



**Date:** Wednesday 26 February 2025  
**Time:** 9:30am  
**Meeting Room:** Council Chamber  
**Venue:** 156 High Street  
Dannevirke

---

## Tararua District Council

### OPEN ATTACHMENTS

---

<b>Item</b>	<b>Table Of Contents</b>	<b>Page</b>
	<b>Submissions on the draft Traffic and Road Use Bylaw</b>	
1.	Sub 001 - Draft Traffic & Road Use Bylaw - Vanessa Were_Redacted	3
2.	Sub 002 - Draft Traffic & Road Use Bylaw - Hayden Bodell_Redacted	4
3.	Sub 003 - Draft Traffic & Road Use Bylaw - Lisa Lucas_Redacted	5
4.	Sub 004 - Draft Traffic & Road Use Bylaw - Catherine Mabey_Redacted	6
5.	Sub 005 - Draft Traffic & Road Use Bylaw - Graham Elphick_Redacted	8
6.	Sub 006 - Draft Traffic & Road Use Bylaw - Damon Middlemiss_Redacted	10
7.	Sub 007 - Draft Traffic & Road Use Bylaw - Nigel Shaw_Redacted	12
8.	Sub 008 - Draft Traffic & Road Use Bylaw - Bec Smith_Redacted	14
9.	Sub 009 - Draft Traffic & Road Use Bylaw - Odette Waanders_Redacted	15
10.	Sub 010 - Draft Traffic & Road Use Bylaw - Debbie Creel_Redacted	16
11.	Sub 011 - Draft Traffic & Road Use Bylaw - Dale Michael Saxton_Redacted	18
12.	Sub 012 - Draft Traffic & Road Use Bylaw - Mike Moloney_Redacted	20
13.	Sub 013 - Draft Traffic & Road Use Bylaw - Tararua Alliance_Redacted	23

14.	Sub 014 - Draft Traffic & Road Use Bylaw - Tony Rhodes_Redacted	25
15.	Sub 015 - Draft Traffic & Road Use Bylaw - Mike Rowe_Redacted	27
16.	Sub 016 - Draft Traffic & Road Use Bylaw - Philip Fleming_Redacted	31
17.	Sub 017 - Draft Traffic & Road Use Bylaw - Andrew Donaldson_Redacted	34
18.	Sub 018 - Draft Traffic & Road Use Bylaw - Maria Rowe_Redacted	36
19.	Sub 019 - Traffic and Road Use Bylaw - Sally Dryland	38
20.	Sub 020 - Traffic and Road Use Bylaw - Federated Farmers_Redacted	39
21.	Sub 021 - Traffic and Road Use Bylaw - Hamish Schmidt_Redacted	44

**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Monday, 14 October 2024 2:55:50 pm

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

NAME: Vanessa Were

PHONE:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] Pahiatua 4987

MY SUBMISSION ON THE DRAFT  
TRAFFIC AND ROAD USE BYLAW IS  
AS FOLLOWS:

If you are to prohibit parking of grass verges, I propose council convert them to parking on roads that do not have proper parking. Many houses do not have sufficient parking to enable visitors to access off street parking up their drive way when they are home. In this day and age of theft and vandalism, I do not think it is fair or reasonable to expect visitors to park in town or down the road where parking is available to visit loved ones.

**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Monday, 14 October 2024 3:48:26 pm

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

NAME:

Hayden Bodell

[REDACTED]

[REDACTED]

MY SUBMISSION ON THE DRAFT  
TRAFFIC AND ROAD USE BYLAW IS  
AS FOLLOWS:

Just some observations I have made.

Schedule G: Bus Stops

Woodville

There is a bus stop on Bevan Street,  
outside the school entrance.

Schedule H: Operation Mobility Parking

Woodville

There is a mobility park on Bevan Street,  
outside the school entrance.

and

There is a mobility park on Ormond Street,  
outside the fire station.

(this one does mean you have to drive up  
on the foot path).

**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Tuesday, 22 October 2024 11:23:02 am

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

**NAME:** Lisa Lucas

**EMAIL:** [REDACTED]

**MY SUBMISSION ON THE DRAFT TRAFFIC AND ROAD USE BYLAW IS AS FOLLOWS:**

I don't think parking heavy vehicles in residential areas is an issue? Unless it was a narrow road but I can't say I've seen a truck parked on our narrow roads. On nice wide roads such as Mangahao road, as long as they aren't blocking driveways then it's not an issue?

**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Wednesday, 23 October 2024 10:27:54 pm

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

**NAME:** Catherine Mabey

**ORGANISATION YOU REPRESENT:** Mabey Contracting Ltd

**PHONE:**

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] Pahiatua  
4983

**MY SUBMISSION ON THE DRAFT  
TRAFFIC AND ROAD USE BYLAW IS  
AS FOLLOWS:**

We have some concerns regarding the heavy traffic parking bylaw. We run an agricultural contracting business based in Tararua. Our staff live and work locally, and use trucks and tractors as part of their day to day work.

Our machinery is based at our yard in Ballance, but from time to time, while our staff are working, they have to stop for a few hours, while they wait for weather conditions to improve. When this happens, they have sometimes chosen to stop at their homes in town, if it is closer to where they are working, in order to have lunch, or a well deserved break. On rare occasions,

they park overnight, rather than drive home when they are working late. Given the rural nature of the towns in Tararua, this has never been an issue.

