

Notice of Meeting:

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

Date: Monday 10 June 2019
Time: 10:00am
Venue: Edinburgh Room, Municipal Chambers, The Octagon, Dunedin

Sue Bidrose
Chief Executive Officer

Traffic and Parking Bylaw Subcommittee
PUBLIC AGENDA

MEMBERSHIP

Chairperson	Chairperson Andrew Whiley	
Members	Cr David Benson-Pope	Cr Jim O'Malley
Senior Officer	Richard Saunders, Group Manager Transport	
Governance Support Officer	Lauren McDonald	

Lauren McDonald
Governance Support Officer

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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.

DECLARATION OF INTEREST

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 Interest Register attached as Attachment A; and
- b) **Confirms/Amends** the proposed management plan for Interests.

Attachments

	Title	Page
↓A	Declaration of Interest as at 31 May 2019	7

Council - Register of Interest - current as at 21 May 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 (Council Appointment)	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.
	Chairperson	Te Ao Tūroa Partnership (Council Appointment)	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Teritary 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.
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.
	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.
	Spokes Person	Pro Gas Otago	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	National Party	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Peninsula Community Board (Council Appointment)	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.
	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.	

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Jim O'Malley	Owner	Biocentrix Ltd	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosguel Association Football Club	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council Appointment)	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 (Council Appointment)	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 (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.

PART A REPORTS

PROPOSED PARKING CHANGES - JUNE 2019

Department: Transport

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, May 2019 update, <https://tinyurl.com/ParkingJune2019>.
- b) **Notes** that all parking controls previously approved by Council and not shown as a change on the May 2019 traffic and parking controls database, remain unchanged.
- c) **Notes** that a decision on parking changes in the Tertiary area has been deferred for consideration during the Tertiary Precinct Upgrade project.

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. Council is also moving towards consistency and simplicity in the parking control system. This should make parking easier for people to use and understand and be more efficient to enforce. Opportunities for commuters to change the way they travel will be supported by Council as part of new sustainable travel initiatives to be introduced over the next two-year period.
- 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/ParkingJune2019>. A list of the recommended changes is included as Attachment B.

Consultations

- 7 At the Council meeting on 30 April 2019, two proposed changes to parking controls were approved for public consultation:
- TPC10 – Changes to paid parking in the Tertiary Precinct. The purpose is to try new approaches to parking management, encourage parking turnover, and better provide for visitors to the University of Otago and Otago Polytechnic.
 - TPC11 - Changes to paid parking in the Jetty Street area to encourage parking turnover, and better provide for visitors and customers to the area. These changes build on parking changes approved in the area in December 2018.
- 8 Public consultation was open for 15 working days from 1 May to 21 May 2019. Information was delivered to properties in the affected areas. The proposed changes were publicly advertised in the Otago Daily Times on Saturday 4 May 2019, and information was available on the Council website from 1 May 2019.
- 9 There was a total of 540 submissions. Submissions were received through Council's submission database, and full text of the submissions is available on Council's website.
- 10 The vast majority of submissions related to the Tertiary Precinct proposed changes, 534 total responses, with 4 in support, 8 neutral and 522 in opposition.
- 11 Due to the large volume of submissions being received, staff recommend the hearings for the Tertiary Precinct parking changes be deferred, to allow Council to properly consider feedback, assess available options, and input into the Tertiary Precinct Safety, Accessibility and Streetscape Upgrade (a joint initiative of the Dunedin City Council, University of Otago and Otago Polytechnic). Hearing would likely be held in early 2020, after broader consultation is held on the Tertiary Precinct Safety, Accessibility and Streetscape Upgrade.
- 12 After reviewing the feedback received staff have proposed some changes to TPC 11, Vogel Street area parking.
- 13 Summary reports for the proposed parking changes are in Attachments A and B. These include a description of the changes as consulted on, a summary of the feedback, and staff response to the feedback. For the Tertiary Precinct, this is a high-level summary only, as detailed analysis has not yet been undertaken.
- 14 34 people wanted to speak at the hearings. Most of these submissions related to the Tertiary Precinct, and it is anticipated only a few people will appear to speak at the hearings on the Jetty Street area changes.

Minor changes

- 15 A number of minor changes to parking controls are also proposed. These are detailed in Attachment C and include:
- Parking changes to improve safety, efficiency or access, where appropriate engagement has been carried out with affected parties.

- Parking changes arising from other projects where consultation has been carried out with affected parties, and in some cases are already marked and signed.
- Changes to remove unused parking including bus stops or residents only parking.

Clarifications

16 Suggested clarifications to the database are detailed in Attachment D. These are 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, or signage to provide notice of citywide controls in the Traffic and Parking Bylaw). The clarifications in Attachment I 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

17 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) Providing appropriate short stay parking to provide for surrounding land uses in various locations.
 - ii) Improving safety and enabling property access by prohibiting obstructive parking, making existing parking controls clearer, and providing for access to new driveways.
 - iii) Making good use of space – by reallocating redundant parking spaces.
- Enables visitors and customers to more easily find a park in the Warehouse Precinct.
- Makes some provision for residents parking in the Warehouse Precinct and surrounds, while enabling investigation into residents parking generally.
- Enables wider consideration of issues and options for parking in the Tertiary Precinct.

Disadvantages

- More parking spaces charged for.
- Some people may need to change their parking and travel routines.
- Alternatives to private vehicle travel are not attractive for some people.
- Some people may find it more difficult to park close to their house.

