

## Notice of Meeting:

I hereby give notice that an ordinary meeting of the Traffic and Parking Bylaw Subcommittee will be held on:

**Date:** Wednesday 27 March 2019  
**Time:** 11:00am  
**Venue:** Plaza Meeting Room, Civic Centre, The Octagon, Dunedin

Sue Bidrose  
Chief Executive Officer

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## Traffic and Parking Bylaw Subcommittee PUBLIC AGENDA

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### MEMBERSHIP

<b>Chairperson</b>	Cr Andrew Whiley	
<b>Deputy Chairperson</b>		
<b>Members</b>	Cr David Benson-Pope	Cr Jim O'Malley
<b>Senior Officer</b>	Richard Saunders, Group Manager Transport	
<b>Governance Support Officer</b>	Jenny Lapham	

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Governance Support Officer

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Wendy Collard

**Note:** Reports and recommendations contained in this agenda are not to be considered as Council policy until adopted.



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**1 APOLOGIES**

At the close of the agenda no apologies had been received.

**2 CONFIRMATION OF AGENDA**

Note: Any additions must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.

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## DECLARATION OF INTEREST

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### EXECUTIVE SUMMARY

1. Members are reminded of the need to stand aside from decision-making when a conflict arises between their role as an elected representative and any private or other external interest they might have.
2. Elected members are reminded to update their register of interests as soon as practicable, including amending the register at this meeting if necessary.

### RECOMMENDATIONS

That the Committee:

- a) **Notes/Amends** if necessary the Elected Members' Interest Register attached as Attachment A; and
- b) **Confirms/Amends** the proposed management plan for Elected Members' Interests.

### Attachments

	<b>Title</b>	<b>Page</b>
<a href="#">↓A</a>	Elected Members' Register of Interest	7



**Bylaw Subcommittee - Traffic and Parking Bylaw - Register of Interest - current as at 22 March 2019**

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
David Benson-Pope	Owner	Residential Property Ownership in Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee and Beneficiary	Blind Investment Trusts	Duty to Trust may conflict with duties of Council Office	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Commissioner	District Licensing Committee	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Keep Dunedin Beautiful (Council Appointment)	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Ao Tūroa Partnership (Council Appointment)	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council Appointment)	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	New Zealand Labour Party	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Yellow-eyed Penguin Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Chairperson	Dunedin Heritage Fund Committee (Council Appointment)	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.	
Jim O'Malley	Owner	Biocentrix Ltd	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	<b>Member</b>	<b>Mosgiel Association Football Club</b>	<b>No conflict identified.</b>	<b>Seek advice prior to the meeting if actual or perceived conflict of interest arises.</b>
	Member	<del>Otago University Association Football Club</del>	<del>No conflict identified.</del>	<del>Seek advice prior to the meeting if actual or perceived conflict of interest arises.</del>
	Member	Okia Reserve Management Committee	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Ocho Newco Limited	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Road Safety Action Plan (Council Appointment)	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Ayrmed Limited	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council Appointment)	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waikouaiti Coast Community Board	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ice Sports Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Regional Transport Committee (Alternate Council Appointment)	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Manufacturing Holdings	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Andrew Whiley	Owner/Operator	Whiley Golf Inc and New Zealand Golf Travel Ltd	No conflict identified.	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
	Director/Shareholder 22 May 2017	Estate of Grace Limited	No conflict identified.	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Trustee	Japek (Family Trust) - Property Ownership - Dunedin	Duties to Trust may conflict with duties of Council Office.	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Otago Golf Club	No conflict identified.	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
	Member	Dunedin South Rotary Club	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Board Member	New Zealand Professional Golfers Assn	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Institute of Directors	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Nationatl Party	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairman	Volunteering Otago	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Digital Community Trust (Council Appointment)	Duties to Trust may conflict with duties of Council Office. Recipient of Council funding	If appropriate would withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advise prior to the meeting.
	Member	Dunedin Otaru Sister City Society (Council Appointment)	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Society (Council Appointment)	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Puketai Residential Centre Liaison Committee (Council Appointment)	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.



## PART A REPORTS

### PROPOSED PARKING CHANGES - MARCH 2019

Department: Transport

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#### EXECUTIVE SUMMARY

- 1 This report outlines recommended changes to some of Council's current parking controls for consideration by the Traffic and Parking Bylaw Subcommittee.