Based on the suggested update to the bylaws, they will go from being able to park for a break for a few hours to being unable to stop for longer than an hour.

We do not park for extended periods of time, or keep any heavy vehicles in residential areas. Our vehicles are sign-written, and easily identified. It is not in our best interests to cause any sort of disruption in the communities where we live and work. This bylaw will have an unhelpful impact on our staff, through the course of their normal jobs.

We can appreciate that the council needs to be able to manage parking in residential areas, and that heavy traffic isn't something that they wish to encourage, however imposing a one hour limit seems unreasonable and heavy handed, and adding another regulation, which will then need regulated. I would suggest that the heavy bylaw be updated, to discourage long term parking in residential areas, but to come up with a more reasonable time frame that only 1 hour.

**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Friday, 25 October 2024 5:57:04 pm

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

NAME: Graham Elphick

ORGANISATION YOU REPRESENT: PRIVATE

PHONE:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] Woodville 4920

MY SUBMISSION ON THE DRAFT  
TRAFFIC AND ROAD USE BYLAW IS  
AS FOLLOWS:

I would have a major problem, if the bylaw regarding heavy truck parking becomes law.

At the moment I park outside my house, as I have paddocks further down the road at [REDACTED] where I quite often have stud animals taking a break before they continue on their to their destination. If I was unable to park inside the town boundary, there are logistical problems and the big risk of tagging or some other type of vandalism.

I feel I am quite considerate of my neighbours, and even when, the odd time I have other trucks up from the south island branch of the company I work for, parking on the road around my house overnight, I



have not had any complaints from my neighbours about any of them.  
I have been here in [REDACTED] for over 5 years , and to my knowledge my trucks haven't done any damage to the roads.

**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Tuesday, 29 October 2024 1:14:50 pm

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

**NAME:** Damon Middlemiss

**ORGANISATION YOU REPRESENT:** DRM Contracting Ltd

**EMAIL:** [REDACTED]

[REDACTED] [REDACTED] Dannevirke

**MY SUBMISSION ON THE DRAFT TRAFFIC AND ROAD USE BYLAW IS AS FOLLOWS:**

Heavy Vehicle Parking in a residential area. I run a business that is heavily reliant on contract truck driving. I park the company trucks out my residence on a residential street. I heavily rely on the option to park the truck next to my residence as most companies i work for are outside of the tararua region. If i do not have this option to park my truck on a residential street the extra cost to my business will be upwards of \$50,000 (wether that be the cost of leasing a truck parking yard or the cost of motels and extra travel) this cost will have to be added to my invoicing therefore will be a cost added to goods as the companies i contract to will pass this cost onto the end user if i dont have to move out of the region as i may lose work due to added cost. This will also have a flow on effect to local businesses as

truck companies will no longer allow trucks to stop over night. So this will be a detriment to food vendors as well as hotels and motels. This will have a large detrimental effect to the region as truckies will have no reason to stop in the region.

**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Tuesday, 29 October 2024 1:48:03 pm

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

NAME: Nigel Shaw

PHONE:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] Pahiatua 4910

MY SUBMISSION ON THE DRAFT  
TRAFFIC AND ROAD USE BYLAW IS  
AS FOLLOWS:

I oppose the new restrictions on parking Clause 6.3 no parking on grass verges, where it will damage the grass verge. Also clause 6.9 No person may stop, stand or park a vehicle or vehicle combination on a lawn, garden, or other cultivation adjacent to, or forming part of a road. This wording, particularly 6.9 takes away reasonable use of the spaces outside their property that many residents maintain themselves for their benefit and creates the potential situation of enforcement for common use over many prior years. Additionally these bylaws could also create hazards on roads. I see this being a real possibility that people do not take advantage of a grass verge for parking outside their house or visiting others due to this bylaw and instead park on the many narrow roads we have residentially in our

district for fear of damaging the grass. I feel we have many people in the district that would take this action as a fight against bureaucracy, causing more harm to the rest of their community than TDC.

I also oppose clause 8.1 as it is currently - No person may stop, stand or park a heavy motor vehicle for a period of more than one hour in any part of a road where there is adjacent residential zoned land on either side of the road. In principle this clause is acceptable to discourage less desirable situations, however I would like to suggest an application process be created for exemption to be made where there is reasonable opportunity for heavy vehicles to park near in a residential area where the location is assessed as acceptable, this may include agreement from neighbouring properties sought by the truck operator.

The risk I see is for a person raising complaints against truck operators that necessitate enforcement of this bylaw that can add cost and risk (burglary and safety) to transport operators in our district to find suitable, secure parking away from their residence.

**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Wednesday, 30 October 2024 8:02:56 pm

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

NAME: Bec Smith

PHONE:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Dannevirke 4930

MY SUBMISSION ON THE DRAFT  
TRAFFIC AND ROAD USE BYLAW IS  
AS FOLLOWS:

More rules and regulations making it harder for truck owners, truck businesses, motels, accomodation, cafes, bakeries. We are a rural town. Stop making us follow city ridiculous rules.

Who is going to man these by laws you have in place?

Your staff are incompetent at what they do now.... Eg.... Water..... roading..... animal knowledge..... pound dog control.....