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

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

Advantages

- Council resources can be allocated to other transport projects.
- People would not need to change their parking and travel routines.

Disadvantages

- Does not improve safety, efficiency and access on the transport network.
- Does not enable visitors and customers to more easily find a park in the Warehouse Precinct.

NEXT STEPS

- 19 If agreed, a report will be brought before the Council at their meeting on 25 June 2019, seeking approval of the proposed changes to the traffic and parking controls.
- 20 Approved changes will be implemented through signs and road markings.

Signatories

Author:	Anja McAlevey - Senior Transportation Planner
Authoriser:	Nick Sargent - Transport Strategy Manager Richard Saunders - Group Manager Transport

Attachments

	Title	Page
↓A	TPC 10 - Tertiary Precinct proposed parking changes	15
↓B	TPC 11 - Jetty Street area proposed parking	19
↓C	TPC 12 - minor changes	24
↓D	TPC 13 - clarifications	29

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

proposed changes are of low significance. They are generally minor and localised, with little impact on existing levels of service, and low community interest. There is high consistency with Council's existing policy and strategy, and low impact on Council's finances, capacity and capability.

Engagement – external

Engagement has been undertaken with property occupiers in the affected areas. Public engagement was invited in the Otago Daily Times and on Council's website.

Engagement - internal

Transport and parking services staff have been consulted.

Risks: Legal / Health and Safety etc.

There are no identified risks.

SUMMARY OF CONSIDERATIONS

Conflict of Interest

There are no known conflicts of interest.

Community Boards

Community Boards have not been directly consulted as there are no significant changes within the boundary of the Community Boards.

Tertiary Precinct parking

Location:	Union Street East between Union Place and Anzac Ave, Harbour Terrace between Union and St David Streets, Forth Street between Union Street and Leithbank, Clyde Street between Union and Albany Streets, and Albany Street between Clyde and Hyde Streets.
Proposal:	Change unrestricted parking in this area to \$1.00 per hour with no time restriction (maximum \$9.00), Monday – Friday, 9am – 6pm. Also change seven unrestricted parking spaces to residents’ parking.

Current parking and issues

DCC on-street parking in the Tertiary Precinct mainly consists of time restricted parking (P5, P10, P30, P120) and unrestricted parking. There is currently no on-street paid parking in the Tertiary Precinct beyond SH1 and the intersection of Hyde and Albany Streets.

In a recent DCC public survey about parking in the city, parking availability in the streets around the University of Otago and Otago Polytechnic was one of the main issues raised. Parking occupancy is high with conflicting demands. Commuters usually want to park all day, while visitors and students want to park for shorter times. The age and style of many residential properties means there is limited off-street parking for residents, who must also use on-street parking.

The University and Polytechnic have put in some measures to address parking issues. These include promoting Smart Travel (a ride-sharing platform), offering a free park and ride service for staff and student permit holders and providing new off-street paid parking.

However, casual parking is still difficult to find due to the unrestricted nature of the parking. The purpose and duration of visits to the University and Polytechnic require flexible parking management, to enable people to stay as long as their visit requires.

Proposed changes – paid parking

The DCC proposes to change unrestricted parking in the area to paid parking, as shown on the map below. This would result in an extension of the charging zone that currently ends at the corner of Albany and Hyde Streets.

New metered parking will be charged at \$1.00 per hour, Monday – Friday, between 9am and 6pm, with no time restriction. The changes will be implemented on the street after 1 July 2019.

This will help to manage the high demand for commuter parking and balance the conflicting needs of long-term and short-term parking. Commuters will be deterred from parking in these streets but still can, if they are willing to pay. Alternatively, they can park on one of the nearby streets that still have unrestricted parking. Having no time restriction will enable flexibility and options for everybody. Use of the DCC’s Pay My Park app will be further promoted and enable people to top up parking meters, as required.

The effect of the changes will be monitored using the DCC’s parking sensors. The DCC is also looking at increasing parking fees generally, through the current Annual Plan process. If increases are implemented as proposed, fees for the proposed parking in the Tertiary Precinct would be \$1.50 per hour.

Proposed changes - residents only parking

The DCC proposes to change unrestricted parking outside residential houses on Union Street near Clyde Street to residents’ parking to provide for those living in the area. The DCC can create more residents’ parking spaces if needed.

Feedback received

Summary of feedback:

533 responses were received on this proposal, 4 in support, 8 neutral and 521 in opposition.

The majority of feedback was from students who live in the wider area. Many students consider the affected streets as part of the residential area. They stated that residents on nearby streets park their cars in the affected streets due to lack of space on the streets where they live. Many requested more free residents parking.

Some students who live further away and drive to University and Polytechnic thought that there is no demand for short term parking because they remain at University or Polytechnic all day.

Students who provided feedback did not see paying for parking as an option. In response to the proposed changes they would park further away in free spaces, shift cars between time restricted parks or not travel to the area at all. Many described the negative effects of the proposed changes, including on their mental and physical health, personal security and security of their car, ability to study, their recreational and social life and their economic situation. The public transport was not seen as a viable alternative due to unreliability, cost and limited service hours. Walking and cycling were also not seen as viable alternatives due to fear of stranger danger and cold and wet weather.

Very few employees or businesses provided feedback. Their comments were similar to those of student commuters.

