

Notice of Meeting:

I hereby give notice that an ordinary meeting of the Infrastructure Services Committee will be held on:

Date: Tuesday 23 April 2024
Time: 10.00 am
Venue: Council Chamber, Dunedin Public Art Gallery, The Octagon

Sandy Graham
Chief Executive Officer

Infrastructure Services Committee
PUBLIC AGENDA

MEMBERSHIP

Chairperson	Cr Jim O'Malley	
Deputy Chairperson	Cr Brent Weatherall	
Members	Cr Bill Acklin	Cr Sophie Barker
	Cr David Benson-Pope	Cr Christine Garey
	Cr Kevin Gilbert	Cr Carmen Houlahan
	Cr Marie Laufiso	Cr Cherry Lucas
	Ms Donna Matahaere-Atariki	Cr Mandy Mayhem
	Ms Marlene McDonald	Mayor Jules Radich
	Cr Lee Vandervis	Cr Steve Walker
	Cr Andrew Whiley	
Senior Officer	Scott MacLean, General Manager Climate and City Growth	
Governance Support Officer	Rebecca Murray	

Rebecca Murray
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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	The meeting will close with a Karakia Whakamutunga.	

1 KARAKIA TIMATANGA

The meeting will open the meeting with a Karakia Timatanga.

2 PUBLIC FORUM

2.1 Parking within the city

Duan Reardon wishes to address the Committee regarding parking within the city (in general).

3 APOLOGIES

An apology has been received from Cr Andrew Whiley.

That the Committee:

Accepts the apology from Cr Andrew Whiley.

4 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 or independent representative and any private or other external interest they might have.
2. Elected or independent 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 or Independent Members' Interest Register attached as Attachment A; and
- b) **Confirms/Amends** the proposed management plan for Elected or Independent Members' Interests.

Attachments

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Infrastructure Services Committee Register of Interest - Current as at 16 April 2024				
Councillors are members of all committees				
Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Mayor Jules Radich	Shareholder	Izon Science Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Taurikura Drive Investments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Golden Block Developments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Cambridge Terrace Properties Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Southern Properties (2007) Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Arrenway Drive Investments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Golden Centre Holdings Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	IBMS Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Raft Holdings Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Otago Business Coaching Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Effectivise Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Athol Street Investments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Allandale Trustee Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Aberdeen St No2 Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Road Safety Action Plan	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	100% Shareholder/Director	Panorama Developments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Local Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Council of Social Services (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	Tertiary Sector Steering Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 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
Mayor Jules Radich (cont.)	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Bill Acklin	Shareholder/Director	Dunedin Brokers Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	APRA - AMCOS	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Entertainer	Various functions	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Strath Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Casual Employee	Insulmax	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Craigieburn Reserve Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Sophie Barker	Director	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property Owner - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Beneficiary	Sans Peur Trust (Larnach Castle)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Mentor	Business Mentors NZ	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Southern Heritage Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Friends Otago Museum	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Peninsula Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Orokonui Ecosanctuary	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Volunteer	Blue Penguins Pukekura	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Vegetable Growers Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Committee Member	Otago Anniversary Day Dinner	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Dunedin Heritage Fund (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Gasworks Museum Trust (Council Appointment)	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	Hereweka Harbour Cone Trust (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
Cr Sophie Barker (cont.)	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	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr 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.
	Member	Yellow-eyed Penguin Trust	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	Dunedin Heritage Fund (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Acquisitions Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Christine Garey	Member	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Garey Family Trust - Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Women of Ōtepoti	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Sophia Charter (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Study Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Ashburn Hall Charitable Trust Board	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Kevin Gilbert	Member	St Paul's Cathedral Foundation (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Theomin Gallery Management Committee (Olveston) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Gipfel Limited - Bakery	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Schlubert Trust - Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Schlup Family Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	BNI	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Business South	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
Cr Kevin Gilbert (cont.)	Shareholder	Air New Zealand	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Kevin Gilbert and Esther Gilbert Partnership - Residential Rental Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Biddies Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Advisors	Ronald McDonald House Supper Club Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Fair Trading Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Otago Regional Transport Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (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.
	Member	Otago Settlers Association (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Saddle Hill Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	National Industry Advisors Group Food and Beverage (Workforce Development Council)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Carmen Houlahan	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Rental Property - North Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Part Owner	Adobe Group Ltd, Wanaka	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Rotary Club	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	Otago Property Investors Association	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	Dunedin Public Art Gallery Acquisitions Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Creative Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	KBCLR Family Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Theatre Trust (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
Cr Marie Laufiso	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Moray Place Community Building Trust - Trust Owner of Property 111 Moray Place	Duty to Trust may conflict with duties of Council Office	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Otago Mental Health Support Trust	Potential grants applicant which would result in pecuniary interest. Duty to Trust may conflict with duties of Council Office	Do not participate in consideration of grants applications. If the meeting is in public excluded, to leave the room.
	Member	Women of Ōtepoti Recognition Initiative	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Family Member	Staff member a relative	Potential conflict depending on level of staff member involvement	Managed by staff at officer level if a perceived conflict of interest arises.
	Secretary	Brockville Improvements and Amenities Society (BIAS)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Corso Ōtepoti Dunedin Trust	Potential grants recipient	Withdraw from discussion and leave the table. If in public excluded leave the room. Seek advice prior to the meeting.
	Member	Dunedin Manufacturing Holdings Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Secretary	BIAS Charitable Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Dunedin Branch Treasurer	P.A.C.I.F.I.C.A Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Green Party of Aotearoa New Zealand	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Abrahamic Interfaith Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Refugee Steering Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	District Licensing Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Grants Subcommittee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Cherry Lucas	Trustee	Otago Farmers Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Henderson Lucas Family Trust - Residential Dunedin Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Institute of Chartered Accountants	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Chinese Garden Advisory Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (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
Cr Cherry Lucas (cont.)	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Poāri a Pukekura Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Mandy Mayhem	Chairperson	Waitati Hall Society Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Blueskin News Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Waitati Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Emergency response group, Blueskin area	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	FENZ Local Advisory Committee for Otago	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waitati Music Festival Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin Bay Amenities Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Keep Dunedin Beautiful (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Zone Representative and Board Member	Keep New Zealand Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Coastal Community Cycleway Network	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	West Harbour Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Disability Issues Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Jim O'Malley	Owner	Biocentrix Ltd	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.
	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	Northern AFC	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
Cr Jim O'Malley (cont.)	Member	Ice Sports Dunedin Incorporated (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Local Advisory Group (Council Appointment)	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	Okia Reserve Management Committee (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	Waikouaiti Coast Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Lee Vandervis	Director	Lee Vandervis, Antonie Alm-Lequeux and Cook Allan Gibson Trustee Company Ltd - Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Bunchy Properties Ltd - Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Vandervision Audio and Lighting - Hire, Sales and Service Business	May contract and provide service to DCC	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	District Licensing Committee (Council Appointment)	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.
Cr Steve Walker	Board Member	Dunedin Wildlife Hospital Trust	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Chairperson	West Harbour Beautification Trust	Potential conflict WHBT work with Parks and Reserves to co-ordinate volunteer activities	Withdrawal from all West Harbour Beautification Trust/ DCC discussions involving this relationship.
	Member	Orokouai Ecosanctuary	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	Port Chalmers Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Society of Beer Advocates	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	Port Chalmers Historical Society	Potential grants recipient	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.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Sea Lion Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Edinburgh Sister City Society (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
Cr Steve Walker (cont.)	Member	Predator Free Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Brent Weatherall	Member	Urban Access	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Business George Street, Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Brent Weatherall Jeweller Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Weatherall Trustee Company	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Residential Rental Properties	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Craigieburn Reserve Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Andrew Whiley	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.
	Owner/Operator	Whiley Golf Inc and New Zealand Golf Travel Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder 22 May 2017	Estate of Grace Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Japek (Family Trust) - Property Ownership - Dunedin	Duties to Trust may conflict with duties of Council Office.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin South Rotary Club	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.
	Board Chair and Acting Chief Executive	Volunteer South	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	President	New Zealand PGA (Professional Golf Association)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Dunedin Community House Executive Committee	Potential grants recipient	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Property Investors Association	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Hereweka Harbour Cone Trust (Council Appointment)	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.
	Member	Dunedin Shanghai Association (Sister City Society) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Masters Games Trust Board (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
Cr Andrew Whiley (cont.)	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.
Marlene McDonald	Member	Kāti Huirapa Runaka ki Puketeraki	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Executive Committee, Tramways Union, Dunedin Branch	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Beneficiary	Maori Freehold Land	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ōtākou Runaka	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 Interests	Portobello SD, Ōtākou Maori Reserve	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Council of Trade Unions, Otago	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner Interests	Taieri Mouth Reserve	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Donna Matahaere-Atariki	Te Rūnanga o Ngāi Tahu - Tribal Appointment	Hazardous Substances & New Organisms (HSNO) Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Driver	GO Bus, Dunedin Depot	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Ōtākou Runaka	Possible conflict of interest if funding applied for	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Ōtākou Health Ltd	Possible conflict of interest if funding applied for	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Hospice	Possible conflict of interest if funding applied for	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Deputy Chief Children's Commissioner	Mana Mokopuna Children and Young People's Commission Board	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Build Governance Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

CONFIRMATION OF MINUTES

INFRASTRUCTURE SERVICES COMMITTEE MEETING - 13 FEBRUARY 2024

RECOMMENDATIONS

That the Committee:

- a) **Confirms** the minutes of the Infrastructure Services Committee meeting held on 13 February 2024 as a correct record.