#### RECOMMENDATIONS

That the Committee:

- a) **Recommends** to the Council the approval of changes to parking controls that are shown in the Dunedin City Council's traffic and parking controls database, March 2019 update, <https://tinyurl.com/ParkingMarch2019>
- b) **Notes** that all parking controls previously approved by Council and not shown as a change on the March 2019 traffic and parking controls database, remain unchanged.

#### BACKGROUND

- 2 Making parking controls contributes to achieving the objectives of the Dunedin Integrated Transport Strategy 2013, particularly by supporting the achievement of a safe, efficient and accessible transport network for all modes.
- 3 Council maintains a GIS map database of traffic and parking controls (the database) which reflects all on-street parking controls that are implemented with markings and/or signs.
- 4 Parking controls are made under the Traffic and Parking Bylaw. The Bylaws Subcommittee has the delegation to consider changes to parking controls, and to make recommendations to the Council, which can approve traffic and parking controls.
- 5 Recommended parking changes will be periodically brought before the Bylaws Subcommittee for consideration.

#### DISCUSSION

- 6 Recommended changes to parking are shown in the database <https://tinyurl.com/ParkingMarch2019>

#### Minor changes

- 7 A number of minor changes to parking controls are proposed. These are detailed in Attachment A and include:

- Parking changes to improve safety, efficiency or access, where appropriate engagement has been carried out with affected parties. Many of the changes are made as a consequence of the new bus hub and resulting route changes.
- Adjustment of the database to correct a mapping error.

### Clarifications

8 Suggested clarifications to the database are detailed in Attachment B and include:

- Changes to parking that have been made to enable new vehicle crossings to driveways.
- Changes to markings or signs intended to clarify parking controls which are already in place. Changes may make existing markings or signs clearer or reinforce existing rules (for example installation of broken yellow lines to clarify that no vehicles may stop within 6 m of an intersection under Land Transport (Road User) Rule 2004). These clarifications are considered necessary for access or safety and are an exception to Council's general approach not to mark anything that is currently enforceable under existing rules.

### OPTIONS

9 Options are set out below for all changes.

#### **Option One – Recommend the proposed changes to the traffic and parking controls database**

##### *Advantages*

- Improves safety, efficiency and access on the transport network:
  - i) Improving access in the central city for those with mobility difficulties, by installing new mobility parks, with safety and location considered in the design. Parks will be marked with solid blue infill so will be much more visible and easier to find.
  - ii) Providing appropriately located bus stops to enable bus services, including the bus hub and new routes. Changing parking to enable buses to safely enter and exit bus stops.
  - iii) Providing appropriate short stay parking to provide for surrounding land uses in the central city and near Baldwin Street.
  - iv) Improving safety and enabling property access by prohibiting obstructive parking, making existing parking controls clearer, and providing for access to new driveways.
- May encourage people to use public transport, through enabling better provision of this service.
- Improves the amenity value of the central city by creating parklets (small seating areas or green spaces) in some redundant bus stops. This will provide more space for people to sit, relax and enjoy the city.

##### *Disadvantages*

- Some people may be initially confused about the changed and new locations of parking in the central city - mobility spaces, P5s, authorised vehicles only spaces, taxi stands.

**Option Two – Recommend the existing traffic and parking controls are retained without amendment**

10 Do nothing and retain the existing traffic and parking controls.

*Advantages*

- Council resources can be allocated to other transport projects.
- People would not get confused as no parking would change location.

*Disadvantages*

- Does not improve safety, efficiency and access on the transport network.
- Planned bus routes will not properly operate without bus stops correctly allocated. Redundant bus stops will not be used efficiently, and safety for buses accessing bus stops will not be improved.
- Does not improve access for those with mobility difficulties, improve the amenity value of the central city, or provide more short stay parking for surrounding land uses in the central city and near Baldwin Street.

**NEXT STEPS**

- 11 If agreed, a report will be brought before the Council at their meeting on 30 April 2019, seeking approval of the proposed changes to the traffic and parking controls.
- 12 Approved changes will be implemented through signs and road markings as required.