Storm water..... Rates muck up.....

More bloody rules.

It's a big NO from me!

**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Thursday, 31 October 2024 11:35:03 am

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

NAME:	Odette Waanders
PHONE:	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED] Dannevirke 4930
MY SUBMISSION ON THE DRAFT TRAFFIC AND ROAD USE BYLAW IS AS FOLLOWS:	I support changes to the traffic bylaw to prohibit parking on the footpath. However, our street could not have enough parking for residents's cars if it were prohibited to park on grass verges.

**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Sunday, 10 November 2024 11:04:32 am

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

NAME: Debbie Creel

PHONE:

[REDACTED]

[REDACTED]

[REDACTED]

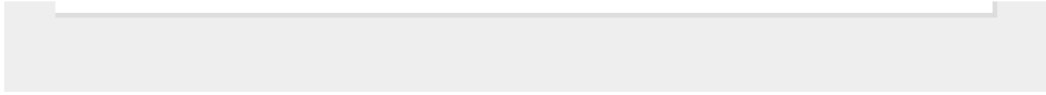
[REDACTED]

[REDACTED] Woodville 4920

MY SUBMISSION ON THE DRAFT  
TRAFFIC AND ROAD USE BYLAW IS  
AS FOLLOWS:

8: Parking of Heavy Motor Vehicles  
We have lived in our property for over 30 years and have never had a problem with the heavy vehicles that park in [REDACTED] [REDACTED] by the sports/rugby grounds. The street is wide and well lit so the trucks are very visible. The drivers that park there either live close by or have done their hours and are taking their break, I have always thought how great it is that they have such a safe place to park. Some of them head into town for accommodation and a lot buy food from the local Woodville businesses. I can see there could be an issue on some of the streets that are to narrow, but really hope you are sensible when deciding which streets and roads are ok for the heavies to park in through-out the Tararua area.





**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Tuesday, 19 November 2024 6:43:46 pm

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

NAME: DALE MICHAEL SAXTON

PHONE:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] Feilding 4702

MY SUBMISSION ON THE DRAFT  
TRAFFIC AND ROAD USE BYLAW IS  
AS FOLLOWS:

i am a class 5 driver that comes thought dannevirke alot. i leave my trailer sometimes down by the stock yards or in front of houses where its safe to do so. i do this to be able to unload goods off my tail lift to business in your area including your offices where theres no forklift. so if you guys pass this where am i meant to leave my trailer to be able to these deliveries or am i meant to block the road with my trailer and make business including yourselfs hand unload your pallets off my trailer. because you guys wanna stop units coming down roads. personally i think you guys need to stop picking on truck drivers cause without us you guys would be bugged.



**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Saturday, 30 November 2024 6:18:04 am

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

**NAME:** Michael Moloney

**PHONE:** [REDACTED]

**EMAIL:** [REDACTED]

**ADDRESS:** [REDACTED]

MY SUBMISSION ON THE DRAFT  
TRAFFIC AND ROAD USE BYLAW IS  
AS FOLLOWS:

I wish to make the following submission on the proposed restrictions for truck parking in residential streets.

Our company operates trucks through Central Hawkes Bay and into the Manawatū and Whanganui area. On regular occasions if logbook restrictions wont allow our drivers to get home legally we have to stay in accommodation often in the Tararua district. If there is a restriction on truck parking then we will need to consider finding accommodation outside the district. Some nights local motels can have 3 or 4 truck drivers staying. At an average price of \$150 that is a lot of income that motels could potentially miss out on. Moteliers in districts with similar truck restrictions have noticed a drop in business now these fleets no longer stay with them.

Fleets with drivers who park their trucks outside their home could be forced to lease or rent premises, a cost that would need to be recovered through higher freight prices which inevitably ends up passed on to the consumer through higher priced products. 1 of your councils own points against the proposed tolls on the Manawatū-Tararua highway was tolls would mean freight companies would have to increase their rates, another unnecessary cost that shoppers and families dont need in this high cost of living?

One reason you state for restrictions on truck parking is for public health and safety. If you consider it or investigate thoroughly the incidents of motorists hitting a parked truck are not very common or regular. In fact if you watch driver behavior near parked trucks drivers normally have to slow down to negotiate past. Consider that and trucks actually contribute to safety on residential streets.

During the recent submission and opposition to the tolls on the Manawatū-Tararua highway local truck drivers and the transport industry have been very strong and vocal supporters of your council and residents campaign against the tolls. Trucks with Toll Free Tararua signs that were capable of getting the message almost nationwide. Emails and discussion with their representatives and contacts in the Road Transport Association and freight sector who have direct contact with senior ministers and NZTA management to express their views. If the sheer number of submissions and opposition does not convince NZTA to stop the tolls then it will need this sort of combined team work to continue fighting it. The road Transport Association would obviously continue to represent its own members but a combined council, residents and freight industry team would be more effective.

