

Notice of Meeting:

I hereby give notice that an ordinary meeting of the Regulatory Subcommittee will be held on:

Date: Thursday 22 April 2021
Time: 9:30 a.m.
Venue: Edinburgh Room, Municipal Chambers, The Octagon, Dunedin

Sandy Graham
Chief Executive Officer

Regulatory Subcommittee – Traffic and Parking Bylaw**PUBLIC AGENDA**

MEMBERSHIP

Chairperson	Cr Andrew Whiley	
Deputy Chairperson		
Members	Cr Steve Walker	Cr Jim O'Malley

Senior Officer	Jeanine Benson, Group Manager, Transport
-----------------------	--

Governance Support Officer	Lauren McDonald
-----------------------------------	-----------------

Lauren McDonald
Governance Support Officer

Telephone: 03 477 4000
lauren.mcdonald@dcc.govt.nz
www.dunedin.govt.nz

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

ITEM TABLE OF CONTENTS		PAGE
1	Public Forum	4
2	Apologies	4
3	Confirmation of Agenda	4
4	Declaration of Interest	4
PART A REPORTS (Committee has power to decide these matters)		
5	Proposed Parking Restriction Changes - April 2021 (TPC 23-24)	5

1 PUBLIC FORUM

At the close of the agenda no requests for public forum had been received.

2 APOLOGIES

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

3 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.

4 DECLARATION OF INTEREST

There were no new declarations of interest.

PART A REPORTS

PROPOSED PARKING RESTRICTION CHANGES - APRIL 2021 (TPC 23-24)

Department: Transport

EXECUTIVE SUMMARY

- 1 This report seeks a recommendation from the Regulatory Subcommittee for minor changes and clarifications to parking restrictions.

RECOMMENDATIONS

- a) That the Subcommittee **recommends** that Council approves the proposed changes to parking restrictions shown in the April 2021 update of the Dunedin City Council's traffic and parking restrictions database, <https://tinyurl.com/ParkingApril2021>

BACKGROUND

- 2 Traffic and parking controls contribute to the objectives of the Dunedin Integrated Transport Strategy 2013, particularly by supporting the achievement of a safe, efficient and accessible transport network.
- 3 Council maintains a GIS map database of traffic and parking restrictions (the database) which reflects all on-street parking restrictions that are implemented with markings and/or signs.
- 4 Parking controls are made under the Traffic and Parking Bylaw. The Regulatory Subcommittee (Subcommittee) has the delegation to consider changes to parking controls and to make recommendations to Council which can approve traffic restrictions and parking controls.

DISCUSSION

- 5 The Council receives a range of unsolicited requests to change parking restrictions from individuals and businesses. When considering these requests, staff assess a range of factors including safety concerns, commuters' needs, commercial user's needs, the road width and topography, traffic flow, neighbouring on-street parking spaces, visibility concerns and crash statistics. If a proposed change is supported by staff, consultation is undertaken with residents, businesses, and property owners in the area to demonstrate support for the requested change.
- 6 Recommended changes and clarifications to parking restrictions are shown in the database at <https://tinyurl.com/ParkingApril2021> and detailed in Attachments A (TPC 23-Minor Changes) and E (TPC 24-Clarifications and corrections). The GIS layer includes a bookmark feature which

links the numbered cases presented in the tables of Attachment A and Attachment E, to their specific location on the GIS layer as seen below.



- 7 The recommended minor parking restriction changes detailed in Attachment A (TPC-23 Minor Changes) include:
 - a) Parking changes to improve safety, efficiency or access, where appropriate engagement has been carried out with affected parties.
 - b) Changes to improve the operation of the bus network where appropriate engagement with affected parties has been carried out by the Otago Regional Council.
- 8 A summary of consultation with affected parties, including owners, residents and businesses in the area is shown in Attachment B (Consultation Table) and Attachment C (Consultation and Feedback Summary).

Cosy Dell Road

- 9 The most notable change is a proposed parking restriction from 4 to 20 Cosy Dell Road. Recently staff have received complaints from people who cannot easily traverse this road. This included six requests to restrict parking on one side of the road received in late February 2021, and seven complaints in late March 2021. Waste collection trucks cannot easily collect refuse, and essential services such as Meals on Wheels are finding it difficult to access properties on the street. St John New Zealand has also verbally confirmed it would support making one side of the road no stopping, as poor parking could make it difficult for an ambulance to attend an emergency. Consultation has been undertaken with residents on the street. In the interim, a temporary traffic management plan was put in place to stop parking on the left side of the street. The results of the feedback are shown in Attachment C (Consultation and Feedback Summary). The temporary measures will be removed after Council has decided on the proposed changes for Cosy Dell Road.