Attachments

	Title	Page
↓A	Minutes of Infrastructure Services Committee meeting held on 13 February 2024	16

Infrastructure Services Committee

MINUTES

Minutes of an ordinary meeting of the Infrastructure Services Committee held in the Council Chamber, Dunedin Public Art Gallery, The Octagon on Tuesday 13 February 2024, commencing at 10:00 a.m.

PRESENT

Chairperson	Cr Jim O'Malley	
Deputy Chairperson	Cr Brent Weatherall	
Members	Cr Bill Acklin	Cr Sophie Barker
	Cr David Benson-Pope	Cr Christine Garey
	Cr Kevin Gilbert	Cr Cherry Lucas
	Cr Mandy Mayhem	Ms Marlene McDonald
	Mayor Jules Radich	Cr Lee Vandervis
	Cr Steve Walker	Cr Andrew Whiley

IN ATTENDANCE

Sandy Graham (Chief Executive Officer), Scott MacLean (General Manager Climate and City Growth), David Ward (General Manager 3 Waters and Transition), Leanne Mash (Deputy CEO/General Manager Business and Community Engagement), Chris Henderson (Group Manager Waste and Environmental Solutions), Nadia McKenzie (In-House Legal Counsel), Jared Oliver (Planning Manager 3 Waters) and Jeanine Benson (Group Manager Transport)

Governance Support Officer Rebecca Murray

1 KARAKIA TIMATANGA

Ms Marlene McDonald opened the meeting with a Karakia Timatanga.

2 PUBLIC FORUM

There was no Public Forum.

3 APOLOGIES

Apologies were received from Cr Marie Laufiso, Cr Carmen Houlahan and Ms Donna Matahaere-Atariki.

Moved (Cr Jim O'Malley/Cr Steve Walker):

That the Committee:

Accepts the apologies from Cr Marie Laufiso, Cr Carmen Houlahan and Ms Donna Matahaere-Atariki.

Motion carried (ISC/2024/001)

4 CONFIRMATION OF AGENDA

Moved (Cr Jim O'Malley/Cr Kevin Gilbert):

That the Committee:

Confirms the agenda without addition or alteration.

Motion carried (ISC/2024/002)

5 DECLARATIONS OF INTEREST

Members were reminded of the need to stand aside from decision-making when a conflict arose between their role as an elected representative and any private or other external interest they might have.

Cr Andrew Whiley updated his register of interest with adding Acting Chief Executive for Volunteer South for three to six months.

Moved (Cr Jim O'Malley/Cr Brent Weatherall):

That the Committee:

- a) **Amends** the Elected or Independent Members' Interest Register; and
- b) **Confirms** the proposed management plan for Elected or Independent Members' Interests.

Motion carried (ISC/2024/003)

6 CONFIRMATION OF MINUTES

6.1 INFRASTRUCTURE SERVICES COMMITTEE MEETING - 15 AUGUST 2023

Moved (Cr Jim O'Malley/Mayor Jules Radich):

That the Committee:

Confirms the minutes of the Infrastructure Services Committee meeting held on 15 August 2023 as a correct record.

Motion carried (ISC/2024/004)

PART A REPORTS

7 ACTIONS FROM RESOLUTIONS OF INFRASTRUCTURE SERVICES COMMITTEE MEETINGS

A report from Civic provided an update on the implementation of resolutions made at Infrastructure Services Committee meetings.

The Chief Executive Officer (Sandy Graham) and General Manager Climate and City Growth (Scott MacLean) responded to questions.

Moved (Cr Jim O'Malley/Cr Andrew Whiley):

That the Committee:

Adjourns the meeting for five minutes.

Motion carried

The meeting adjourned at 10.06 am and reconvened at 10.09 am.

Moved (Cr Jim O'Malley/Cr Cherry Lucas):

That the Committee:

Notes the Open and Completed Actions from resolutions of Infrastructure Services Committee meeting.

Motion carried (ISC/2024/005)

8 INFRASTRUCTURE SERVICES COMMITTEE FORWARD WORK PROGRAMME

A report from Civic provided an update on the Infrastructure Services Committee forward work programme.

The Chief Executive Officer (Sandy Graham), General Manager Climate and City Growth (Scott MacLean) and General Manager 3 Waters and Transition (David Ward) responded to questions.

Moved (Cr Jim O'Malley/Cr Brent Weatherall):

That the Committee:

Notes the Infrastructure Services Committee forward work programme.

Motion carried (ISC/2024/006)

9 3 WATERS UPDATE REPORT

A report from 3 Waters and Legal provided an update on 3 Waters activities.

The Chief Executive Officer (Sandy Graham), General Manager 3 Waters & Transition (David Ward), In House Legal Counsel (Nadia McKenzie) and Planning Manager (Jared Oliver) spoke to the report and responded to questions.

Moved (Cr Jim O'Malley/Cr Bill Acklin):

That the Committee:

Notes the 3 Waters Update Report.

Motion carried (ISC/2024/007)

10 WASTE FUTURES UPDATE

A report from Waste and Environmental Solutions and Legal Services provided an update on the major workstreams underway as part of the Waste Futures programme. The report included updates on Improvements to Kerbside Collection, Recycling services, and Waste Diversion and Transfer Facilities; and the status of the Smooth Hill landfill resource consent applications; and the status of the Green Island landfill and Resource Recovery Park Precinct resource consent applications.

The Chief Executive Officer (Sandy Graham), General Manager Climate and City Growth (Scott MacLean) and Group Manager Waste and Environmental Solutions (Chris Henderson) spoke to the report and responded to questions.

Moved (Cr Jim O'Malley/Cr Mandy Mayhem):

That the Committee:

Notes the Waste Futures project update.

Division

The Committee voted by division

For: Crs Bill Acklin, Sophie Barker, David Benson-Pope, Christine Garey, Kevin Gilbert, Cherry Lucas, Mandy Mayhem, Steve Walker, Brent Weatherall, Andrew Whiley and Jim O'Malley; Marlene McDonald and Mayor Jules Radich (13).

Against: Cr Lee Vandervis (1).

Abstained: Nil

The division was declared CARRIED by 13 votes to 1

Motion carried (ISC/2024/008)

11 ROAD NAMING

A report from Transport sought the approval of a road name for two private ways in the Mosgiel-Taieri area.

The Mosgiel Taieri Community Board considered the proposed names at their meeting held on 8 February 2024.

The General Manager Climate and City Growth (Scott MacLean) and Group Manager Transport (Jeanine Benson) spoke to the report and responded to questions.

Moved (Cr Jim O'Malley/Cr Cherry Lucas):

That the Committee:

- a) **Approves** the naming of the new private way off School Road, as **'Wychwood Lane'** for Stage 1 of the subdivision.
- b) **Direct** staff to have further discussion about the naming of Stage 2 of the subdivision.

Motion carried (ISC/2024/009)

12 ITEMS FOR CONSIDERATION BY THE CHAIR

There were no items for consideration.

13 KARAKIA WHAKAMUTUNGA

Ms Marlene McDonald closed the meeting with a Karakia Whakamutunga.

The meeting concluded at 12.30 pm.

.....
CHAIRPERSON

PART A REPORTS

ACTIONS FROM RESOLUTIONS OF INFRASTRUCTURE SERVICES COMMITTEE MEETINGS

Department: Civic

EXECUTIVE SUMMARY

- 1 The purpose of this report is the open actions from resolutions of Infrastructure Services Committee meetings from the start of the triennium in October 2022 (Attachment A).
- 2 As this is an administrative report only, there are no options or Summary of Considerations.

RECOMMENDATIONS

That the Committee:

- a) **Notes** the Open Actions from resolutions of Infrastructure Services Committee meetings shown in Attachment A.

DISCUSSION

- 3 This report provides an update on resolutions that are being actioned since the last Infrastructure Services Committee meeting.

Signatories

Author:	Rebecca Murray - Governance Support Officer
Authoriser:	Scott MacLean - General Manager, Climate and City Growth

Attachments

	Title	Page
A	Infrastructure Services Committee Open Action List	23

PUBLIC OPEN ACTIONS - INFRASTRUCTURE SERVICES COMMITTEE RESOLUTIONS 2022-2025						
Meeting Date	Resolution	Report	Resolution or Action to be Taken	Group	Due Date	Status
30/8/2022 Council	CNL/2022/047	Peninsula Connection – Section 9AA Options	Approves construction of a 3m wide boardwalk between the Portobello Boat Club and the Portobello Township. Approves a \$1.5m increase in the 10 year plan 2021-31 Peninsula Connection budget.	Transport		April 2024: This will be included in the draft budget for the 9 year plan.
15/8/2023	ISC/2023/036	DCC Transport Programme for the Regional Land Transport Plan	Notes the DCC Transport Programme for the 2024 Regional Land Transport Plan; and Works with the Otago Regional Council to include a loop bus or tram in the DCC Transport Programme for the 2024 Regional Land Transport Plan (RLTP).	Transport		April 2024: The RLTP midterm review consultation closed on 17 April 2024. DCC recommended a bus loop be included.
15/8/2023	ISC/2023/040	3 Waters Infrastructure Strategy	Approves information on three waters services not being included in the 2024-2054 Infrastructure Strategy, which is being prepared as part of the 2024-2034 10 Year Plan, unless required as a result of changes to three waters reform legislation.	3 Waters		April 2024: Three Waters content will be included in the proposed 2025-2034 9 Year Plan and the 2025-2054 Infrastructure Strategy. Council will be required to submit a Service Delivery Plan (under the governments Local Water Done Well proposals), within 12 months of the transitional legislation being passed (anticipated mid 2024).
13/2/2024	ISC/2024/009	Road Naming	Approves the naming of the private way located off School Road, as 'Wychwood Lane' for Stage 1 of the subdivision. Direct staff to have further discussion about the naming of Stage 2 of the subdivision.	Transport		April 2024: Stage 1 of the subdivision has been implemented. Staff are awaiting feedback from the developer on the proposed name for Stage 2.