To bring in this sort of restriction on trucks parking on residential streets could almost be seen as bad faith or a lack of appreciation by the freight industry and council potentially risks losing this combined voice or opposition to the tolls. That along with the potential loss of income to moteliors and other businesses, the risk of increased freight prices or local surcharges and the fact that trucks actually

contribute to safety in their neighborhood  
all means your council should not bring in  
that bylaw.  
Thank you  
Mike Moloney

**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Wednesday, 4 December 2024 10:39:00 pm

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

NAME: Andrew Desmond

ORGANISATION YOU REPRESENT: Tararua Alliance

PHONE: [REDACTED]

MY SUBMISSION ON THE DRAFT  
TRAFFIC AND ROAD USE BYLAW IS  
AS FOLLOWS:

Overall, the tidy up of this Bylaw is good, however there is significant issues with the Stock Control part - especially in stating TMPs must be in accordance with COPTTM.

COPTTM is largely designed for Civil works accruing in the road corridor, and higher trafficked roads, not movement of stock.

The biggest issue is the requirement to have trained, qualified and competent staff setup the Temporary Traffic Management (TTM). This requires an STMS, which requires months of training/exposure to setting up full TTM. There is no basic Training/Qualifications for stock movement.

The non-compliance with requirements of the Bylaw will be significant, and our Corridor Manager is expected to manage

this non-compliance in the Road Corridor.

NZTA have stepped away from the management/development of COPTTM and is transitioning to NZGTTM, which provides the potential to allow "variances" to the requirements of TMPs and training, but it is very early days, and there are still large uncertainties over Road Controlling Authorities role in management of activities in the road corridor - these need to be worked through to understand the legality/liability side of things for RCAs.

In summary, it's a good idea to tidy up the Bylaw, however the Stock Part presents issues that need to be worked through.

Talk more :)



**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Tuesday, 10 December 2024 11:49:13 am

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

NAME:	Tony Rhodes
PHONE:	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED] DANNEVIRKE 4930

MY SUBMISSION ON THE DRAFT  
TRAFFIC AND ROAD USE BYLAW IS  
AS FOLLOWS:

I submit in respect to two items in the  
Proposed By-Law.

#### 4 Interpretation

Operation Mobility Permit is to be issued by  
CCS Disability Action Incorporated...

In the lower North Island there is an  
approver issuer, Sommerville Disability  
Support Services, based in Wanganui  
<https://sommerville.org.nz/about-us/> .

I suggest the clauses be reworded to "...  
concession card issued by a recognised  
provider..."

#### 8 Parking of Heavy Motor Vehicles

8.1 The time limit of one hour appears very  
short. I recognise the desirability of  
eliminating long-term and over-night  
parking in urban residential zones.

I suggest a time limit of up to 4 hours would

be more appropriate, enabling say a HMV driver more time to visit family etc, without the need to park outside the urban zone and arrange transport to their desired location.

PLEASE TICK IF YOU WOULD LIKE  
TO MAKE YOUR SUBMISSION IN  
PERSON AT A COUNCIL MEETING:

Yes

**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Tuesday, 10 December 2024 8:35:32 pm

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

NAME:	Mike Rowe
PHONE:	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED] Woodville 4920

MY SUBMISSION ON THE DRAFT TRAFFIC AND ROAD USE BYLAW IS AS FOLLOWS:

I wish to make a submission about the proposed clause 8, a new prohibition on parking heavy vehicles in residential streets (except for loading or unloading).

Logbook and driving laws plus delivery schedules mean transport companies often need to base trucks in strategic locations. Woodville is 1 of those strategic locations, 2 hours to the Hawkes bay, 90 minutes to Masterton and the Wairarapa, 2.5 hours to Wellington and the Cook Strait ferries. This normally means drivers can achieve deliveries or reach destinations legally and safely. Freight companies obviously can't have premises in every strategic location, or if they did the cost of rent would need to be recovered in highly freight rates which then normally means that is passed down to the consumer at the shop or

supermarket. The compromise is those trucks park outside the drivers residential address.

The truck that I drive does not include a trailer, it has a legal night light permanently on, it parks under a street light so is definitely visible at night. I also used to place marker cones at the front and rear of the truck however they went missing about the time contractors were working on our street even though they clearly had our company name written on them. Cones aren't a legal requirement so i haven't bothered to replace them.

In almost 14 years living in Woodville i have never been aware of any near misses, in fact some neighbors actually agree the truck makes streets safer by creating a chicane effect and naturally slowing drivers down.

Your council proposal mentions:

No person may stop, stand or park a heavy motor vehicle for a period of more than 1 hour in any part of the road where there is adjacent residential zoned land on either side of the road. Our address in Woodville has our home on 1 side of the road and grazing paddocks directly opposite. The truck therefore does not inconvenience any residential access. I am well aware of my responsibilities if i leave early in the morning and proceed quietly down the street at about 30kph and with the parklights on so the main headlights don't shine directly into neighbors windows. If i have to swap freight with other trucks we do it on the wider part of Fergusson Street behind the Woodville bowling club rooms where there are no homes close by, then we dont disturb any residents and dont block streets.

Driving on nationwide removals the truck is not always parked on the street outside our address every night of the week. I normally leave on a Monday morning and arrive back on a Friday night. Even then with logbook restrictions and delivery locations the truck is not always at home over the weekends. Looking back over my logbook for October the truck was parked outside our house for 8 nights and November for 7 nights so is not a regular occurrence.