Generally people who provided feedback did not understand the reason for the proposed changes or didn't see how they would achieve the stated outcomes. Common requests were for more free nearby parking (a parking building) and a better public transport system with park and ride schemes.

Officers Response:

Due to the large volume of submissions being received, staff recommend the hearings for the Tertiary Precinct parking changes be deferred, to allow Council to properly consider feedback, assess available options, and input into the Tertiary Precinct Safety, Accessibility and Streetscape Upgrade (a joint initiative of the Dunedin City Council, University of Otago and Otago Polytechnic).

In general, Council gives priority to residents over commuters. The role of residents parking in an area of transition or mixed-use is more complex and has been raised before in various consultations. However in this area there are too many residents cars for the limited amount of street parking. Many submitters reported one car per student and not one or two per house. Officers recommend that we be asked to investigate this matter further and report back to a later subcommittee.

At a meeting arranged by Student Voice at the OUSA complex on Wednesday 8th May 2019 , officers of Council heard others matters that could also benefit from further investigation.

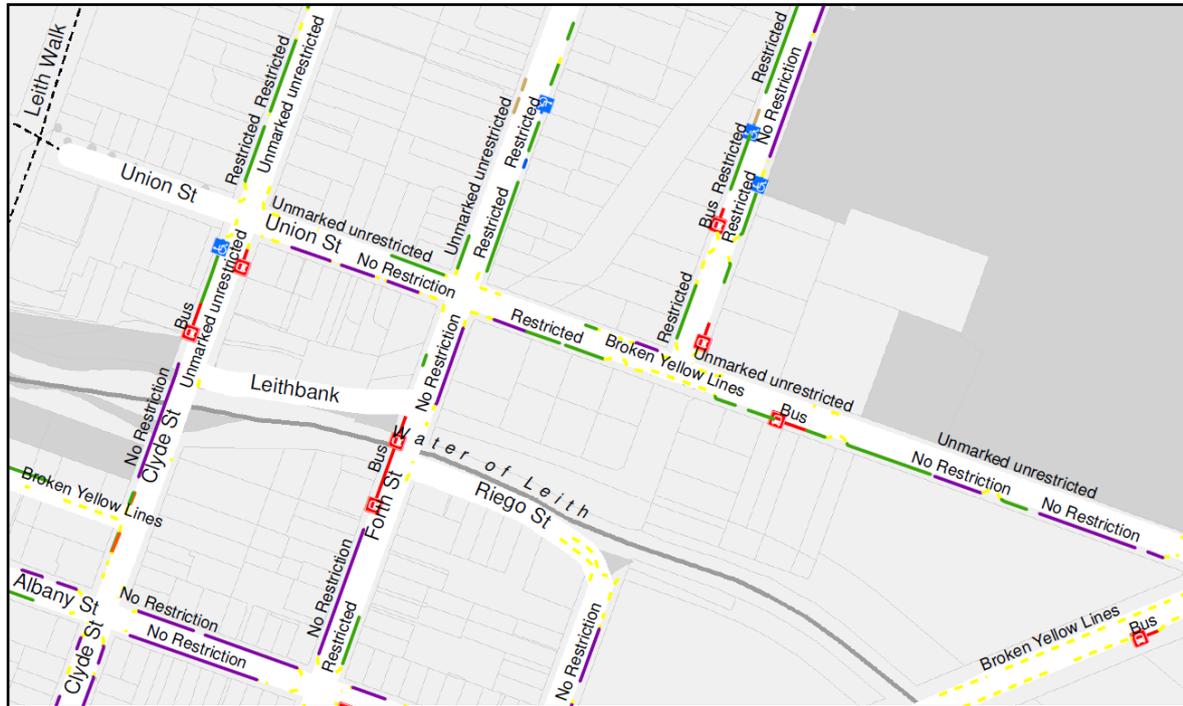
Matters raised included:

- The role of mobility parking spaces
- The availability of short-term spaces
- Residents being parked out by commuters
- How do you get a Residents Only Permit
- Out of area storage for cars (some noted that cars do not move for months)
- Dedicated car sharing spaces for a car sharing provider
- Travel Planning
- Carbon dioxide emissions
- The Council Strategies
- How changes relate to the Urban Design improvements proposed for the area.