**Signatories**

Author:	Anja McAlevey - Senior Transportation Planner
Authoriser:	Richard Saunders - Group Manager Transport Simon Drew - General Manager Infrastructure Services

**Attachments**

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<a href="#">B</a>	Clarifications	18

**SUMMARY OF CONSIDERATIONS**

***Fit with purpose of Local Government***

This report enables democratic local decision making and action by, and on behalf of communities.

***Fit with strategic framework***

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Establishing traffic and parking controls contributes to the vision of the Integrated Transport Strategy that "Dunedin is one of the world's great small cities, with a safe low-carbon transport system that supports a compact city with resilient centres, inclusive and healthy communities, and national and international connectivity." Specifically, establishing and changing traffic and parking controls contributes towards this vision by supporting the achievement of a safe, efficient and accessible transport network for all modes.

***Māori Impact Statement***

There are no known impacts for tangata whenua.

***Sustainability***

There are no implications for sustainability.

***LTP/Annual Plan / Financial Strategy /Infrastructure Strategy***

There are no implications.

***Financial considerations***

There are no financial implications, costs for implementing the proposed changes are covered by existing budgets.

***Significance***

***Engagement – external***

Engagement has been undertaken with affected areas as appropriate.

***Engagement - internal***

Transport and parking services staff have been consulted.

***Risks: Legal / Health and Safety etc.***

There are no identified risks.

***Conflict of Interest***

There are no known conflicts of interest.

**SUMMARY OF CONSIDERATIONS**

***Community Boards***

There are no implications for Community Boards as the changes are minor.



## Traffic and parking controls – minor changes

**Reference: TPC-8**

The following minor changes to parking are proposed. Note that nsl = no stopping lines.

Name	Details
1 Fryatt Street – install nsl	In response to a request from the business operating out of 220 Fryatt Street (Turners and Growers), 7m and 9m of nsl will be installed adjacent to two driveways at the site to allow better and safer truck and trailer access to the yard. Vehicles currently parking in these spaces obstruct safe access to entranceways.
2 Kaikorai Valley Road – install nsl	In response to a request from the business at 365 Kaikorai Rd (Meateor Foods), 7m of nsl will be installed adjacent to the driveway at 365 Kaikorai Valley Road to allow safe exit of truck and trailer units from Meateor Foods onto Kaikorai Valley Rd. Vehicles currently parking in these spaces obstruct safe exit from the driveway.
3 Strathallan Street – install nsl	In response to a request from the business at 19 Strathallan St (Port Otago), 5m nsl will be installed adjacent to the entrance to Port Otago Depot, 19 Strathallan Street to allow safe exit of truck and trailer units. Vehicles currently parking in these spaces obstruct safe exit from the driveway.
4 Lawrence Street – install nsl	In response to a request from a resident, nsl will be installed in front of 42 and 44 Lawrence Street to improve safety for two-way vehicular movement through a narrow bend in the road. A map of the parking changes has been sent to the affected properties.
5 Wakari Road – install nsl	In response to a request from a resident, nsl will be installed around the intersection of Wakari Road and Kohu Place to improve the sightlines and safety of vehicular movements. A map of the parking changes has been sent to the affected properties.