INFRASTRUCTURE SERVICES COMMITTEE FORWARD WORK PROGRAMME

Department: Civic

EXECUTIVE SUMMARY

- 1 The purpose of this report is to provide a regular update of the Infrastructure Services Committee forward work programme to show areas of activity, progress and expected timeframes for decision making across a range of areas of work (Attachment A).
- 2 As this is an administrative report only, there are no options or Summary of Considerations.

RECOMMENDATIONS

That the Committee:

- a) **Notes** the Infrastructure Services Committee forward work programme as shown in Attachment A.

DISCUSSION

- 3 The forward work programme will be a regular agenda item which shows areas of activity, progress and expected timeframes for decision making across a range of areas of work.
- 4 As an update report, purple highlights show changes to timeframes. New items added to the schedule will be highlighted in yellow. Items that have been completed or updated are shown as bold.

Signatories

Author:	Rebecca Murray - Governance Support Officer
Authoriser:	Scott MacLean - General Manager, Climate and City Growth

Attachments

Title	Page
A Infrastructure Services Committee Forward Work Programme	27

Key	
New item	
Changes to timeframes	
Completed; progress to date update	Bold

Infrastructure Services Committee Forward Work Programme 2024 - 2025															
Area of Work	Reason for Work	Council role (decision and/or direction)													
			Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Major Projects	Provide updates on Major Projects including 3 Waters (Bath Street), Transport and Property projects (including Moana Pool and Municipal Building)	Monitor progress on Major Projects. Progress to date: Updates will be provided as and when required.							Update Reports for Moana Pool and Municipal Building Projects					Update Report for Bath Street Project	
Central City Plan	Business case development for Future Stages	Consider progress reports; make decisions as necessary. Progress to date: An update report on the business case will be presented in August 2024.					Update Report								
	Central City Physical Works	Consider progress reports; make decisions as necessary. Progress to date: The final weeks of construction are underway. Works are focused on completing above ground paving and installation of furniture, play equipment, trees and gardens. Final paving of intersections is underway on Hanover and St Andrew Street corners. Asphaltting of the 5 way intersection is now complete. York Place intersection works have been half completed, with work switching to the Filleul Street side of the intersection. Works remain on track to complete end of April.	Works completion												
3 Waters	The Government has initiated changes to the service delivery arrangements for 3 Waters.	Consider progress reports; make decisions as necessary. Progress to date: An update report on 3 Waters will be presented in June 2024.			Update Report										

Infrastructure Services Committee Forward Work Programme 2024 - 2025															
Area of Work	Reason for Work	Council role (decision and/or direction)													
			Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Public toilets	Implement the programme of work for new public toilet facilities.	Consider progress reports; make decisions as necessary. Progress to date: Work with KiwiRail to confirm a location for the new toilets at St Leonards is progressing. Construction on the new toilets in Harwood is scheduled to begin May 2024. Construction on the new toilets at Outram Glen is scheduled to begin in June 2024. An update report will be presented in October 2024.								Update Report					
Submissions to central government and other external parties.	Provide feedback on proposals from central government and other external parties.	Consider and decide on draft submission on central government and other external parties proposals. Progress to date: Submissions will be presented as and when required. A report for the Fast-track Approvals Bill Submission is included in this agenda.	Report												
Updates from Governance entities	Receive minutes and/or updates from governance entities that relate to the Committee's areas of responsibilities.	Note the minutes and / or updates from governance entities including Connecting Dunedin and the Otago Southland Regional Transport Committee. Progress to date: An update report on governance entities will be provided as and when required.													
Waste and Environmental Solutions															
Waste Futures	Report back on progress on : - Working with interested groups to inform the design of the resource diversion systems; and - Consideration of alternative options for higher density residential areas	Consider progress reports; make decisions as necessary. Progress to date: A confidential report will be considered by Council as part of the 9 year plan process. At this time there are no developments in pay-as-you-throw (PAYT) technology to report.													

Infrastructure Services Committee Forward Work Programme 2024 - 2025															
Area of Work	Reason for Work	Council role (decision and/or direction)													
			Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Waste Minimisation and Management Plan	Review of Dunedin Waste Minimisation and Management Plan	<p>Consider and decide on proposed changes to Waste Minimisation and Management Plan (WMMP).</p> <p>Progress to date: The WMMP review Steering Group was established and held its first meeting on 24 November 2023 to approve the WMMP 2024 Draft Engagement Plan. Initial stakeholder engagement sessions are now underway. The Steering Group met again on 11 April 2024 to discuss feedback from the engagement sessions with private waste companies, construction and demolition sector, community & not for profit organisations, businesses, and the tertiary precinct. The overall vision and direction to be used in the updated draft WMMP was discussed. Further meetings of the Steering Group are scheduled for May, June, and August 2024, and the updated draft WMMP is scheduled to be reported to ISCOM in August 2024. This will be followed by a Special Consultative Procedure and hearings process, with the final draft presented in March 2025.</p>					Report							Final draft of WMMP Report	
Transport															
Shaping Future Dunedin Transport	Shaping Future Dunedin work programme. (Council - 31 May 21)	<p>Consider progress reports; make decisions as necessary.</p> <p>Progress to date: The detailed design has been completed for the Mosgiel Park and Ride. Tender documents are being prepared in time for the 2024/25 construction season.</p>	Ongoing work												
Coastal management options	Continue with technical investigations and identify other coastal managemetn options, including groynes, to inform the 10 year plan. (Council 27 March 23: CNL/2023/070	<p>Consider progress reports; make decisions as necessary.</p> <p>Progress to date: An update report was presented on the coastal plan to the December 2023 Council meeting. The estimated completion date of the long-term management options technical assessment is August 2025. An update report will be presented in December 2024.</p>									Update Report to Council				

Infrastructure Services Committee Forward Work Programme 2024 - 2025																
Area of Work	Reason for Work	Council role (decision and/or direction)														
			Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	
Kettle Park Landfill	Investigations Update	Consider progress reports; make decisions as necessary. Progress to date: Work has commenced installing the additional geo-bags to provide further protection from storm events. It is anticipated work will be complete by August 2024. An update report on Kettle Park Investigations will be presented in October 2024.								Update Report						
Shared pathway	Staff to work with the Saddle Hill Community Board to include a shared path between Waldronville and Ocean View, in the strategic pedestrian and cycleway network plan (CNL/2023/114)	Consider progress reports; make decisions as necessary. Progress to date: The Strategic Walking and Cycling Network Plan (the Plan) will be finalised once the NZTA Waka Kotahi funding allocations under the Government Policy Statement for Land Transport have been confirmed. The Plan will be presented to in October 2024 in time to inform the 9 Year Plan process.								Report						
Mosgiel Heavy Vehicle Bypass	Staff to report on the Mosgiel Heavy Vehicle Bypass CNL/2023/118)	Consider progress reports; make decisions as necessary. Progress to date: Staff have submitted the Regional Land Transport Plan to NZTA Waka Kotahi. This includes provision for the development of a business case for a heavy traffic bypass in Mosgiel. The National Land Transport Plan (NLTP) will be released by NZTA Waka Kotahi in July 2024. The NLTP will determine if any co-funding is available to support the development of the business case. An update report will be presented in October 2024.								Update Report						
Naming of new roads and private ways	The Road Naming Policy provides the framework for timely and consistent naming of roads.	Considers and decides on road names when requested, and decides on new names to be added to the Policy. Progress to date: Staff will continue to consider road naming changes. They may be delays in processing applications that do not comply with the road naming policy. A report on Road Naming is included on this agenda.	Report													

Infrastructure Services Committee Forward Work Programme 2024 - 2025															
Area of Work	Reason for Work	Council role (decision and/or direction)													
			Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Bylaws Work Programme and Plans															
Traffic and Parking Bylaw	Council maintains a Geographic Information System (GIS) map database of traffic and parking restrictions under the Traffic and Parking Bylaw. The database is regularly updated with changes recommended by Hearings Committee and approved by ISCOM.	<p>Consider and decide on proposed changes to traffic and parking restrictions recommended by Hearings Committee.</p> <p>Progress to date: A review of the Bylaw is programmed for mid 2024. A report will be presented in October to ISCOM on the Bylaw Review. The Bylaw sets the requirements for parking and control of vehicle and other traffic on any road in Dunedin City including some state highways.</p> <p>Two reports on Proposed Parking Changes Recommendations from the Hearings Committee are included on this agenda.</p>	Reports							Report					
Speed Management Plan	Development of a Dunedin Interim Speed Management Plan.	<p>Consider and decide on proposed changes to speed limits.</p> <p>Progress to date: Hearings took place in October 2023. The Hearings Committee has adjourned and will be reconvened when required.</p>													

Work from last schedule:		
Area of Work	Reason for Work	

SUBMISSION ON THE FAST-TRACK APPROVALS BILL

Department: City Development and Corporate Policy

EXECUTIVE SUMMARY

- 1 This report seeks approval of the Dunedin City Council (DCC) submission (the submission) on the Fast-track Approvals Bill 2024 (the Bill). The draft DCC submission is attached here as Attachment A.
- 2 Submissions to the Environment Select Committee (the Committee) on the Bill closed on the 19 April 2024. The Committee approved an extension to the closing date for the DCC so that the submission could be discussed by the Infrastructure Services Committee at its meeting on 23 April; a draft submission has been provided to the Committee in the interim, in keeping with standard Select Committee guidelines.
- 3 The Fast-track Approvals Bill 2024 is part of a range of changes to resource management and environmental legislation proposed by the Government and aims “to provide a fast-track decision-making process that facilitates the delivery of infrastructure and development projects with significant regional or national benefits”.
- 4 The DCC submission provides comments on the Bill from a high-level perspective and also includes requests for amendment regarding specific aspects of the Bill.