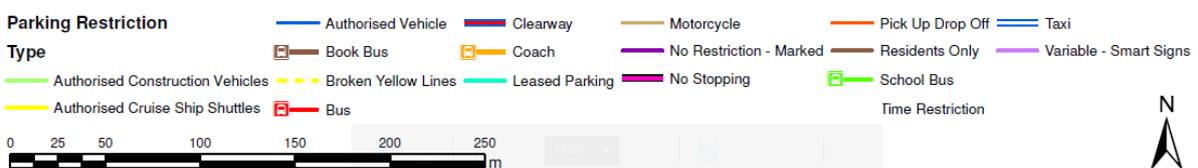
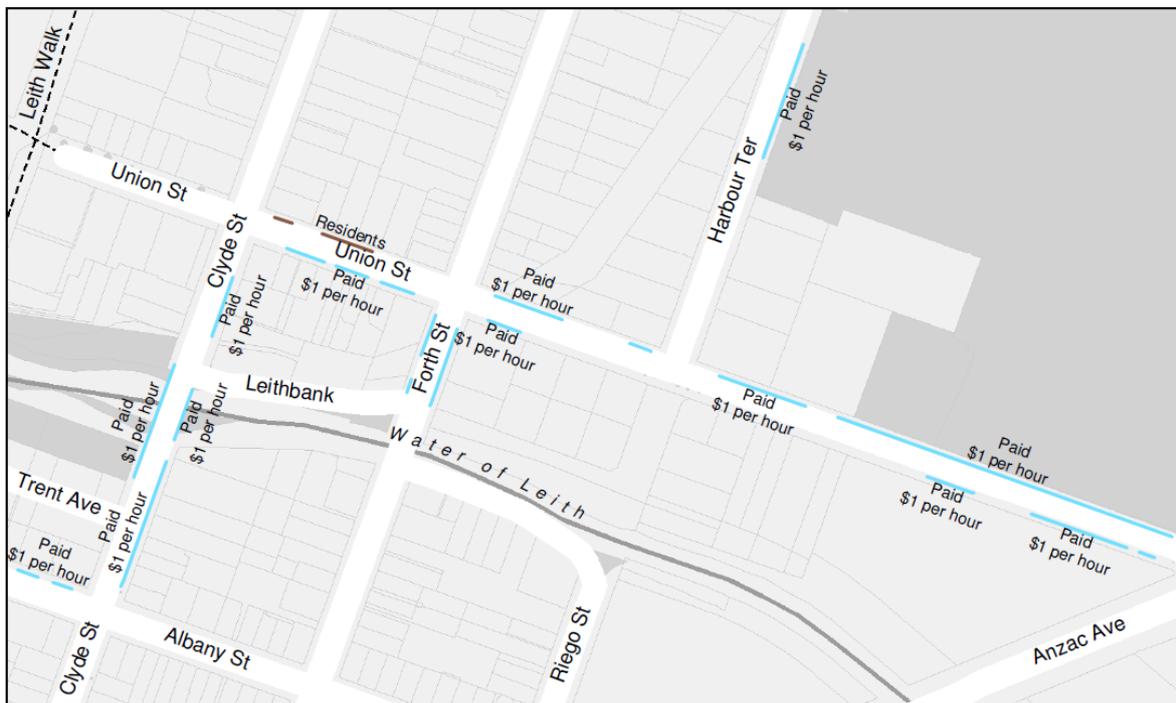
All issues related to a wider area and not only the area proposed for this current consultation Officers recommend that we also explore issues in the wider area.

Tertiary Precinct parking (as consulted on)

Current Restrictions



Proposed Changes



The proposed changes map only reflects those parking controls proposed to be changed – parking controls in surrounding streets are unchanged.

Jetty to Police Streets area parking

Location: Vogel, Crawford and Bond Streets between Jetty Street and Police Streets.

Proposal: Change some parking in this area to a P120 time restriction with a charge of \$1/hr.
Change nine all day free spaces to nine all day paid spaces.

Current parking and issues

Vogel Street and its surrounds was the first area within the Warehouse Precinct to be redeveloped. Consultation on parking changes was undertaken in 2016 and changes implemented in 2017. The new parking layout provided a range of time restrictions at no cost including short-term (P5, P30), medium-term (P60, P90) and special parking (AVO, mobility). Notwithstanding this, complaints about parking in the street continued.

Land use activity in this area is changing. An increasing mix of semi-industrial, commercial, retail and residential activity is driving the need for flexible parking management.

In response, last year the Council approved installation of some paid P120 parking on Vogel Street, between Queens Gardens and Jetty Street. This change was largely supported in public feedback and at the Sub-Committee hearings. Requests have also been made for paid parking to be extended further along Vogel Street and on adjacent streets, largely from business operators in the area.

Proposed changes

This area is on the edge of the current central city \$1.00 charging zone. The DCC proposes to install parking meters to replace the P60 and P90 parking spaces, as shown on the map below. Parking will be charged at \$1.00 per hour, with a time restriction of P120 in Vogel, Bond and Crawford Streets. The P5, P30, AVO and mobility parking spaces will remain unchanged. The proposed changes will include some corrections to the database.

New metered parking will be charged at \$1.00 per hour, Monday – Saturday, between 9am and 6pm, with a P120 time restriction (or nine all day paid spaces). The changes will be implemented on the street after 1 July 2019.

This will provide flexibility for visitors and customers while guaranteeing turnover. It will also simplify the restrictions for visitors to the area and reduce street signage.

This proposal does not change the number of parking spaces.

The DCC is also looking at increasing parking fees generally, through the current Annual Plan process. If increases are implemented as proposed, fees for the proposed parking in the Jetty to Police Street area would be \$1.50 per hour.

Feedback received

497 responses were received on this proposal, 16 in support, 328 in opposition, 153 neutral.

Summary of feedback:

26 people provided comments on the proposed changes, 5 in support, 18 in opposition, 3 neutral. Comments sometimes indicated partial support or opposition. Most submissions on specific streets were received from business/building owners in the area, or people who work in the area.

General comments

There were mixed views about the proposed changes. Some submitters thought the changes were sensible as they would create turnover in a central city business district for café goers and other users of the area. Some submitters opposed the changes as they would have a negative impact on businesses, deter customers, ruin the vibe of the area and push people further out of town. Some did not think there was a parking availability problem, and others thought paid parking would not help the parking availability problem.

Vogel Street

Three submitters expressed support for the changes on Vogel Street as they would simplify parking arrangements, improve turnover of parks and make enforcement easier. Five people opposed the changes as customers and workers in the areas already struggle to find unpaid parking. They thought spaces need to remain free to accommodate worker parking, and to prevent increased competition for free all-day parking further away.