Changes to Bus Stops

- 10 The Otago Regional Council (ORC) as the bus service provider, has proposed changes and/or improvements to several bus stop locations. These are detailed in the table in Attachment A

(TPC-23 Minor Changes). The ORC has consulted on the new locations for the bus stops. Overall, it is proposed that 5 parking spaces be reallocated to support the creation or relocation of bus stops. The changes proposed are part of the DCC and ORC common strategy for improvement to the bus network.

- 11 The proposed changes will improve the safety, efficiency and access on the transport network through enabling property access by prohibiting obstructive parking, making existing parking controls clearer, and providing for access to new driveways; providing an improved and enforceable framework of parking restrictions; providing appropriate length of parking stay according to the surrounding land uses and increasing visibility at intersections.
- 12 In total, it is proposed there will be a net reduction of 29 parking spaces. The proposed changes to Cosy Dell Road and Prosser Street, with 21 and 7 spaces respectively, comprise more than half of the lost spaces. There is a slight increase of parking in the central city. The table below shows the net losses and gains due to the proposed parking changes:

Losses and Gains			
	Loss	Gain	Net
Net car parks	48	22	-26
Net bus parks	5		-5
Net motorcycle parks		2	2
Net all parks	53	24	-29

- 13 The table below shows the net losses and gains on parking changes by zone (See Attachment D-Map Zones):

Losses and Gains by Zone			
	Existing	Proposed	Net
Retail Quarter	0	2	2
Cultural Entertainment Quarter	4	8	4
Warehouse Precinct	0	0	0
Creative Quarter	0	0	0
Tertiary & Medical Quarter	0	0	0
Other	64	29	-35
Total	68	39	-29

- 14 Consultation was undertaken regarding a proposal to move a bus stop on George Street, Port Chalmers. Staff are still considering the feedback provided and assessing options for the stop. The preferred option will be discussed with the West Harbour Community Board and presented at a later Regulatory Subcommittee meeting.

15 Clarification of parking restrictions and corrections to the database are detailed in TPC-24 (Attachment E). They do not change current parking restrictions, but include:

- a) 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 no-stopping lines to clarify that no vehicles may stop within one metre of a driveway or within six metres of a junction under the Land Transport (Road User) Rules 2004). These clarifications are considered necessary for access or safety reasons and are an exception to Council's general approach not to mark anything that is currently enforceable under existing rules.
- b) Corrections to the database that have been made to accurately reflect the parking restrictions which are on the ground.

OPTIONS

Option One (Recommended Option)

16 That the Subcommittee approves the proposed changes to the traffic and parking controls database.

Advantages

- Improves safety, efficiency and access on the transport network:
- Improves public transport infrastructure by providing bus stops to support bus services and, enables buses to safely enter and exit bus stops.
- Contributes to achieving an integrated, affordable responsive, effective and safe transport network.

Disadvantages

- There are no disadvantages.

Option Two (Status Quo)¹⁷ Retain the existing parking restrictions without amendment.

Advantages

- There are no advantages.

Disadvantages

- Does not improve efficiency and access to the transport network
- Does not improve safety or reduce conflict points
- Does not contribute to the Integrated Transport Strategy goals

NEXT STEPS

- 18 If the Regulatory Subcommittee recommends the changes to traffic and parking controls, a report of the proposed changes will be brought before Council for approval.
- 19 If Council approves the recommended changes to parking restrictions, these will be implemented through appropriate signs and road markings and restrictions will be enforced under the Traffic and Parking Bylaw.

Signatories

Author:	Paula Barragan - Policy Analyst - Transport Regulation
Authoriser:	Simon Spiers - Team Leader - Regulation Management Jeanine Benson - Group Manager Transport

Attachments

	Title	Page
↓A	Attachment A-Table TPC 23-Minor changes	12
↓B	Attachment B-Consultation Table	16
↓C	Attachment C-Consultation and Feedback Summary	17
↓D	Attachment D-Map Zones	19
↓E	Attachment E-Table TPC 24-Clarifications and corrections	20

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This report enables democratic local decision making and action by, and on behalf of communities; and promotes the social, economic and environmental wellbeing of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 and changing traffic and parking restrictions support the achievement of a safe, efficient and accessible transport network, and supports the social and economic wellbeing of Dunedin communities.

Māori Impact Statement

There are no known impacts for tangata whenua.

Sustainability

Parking control changes improve efficiency and access to the transport network, which contribute to sustainability goals.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications.

Financial considerations

There are no implications.

Significance

The report is considered of low significance in terms of the Council's Significance and Engagement Policy.

Engagement – external

Engagement has been undertaken with relevant and affected parties.

Engagement - internal

Transport, legal and parking services staff have been consulted.

Risks: Legal / Health and Safety etc.

This report seeks minor changes and clarifications to the GIS map database of traffic and parking controls of the Traffic and Parking Bylaw.

SUMMARY OF CONSIDERATIONS

Conflict of Interest

There are no known conflicts of interest.