RECOMMENDATIONS

That the Committee:

- a) **Approves** the DCC submission, with any amendments, on the Fast-track Approvals Bill 2024
- b) **Authorises** the Chief Executive to make any minor editorial changes to the submission if required
- c) **Authorises** the Mayor or delegate to speak at any hearings in regard to the DCC submission.

BACKGROUND

- 5 The Bill was introduced to Parliament under urgency on 7 March 2024. Its aim is to “provide a fast-track decision-making process that facilitates the delivery of infrastructure and development projects with significant regional or national benefits”.
- 6 The Bill seeks to continue the fast-track consenting approach of the COVID-19 Recovery (Fast-track Consenting) Act 2020 and the fast-track consenting provisions of the Natural and Built

Key points of the draft submission

- 14 In addition to the Bill, Taituarā's draft submission (released 15 April 2024) was considered in developing the DCC's draft submission. The draft DCC submission is aligned with the concerns detailed in the Taituarā draft submission.
- 15 The submission acknowledges the purpose of the Bill to speed up consenting processes for nationally and regionally significant projects but raises concerns about the implications for local decision-making and impacts on the work of the DCC, relating to:
- a) An increased loss of local decision-making, as the proposed Bill increases the potential number of significant projects that will be eligible compared to previous legislation and the final decision will be made by the joint Ministers rather than expert panels with relevant environmental management experience;
 - b) There being no requirement to consider the principle of sustainable management of natural and physical resources when the decision is made to fast-track a project and that a project including an activity that is prohibited under the RMA is not necessarily ineligible;
 - c) The potential for projects being approved that do not align with existing national level policy or the DCC's own District Plan or strategies, the potential impact of the Bill on manawhenua values, and the benefits of projects with an emissions reduction/adaptation focus potentially being 'cancelled out' by other fast-tracked projects;
 - d) The inadequate timeframes provided in the Bill for councils to undertake a proper assessment and provide comment, and the additional pressure that may be placed on staff time and resourcing; and
 - e) The impact on affordability to councils of providing infrastructure or services to new developments approved through the fast-track process and the question of where liability lies in situations where consent is fast tracked and there are unintended consequences for infrastructure or the environment.
- 16 The submission concludes with a number of requests for specific amendments to the Bill, reflecting the concerns raised.

OPTIONS**Option One – Recommended Option – Approve the submission**

- 17 Approve the draft Dunedin City Council submission to the Environment Select Committee on the Fast-track Approvals Bill.

Advantages

- Enables the DCC to provide input into the government's proposals on significant changes to resource management and environmental legislation.

Disadvantages

- There are no identified disadvantages to this option.

Option Two – Do not approve the submission

- 18 Do not approve the draft Dunedin City Council submission to the Environment Select Committee on the Fast-track Approvals Bill.

Advantages

- There are no identified advantages for this option.

Disadvantages

- Missed opportunity to provide input into the government’s proposals on significant changes to resource management and environmental legislation.

NEXT STEPS

- 19 If the Infrastructure Services Committee approves the draft submission, staff will make any required amendments, seek signature by the Mayor, and send it to the Environment Select Committee for consideration.

Signatories

Author:	Paul Freeland - Principal Policy Advisor Danielle Tolson - Policy Analyst
Authoriser:	David Ward - General Manager, 3 Waters and Transition Nicola Morand - Manahautū (General Manager Māori Partnerships and Policy)

Attachments

	Title	Page
A	Draft Submission on the Fast-Track Approvals Bill 2024	39

SUMMARY OF CONSIDERATIONS
Fit with purpose of Local Government

This submission enables the DCC to highlight some concerns and potential improvements that could be made to the Bill. This decision promotes the social, economic, environmental, and cultural wellbeing of communities in the present and for the future.

Fit with strategic framework

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

Providing feedback to the Government's proposals for fast-track approvals aligns with DCC's strategic framework, including its Zero Carbon strategy and Te Taki Haruru -Māori Strategic Framework.

Māori Impact Statement

The DCC has a Treaty of Waitangi commitment to working in partnership to provide opportunities for Māori to contribute to decision-making processes and to have an active role in the development of Ōtepoti Dunedin. The submission notes the DCC's concern about the potential impact of the Bill on manawhenua values.

Sustainability

Providing feedback to the Government's proposals for fast-track approvals will promote social, environmental and economic sustainability.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

The short timeframe for responses to fast-track approval projects is likely to create delays for normal resource consent processes.

Financial considerations

Nil.

Significance

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

Engagement – external

There has been no external engagement in the development of the submission.

SUMMARY OF CONSIDERATIONS

Engagement - internal

This submission has been led by the City Development Team with input from 3 Waters, Resource Consents, Zero Carbon, South Dunedin Future, Corporate Policy and Māori, Partnerships and Policy.

Risks: Legal / Health and Safety etc.

The main risk identified is that there may be unintended consequences for infrastructure or the environment where decisions are rushed.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

The DCC submission is likely to be of interest to all communities in Dunedin, including those served by Community Boards.



XX April 2024

Committee Secretariat

Environment Committee

Parliament Buildings

Wellington

Via email: en@parliament.govt.nz

Tēna koe,

SUBMISSION ON THE FAST-TRACK APPROVALS BILL 2024

Introduction

1. The Dunedin City Council (DCC) welcomes the opportunity to submit on the Fast-track Approvals Bill 2024 (the Bill).
2. The DCC acknowledges the intention of the Bill to speed up consenting processes for nationally and regionally significant projects. The DCC has a number of concerns that it wishes to raise with respect to implications of the Bill for local decision-making and potential impacts for councils in terms of implementation.

Discussion

3. In its current form, the Bill raises a number of questions about how the decision-making process will work for local government. The DCC is particularly concerned about an increased loss of decision-making at a local level, as the proposed Bill expands on the potential number of significant projects that will be eligible for the fast-track approach compared to the previous legislation. In addition, decisions on significant projects will ultimately be made by the joint Ministers rather than by an expert panel. While both options represent a loss of decision-making at the local level, the DCC's preference is that the decisions be made by expert panels consisting of members that have experience relevant to environmental management. If however the Bill retains the approach of the joint Ministers making the final decision, we seek that the Minister for the Environment be included as one of the joint Ministers.
4. The Bill provides the ability for projects to be approved that do not align with either existing national level policy or the DCC's own District Plan and strategies, which have been through full public consultation processes and subjected to a high level of expert input and scrutiny. It is noted that in making its recommendations to the joint Ministers, the expert panel will

1

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have to consider firstly the purpose of the Bill - to *provide a fast-track decision-making process that facilitates the delivery of infrastructure and development projects with significant regional or national benefits* - and secondly other relevant legislation such as National Policy Statements under the Resource Management Act (RMA) 1991. This establishes a clear direction for the fast-track legislation to be prioritised over other legislation and could lead to clear conflicts in policy direction and implementation at the local level.

5. The tension between the direction of the fast-track process and its implementation at regional and local levels is also embedded in the referral part of the proposed process. When the joint Ministers are assessing the eligibility of a proposed project and whether it is consistent with the purpose of the Act, they need to consider whether the project has significant regional or national benefits and may consider whether the project:
 - has been identified as a priority in central govt, local govt or sector plan or strategy (eg spatial strategy) or central government infrastructure priority
 - will deliver regionally or nationally significant infrastructure
 - will increase supply of housing, address housing needs, contribute to well-functioning urban environment
 - will deliver significant economic benefits
 - will support primary industries, including aquaculture
 - will support development of natural resources (including minerals/ petroleum)
 - will support climate change mitigation, including reduction or removal of GHGs
 - will support adaptation, resilience and recovery from natural hazards
 - will address significant environmental issues
 - is consistent with local or regional planning documents, including spatial strategies.
6. Whether the project is consistent with local or regional planning documents is included in the Bill only as a matter that Ministers *may* consider in deciding whether to refer a project. Similarly, while Ministers may consider whether a project will address significant environmental issues, there is no requirement to consider the principle of sustainable management of natural and physical resources when deciding whether to fast-track a project. The joint Ministers would therefore have the discretion to disregard these aspects in deciding to refer a project, leading to potential conflict between a fast-tracked project and locally developed plans and strategies. It is particularly concerning that there is a specific provision in the Bill that a project including an activity that would be prohibited under a district plan is not necessarily ineligible. Another aspect of concern for the DCC is the potential impact of the Bill on manawhenua values, as the analysis accompanying the Bill states that while the Bill requires consistency with Treaty settlements "...the net impacts are likely to be negative for broader Māori rights and interests..."¹. The DCC does not support the ability to override local decision-making on matters that are important to the health and wellbeing of local communities and the environment.
7. Using the example of climate change, given local government's role in working with their communities to build resilience and adapt to climate change, the DCC wishes to stress the

¹ *Supplementary Analysis Report: Fast Track Approvals Bill* (MfE, 2024) p.19.



importance of giving climate change mitigation and adaptation appropriate consideration; not only when Ministers are deciding whether to fast-track a project that addresses any of these issues, but also in assessing all potential projects in terms of emissions and climate change risk. The DCC is concerned that in its current form, the Bill could lead to the benefits of any projects that have an emissions reduction/adaptation focus being essentially 'cancelled out' by other projects, which may increase emissions or increase climate risks to communities in the coming decades. Given that a key purpose of the Bill is to fast-track key infrastructure projects, which often have a lifespan of 50+ years, the DCC considers it critical that elements such as climate change mitigation and adaptation are a key consideration to ensure that future climate risks and emissions are minimised.

