards post-date when many current access arrangements were built.</p>

Issue	Officer response
<p><b>Inclusion of State Highways</b>            Clause 2.1 of the Bylaw states that the Bylaw does not apply to “State Highways under the control of the New Zealand Transport Agency.” The definition of Road under clause 5.1 is phrased in similar terms. A query was raised about whether parking issues on West Street can be addressed under the Bylaw and if not, who would address them.</p>	<p>Officers have reflected on these provisions. This relates principally to parking as Council does not initiate moving traffic controls on state highways. Council normally deals with parking matters with its own staff and this would continue. It would seem that the better course of action is to remove the exceptions stated in clauses 2.1 and 5.1 and note that Council will liaise with Waka Kotahi – New Zealand Transport Agency and NZ Police where any bylaw issues interface with the responsibilities of these two organisations.</p>
<p><b>E-scooters</b>            The meeting highlighted some difficulties managing offences related to e-scooters. E-scooters are permitted on roads and footpaths. Low-powered vehicles do not require a registered owner. The definition of a low-powered e-scooter is 300 watts and this is not easily determined due to the legal definition of how this is calculated.</p>	<p>Officers have noted this feedback, which has also been confirmed in information supplied by other submitters.</p>
<p><b>Cycleways</b>            Questions were raised in relation to cyclists using the eastern side of SH 1 to access the Tinwald shopping centre and eastern Tinwald more generally.</p>	<p>Officers noted that the planned works in the Tinwald Corridor generally aim to channel cyclists off the Highway and along Melcombe street, before enabling a safer crossing at Agnes Street via traffic lights.</p>