The truck is normally loaded with household removals, families furniture and possessions. Parked directly outside our house means we can ensure the security of the removal. Any noise often alerts our dogs and we can investigate immediately. Parked anywhere else would compromise that security. We could widen our gateway and I could attempt to reverse the truck onto our property but the weight of the truck could risk damaging the curb and footpath, far quicker than parked stationary out on the street.

For the community and businesses generally the proposed restrictions on parking heavy vehicles could affect businesses like motel owners who often have truck drivers stay overnight. Those freight companies would be forced to find accommodation in other locations or districts without truck restrictions. Plus any spending those drivers would bring to supermarkets and food outlets. Motel owners in towns and cities with heavy vehicle restrictions have noticed a drop in the regular revenue that freight companies used to provide.

To summarise:

The proposed clause 8, prohibition on parking heavy vehicles in residential areas does mention;

Council may by resolution declare (or permit) roads or parts of roads where heavy motor vehicle parking is permitted at specified times.

There are no residential properties opposite our house therefore the truck does not inconvenience any neighbors access.

There have been no obvious incidents where the truck has been a hazard, in fact it contributes to lower speeds and safety. The truck has a permanent night light and is under a street light.

The truck is not parked on the street every night of the week and is normally gone by 6.00am.

Outside our address provides the best security for the freight in it.

These points or information means a permit to park the truck outside our property could be managed easily and effectively.

We look forward to your favorable reply.  
Mike Rowe

**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Wednesday, 11 December 2024 10:19:01 pm

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

NAME: Philip Fleming

PHONE:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] 4983

MY SUBMISSION ON THE DRAFT  
TRAFFIC AND ROAD USE BYLAW IS  
AS FOLLOWS:

I am writing to formally express my opposition to the proposed bylaw which mandates the preparation of a traffic management plan whenever stock is moved on rural roads. While I understand the intention behind this proposal may be to enhance safety, this requirement poses several challenges that could affect local farmers and the rural community adversely.

1. Economic Impact: The requirement for a traffic management plan could impose significant financial burdens on farmers, particularly small-scale operations. The costs associated with the preparation of such plans – which may require hiring consultants or additional administrative work could be prohibitively expensive and may deter farmers from conducting their legitimate business.

2. Logistical Challenges: Rural roads often have low traffic volumes, and farmers are already accustomed to managing livestock movement safely. Requiring a formal traffic management plan could complicate processes that are generally straightforward. This could result in delays in moving livestock, which is detrimental to animal welfare and farm operations.

3. Existing Regulations: There are already requirements in place designed to ensure safety during the movement of livestock. These include vehicle signage and specific protocols to manage livestock movement. Adding further regulations could lead to redundancy and confusion, rather than enhancing safety.

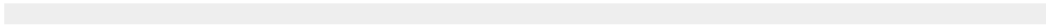
4. Community Relations: The trust between farmers and the community is built on cooperative efforts and shared responsibilities. Imposing regulations perceived as overly burdensome may strain these relationships and create animosity towards both council decisions and the farming community.

5. Alternative Solutions: Instead of mandating a traffic management plan, I suggest that the council consider more flexible alternatives that encourage safe practices without imposing strict regulations. For example, community workshops could be organized to educate farmers and drivers alike about safe livestock movement practices without making it a regulatory requirement.

In conclusion, while safety is a vital concern, the proposed bylaw appears to create more challenges than it solves. I urge the council to reconsider this proposal and seek out more balanced solutions that address safety without overregulating an essential aspect of rural life.

Thank you for considering my views. I look forward to seeing a decision that supports both the safety of our roads and the viability of our farming community.





**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Thursday, 12 December 2024 12:29:33 pm

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

**NAME:** Andrew Donaldson

**PHONE:**

██████

████████████████████

██████████

████████████████████ Dannevirke 4930

**MY SUBMISSION ON THE DRAFT TRAFFIC AND ROAD USE BYLAW IS AS FOLLOWS:**

I would like the Traffic and Road Use committee of the Tararua District Council to address the following points:

I live at ██████ Miller Street, Dannevirke. This is in a 70 kph zone and with the numerous new businesses that have started up e.g. Wood Fibre Products, Entire Engineering and Sandblasting & Buckeridge Surfacing and Engineering along with the existing businesses has resulted in a very large movement of heavy vehicles e.g. trucks, trailers, forklifts, cranes etc.

I would like consideration made to lowering the speed limit in Miller Street from the sale yards at Trevor Beale's yard where the 70 kph sign is now to the Mangatera River bridge. I have seen so many near misses of vehicles trying to pass vehicles turning into their premises and also when I indicate

to turn into my own driveway on the left hand side of the street I have had vehicles try to pass me on the left hand side as I'm turning in.

There has been in a large increase of pedestrians walking up and down Miller Street and as there are no footpaths or walking track they are having to use the road. The consequences of someone being injured or killed in a 70 kph zone doesn't bear thinking about.

When the council extended Miller Street to the bridge (it was a 100kph area) I asked for the speed limit to be lowered to 50 kph, unfortunately this was only reduced to 70 kph. It is very unusual for a street to have a 70 kph speed limit.

I would like the Council to consider putting up signage to prohibit/restrict the use of engine braking of heavy vehicles in this area also.

At present heavy vehicles are using their engine brakes coming down the hill when leaving the 50 kph zone. The windows of my house rattle with the high frequency of the sound that they emit.

I am willing to be consulted on the above points if required and give any information needed.