8. With respect to the ability of local authorities to have input into the fast-track process, while it is understood that they will be asked for comment where a project is proposed in their area, the DCC is concerned that the ability for councils to respond adequately will be severely hampered by the proposed timeframes for providing input. The DCC submits that 10 working days is not enough time for a proper assessment and the provision of comments, especially on a large, complicated consent where there is more than one type of approval involved and co-ordination is required between a number of different council departments.
9. If the DCC only has 10 working days in which to provide comment, this may impact on the timeframes for applications councils are processing under its ordinary processes and this could put significant pressure on staff time and resourcing. The DCC submits that it will be important to allow adequate time for councils to fully understand the implications of projects in terms of their functions and responsibilities, so that they can provide the best possible advice to the Ministers.
10. The DCC seeks more clarity over how pre-referral comments from local authorities will feed into the decision-making for the fast-track process, including referral to the expert panel, the recommendation of conditions, and final decision-making. Particularly if timeframes are going to be tight, it will be even more crucial that appropriate consultation is undertaken, and approvals where necessary are sought from the relevant local authority prior to referral. This would mean staff would only need to check that the application is not different to the information previously provided, and this would thereby reduce the amount of new assessment needed and contribute to a more efficient and effective process.
11. It is noted that applicants for fast-track projects must engage with and provide a summary of any consultation undertaken on the project when the application is lodged (14(i) and 16(2)). The DCC submits that it would also be useful if the applicant was required to specify whether any impacts on public infrastructure are expected, such as discharge or connection to three waters networks. The Bill does not appear to require the applicant to indicate whether there is capacity in the three waters networks to service the development or proposal or to require the applicant to upgrade or extend infrastructure to facilitate servicing.
12. The DCC submits that there should be an assessment of infrastructure capacity provided as part of an application, and that the Bill should also outline requirements for applicants to pay for, or install, infrastructure needed to extend or upsize the infrastructure networks to be able to service the development. The DCC's view is that local authorities must have the ability to not approve consent, or to place conditions on any discharge to ensure protection

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of its networks, protection of the environment, and that the ability to meet its own resource consents is not compromised by having to accept a discharge that did not meet these conditions.

13. In addition to an outline of types of resource consent and designations that may be needed, the DCC submits that the Bill needs to clarify that local authority bylaws should also be included in fast-track applications, either in the description of legal authorisations needed under 14(3)(t) or in a separate clause, and applicants should be required to show how they will comply with these requirements. This may assist in avoiding problems when approved projects proceed.
14. Finally, the DCC has concerns about the impact on affordability to councils of providing infrastructure or services to a new development that is approved through the fast-track process and submits that greater clarity is needed as to how the process will work. There must be the ability for local authorities to charge for staff time and any consultants needed to:
 - provide or assess any pre application material where approval from the local authority is needed such as for a trade waste consent, water connection, stormwater management plan, etc.
 - provide information or assessment of application requested by a panel or minister
 - approve, assess or monitor any conditions of consent
 - provide expert advice requested by a panel.
15. Related to the question of affordability as well as inadequate timeframes for local government to consider and provide comment, the Bill does not seem to address where liability sits in the situation that a consent is fast- tracked by the joint Ministers and there are unintended consequences for infrastructure or the environment.
16. Table 1 below sets out a number of proposed amendments to the Bill, reflecting the commentary above, aimed at improving its workability.
17. The DCC welcomes the opportunity to speak to this submission at any hearings.

Ngā mihi

Jules Radich

MAYOR

DUNEDIN CITY COUNCIL


4

Table 1 Decisions sought

Section	Subsection	Request
Referral application 14(3) The information to be included in the application is as follows:	Proposal and effects	Add a new requirement for a greenhouse gas (GHG) emissions assessment of project to be included in every application, both for construction emissions and whole of life emissions associated with creation of or use of asset/infrastructure.
	Persons affected	Add additional clause to require a list of any impacts on public infrastructure that have been identified by the relevant local authority.
	What is needed to complete the project	If applications required under bylaws are included in the requirements of 14(t) then this provision should be amended to clearly indicate this by specifying it in the list of examples. If it is not included, then an additional clause should be added specifying the requirement to list approvals that are required from the local authority to connect to, or discharge to, its infrastructure networks.
		Add requirement for the Climate Change Minister to approve a referral application considering whether it is not inconsistent with the Climate Change Response Act 2002 (Zero Carbon Act) and carbon budgets, and that the project either supports or is neutral to meeting 2030 and 2050 targets.
16 Consultation requirements for applicants for approvals	(1) engagement with relevant local authorities before lodging a referral application.	Amend to specify that where an approval to connect to local authority public infrastructure (three waters, roads etc) under its bylaws the applicant is required to specifically record and present these discussions and whether approval of the local authority would be likely and what conditions may be required. The application must be required to show how the bylaw and local authority connection requirements will be complied with.
17 Eligibility criteria for projects that may be referred to panel	(2) The joint Ministers must consider the following criteria:	Add a requirement to the eligibility criteria in section 17 that joint Ministers must consider: <ul style="list-style-type: none"> - whether the activity supports GHG emissions mitigation and in particular whether it supports or is neutral to helping achievement of Zero Carbon Act GHG budgets, 2030 and 2050 targets, and - climate change risks, and whether the activity supports resilient communities/climate change adaptation or has neutral climate change adaptation effects.
	(5) A project is not ineligible just	Remove clause or amend to clarify that prohibited activities are ineligible.

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	because the project includes an activity that is a prohibited activity under the RMA 1991	
18 Ineligible projects	A project must not include any of the following activities:	Add: an 'activity that: (i) is likely to increase GHG emissions and not support meeting Zero Carbon Act targets (ii) is likely to increase climate change risks
19 Process after joint Ministers receive application	(1) The Ministers must copy the application to, and invite written comments from (a) the relevant local authorities	Amend section 19 to provide additional clarity about what would be expected from local authorities at this stage of the process.
	(5) anyone who is invited to provide written comments has 10 working days from the receipt of the copy of the application to do so.	Extend the amount of time provided for written feedback to ensure reasonable timeframes are provided for councils to provide information.
20 Ministers may request information	(1) The joint Ministers may request further information...	Clarify the intent of this provision/what kind of information is likely to be sought by the Ministers at this point in the process and ensure reasonable timeframes are provided for councils to provide information.
21 Decision to decline application for referral	(1) The joint Ministers must decline an application for referral if the Ministers are satisfied that -	Add: (d) the project is likely to increase GHG emissions and/or is inconsistent with the Zero Carbon Act, meeting carbon budgets, and/or 2030/2050 targets; or (e) the project is likely to increase climate change risks.
	(2) The Ministers may decline an application...	Add: - contribution to climate change/likely to increase GHG emissions or -project being inappropriate due to climate change risks
22 Decision to accept application for referral	(1) before deciding to accept an application for referral, the joint Ministers must consider -	Add that Ministers must consider climate change risks and a GHG Emissions assessment as part of the application process.

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	(2) in considering the referral application the joint Ministers must:	Suggest including link to Zero Carbon Act/emissions assessment/contribution to meeting 2030 emissions reduction targets and 2050 net zero target.
25 Panel to report and joint Ministers to decide whether to approve project		Amend so that the panel makes the decision on whether to approve a project or not, and make consequential changes elsewhere in the proposed Bill e.g., Cl. 40, Schedule 4. If, however the decision is to have the joint Ministers make the decision to approve a project, add the Minister for the Environment as a joint Minister.
Schedule 3		
7 Skills and experience of members of panel		Add a requirement for the panel members to have relevant environmental management experience.
Schedule 4		
12 Information required in consent applications		Add a requirement that the applicant needs to show that the local authority has agreed to servicing, there is capacity available in the networks, and that other consents required are likely to be approved by the local authority.
13 Information required to assess environmental effects		Amend this or other clauses to ensure local authorities retain control of discharges and connections to their reticulated networks and that the decision of the joint Ministers does not override the ability of local authorities to decline or restrict or condition access to networks.
15 Information required in applications for subdivision or reclamation		Amend to include a requirement to show details of infrastructure servicing the subdivision and also amend to require that if infrastructure is proposed to be vested in the local authority, the applicant must provide confirmation that the local authority agrees to, and will accept, the vested infrastructure. Where reserves, roads or three waters infrastructure is proposed to be vested in the local authority, the applicant should be required to provide confirmation that the local authority agrees to, and will accept, the vested infrastructure. These discussions must be held with local authorities prior to lodging consent applications.
22		Amend to extend time limit for comments.