Community Boards

The West Harbour Community Board will be consulted on a further proposal to move a bus stop in Port Chalmers.

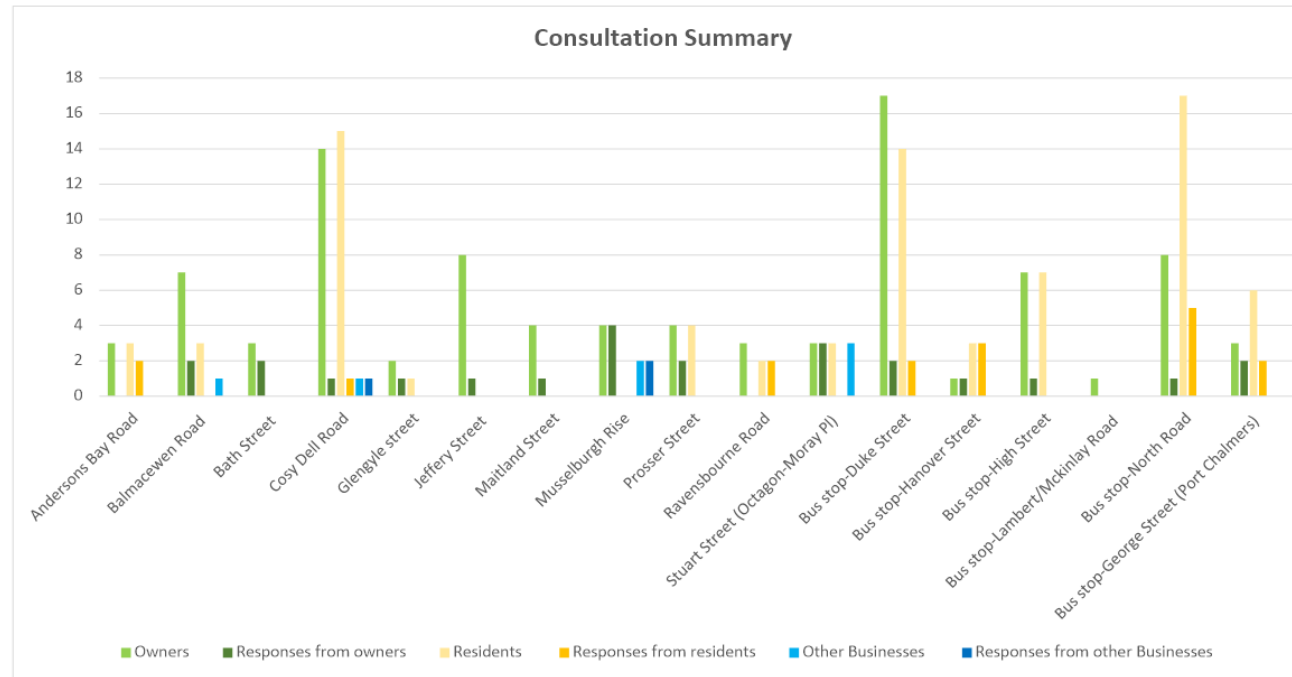
PROPOSED PARKING CHANGES-REGULATORY SUBCOMMITTEE (22-04-2021)													
KEY: ORC=Otago Regional Council; BYL=Broken Yellow Lines; (NS)=No stopping/no parking; (AVO)=Authorised Vehicle Only; (ROP)= Resident Only Parking; (PUDO) Pick-up and Drop Off; (P5+)= P5/All day; (MOTO)=Motorcycle; (NONE)=Driveways or other similar infrastructure not including parks													
* (SPU)=Standard Parking Units (6 metres of legal parking space)-Except for Bus stops and Motorcycle parks													
CASES								Existing SPU			Proposed SPU		
N		Location	Type	Subtype	Description	Consultation	Zone	Type	Class	Qty	Type	Class	Qty
MINOR CHANGES-TPC 23													
1		380 High Street	Minor Change	ROP Creation/Removal	Creation of a Resident Only Park to facilitate access for a customer with limited mobility. Space to be created complies with 'Resident Only Parking' policy	Not required-New ROP to be located outside of customer's property	Other	Restricted	R-Allday	1	Other	ROP	1
2	2.1	Stuart Street-Octagon and Moray Place	Minor Change	Restriction Change	The bus parking spaces at this location were relocated to Moray Place as part of the Octagon trial, and as a result of this, there are five spaces available for car parking. Feedback indicated wide support for P30 parks Current bus space converted into five P30 parks. However, a variable restriction is proposed in this space to allow some flexibility of use e.g. to support short-term events in or near the Octagon	Consultation undertaken with property owners and businesses nearby	Cultural Entertainment Quarter	Other	BUS	1	Restricted	R-30	5
	2.2	Stuart Street-Octagon and Moray Place	Minor Change	Restriction Change	When reviewing the unused bus parking spaces (2.1 above), staff observed the adjacent P5 spaces were not well utilised. It is proposed that these be changed to P30s, to give customers more flexibility to undertake tasks in and around the Octagon. Feedback indicated wide support for P30 parks Three current P5 spaces converted into P30 spaces	Consultation undertaken with property owners and businesses nearby	Cultural Entertainment Quarter	Restricted	R-5	3	Restricted	R-30	3
3		47-49 Bath Street-Brighton	Minor Change	BYL Installation	Broken yellow lines installed opposite to a driveway and removal of one park to allow easier access to property # 48 Bath Street-Brighton	Consultation undertaken with owners and residents of the affected properties	Other	Restricted	R-Allday	1	Other	BYL	1
4		29 Prosser Street	Minor Change	Restriction Change	Extension of already existing no-stopping/parking area and installation of broken yellow lines at the end of the cul-de-sac, due to the width of the street Original request from a customer. Feedback indicated support for the change	Consultation undertaken with owners and residents of the affected properties	Other	Restricted	R-Allday	7	Other	BYL	7
5		217 Ravensbourne Road	Minor Change	Restriction Change	Request from customer for a P5 parking restriction to support customers wanting to shop at the local convenience store	Consultation undertaken with owners and residents of the affected properties	Other	Restricted	R-Allday	1	Restricted	R-5	1
6		22 Balmacewen Road (Opposite to)-9 Passmore Crescent	Minor Change	Restriction Change	Request from Maori Hill School for installation of several P5 parking spaces to facilitate pick-up and drop-off for students arriving at, and leaving after, school. Installation of four multi-use P5 (8:30-9:30am/2:30-3:30pm)/all-day parking spaces	Consultation undertaken with owners and residents of the affected properties	Other	Restricted	R-Allday	4	Other	P5+	4