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6 Forfar Street – install nsl	In response to a request from a resident, nsl will be installed in front of 215 Forfar Street (on the south side of Forfar Street near the intersection with Glenpark Avenue). This will improve the visibility and safety of vehicles exiting Glenpark Avenue (south of Forfar Street). A map of the parking changes has been sent to the affected property.
7 North Road and Calder Avenue parking	In response to a request from the business owner of Steep café, parking will be changed on North Road and Calder Avenue. This will relieve parking pressures for those wanting to visit the café, hospice, Valley Baptist Church and Baldwin Street. On Calder Avenue, 6 metres of nsl will be changed to unrestricted parking. On North Road, 11m of nsl will be changed to P10 parking. Existing P10 beside these parks will be changed to P30 parking. The business owner of Steep café was consulted about the changes and was supportive.
8 Variable parking sign – database correction	The database does not currently correctly show a variable parking space in Moray Place outside First Church. This was installed in September 2017 to give Council the ability to provide for cruise ship buses, and other special events. On a standard day the parking control is paid parking at a charge of \$2.00 per hour, with a time restriction of P60. It is currently showing as paid parking on the parking database map. The database map should be corrected to include this variable parking space as is currently shown on the ground with signage.
9 St Andrews Street – provide mobility parking by Meridian Mall south entrance	<p>There are ongoing safety and access issues with mobility taxis that pick up and drop customers at the St Andrews Street pedestrian entrance to the Meridian Mall. Wheeled pedestrians are currently using a vehicle ramp to access the footpath from the road. The following solution is proposed:</p> <ol style="list-style-type: none"> <li>1. A dedicated pick up and drop off mobility space that can be used by mobility taxis and the general public. This will include a built out kerb which is suitable for rear mounted wheelchair hoists and which provides protection from vehicles traveling along St Andrews Street.</li> <li>2. A mobility time restricted park.</li> <li>3. A P5 space at the front of the mobility parking.</li> <li>4. Relocate the taxi rank currently in this space to the P5 spaces currently on St Andrews Street (north side between George Street and Great King Street).</li> </ol> <p>Consultation has been undertaken with mobility groups.</p>
10 Hillside Road – move bus stop	Flood control work at the Radius Fulton care centre has resulted in the existing bus shelter having to be relocated from private land onto a wide section of footpath, further along Hillside Rd. The bus stop also needs to be moved and the parking rearranged. There is no overall loss of parking, and consultation has been undertaken with Radius Fulton (the adjoining land occupier), who are happy with the changes.

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11 Corrie Street – remove nsl in bus stop	An existing, unmarked but signed, bus stop on Corrie St, above the intersection with Royal Tce, currently has nsl installed. The nsl need to be removed to enable buses to legally stop.
12 Midland Street – create bus stop	A temporary bus stop is in operation on Midland Street near the entrance to the Edgar centre, which needs to be made permanent. Consultation has been undertaken by the ORC.
13 Somerville Street - create bus stops	Two temporary bus stops are in operation on Somerville Street near Musselburgh Rise and need to be made permanent. Consultation has been undertaken by the ORC.
14 Victoria Road – relocate bus stop	At the request of ORC, a bus stop on Victoria Road (near the intersection with Freyberg Street) will be relocated away from driveways. Bus stops at driveways are becoming an issue for bus services. The restricted access to properties and difficulty for passengers to access the bus due to low kerbs means ORC would prefer to move bus stops to better suited locations whenever possible. Consultation has been undertaken by the ORC.
15 Kaikorai Valley Road – adjust bus box and install nsl	In response to a request from GoBus, changes will be made to the bus stop on Kaikorai Valley Road near the intersection with Greenock Street. This will allow buses to safely enter and exit the bus stop. Currently buses can sometimes only partially enter the bus stop, partially remaining in the live traffic lane. An unrestricted parking space behind the bus stop will be removed and the bus box moved back to the existing no stopping lines. New no stopping lines will be installed in front of the new bus box. The adjacent property owner has been notified.
<b>Bus hub - consequential changes</b>	The following parking changes are required as a consequence of the bus hub opening and the resulting route changes. Consultation was undertaken by the ORC on Regional Passenger Transport Plan which foreshadowed the bus hub. The bus hub itself was confirmed through a Notice of Requirement Process. In order that the bus hub can operate effectively other consequential changes are required. In some cases where appropriate, directly affected parties have been engaged, including adjoining landowners.
16 George Street, Meridian Mall frontage – move bus stop and adjust parking	<p>Due to the bus hub and route changes the existing bus stop near the George Street/St Andrews Street intersection is no longer fit for purpose. A new bus stop (double length) is being installed near the Golden Centre frontage, replacing five paid parking spaces. The old bus stop will be replaced with three P30 unpaid parking spaces, to be installed when the bus stop is relocated.</p> <p>To help mitigate the parking loss from the Meridian frontage two new P30 unpaid parking spaces are to be installed at the front of the existing bus stop opposite the Meridian Mall on George Street. This will reduce the length of the existing bus stop, but buses will still safely be able to operate.</p>