PROPOSED PARKING CHANGES - HEARINGS COMMITTEE DECEMBER 2023 RECOMMENDATIONS

Department: Transport

EXECUTIVE SUMMARY

- 1 This report presents recommendations of the Hearings Committee meeting (Attachment A), held on 7 December 2023 on proposed changes and corrections to parking and turning restrictions.
- 2 The Hearings Committee recommends that all proposed changes and corrections to parking restrictions to the GIS database as presented in December 2023 be approved.
- 3 If approved by the Infrastructure Services Committee, the changes recommended by the Hearings Committee, will be included into the GIS database and become part of the Dunedin City Traffic and Parking Bylaw 2010.
- 4 The proposed changes in parking and traffic restrictions are presented in two sections:
 - a) General parking changes (Attachment B) which include requests from residents, changes made to enhance safety or amenity, and suggestions from officers. These changes include:
 - i) a proposal to reduce parking on a narrow section of Queens Drive between City Road and Braid Road in response to safety concerns raised by nearby residents
 - ii) replacing the current 4 hour metered parking on sections of Bond, Water and Crawford streets with shorter paid and unpaid time restrictions to support businesses and visitors to the area
 - iii) returning 40 unused Resident Only Parks to unrestricted parking
 - iv) changes resulting from the School Road Safety Improvements 2023- 25 project.
 - b) Corrections to the bylaw database to ensure it matches existing markings and signage.
- 5 Consultation was undertaken for the proposed changes.
- 6 One submitter spoke at the Hearings Committee meeting in relation to changes proposed to Resident Only parking.

Albany Street Connection

- 7 The Hearings Committee considered changes associated with the proposed Albany Street Connection Project (the Project). Some property owners and local businesses have raised concern about the consultation process for the Project. Initial legal advice is that the consultation process is potentially open to challenge, and it would be prudent to re-consult in relation to the Project. Re-consultation will ensure that Council's process is robust and that all

affected parties have the opportunity to be heard. The re-consultation process may create some delay but there would be substantially more delay (and cost) if Council's process was challenged through the Courts. The changes associated with the Project have been removed from the recommendations in this report.

RECOMMENDATIONS

That the Committee:

- a) **Adopts** the proposed changes to parking and traffic restrictions shown in the December 2023 update of the Dunedin City Council's traffic and parking restrictions database <https://tinyurl.com/ParkingDecember2023v2>.
- b) **Notes** that the Hearings Committee has considered feedback from consultation on the proposed changes to parking restrictions.
- c) **Notes** that all parking restrictions previously approved by Council remain unchanged.

BACKGROUND

Traffic and parking controls

- 8 Traffic and parking controls contribute to the objectives of the Dunedin Integrated Transport Strategy 2013, by helping to achieve a safe, efficient, and accessible transport network.
- 9 Council maintains a Geographic Information System (GIS) map database of traffic and parking restrictions (the database) that reflects all on-street parking restrictions that are implemented with markings and/or signs.
- 10 Parking controls are made under the Traffic and Parking Bylaw 2010. The Hearings Committee has the delegation to consider changes to parking controls and to make recommendations to Council that can approve traffic restrictions and parking controls.

Context for proposed changes

- 11 Council often receives requests from individuals and businesses to change parking restrictions. When considering these requests, officers assess a range of factors including safety concerns, commuters' needs, commercial users' needs, road width and topography, traffic flow, neighbouring on-street parking spaces, visibility concerns and crash statistics. If a proposed change is supported by officers, consultation is undertaken with affected residents, businesses, and property owners to demonstrate support for the requested change.
- 12 The proposed changes in parking and traffic restrictions are presented in two sections:
 - a) general changes – this section includes parking changes that arise from requests from the public and businesses to change parking restrictions, safety and infrastructure changes and other general changes
 - b) corrections to parking restrictions.

DISCUSSION

General changes proposals

- 13 All proposed general parking changes are shown in <https://tinyurl.com/ParkingDecember2023v2> and are detailed in Attachment B - General Parking Changes. The GIS layer includes a bookmark feature which links the numbered cases presented in the tables of Attachment B, to their specific location.
- 14 Summaries of consultation undertaken with affected parties, including owners, residents and businesses are presented in the Attachments listed below:
 - a) Attachment C – Minor general changes
 - b) Attachment D – Queens Drive safety improvements
 - c) Attachment E – Bond/Water/Crawford streets time restrictions
 - d) Attachment F – Resident Only Parking changes
 - e) Attachment G – Elmgrove School Feedback Summary.

Queens Drive – Safety Improvements

- 15 In response to safety concerns from residents, officers propose to introduce a section of ‘no parking’ on Queens Drive between City Road and Braid Road. The concerns raised relate to the narrowness of the road and the potential for an accident when cars are parked on both side of the roadway. The proposal includes approximately 200m of no stopping restrictions and retains a 46m parking bay.
- 16 Consultation on this change was undertaken in October 2023. Letters were sent to affected residents and property owners, the proposal was published on the DCC website, and signs were installed in the area. There were 12 responses to the proposal.
- 17 Key themes from the consultation include:
 - a) relief that previous requests were received and actioned
 - b) concern over loss of available parking for Otago Boys’ High School students.
- 18 A summary of submissions received is included as Attachment D.
- 19 No changes to the proposal are recommended following consultation.

Bond/Water/Crawford streets – change in time restriction.

- 20 In response to feedback received during a previous consultation, officers developed a proposal to adjust parking on Bond, Water and Crawford streets to better suit the needs of nearby businesses and visitors to the area. This proposal includes changing 59 paid 4-hour parking spaces to a mixture of free 30-minute parking, paid 60-minute parking and paid 120-minute parking.

- 21 Consultation was undertaken in October 2023, with approximately 100 letters delivered to nearby businesses and residents or posted to property owners. Signs were also put up in the area directing the public to the DCC website to provide feedback.
- 22 29 responses were received from this consultation. Key themes from the consultation include:
 - a) concerns around provision of commuter parking
 - b) support from businesses for limited short term parking for visitors and customers
 - c) further requests for mobility parks.
- 23 Attachment E provides an overview of the submission themes and responses.
- 24 Following consideration of feedback received, the recommendation remains to provide a variety of shorter-term parking restrictions in this area, as per the proposal.
- 25 No changes to the proposal are recommended following consultation.

Resident Parking – Return of unused parking spaces to general unrestricted parking.

- 26 Council operates a Resident Only Parking Permit scheme, which has strict eligibility criteria, and allows parking to be allocated to residents in the inner-city zone with no available off-street parking.
- 27 In recent years, Council has approved fewer applications and there is an increasing number of applications being declined due to applicants having existing off-street parking, or not meeting other policy criteria. Because of this, many of the resident only spaces around the city are not being used by permitted vehicles.
- 28 To make better use of this road space and provide additional general parking capacity in the inner-city zone, officers undertook a consultation to return 42 unused resident parking spaces to general, unrestricted parking. Spaces proposed to be returned to parking have been unused for at least one year, with most unused for more than two years.
- 29 Consultation on the proposal to remove unused spaces was run via the DCC website, with signs erected on affected streets, and existing permit holders advised via email. A total of 30 individual responses were received.
- 30 A summary of this feedback is included in Attachment F.
- 31 Feedback from the consultation indicates that current utilisation of these spaces is often misaligned with the policy. Some examples noted are listed below:
 - a) visitors to the property using these spaces rather than residents (tradespeople, grocery delivery, carers).
 - b) university students parking in these spaces.
 - c) unpermitted residents parking in these spaces outside of enforcement hours.
- 32 Following consultation feedback, officers have modified the proposal to retain one resident parking space on Dundas Street, between Queen Street and George Street.

- 33 After considering a submission presented to the 7 December 2023 Hearings Committee, officers have modified the proposal to retain an additional resident parking space on Royal Terrace (London – Cobden).
- 34 The total number of parks converted from Resident Only Parking to general unrestricted parking is 40.

School Road Safety Improvements 2023/25

- 35 Changes related to this project are included in Attachment B – Parking Changes and available and at the following link:
 - a) [Dunedin City Council - Safer School Streets](#)
- 36 This project focuses on supporting speed reduction around schools and is intended to support the implementation of the interim speed management plan.
- 37 Consultation for this project was undertaken through a range of methods, including surveys, drop-in sessions, emails and online feedback forms, as well as having trials in place for the Mosgiel Taieri schools. Specific feedback (additional to that provided in the reports online) is included in Attachment G – Elmgrove School Feedback Summary. Respondents who provided feedback were invited to speak to their submissions.
- 38 The regulatory changes presented relate to infrastructure changes that will improve safety around schools. The construction of these projects is underway, and the purpose of this report is to update the traffic and parking bylaw to make the new restrictions enforceable.
- 39 The 'School Road Safety Improvements 2023/25' project comprises two separable portions of construction with some of the changes to be implemented in the current financial year and some in the next financial year. The first part of this project covers the following schools:
 - a) Elmgrove School
 - b) Outram School (*presented to Hearings Committee March 15, 2024*)
 - c) Taieri College and Silverstream School (*presented to Hearings Committee March 15, 2024*)
 - d) Opoho School (*presented to Hearings Committee March 15, 2024*).
- 40 Only the changes relating to the Elmgrove School area are presented for the Committee to consider in this report.

Elmgrove School

- 41 Changes near Elmgrove School include the following:
 - a) Argyle and Lanark Streets – new kerb buildout with a refuge island, crossing points, and road markings
 - b) Argyle and Ayr Streets – new kerb buildout with a refuge island, raised courtesy crossing, crossing points, and road markings
 - c) Argyle Steet – the existing crossing will be upgraded to a raised pedestrian (zebra) crossing

- d) Argyle and Mure Streets – new kerb buildout with a refuge island, raised courtesy crossing, crossing points and road markings.

Parking Counts

- 42 In total, it is proposed there will be a net loss of 69 unrestricted spaces across the city, with no loss of restricted spaces. Changes to restriction types or times that do not change the number of available spaces is also displayed in the table below.
- 43 Table A below details the parking changes as referenced in the attachments.