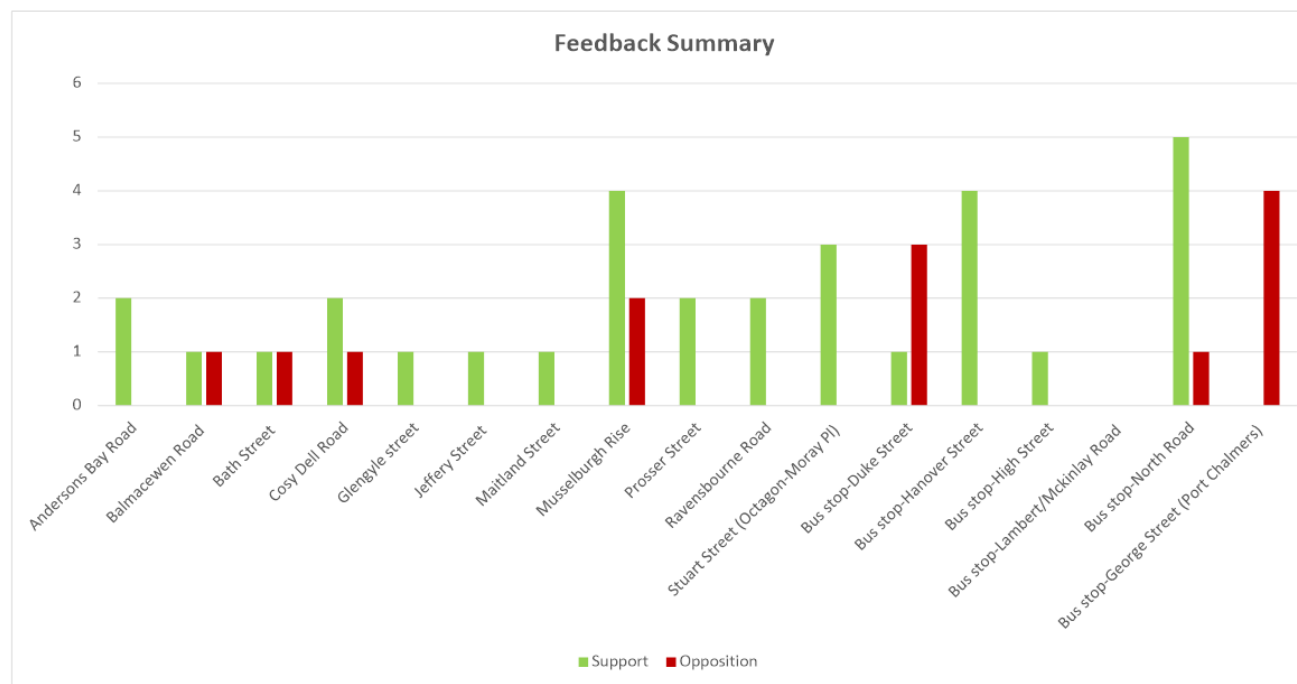
CASES							Existing SPU			Proposed SPU			
N		Location	Type	Subtype	Description	Consultation	Zone	Type	Class	Qty	Type	Class	Qty
7		9 Glengyle Street	Minor Change	Restriction Change	Change originally initiated by a customer requesting installation of broken yellow lines opposite their driveway due to cars obstructing the entrance	Consultation undertaken with owners and residents of the affected properties	Other	Restricted	R-Allday	1	Other	BYL	1
8		56 Jeffery Street	Minor Change	Restriction Change	Request from Andersons Bay Kindergarten for installation of P5 parking to facilitate Pick-up and Drop-off during school hours. Installation of two multi-use P5 (8:30-9:30am/2:30-3:30pm)/all-day parking spaces.	Consultation undertaken with owners and residents of the affected properties	Other	Restricted	R-Allday	2	Other	P5+	2
9		34 North Road	Minor Change	BYL Installation	Removal of one broken yellow line due to a vehicle crossing consent being approved. One all-day park will be swapped to another location	Not required	Other	Other	BYL	1	Other	NONE	1
10	10.1	157 Maitland Street	Minor change	Resident park location change	Relocation of a Resident Only Park to facilitate access for a customer with limited mobility. Current all-day park space is converted into ROP. New space complies with 'Resident Only Parking' policy	Consultation undertaken with owners and residents of the affected properties	Other	Restricted	R-Allday	1	Other	ROP	1
	10.2	157 Maitland Street	Minor change	Resident park location change	Relocation of a Resident Only Park to facilitate access for a customer with very limited mobility. Current ROP is converted to an all-day park	Consultation undertaken with owners and residents of the affected properties	Other	Other	ROP	1	Restricted	R-Allday	1
11		17 Macandrew Road, Careys Bay	Minor change	Restriction Change	Request from hotel/café for installation of a Mobility Park for customers	Not required-Outside of customer's property	Other	Restricted	R-Allday	1	Mobility	Mob-Allday	1
12	12.1	535 Andersons Bay Road	Minor Change	Restriction Change	Request from customer for installation of short- term park to support local businesses	Consultation undertaken with owners and residents of the affected properties	Other	Restricted	R-Allday	1	Restricted	R-120	1
	12.2	535 Andersons Bay Road	Minor Change	Restriction Change	Feedback received indicated that the best option would be installation of one P120 outside Hope & Sons Funeral Directors, and three P60 outside the Stihl Shop	Consultation undertaken with owners and residents of the affected properties	Other	Restricted	R-Allday	3	Restricted	R-60	3
	12.3	535 Andersons Bay Road	Minor Change	Restriction Change		Consultation undertaken with owners and residents of the affected properties	Other	Other	NONE	1	Other	BYL	1
13		52 Filieul street	Minor Change	Restriction Change	Installation of two motorcycle parks in a space too short to be a car park	Not required	Retail Quarter	Other	BYL	2	Other	MOTO	2
14		Cosy Dell Road	Minor Change	Restriction Change	Due to the width of the road, and numerous requests from residents/property owners on the street, proposal for installation of broken yellow lines on one side of the street to restrict parking	Consultation undertaken with owners and residents of the affected properties	Other	Restricted	R-Allday	21	Other	BYL	21
15		Shetland Street-Bus stops	Minor Change	Bus stop relocation/removal/installation	ORC requested bus stop near Shetland Street/Helensburgh Road intersection to be removed	Not required	Other	Other	BUS	1	Other	NONE	1
16		60-65 Dundas Street	Minor Change	Bus stop relocation/removal/installation	ORC requested bus stop be removed Two all-day parks reinstated in the space	Not required	Other	Other	BUS	1	Restricted	R-Allday	2