**From:** [Tararua District Council](#)  
**To:** [Jeremy Savell](#); [Submissions](#)  
**Subject:** TDC Website: Draft Traffic & Road Use Bylaw Submission  
**Date:** Monday, 16 December 2024 6:27:11 am

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.



## Tararua District Council

### Draft Traffic & Road Use Bylaw

A draft Traffic and Road Use Bylaw submission has been made on the Tararua District Council website with the following details...

### Entry Details

NAME:	Maria Rowe
PHONE:	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED] Woodville 4920

MY SUBMISSION ON THE DRAFT  
TRAFFIC AND ROAD USE BYLAW IS  
AS FOLLOWS:

I wish to present this submission regarding the review of heavy vehicles or trucks parking on residential streets. We have the truck based outside our house in Woodville because of its central location to Manawatu, Taranaki, Wairarapa, Hawkes Bay, Wellington and the Cook Strait ferries. Schedules can be better achieved legally within logbook driving hours. The truck is not parked outside our house every night or even every weekend. GPS tracking and logbook entries show perhaps no more than 10 nights a month. The truck has a rear night light and is parked under a street light so is clearly visible. There are no residential houses opposite our home, only grazing paddocks so it does not inconvenience driveways or accesses. Watching traffic on our street drivers

naturally slow down to pass the truck so it actually helps with safety.

The truck normally carries house hold removals or furniture so outside our house means good security and constant observation.

In other regions with truck restrictions a lot of motel owners have noticed a drop in revenue from fleets and transport companies who now have to find accommodation in towns without truck restrictions. Can local Tararua moteliers afford to lose that income?

The freight industry was very vocal in its opposition to tolls on the Manawatū-Tararua highway, toll free Tararua signs on trucks that travelled the country.

Companies and board members on roading associations emailing NZTA officials and government ministers. This is an industry that has supported your council and the Tararua region.

We ask that you consider all this information and we can continue to park our truck outside our house for what is perhaps no more than 10 nights a month.

Thanks  
Maria Rowe

Sally Drylands Submission

Proposed Traffic and Road User Bylaw 2024

16<sup>th</sup> December 2024

This is a brief of Ruawhata community members think re the need for permits and Traffic Management Plans to move stock across or along a road that has many areas where visibility is poor. (I wish to acknowledge that not all community members have been made aware of the content of this submission but will be pre presenting to TDC in Feb)

1. Bylaws such as Schedule I impact the financial, social, mental wellbeing, and health and safety for those living within our small Ruawhata rural community.
  2. Ruawhata Road is approx. 6kms long.  
It has 54 gateways that will on occasion be used for stock.  
(The flexibility to use the most appropriate gateway is important for both stock and machinery movements)  
There are 4 dairy cow crossings.  
There are 6 run offs within an easy walk from the milking platforms.
  3. A Māori Lease land Block of 22ha is dissected by Ruawhata Road and Ridge Road North.
  4. There is an Education Board Lease block.
  5. DOC's land parcel includes the old school that is used as our hall for community functions. It's not flash and wouldn't meet any building code requirements. But ask any community member who's been to a function in the hall and they will highlight that it's a great meeting place.
  6. There are numerous paper roads, unformed and formed.
  7. Ruawhata is a popular destination for walkers, runners and cyclists, in no small part to the generally respectful vehicles who use it.
  8. We are unaware of any incidents that have caused injury from stock on our road.
  9. We are aware of several instances of vehicles going into the water table because of the road being too narrow for vehicles to pass each other safely.
  10. No one living within our community wants to see accidents where humans or stock are injured, there is a very strong culture of self-responsibility.
  11. All commercial stock owners have health and safety plans that show consideration to how stock are moved.
  12. There is concern from small block owners/lifestylers re what they will need to do when moving their few sheep along or across the road.
  13. Farmers from within the community are deeply insulted that Tararua District Councillors and staff do not recognise their competence in undertaking stock movements without a permit or consent.
  14. It is the communities view that a sign at the entry to Ruawhata warning of stock would suffice and that a person in front and one behind anyone moving stock should continue to allow enough warning for other road users.
  15. Local farmers are concerned that the requirement to lodge a plan with Council serves no purpose other than giving someone in Council a job to do.
- Our community appreciates being self-governing and has a strong culture of looking out for each other.  
Sustainability isn't just about the environment but also having a place we can work in that values what we do and acknowledges the skills we possess to do it safely.

# Submission



To: Tararua District Council  
[submissions@tararua.govt.nz](mailto:submissions@tararua.govt.nz)