## TRAFFIC AND PARKING BYLAW SUBCOMMITTEE

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<p>17 Hanover Street, Meridian car park entrance – convert paid parking</p>	<p>At busy times queuing traffic awaiting entry into the Meridian Mall car park can block Hanover St. Converting the three paid parking spaces adjacent to the car park entrance into Variable SMART sign controlled spaces and one P5 space will help to alleviate this and help keep the adjoining intersection flowing, including buses from the bus hub.</p>
<p>18 Reallocate redundant bus stops</p> <ul style="list-style-type: none"> <li>• George Street – Hanover Street to Frederick Street</li> <li>• George Street – Moray Place to St Andrews Street</li> <li>• George Street – The Octagon to Moray Place</li> <li>• The Octagon – south west quadrant</li> <li>• Princes Street – Moray Place to The Octagon</li> </ul>	<p>Several bus stops will be made redundant due to bus route changes. These bus stops are being reallocated to a mixture of short stay parking, mobility spaces, and no stopping areas and authorised vehicles only spaces. Parklets are planned for parts of some of the redundant bus stops. No stopping lines will need to be installed until the parklets are put in place.</p> <p>Where possible, a consistent layout is planned for all the redundant bus stops. There is some variation in layout to allocate mobility and parklet spaces on the flatter sections of street.</p> <p>Total spaces gained are eleven P30, seven P5s, five authorised vehicles only spaces, five mobility spaces, and five parklets.</p>
<p>19 Great King Street – new bus stops near the hospital</p>	<p>New bus routes to and from the bus hub require a new bus stop for each direction on Great King Street. The bus stops will replace nine paid parking spaces (four on the northbound side five on the southbound side) .The new stops are convenient for pedestrian access to the hospital and near an existing crossing point. Consultation has been undertaken jointly with ORC, with the University and the SDHB.</p>
<p>20 Hanover Street Cumberland Street intersection – reallocate redundant bus stop and install paid parking</p>	<p>The redundant bus stop outside the physio pool will be reallocated to four P120 paid parking spaces and three P120 time restricted mobility parking spaces. This will help to accommodate physio pool users. The paid parking will be \$1 per hour in line with the surrounding parking zone fee.</p>
<p>21 Hanover Street – database correction</p>	<p>The database does not currently correctly show the parking spaces outside the Urgent Doctors. It is currently showing as P240 unmetered on the parking database map. The map should be corrected to be paid parking with a P60 time restriction at a cost of \$3 per hour as is currently shown on the ground with signage.</p>



## Traffic and parking controls - clarifications

**Reference: TPC-9**

The following changes to parking are proposed to clarify restrictions which already apply through signage or rules. Some have already been installed on the road, as Council prior approval is not required. Note that nsl = no stopping lines.

Name	Details
22 Vogel Street – install nsl	In response to a request from the Council’s parking enforcement team, 3m of nsl will be installed between driveways at 297 Vogel Street. This will ensure vehicles do not park in the space between driveways, impeding property access. Clarification of Rule 6.9 Land Transport (Road User) Rule 2004.
23 Leith Street – remove nsl over driveway	In response to a request from the business owner at 120 Leith Street, 9m of nsl will be removed from across the driveway frontage.
24 Law Street - provide for new vehicle crossing	5m of nsl will be installed between driveways outside 17 Law Street to enable a new vehicle crossing.
25 Mitchell Avenue - provide for new vehicle crossing	3m and 5m of nsl have been installed between driveways to enable a new vehicle crossing at 12 Mitchell Avenue.
26 Queens Drive – install nsl	In response to a request from the resident at 34 Queens Dr 3m of nsl will be installed between a driveway and a fire hydrant outside 34 Queens Drive. This will ensure vehicles do not park in this space, impeding property access and obstructing access to the fire hydrant. Clarification of Rule 6.9 Land Transport (Road User) Rule 2004.
27 Elm Row - provide for new vehicle crossing	Four residents only parking spaces have been removed to allow for a new driveway outside 19 Elm Row. The residents only parks were not allocated, and there is no current requests for residents only parks in the area.

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28 Macandrew Rd- install nsl	In response to a request from a resident, one nsl will be installed at the driveways to 133 A-E (driveway used by 5 properties). Nsl will be used to tie in with existing markings in the area (as opposed to an L bar). Clarification of Rule 6.9 Land Transport (Road User) Rule 2004.
29 Ravensbourne Rd – install nsl	In reponse to safety concerns, 18 m of nsl have been installed near location. This will deter people from parking in an area where they cannot legally do so without parking on the footpath or encroaching into the traffic lane. Letters have been sent to adjacent land occupiers advising them of the changes.