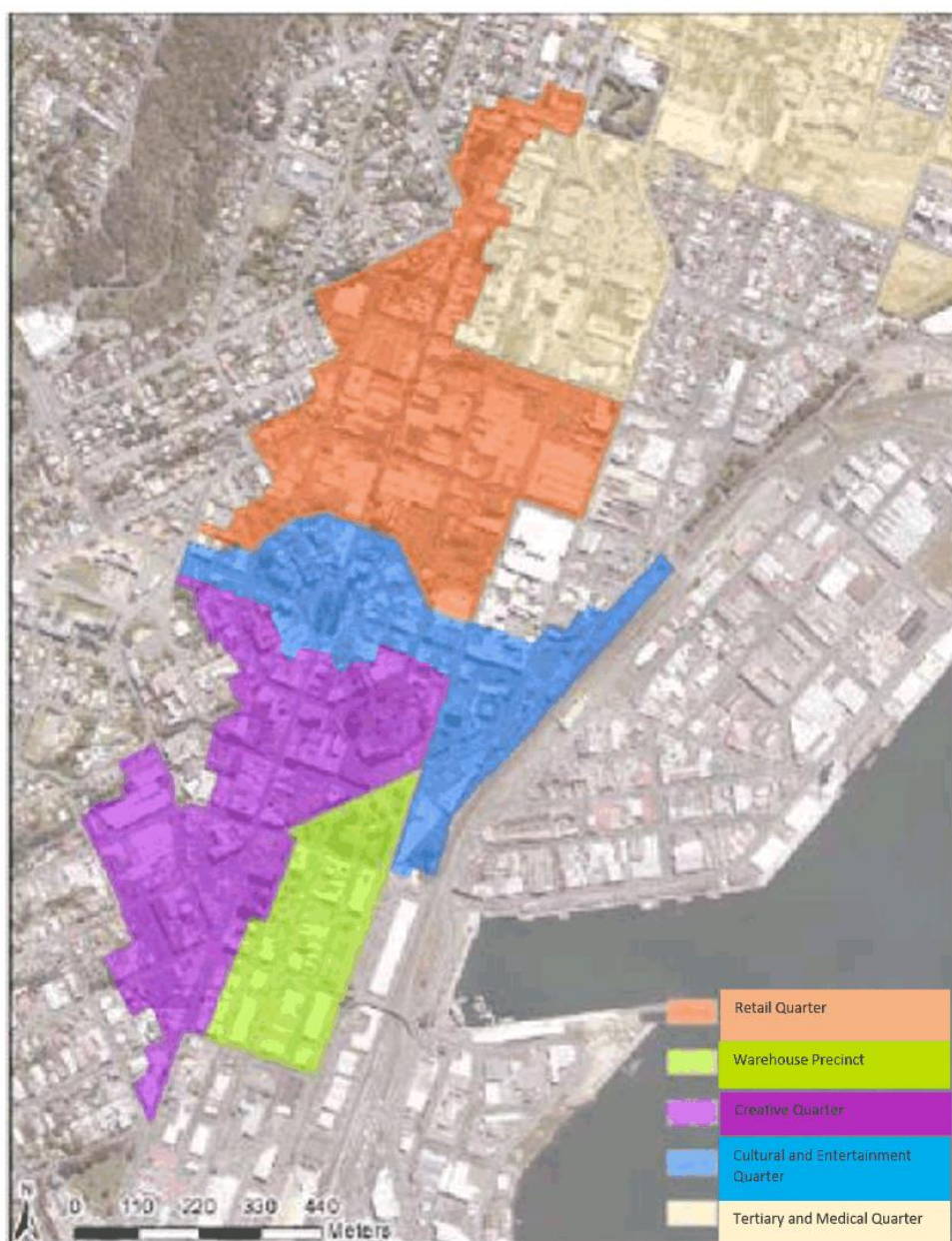
CASES							Existing SPU			Proposed SPU		
N	Location	Type	Subtype	Description	Consultation	Zone	Type	Class	Qty	Type	Class	Qty
17	17.1 384 High Street	Minor Change	Bus stop relocation/removal/inclusion	Relocation of the bus stop closer to the intersection for safety and visibility issues Two all-day parks reinstated in the space	Consultation undertaken by ORC with owners and residents of the affected properties	Other	Other	BUS	1	Restricted	R-Allday	2
	17.2 384 High Street	Minor Change	Bus stop relocation/removal/inclusion	Relocation of the bus stop closer to the intersection for safety and visibility issues Three all-day parks transformed into a bus stop	Consultation undertaken by ORC with owners and residents of the affected properties	Other	Restricted	R-Allday	3	Other	BUS	1
18	18.1 5,7 and 9 North Road	Minor Change	Bus stop relocation/removal/inclusion	ORC requested that the bus stop be relocated to provide more room for buses to manoeuvre. The current bus stop also crosses a driveway which has resulted in complaints from business owners Three all-day parks converted into a bus stop	Consultation undertaken by ORC with owners and residents of the affected properties	Other	Restricted	R-30	3	Other	BUS	1
	18.2 5,7 and 9 North Road	Minor Change	Bus stop relocation/removal/inclusion	ORC requested that the bus stop be relocated to provide more room for buses to manoeuvre. The current bus stop also crosses a driveway which has resulted in complaints from business owners P30 restriction reinstated in the two spaces left	Consultation undertaken by ORC with owners and residents of the affected properties	Other	Other	BUS	1	Restricted	R-30	2