Bond and Crawford Streets

There was no specific comment expressed in support of the changes on Bond and Crawford Streets. Eight people commented in opposition.

Some submitters noted that the changes are not needed as it is already very easy to find park on Bond Street.

Submitters generally indicated that parking and traffic in the street was mainly from workers or residents. One submitter thought that the changes will affect businesses ability to attract skilled employees due to the increased costs of parking. One business owner is so reliant on close by short term free parking that they believe their business will have to move or close if the parking changes are made. Some submitters opposed the changes to the free all-day parks on Bond and Crawford streets, as this parking is crucial for residents to be able to park outside their homes.

Two submitters referred to the Warehouse Precinct Revitalisation Plan and suggested any parking changes should be made after revitalisation, if needed.

Specific requests

A number of matters were raised relating to previous street improvements near 125 Vogel Street and associated parking changes, and there were three requests to remove AVO parking spaces in the nearby area.

Submissions of general application

428 people made no comment relating to the proposal, and 43 made comments of general application. The vast majority of these submitters also submitted the Tertiary Precinct changes and made comments on those. Note that there was one submission form for both proposed changes.

Comments of general application related to the currently difficulty in finding a park; that the changes were just Council revenue gathering; that the changes would financially hurt many people; and the need for Council to look at alternatives including making more free all-day parking available, improving buses, providing trains and trams, and creating park and shuttle schemes.

Officers Response:

Staff have considered the feedback received and recommend proceeding largely as proposed, with some amendments to the proposed parking changes particularly as they relate to Bond Street. Most of the parking proposed to be changed is currently P60 and P90, so is unlikely to be used for all day worker or residents parking. The general recommended approach is to extend the paid parking zone one block further south from Jetty Street to Police Street.

The overall approach to parking restrictions in the city’s charged zone is to reduce the number of restrictions used to make parking easier to understand for customers and ease the enforcement burden for staff by reducing complication. In general, the following restrictions will be available in the paid parking zone and will be implemented over time:

- P5 (no charge)
- P30 (no charge)
- P120 (Paid)
- P180 (Paid)
- All Day (Paid)

Bond Street (Jetty to Police Streets)

Many of the comments received related to Bond Street, particularly to the unrestricted spaces currently available on the east side of Bond Street. Submitters reported that these spaces were used variously for commuter parking or for residents in the area. In general, Council gives priority to residents over commuters. The role of residents parking in an area of transition or mixed-use is more complex and has been raised before in various consultations. Officers recommend that we be asked to investigate this matter further and report back to a later subcommittee.

For now, officers propose to leave the current 12 free no restriction spaces on the east side of Bond Street as they are, save for formally marking the spaces. In future these could become available for resident only parking spaces or be allocated as P180 (paid) spaces when the Bond Street streetscape works proceed through the area.

Parking sensors will be deployed in the street to monitor how the parking is being used.

26 new all day parking spaces in Manor Place are also proposed to this Subcommittee for approval. This is a modest walk away and will help provide for commuter parking in the wider area (see TPC 12 – minor changes).

Parking Summary - Bond Street

Restriction	Current	Proposed	Recommended
P5	1	4	4
P10	3		
P60	8		
P120 Paid		20.5	8
Not defined	2	2	
No restriction	12.5		12
Motorcycle			2
TOTAL	26.5	26.5	28

Crawford Street (Jetty to Police Streets)

Some submitters noted that the free all-day parks on Crawford Street is crucial for residential parking. Officers consider that this is addressed by not proceeding with some proposed changes in Bond Street, and by providing new parking spaces in Manor Place. Officers recommend proceeding with the proposal as consulted on.

Parking Summary for Crawford Street

Restriction	Current	Proposed	Recommended
P30	18	18	18
P60	3		
P90			
P120 PAID		12*	3
All Day Paid		10	19*
No restriction	19		
Motorcycle	2	2	2
TOTAL	42	42	42

*Note the proposal consulted on suggested converting nine P90 spaces to P120 paid spaces. This was due to a misunderstanding relating to the signage and restriction. Officers now recommend that these spaces become paid all day parking.

Vogel Street (Jetty to Police Streets)

Officers recommend proceeding with the proposal as consulted on, with minor modifications in response to specific feedback received.

- Change two P90 parks in the bridge abutment area near 125 Vogel Street to restricted P5.
- Remove a P5 space outside 125 Vogel Street and make it a P120 (paid) space
- Create motorcycle spaces near the rear of Sammy's and outside 125 Vogel Street
- Proposed minor changes to the parking database (see TPC 12 – minor changes) to resolve differences between on-street parking signage and the database. These differences arose from previous street improvements near 125 Vogel Street and associated parking changes.