TABLE A - PARKING COUNTS			
ALL PARKING CHANGES			
	Restricted parks	Unrestricted parks	Restriction change only
<i>MINOR PARKING CHANGES</i>			
General Changes		-10	12
Queens Drive		-23	
Bond/Water/Crawford			59
Resident Parking			40
School Road Safety Improvements 2023/25		-36	
TOTAL	0	-69	111

Corrections to the bylaw database

- 44 Corrections of parking restrictions to the database are detailed in Table B below. They do not change current parking restrictions but include corrections to the database that have been made to accurately reflect the parking restrictions which are on the ground.

TABLE D - CORRECTIONS TO THE TRAFFIC AND PARKING BYLAW		
CORRECTIONS TPC-39		
Number	Location	Detail
1	187 Main South Road	Record of P60 parking outside 187 Main South Road Signage reflects P60 but bylaw notes P30 - update to match the restriction on-road
2	64 Hawthorn Avenue	Update bylaw layer to reflect 6m of historic no stopping lines by the intersection/roundabout of Hawthorn and Jubilee Streets
3	211 Hanover Street	Update bylaw layer to reflect P30 space on Hanover Street, capacity of 9 cars

OPTIONS

- 45 Two options are proposed. The recommended option (Option One) is to proceed with some or all the proposed changes to the GIS database, and Option Two is maintaining the status quo.

Option One – Recommended Option

- 46 That the Committee adopts the proposed changes to the traffic and parking controls database.

Advantages

- Improves safety, efficiency, and access on the transport network by:
 - 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.
 - increasing visibility at intersections.
- Improves accessibility by providing new mobility parks at safe and suitable locations.
- Contributes to achieving an integrated, affordable responsive, effective and safe transport network.

Disadvantages

- There are no disadvantages.

Option Two – Status Quo

- 47 Status Quo – do not change parking restrictions.

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

- 48 If the Committee adopts 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

Authoriser:	Jim O'Malley - Chairperson, Hearings Committee
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Attachments

	Title	Page
↓A	Hearings Committee Minutes 7 December 2023	56
↓B	General Parking Changes	61
↓C	Consultation Summary - General Parking Changes	67
↓D	Consultation Summary - Queens Drive	68
↓E	Consultation Summary - Bond-Water-Crawford	69
↓F	Consultation Summary - Resident Parking	72
↓G	Elmgrove School Feedback Summary	74

SUMMARY OF CONSIDERATIONS
Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities. This decision promotes the social and economic well-being of communities in the present and for the future.

Fit with strategic framework

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

Improvements to traffic and parking restrictions supports a safe, efficient and accessible transport network, and supports the social and economic wellbeing of Dunedin communities.

Māori Impact Statement

Mana whenua have expressed support for a safe and efficient transport network.

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

Costs for implementing the proposed changes are covered by existing budgets.

Significance

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

Engagement – external

There has been engagement with affected parties, including residents, landowners and business owners adjacent to changes.

Engagement - internal

There has been engagement with Transport, Parking Services, Parks and Recreation, Library and Property Services staff.

Risks: Legal / Health and Safety etc.

Many of the proposed changes aim to improve safety of vulnerable users of the transport network.

SUMMARY OF CONSIDERATIONS

Conflict of Interest

There are no known conflicts of interest.

Community Boards

There are no implications for Community Boards as part of this report.

Hearings Committee

MINUTES

Minutes of an ordinary meeting of the Hearings Committee held in the Council Chambers, Dunedin Public Art Gallery, The Octagon, Dunedin, on Thursday 07 December 2023, commencing at 1.00 pm - Proposed Parking Changes

PRESENT

Chairperson	Cr Jim O'Malley	
	Cr Cherry Lucas	Cr Mandy Mayhem

IN ATTENDANCE

Jeanine Benson (Group Manager Transport); Simon Spiers (Team Leader, Regulation Management); Simone Handwerk (Transport Planning Team Leader); Abbey Chamberlain (Transport Regulation Co-ordinator); Paula Barragan-Romano (Policy Analyst, Transport Regulation) and Sacha Hatton (Business Support Officer, Transport)

Governance Support Officer Wendy Collard

1 DECLARATIONS OF INTEREST

Members were reminded of the need to stand aside from decision-making when a conflict arose between their role as an elected representative and any private or other external interest they might have.

DECLARATION OF INTEREST

Moved (Cr Jim O'Malley/Cr Cherry Lucas):

That the Committee:

- Notes** the Elected Members' Interest Register; and
- Confirms** the proposed management plan for Elected Members' Interests.

Motion carried (HEAR/2023/008)

2 SPEAKING SCHEDULE

A report from Civic provided a schedule of submitters who wished to present to the Committee. The following submitters presented to the Committee:

University of Otago – Gordon Roy

On behalf of the University of Otago, Gordon Roy (Strategic Architect) spoke to their submission in support of the Albany Street Connection Project, which included: the reduction of the carriageway; the improved junction buildouts and the installation of new pedestrian crossings. Mr Roy commented on the alterations which were associated with Te Rangihīroa College, including the requirement for coach parking. He advised that they acknowledged that the loss of parking on Albany Street was a negative however felt the wider benefits outweighed this.

Mr Roy responded to questions.

Greg Paterson

Mr Paterson spoke to his submission on the Albany Street Connection Project and expressed his concerns regarding the consultation that had been undertaken. He commented that a number of small businesses had not been identified as key stakeholders and had not been directly consulted with.

Mr Paterson requested that the Committee give consideration to recommending that 4 parks be retained on the northern side of Albany Street (between Leith and Clyde Streets) for parking near the businesses on that side of the street. He commented that following a discussion with staff, that this could be possible.

Mr Paterson responded to questions.

Leith Street Liquorland – Chris Hart and Donna Hogg

Chris Hart (Owner, Leith Street Liquorland) and Donna Hogg (General Manager) spoke to their submission on the Albany Street Connection Project.

Mr Hart commented on the impact the recent upgrades to the steam pipe infrastructure had had on businesses in the area, with turnover being significantly down as the street was closed to traffic. He also commented on their concerns regarding the placement of the mobility parks at the northern end of Leith Street and the pedestrian crossings on Albany Street.

Mr Hart and Ms Hogg requested that consideration be given to the installation of 4 short term parks on the northern side of Albany Street and provided a suggestion on how this could be made possible.

Mr Hart and Ms Hogg responded to questions.

Otago University Students Association (OUSA), University of Otago

Keegan Wells (Incoming President, OUSA) and Quinten Jane (President, OUSA) spoke to their submission in support of the Albany Street Connection. They commented on the large number of pedestrians using Albany Street, with more people using other transport modes such as buses and cycling. They also commented on new student accommodation, and that most of the students were living within walking distance of the campus and that the Commercial campus was a highly used space.

The OUSA supported other uses of transport modes which encouraged a sustainable environment.

The new college where the student will be using Albany Street to get to and from campus. Making it more pedestrian friendly will ensure that students are safe and get to campus safely.

Mr Jane commented that Drop off zones on the four sides of the campus (such as Union Street and St David Street) were seen as beneficial and pedestrian crossings on Albany Street as current there are none.

Ms Keegan and Mr Jane responded to questions.

Sarita and Anita Pillai

Sarita Pillai spoke to her submission regarding resident parking and commented on the importance of having a non-allocated residents parking permits. She spoke of the situation for 91 year old mother to ensure her independence and ability to remain in her home of over 50 years.

Ms Sarita Pillai requested that consideration be given to “grandparenting” the previous non-allocated spaces until Mrs Pillai no longer lived at the property or for the ability to park over the property’s driveway without receiving a ticket.

Ms Pillai responded to questions.

3 PROPOSED PARKING CHANGES

A report from Transport presented information on changes and corrections to parking restrictions for the Committee’s consideration.

The report noted that there were four sections of proposed changes, which included: changes to residents parking; Mosgiel Taieri school speed zone changes project; Albany Street Connection and Harbour Arterial.

An updated Attachment P to Schedules 1 and 2 of the Traffic and Parking Bylaw was tabled at the hearing as one of the one-way restrictions in Schedule 1 had been omitted as below:

a new one-way north restriction is proposed for Riego Street, extending the existing one-way restriction from mid-Riego Street to Forth Street to the whole length of the street from Albany Street to Forth Street

The Group Manager, Transport (Jeanine Benson), the Team Leader, Regulation Management (Simon Spiers), and the Transport Planning Team Leader (Simone Handwerk) responded to questions on the Albany Street Connection Project.

The Team Leader, Regulation Management (Simon Spiers), the Transport Regulation Co-ordinator (Abbey Chamberlain) and the Policy Analyst, Transport Regulation (Paula Barragan-Romano) responded to questions on the proposed general parking changes which included Queens Drive; Mosgiel Taieri school speed zone changes project; Bond Street and the Residents Parking.

The Group Manager, Transport (Jeanine Benson), the Team Leader, Regulation Management (Simon Spiers), and the Transport Planning Team Leader (Simone Handwerk) responded to further questions on the Albany Street Connection Project which included the request from Mr Paterson and from Mr Hart (of Leith Street Liquorland) for the consideration of parks on the northern side of Albany Street.

Moved (Cr Jim O'Malley/Cr Cherry Lucas):

That the Committee:

Recommends to Council that three parks be added on the northern side of Albany Street between Leith Street and Clyde Street to the Albany Street Connection project.

Division

The Committee voted by division

For: Cr Cherry Lucas (1).

Against: Crs Jim O'Malley and Mandy Mayhem (2).