Submission on: Proposed Traffic and Road Use Bylaw 2024

Date: 15 December 2024

Contact: TARARUA FEDERATED FARMERS

Thomas Read President  
**PROVINCIAL PRESIDENT**



Sally Dryland  
**Executive member**



1. Tararua Federated Farmers thank the Tararua District Council (TDC) for the opportunity to provide feedback on the Proposed Traffic and Road User Bylaw ((PTRUB) with special focus on the attached Schedule 1, Stock on Roads and Stock Crossing Permit
2. Tararua Federated Farmers commends TDC for being considerate in extending the timelines for submissions as requested in earlier Bylaw consultations, we would further encourage that the holiday periods also be considered with future submission timelines. As Council will appreciate it is a very busy time on farm in November December with mating, and shearing/weaning.
3. Bylaws impact the financial, social, mental wellbeing, and health and safety for those within our often small rural farming businesses. District Bylaws can influence if farmers view this as a good place to operate a business.
4. Federated Farmers is extremely concerned with the Public Places Bylaw (adopted by TDC in September 2024) requirement to Lodge a Traffic Management Plan (TMP) with TDC for any crossing or animal movements. This requirement is burdensome, inappropriate and unnecessary. **We urge the Council to consult heavily with Federated Farmers throughout the development of this Bylaw to ensure that any Stock Control requirements are practical and pragmatic.**
5. The PTRUB only states that a TMP “may” be requested by Council when a stock crossing permit is required for regular stock crossings, (not for every time stock cross or are driven on a road as indicated by the Public Places Bylaw). Federated Farmers is concerned with this confusing and

somewhat conflicting messaging coming from TDC. We request that this requirement is immediately reviewed and removed from the Public Places Bylaw.

6. When developing the Stock Control Bylaw, Federated Farmers urges the Council to consider the following:
  - a. Which Roads are captured - are paper roads, formed or unformed roads included?
  - b. We encourage TDC to share data publicly that supports the need for such Bylaws including any prosecutions taken.
  - c. Waka Kotahi NZTA has communicated a move (31<sup>st</sup> October 2024) to a more risk-based approach for those working on their roads, which we support. It is good to see these changes being reflected in Councils expectations released on the 12<sup>th</sup> December allowing a farmer to prepare their own, but it remains what benefit there is in lodging this with Council. For any plan to have value it needs to be a living and flexible document.
  - d. Tararua Federated Farmers is concerned that Council staff have signalled in the earlier Public Place review that it did not wish to make changes to Schedule 3, and therefore question if Councillors are complying with the LGA in that it must identify and consider all reasonably practicable options and the community's views.
  - e. Tararua Federated Farmers submits that many extra regulatory requirements have come in since 2018 for farmers.
  - f. Lease, bank loan, and Supply contracts now have clauses pertaining to meeting all permit and consent requirements.
  - g. Dairy farmers have an annual review by both their supply companies plus Horizons which includes effluent from underpasses and roadside crossings. Sheep and beef an 18mth/3 yearly visit to check on supply conditions being met.
  - h. What is notable is the lack of knowledge within industry groups re the expectations of Tararua Council as it is outside what is expected in other rural Districts.
  - i. Costs to meet the TMP/Stock crossing requirements of \$462 for lodgement of TMP is not viewed positively by members. We do not wish to launch a "stop the stock toll" but do see merit following Councils recent success. (Congratulations)
  - j. We recognise that TDC staff costs for inspecting the crossings (11<sup>th</sup> Dec media release) are now to be met from the \$462 lodgement fee. Is this realistic to cover staff time if checking on gateways and crossings for a dairy farmer in Eketahuna, Sheep farmer in Alfredton, or a lifestylers at Akitio?
  - k. Existing health and safety requirements for a farming business require farmers to have identified risks and recorded how they plan to keep themselves safe as part of the Health and Safety in Works Act 2015.
  - l. Police and worksafe require farmers to present these health and safety plans in the event of an accident.



- m. Public Liability Insurance is a basic requirement for those with a bank loan for a farming business. We are concerned at that the current TDC 3.3a puts farmers in a risk of insurers not paying out as they are not meeting a current Bylaw requirement. We encourage all lifestyle farmers and farm business owners to have adequate cover.
- n. Our shared priority is the safe use of roads and it is important that we do not overload motorists with signage and warnings.
- o. It is recognised in forestry operations that unusual shaped and coloured signs are more impactful for those working in this environment.
- p. Would one sign as you enter communities such as Kumeroa or Ruawhata for stock be more impactful?
- q. Walkers, cyclists and dogs are often unexpected on our rural roads and we want the driver to be focused on potential road users rather than distracted by numerous signs.
- r. Tararua Federated Farmers has heard from farmers who are fearful that if they put a submission in they will draw unwelcome attention from TDC staff to their crossing/stock movements.
- s. We remind TDC that we represent 260 farming families/businesses within this submission for the very reason that we can be an independent across district voice for farmers.
- t. Federated Farmers notes that “stock” are not included in the purpose of the Traffic and Road User Bylaw 2024.
- u. The purpose of this Bylaw is to set out the requirements for parking and control of vehicles and other traffic on any road in the District other than state highways which are controlled by Waka Kotahi NZ Transport Agency.
- v. Interpretations
  - i. **Permit** means an approval, licence, permit or any other form of written consent issued or granted by Council under this Bylaw.
  - ii. Traffic Management Plans are not mentioned. (Requirement under the Public Places Bylaw Sept 2024)
  - iii. Determination is not given for Paper Roads / unformed / formed. All which are used for stock
- w. Tararua Federated Farmers is conscious of the regulatory creep and concerned that ratepayers have not been fully informed regarding the implications for stock movements with the extension to dawn, dusk times.