19	19.1 Duke Street	Minor Change	Bus stop relocation/removal/inclusion	ORC and DCC suggest relocation of the current bus stop due to safety and visibility issues. New layout is expected to help relieve some congestion around the school during pick up and drop off times	Consultation undertaken by ORC with owners and residents of the affected properties	Other	Restricted	R-Allday	3	Other	BUS	1
	19.2 Duke Street	Minor Change	Bus stop relocation/removal/inclusion	ORC and DCC suggest relocation of the current bus stop due to safety and visibility issues. Installation of two multi-use P5 (8:30-9:30am/2:30-3:30pm)/all-day parking spaces.	Feedback taken into account from consultation undertaken by ORC + Willowbank Dairy and George Street Normal School consulted with by DCC	Other	Other	BUS	1	Other	P5+	2
20	377-379 Hillside Road	Minor Change	Bus stop relocation/removal/installation	ORC requested relocation of bus stop as a matter of urgency. Space not suitable for parking due to location of driveways and proximity to a turning lane at a busy intersection In order to avoid confusion for the public, short-term measures have been implemented. Bus stop signs were removed and temporary road markings were used to cover the bus stop box and replace it with broken yellow lines	Owners and residents of the affected properties were informed	Other	Other	BUS	1	Other	BYL	1
21	266 Hanover Street	Minor change	Restriction Change	ORC confirmed that this bus stop should be decommissioned Feedback indicated support to turn the two parking spaces created into P60 car parks	Consultation undertaken with owners and residents of the affected properties	Other	Other	BUS	1	Restricted	R-60	2