Parking summary - Vogel Street

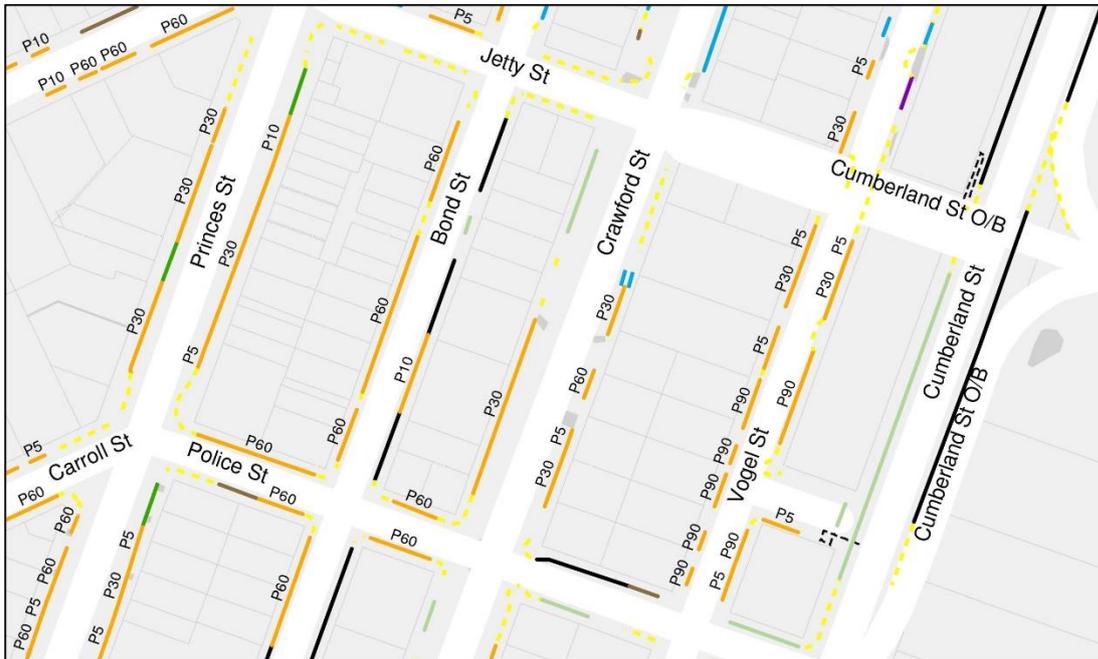
Restriction	Current	Proposed	Recommended
P5	7	7	8
P10			
P30	6.5	6.5	6
P60			
P90	23		
P120 PAID		23	22
All Day Paid			
Not defined			
No restriction			
AVO	2	2	2
Motorcycle			4
TOTAL	38.5	38.5	42

Other actions

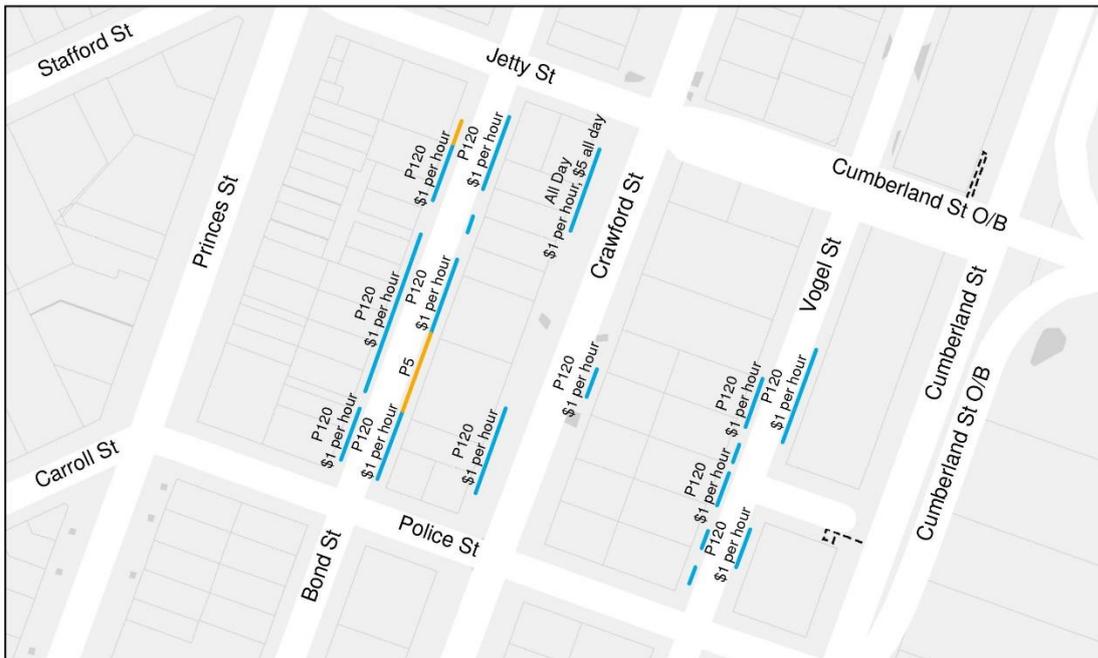
Submitters noted apparently unused AVO spaces just outside the area being currently consulted on: two AVO parking spaces on Police Street near the intersection with Princes Street, and three AVO parking spaces on Vogel Street outside Hunting and Fishing. Officers recommend a separate investigation of AVO requirements in the whole area, to allow businesses in the area to give feedback.

Jetty to Police Streets area parking (as consulted on)

Current Restrictions



Proposed Changes



The proposed changes map only reflects those parking controls proposed to be changed – parking controls in surrounding streets are unchanged.