In summary

Tararua Federated Farmers

- supports farmers having a risk management plan that identifies and mitigates risks associated with moving stock along or across roads, that is prepared and held by the person in charge of the movement
- we support this plan being made available for Council Officers if requested in the event of a nuisance or safety concern related to the movement of animals along or across a road being publicly reported (within 24hours)
- repeat our offer to work with Council proactively – these Bylaws should not take numerous attempts to get right and reflect a lack of understanding and empathy for those farmers impacted
- repeat our request for the Public Places Schedule 3 3a be removed with immediate effect

### **ABOUT FEDERATED FARMERS**

Federated Farmers are a not-for-profit primary sector policy and advocacy organisation that represents most farming businesses in New Zealand. Federated Farmers have a long and proud history of representing the interests of New Zealand's farmers.

The Federation aim to add value to its members' farming businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their business in a fair and flexible commercial environment.
- Our members' families and their staff have access to services essential to the needs of the rural community; and
- Our members adopt responsible management and environmental practices.

This submission is representative of member views and reflect the fact that local government rating and spending policies impact on our member's daily lives as farmers and members of local communities.

Tararua Federated Farmers represents 260 farming businesses, all of whom pay an annual subscription.

#### Draft Stock Movement on Public Roads

1. Any person having control of stock on any road must ensure that the stock is kept under proper control, with consideration for other people using the road.
2. No person may drive any stock on any road unless
  - a. sufficient warning is provided and maintained using lights, signs or other effective devices
  - b. there are means to ensure that other people using such road have adequate notice of the presence of such animals on the road.
  - c. The stock are unable to be reasonably moved across or along private land.
3. The Requirements of the Health and Safety in Works Act 2015 is complied with, this is to include a risk assessment and management plan around stock movements.
4. All reasonable and practical steps are taken to allow vehicles to pass with a maximum wait time of 5mins
5. Adequate public liability insurance is maintained by the person in charge of the stock
6. Requirements will not apply to any people who rides or leads a horse under proper control on a road.

#### Added conditions for regular livestock crossings

7. Entranceways at points where livestock cross the roads must be surfaced in an appropriate material such as gravel or limestone.
8. Mud and excrement is cleaned off a tarseal road surface by hosing or a mat laid down to protect the road surface.
9. Guiding tapes are no more than 100mm above the road surface and are removed when the stock movement is completed.
10. Appropriate signage and an orange warning light are deployed to warn when stock are crossing

A Livestock Movement permit will only be required by Council if conditions 1- 10 are not met by the person in control of the stock.

If a permit is required it will be valid for 5 years.

The applicant will be liable for all costs associated with the granting of this permit.

1. Council may from time to time by special order publicly notified declare certain roads to be stock routes and prohibit or restrict the use of any other roads for the driving of stock.
2. In the event of an obstruction from road works, flooding, landslide, civil emergency or any other natural disaster council may halt or divert stock.

NB. Tararua Federated Farmers acknowledges there are many good examples of stock requirements from other local councils.



## Draft Traffic and Road Use Bylaw 2024

### Submission Form

#### Your contact details

##### Privacy

All submissions are made publicly available on our website and at Council libraries. Your contact details {but not your name} are confidential and will not be published. We collect your contact information so we can keep you up to date with the outcome of the proposal. For more information, see our privacy statement on our website <https://www.tararua.govt.nz/site-details/privacy>.

First name *Required*

Hamish

Last name *Required*

Schmidt

Organisation you represent

If applicable. Please only answer this question if you are submitting on behalf of an organisation.

N/A

Contact email and / or postal address *Required*

[Redacted]

Contact phone number

[Redacted]



16/12/24

Submission for draft traffic and road use bylaw

Submission by Hamish Schmidt

#Section 8.1 (Motor Homes)

If this law comes into effect, it would be a real shame if families are visiting from out of town especially that a lot of motor homes have a GVM of 5995kgs so can be driven on a car license. This would mean that they would only be able to stay for one hour and have to move on. Whereas late model utes with a huge caravan could pullup and stay parked with no problems and would be twice the length of a motor home. This would seem a bit unfair and with motor homes if they are parked or left in a place that is out of the way they would be prone to getting broken into or vandalised.

#Section 8.1 (Large truck and trailers)

Dannevirke has quite a few trucking companies based in Dannevirke, but we also have a lot of drivers that work for companies that are not in Dannevirke but the drivers live here. Some of these companies include McCarthy's, Hog Haulage, Hilton Haulage, Bulklines, Hawke's Bay Farmers Transport just to name a few. A lot of these drivers can be away for multiple days at a time heading all over New Zealand. Some are lucky enough that their logbook allows to stop in town have a shower, something to eat and a 10 hour break and see their family before leaving again for multiple days. This short amount of time that they can pop back to see their family is a real delight and for this to not be able to happen would be a shame. We also have a few companies coming to Dannevirke to service some of our local companies for example Kiwi Lumber. Some of these companies such as 'Straight NZ' will unload at the Warehouse in Millers Street in the afternoon and will need somewhere to park up their truck. A lot of linehaul drivers have nice beds, TV's and microwaves in their trucks. Some like to park close to service stations and toilets so they can grab food and use the bathroom. McPhee street is an example as linehaul drivers like Caltex as it is 24 hours. Some drivers don't have beds in their trucks and stay at our motels so Swinburn and York Street are great places for them off the busy State Highway 2. Just to change the law and not having a plan in place for all these people to stop for breaks and rest does need careful consideration prior to being passed by the council.