CASES							Existing SPU			Proposed SPU		
N	Location	Type	Subtype	Description	Consultation	Zone	Type	Class	Qty	Type	Class	Qty
22	Lambert Street/Mckinlay Road	Minor change + Clarification	BYL Installation	Request from ORC and the bus operator, for installation of broken yellow lines at the intersection in order to reduce potential conflict for buses when turning	Consultation undertaken with owner of the affected property	Other	Restricted	R-Allday	1	Other	BYL	1
23	31 Arthur Street	Minor change	Restriction Change	Request from ORC and the bus operator, for installation of broken yellow lines, to reduce congestion for buses, especially during peak traffic times One Resident Only Park (not used in the past two years) would be removed	Not required	Other	Other	ROP	1	Other	BYL	1
24	131 Musselburgh Rise	Minor change	Restriction Change	Creation of a PS to facilitate short term stay or pick-up and drop off for the Musselburgh Baptist Church. Change would benefit businesses nearby	Consultation undertaken with owners and residents of the affected properties	Other	Restricted	R-Allday	1	Restricted	R-5	1

	Consultation				Responses				Summary		
	Owners	Residents	Other Businesses	Total	Owners	Residents	Other Businesses	Total	Support	Opposition	Total
Andersons Bay Road	3	3	0	6	0	2	0	2	2	0	2
Balmacewen Road	7	3	1	11	2	0		2	1	1	2
Bath Street	3	0	0	3	2	0	0	2	1	1	2
Cosy Dell Road	14	15	1	30	1	1	1	3	2	1	3
Glengyle street	2	1	0	3	1	0	0	1	1	0	1
Jeffery Street	8	0	0	8	1	0	0	1	1	0	1
Maitland Street	4	0	0	4	1	0	0	1	1	0	1
Musselburgh Rise	4	0	2	6	4	0	2	6	4	2	6
Prosser Street	4	4	0	8	2	0	0	2	2	0	2
Ravensbourne Road	3	2	0	5	0	2	0	2	2	0	2
Stuart Street (Octagon/Moray Pl)	3	3	3	9	3	0	0	3	3	0	3
Bus stop-Duke Street	17	14	0	31	2	2	0	4	1	3	4
Bus stop-Hanover Street	1	3	0	4	1	3	0	4	4	0	4
Bus stop-High Street	7	7	0	14	1	0	0	1	1	0	1
Bus stop-Lambert/Mckinlay Road	1	0	0	1	0	0	0	0	0	0	0
Bus stop-North Road	8	17	0	25	1	5	0	6	5	1	6
Bus stop-George Street (Port Chalmers)	3	6	0	9	2	2	0	4	0	4	4