Traffic and parking controls – minor changes

Reference: TPC-12

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

Ref No.	Name	Details
2	Manor Place – change parallel parking to angled parking	In response to requests from residents of Manor Place and in conjunction with recent intersection safety improvements at Manor Place and Melville Street, some parallel parking has been changed to angled parking. This has created 26 new free all-day parks, which helps to relieve parking pressures in the area. Public consultation was undertaken as part of the intersection safety improvements.
3	Oban Street – install no stopping signs	In response to a request from Council’s parking enforcement team, the no stopping area on Oban Street will be extended by 32m to 17 Oban Street. This will improve safety, as currently vehicles parking in this area make it difficult for traffic to pass in both directions at the same time on this steep corner.
4	Ward Street Halsey Street intersection – install nsl	Two unmarked free all-day parks will be removed and replaced with nsl. This is to ensure visibility is not obstructed at the recently installed small painted roundabout. The parking changes are proposed as a result of consultation with local businesses.
5	Newington Avenue – install nsl	In response to ongoing issues with parking too close to the intersection and short sight distances, 30m of nsl have been installed on Newington Avenue. This will improve safety, as currently vehicles parking in this area force traffic to cross the centre line, very near to the intersection with Queens Drive.

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6	Albany Street – parking adjustment	In response to a request from a user of the car park, parking spaces will be adjusted backwards by 3m at 97 Albany Street. This will increase visibility at the exit of a car park exit and will make no change to the number of parking spaces or restrictions.
7	Kitchener Street – install nsl	In response to a request from the business owner at 8 Kitchener Street, 7m nsl will be installed between driveways to allow safe access for large trucks into the property (Summerland Transport).
8	Stonelaw Terrace – install nsl	In response to a resident at Stonelaw Terrace, 11m nsl will be installed opposite the garages to 10 and 12 Stonelaw Terrace. This will maintain property access on a narrow no exit street.
9	Musselburgh Rise – install nsl	In response to requests from Mini Thinkers nsl will be installed outside accessway to Mini Thinkers to make exiting safer. Vehicles are parking too close to the driveway inhibiting visibility and making it dangerous for motorists to merge back onto Musselburgh Rise/Andersons Bay Rd.
10	Orari Street – install parking bars near driveway	In response to a request from a business owner at 26 Orari Street parking bars will be installed near the driveway. This will deter motorists from parking too close to the driveway, inhibiting visibility and making it dangerous for employees to exit the site.
11	Parking changes on various streets resulting from the separated cycleways on SH1	A number of parking changes have resulted from the installation of separated cycleways on SH1. Public consultation was undertaken on the cycleways by NZTA. Council has the authority to approve parking changes on state highways in Dunedin. Parking has been changed on SH1, Rattray Street, Burlington Street, and Cumberland Street. In installing car parks that had been removed for the cycleways, shorter duration spaces, AVO spaces and mobility spaces were installed first. Remaining spaces were then allocated to match as near as possible to pre-cycleway parking.
12	Walsh Street – install P5 and database correction	Corrections are needed to the parking database, to align with parking changes made on Walsh Street during the installation of separated cycleways on SH1. Paid parking (P240 in line with the surrounding restrictions) has been installed on the opposite side

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		of the street to the original layout. Two P5 parking spaces will also be installed opposite the paid parking. This is in response to a request from the University of Otago and will service the medical centre.
13	Vogel Street – parking changes resulting from street improvements	Streetscape improvements were recently completed around 125 Vogel Street with associated parking changes. The database now needs to be updated to reflect the parking changes (in conjunction with proposed changes through public consultation on Jetty Street area parking – see TPC 11).
14	Great King Street and Moray Place parking changes, resulting from the installation of the bus hub	<p>The bus hub is now open, and the database needs to be updated to reflect consequential changes to parking. 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.</p> <p>Changes to parking to accommodate the bus hub have been made on Great King Street and Moray Place. In some cases where appropriate, directly affected parties have been engaged on parking changes, including adjoining landowners.</p> <p>Parking has been removed on Great King Street to allow for bus stops, one P5 and one AVO have been removed to allow buses to turn between Moray Place and Princes Street, four motorcycle parks have been installed, and one paid P60 space has been replaced with a P5.</p>
15	Castle Street North – install P5 park	In response to a request from Council’s Waste and Environmental Solutions Group, one unrestricted angle park will be changed to P5 at 697 Castle Street North. This accommodates local businesses, including a new recycling centre. Consultation has been undertaken with local occupiers.
16	King Edward Street (414) – install two P5 parks	In response to a request from Rainbow Preschool, two P5 parking spaced will be installed at 414 King Edward Street. This will service the preschool and other surrounding businesses.

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17	King Edward Street (166) – change AVO to a P5 park	In response to a request from Cash Converters, one AVO outside 166 King Edward Street will be changed to a P5 outside cash converters. Consultation has been undertaken with local occupiers.
18	Anzac Avenue – change paid parking from P240 to P120	Ironic café and Farmers market businesses requested a reduced time limit on the paid parking on Anzac Avenue to better support their business operation by creating a higher turnover of parking on Saturday's only. The changes now proposed reduce the time limit from P240 to P120 Monday to Saturday 9am to 6pm. Consultation has been undertaken with local occupiers. There is support for a reduced time limit from the farmers market trust and other local businesses.
19	Erin Street – remove residents only park	In response to a request from residents, a residential parking space outside 27 Erin Street will be removed. This will allow it to be used by the public. No permits have been issued for two years in this location.
20	Highgate - remove residents only park	In response to a request from residents, a residential parking space outside 55 Highgate will be removed. This will allow it to be used by the public. No permits have been issued for two years in this location.
21	St David Street – database correction	The database does not currently correctly show two parking spaces outside 48 St David Street. They are currently showing as P180 paid on the parking database map. The map should be corrected to unpaid P30 time restriction as is currently shown on the ground with signage.
22	Brownville Crescent Highgate intersection – bus stop time restrictions	An existing signed bus stop has time and day restrictions that are no longer applicable. The stop is now in everyday use, so the sign and database need to be corrected.
23	George Street – remove redundant bus stop	A redundant bus stop has been removed and replaced with nsl at 516 George Street. This was a very short bus stop and cannot be replaced with parking as visibility from adjacent driveways would be impaired.
24	Cannington Road Stonelaw Street intersection – remove nsl	A redundant bus stop is being removed from 6 Cannington Road. Adjacent nsl which allowed buses to pass each other are no longer needed and will be replaced with unrestricted parking. Consultation has been undertaken with local occupiers.