PROPOSED PARKING CHANGES-REGULATORY SUBCOMMITTEE (22-04-2021)													
KEY: ORC=Otago Regional Council; BYL=Broken Yellow Lines; (NS)=No stopping/no parking; (AVO)=Authorised Vehicle Only; (ROP)= Resident Only Parking; (PUDO) Pick-up and Drop Off; (P5+)= P5/All day; (MOTO)=Motorcycle; (NONE)=Driveways or other similar infrastructure not including parks * (SPU)=Standard Parking Units (6 metres of legal parking space)-Except for Bus stops and Motorcycle parks													
CASES							Existing SPU			Proposed SPU			
N	Location	Type	Subtype	Description	Consultation	Zone	Type	Class	Qty	Type	Class	Qty	
CLARIFICATIONS AND CORRECTIONS-TPC 24													
Clarifications													
1	11 Midland Street	Clarification	BYL Installation	Installation of broken yellow lines on Midland Street on sections of the road too short to be parking spaces, in order to discourage people obstructing the driveways nearby. Clarification of the 6.9 Land Transport (Road User) Rule 2004	N/A								
2	11 Rotoiti Street	Clarification	BYL Installation	Due to the characteristics of this road, the bend had already been made a no-stopping/no-parking area, but cars were ignoring the restriction causing visibility issues. Broken yellow lines are added to the restriction already in place as a clarification	N/A								
3	Auld Street/Culling Street Intersection	Clarification	BYL Installation	Installation of broken yellow lines at the junction, as a clarification of Section 6.3 of the Land Transport (Road User) Rule 2004 (no parking within 6 metres of an intersection)	N/A								
4	Moana Crescent/Rochester Terrace	Clarification	BYL Installation	Installation of broken yellow lines at the junction, as a clarification of Section 6.3 of the Land Transport (Road User) Rule 2004 (no parking within 6 metres of an intersection)	N/A								
5	42 Ward Street (21 Sturdee Street)	Clarification	BYL Installation	Installation of broken yellow lines at the junction, as a clarification of Section 6.3 of the Land Transport (Road User) Rule 2004 (no parking within 6 metres of an intersection)	N/A								
6	South Road/Fitzroy Street intersection	Clarification	BYL Installation	Installation of broken yellow lines at the junction, as a clarification of Section 6.3 of the Land Transport (Road User) Rule 2004 (no parking within 6 metres of an intersection)	N/A								
7	85 Oxford Street	Clarification	BYL Installation	Installation of broken yellow lines at the junction, as a clarification of Section 6.3 of the Land Transport (Road User) Rule 2004 (no parking within 6 metres of an intersection)	N/A								
8	2 Ayrshire Drive-Mosgiel	Clarification	BYL Installation	Installation of broken yellow lines at the junction, as a clarification of Section 6.3 of the Land Transport (Road User) Rule 2004 (no parking within 6 metres of an intersection)	N/A								
9	Jura Street	Clarification	BYL Installation	Installation of broken yellow lines at the junction, as a clarification of Section 6.3 of the Land Transport (Road User) Rule 2004 (no parking within 6 metres of an intersection)	N/A								
10	5 Woodside Terrace	Clarification	BYL Installation	Installation of broken yellow lines to clarify that the space is not big enough to be treated as a parking space, in order to avoid people obstructing the driveway nearby. Clarification of Section 6.9 of the Land Transport (Road User) Rule 2004	N/A								

CASES							Existing SPU			Proposed SPU		
N	Location	Type	Subtype	Description	Consultation	Zone	Type	Class	Qty	Type	Class	Qty
11	31 Sheen Street	Clarification	BYL Installation	Installation of broken yellow lines to clarify that the space is not big enough to be treated as a parking space, in order to avoid people obstructing the driveway nearby. Clarification of Section 6.9 of the Land Transport (Road User) Rule 2004	N/A							
12	21 Skibo Street	Clarification	Installation of no parking/no stopping zone	Extension of approximately 12 metres of no-stopping/no parking zone covering the whole T-intersection. Clarification of Section 6.3 of the Land Transport (Road User) Rule 2004	N/A							
13	4 Lorne Street	Clarification	BYL Installation	Installation of broken yellow lines to clarify that the space is not big enough to be treated as a parking space, in order to avoid people obstructing the driveways nearby. Clarification of Section 6.9 of the Land Transport (Road User) Rule 2004. Correction of number of parks recorded on bylawlayer	N/A							
14	66 Prince Albert Road	Clarification	BYL Installation	Installation of broken yellow lines to clarify that the space is not big enough to be treated as a parking space, in order to discourage people obstructing the driveways nearby. Clarification of the 6.9 Land Transport (Road User) Rule 2004	N/A							
Corrections												
15	Great King/ Saint David Street intersection	Correction Bylaw layer	Bylaw layer update	Correction of the bylaw layer to match existing road conditions The space was recorded as a paid area but it is actually a turning lane	N/A							
16	Great King Street/SH1/ST David block	Correction Bylaw layer	Bylaw layer update	Correction of the bylaw layer to match existing road conditions The space was recorded with a time restriction of 'all-day' instead of 'no restriction'. Change suggested for bylaw layer-consistency	N/A							
17	Bond street / Vogel Street/ Crawford Street	Correction Bylaw layer	Bylaw layer update	Correction of the bylaw layer to match existing road conditions The capacity of these spaces was not accurately recorded on the bylaw layer	N/A							
18	111 Clyde Street	Correction Bylaw layer	Bylaw layer update	Correction of the bylaw layer to match existing road conditions P5 marked but not recorded	N/A							
19	Falkland Street / Drivers Road	Correction Bylaw Layer	Bylaw layer update	Correction on bylaw layer to match existing road conditions Broken yellow lines on right-hand side of Drivers Road are not recorded	N/A							