	Bus routes - consequential changes	The following parking changes remove bus stops on roads that no longer have bus services running on them.
25	Passmore Cres – remove redundant bus stop	Replace bus stop and shelter at 83 Passmore Cres with unrestricted parking.
26	Cannington Road – remove redundant bus stops	Replace bus stops at 6, 36 and 92 Cannington Road with unrestricted parking.
27	Richardson Street – remove redundant bus stop	Replace bus stop and shelter at 61 Richardson Street with unrestricted parking.
28	London Street – remove redundant bus stop	Replace bus stop at London Street (1 Royal Terrace) with unrestricted parking.
29	London Street – remove redundant bus stop	Replace bus stop at 27 London Street with Paid P60.
30	Heriot Row – remove redundant bus stop	Replace bus stop at 63 Heriot Row with unrestricted parking.
31	Park Street – remove redundant bus stop	Replace bus stops at 28 Park Street and the intersection of Park Street and George Street with unrestricted parking.

Traffic and parking controls - clarifications

Reference: TPC-13

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.

Ref No.	Name	Details
32	Cosy Dell Road – install nsl	In response to requests from residents one nsl will be installed on the lower side of the driveway at 8 Cosy Dell Rd, and one nsl either side of the driveway at 12 Cosy Dell Road. This road is very narrow, and the area is in high demand for commuter parking. Clarification of Rule 6.9 Land Transport (Road User) Rule 2004
33	Maitland Street – install nsl	In response to a request from a resident, 5m nsl to be installed between driveways at 55 Maitland Street. This will ensure vehicles do not park in this space impeding property access. Clarification of Rule 6.9 Land Transport (Road User) Rule 2004
34	Parry Street East - provide for new vehicle crossing	Nsl will be moved to accommodate new vehicle entrances at Parry Street.
35	Great King Street – install nsl	Installation of the bee-themed parklet covered nsl, and vehicles are being parked in the turning circle. In response to a request from Councils parking enforcement team, nsl will be installed to clarify that all of the turning circle is a no parking area.
36	Macandrew Road – install nsl	In response to a property owner, one nsl will be installed adjacent to driveway at 122 A-C Macandrew Road to assist property access. Clarification of Rule 6.9 Land Transport (Road User) Rule 2004
37	George Street Port Chalmers – install nsl	5m nsl will be installed over the driveway to 27b George Street Port Chalmers. Current L bars either side of driveway makes it look like a park.
38	Afton Terrace – install nsl	5m nsl will be installed across driveway access to a recreational park. When vehicles park here the driveway to 21 Afton Terrace is obstructed.

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39	Canongate – install nsl	In response to a property owner one nsl will be installed adjacent to the driveway at 102a Canongate to allow property access. This area is in high demand for commuter parking. Clarification of Rule 6.9 Land transport (Road User) Rule 2004
40	Motu Street – install nsl	3m nsl will be installed adjacent to the driveway to 9 Mavis St (Motu St entrance). This will prevent vehicles parking over the mud tank.
41	Macandrew Road – install nsl	In response to resident at 127 Macandrew Rd and Council’s parking enforcement team, nsl will be installed adjacent to the driveways to 127 and 123 Macandrew Road. Clarification of Rule 6.9 Land Transport (Road user) Rule 2004.
42	Helena Street – install nsl	In response to a resident at 59 Helena St nsl will be installed between the driveways at 59 and 61 Helena Street (across the road from Bathgate park). This will ensure vehicles do not park in this space impeding property access. Clarification of Rule 6.9 Land Transport (Road User) Rule 2004
43	Mathieson Street - install nsl	In response to residents at 8 and 10 Mathieson St nsl will be installed adjacent to driveways to ensure property access (opposite Grants Brae School). Clarification of Rule 6.9 Land transport (Road user) Rule 2004
44	Loyalty Street – install nsl	In response to a request from parking enforcement 3m nsl will be installed outside 21 Loyalty St. Clarification of Rule 6.9 Land Transport (Road user) Rule 2004
45	Jones Street – install nsl	In response to a request from the resident one nsl will be installed both sides of driveway to ensure property access. This is a commuter and business parking area. Clarification of Rule 6.9 Land Transport (Road user) Rule 2004
46	Main South Road – install nsl	In response to a request from the resident at one nsl will be installed at the driveway outside 8 Main South Road Green Island to ensure property access. This is a commuter parking area (bus pickup). Clarification of Rule 6.9 Land Transport (Road user) Rule 2004.

Item 4

Attachment D