Abstained: Nil

The division was declared LOST by 2 vote to 1

Moved (Cr Jim O'Malley/Cr Mandy Mayhem):

That the Committee:


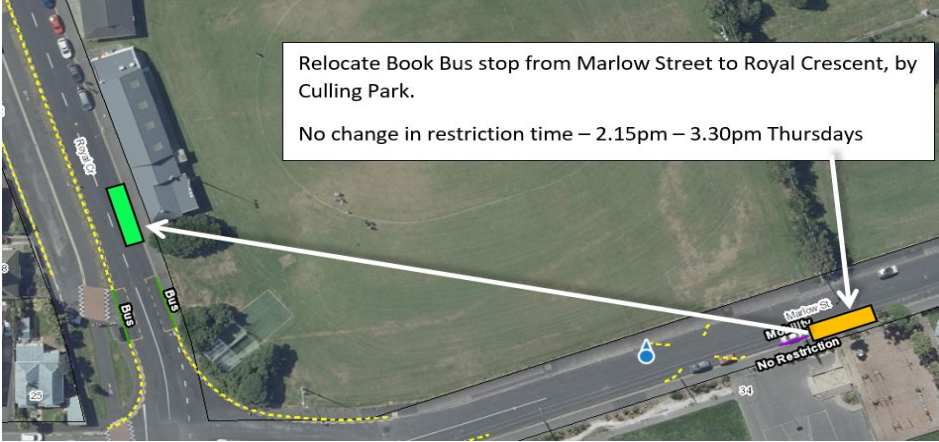
- a) **Recommends** Council to approve the proposed changes to parking and traffic restrictions shown in the December 2023 update of the Dunedin City Council's traffic and parking restrictions database
<https://tinyurl.com/ParkingDecember2023>

Motion carried (HEAR/2023/009)


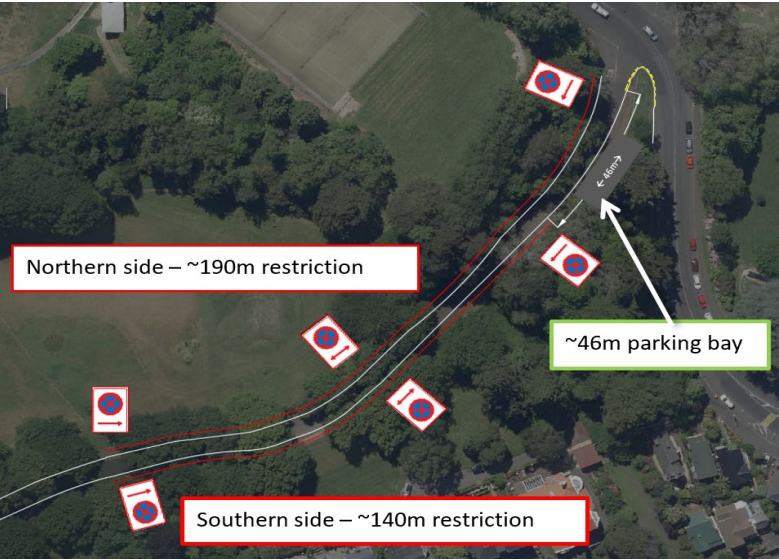
The Committee noted that the monitoring information for Knox Row, requested at its 11 July 2023 meeting would be presented in early 2024.

The meeting concluded at 3.11 pm.


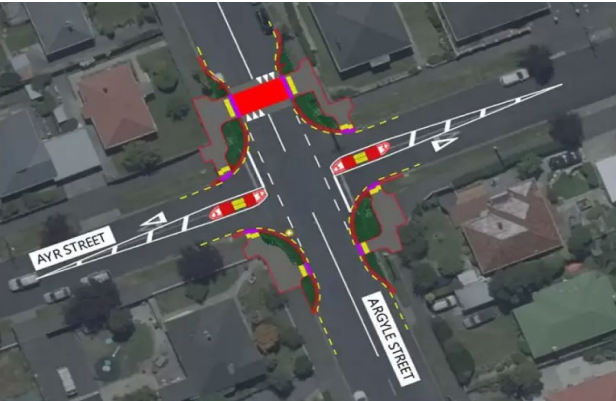

CHAIRPERSON

ATTACHMENT B-GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES - INFRASTRUCTURE SERVICES COMMITTEE (20-02-2024)						
N	Map	Location	General Description	Change proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-39						
1	Culling Park - Marlow Street	45 Royal Crescent	Installation of broken yellow lines to facilitate access to field for emergency and maintenance vehicles	7m of unrestricted parking changed to broken yellow lines		Attachment B - Consultation Summary - General Parking Changes DCC PARS - Andrew Kennelly
2	Culling Park - Royal Crescent - bookbus stop	34 Marlow Street/ 45 Royal Crescent	Relocation of Bookbus stop from Marlow Street to Royal Crescent	Bookbus stop returned to general parking on Marlow Street General Parking changed to bookbus stop on Royal Crescent No change to time of restriction (Applied 2.15pm - 3.30pm Thursdays only)		Attachment B - Consultation Summary - General Parking Changes DCC Library - Helena Bailey DCC PARS - Andrew Kennelly Dunedin City Royals Football Club

ATTACHMENT B-GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES - INFRASTRUCTURE SERVICES COMMITTEE (20-02-2024)						
N	Map	Location	General Description	Change proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-39						
3	Caroline Freeman College	911 Cumberland Street	Relocation of P5 parking to support visitors to Caroline Freeman College	3x P5s installed outside 28 Howe Street to serve as pick-up drop-off and bus allowance Cumberland St P5s (2x) returned to unrestricted parking		Attachment B - Consultation Summary - General Parking Changes Design modified slightly following request from affected parties - extended length of new P5 zone to 18m to accommodate larger vehicles in the drop off zone. Returned Cumberland St P5s to unrestricted parking.
4	Rattray Street	180 Rattray Street	Conversion of underutilised short term and AVO parking to paid 60-minute parking	1x AVO park replaced with 1x P5 park 1x AVO and 1x P5 park converted to 2x Paid 60-minute parks		Attachment B - Consultation Summary - General Parking Changes Letterdrop to businesses Letters mailed to property owners Following feedback, modified to have P5 closer to intersection with Broadway, and retain the P60 on the southern side.

ATTACHMENT B -GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES - INFRASTRUCTURE SERVICES COMMITTEE (20-02-2024)						
N	Map	Location	General Description	Change proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-39						
5	English Avenue	83 English Ave - 5 Crewe Street	Installation of broken yellow lines as safety measure to help vehicle access on narrow road. No stopping lines on alternating sides of the road to allow parking bays	20m of NSL outside 83 Elgin Rd 16m of NSL outside 33 English Ave 6m of NSL outside 68 English Ave 10m of NSL outside 5 Crewe St (English Ave)		Attachment B - Consultation Summary - General Parking Changes Residential Website
6	Queens Drive	Between City Rd and Braid Rd	Installation of no stopping areas as a safety measure	Northern side: ~190m no stopping restriction Southern side: Installation of broken yellow lines around the bend followed by a ~46m area of parking bay and ~140m of no stopping restriction on southern side		Attachment C - Consultation Summary - Queens Drive Letters mailed to property owners Signs on Street and website consultation

ATTACHMENT B - GENERAL PARKING CHANGES																																																
GENERAL PARKING CHANGES - INFRASTRUCTURE SERVICES COMMITTEE (20-02-2024)																																																
N	Map	Location	General Description	Change proposed	Diagram	Consultation/Reference																																										
MINOR CHANGES TPC-39																																																
7	Bond/Water/Crawford	Bond St/Water St/Crawford St - block nearest Exchange	Reduction of existing time restrictions to support needs of businesses and customers/patients	<p>Bond Street: 2x angled parks changed to 2x P30s 9x angled Paid 240-minute parks changed to Paid 60 11x parallel Paid 240-minute parks changed to Paid 120</p> <p>Water Street: 2x parallel Paid 240-minute parks changed to Paid 60 13x angled Paid 240-minute parks changed to Paid 60 6x parallel Paid 240-minute parks changed to Paid 120</p> <p>Crawford Street: 2x parallel Paid 240-minute parks changed to Paid 120 14x angled Paid 240-minute parks changed to Paid 120</p>		Attachment D - Consultation Summary - Bond-Water-Crawford Letterdrop to businesses Letters mailed to property owners Signs on Street and website consultation																																										
8	Resident Parking	Inner City Zone	<p>Conversion of unutilised Resident Only Parking Spaces to general unrestricted parking</p> <p>Resident only parking has a very specific set of criteria which means that many people who live in this area and apply are ineligible. This leaves a number of allocated resident only parking spaces unused on the road</p> <p>Consultation on returning the undersubscribed resident only spaces into general unrestricted parking</p>	<p>Cargill St, Canongate, Dundas St, Elder St, George St, Fernhill St, Heriot Row, London St, Royal Terrace, York Place</p> <p>Total allocated resident spaces in this area will reduce by 41 parks, from 66 spaces to 25 spaces</p>	<table><thead><tr><th></th><th>Current</th><th>Proposed</th></tr></thead><tbody><tr><td>Cargill Street (Scotland - Haddon)</td><td>6</td><td>3</td></tr><tr><td>Canongate (Ratray St to Duncan Street)</td><td>7</td><td>3</td></tr><tr><td>Dundas Street (Queen Street to George Street)</td><td>2</td><td>0</td></tr><tr><td>Elder Street (Pitt Street end)</td><td>5</td><td>0</td></tr><tr><td>George Street (Dundas Street to Howe Street)</td><td>3</td><td>1</td></tr><tr><td>Fernhill Street (Melville Street to Lees Street)</td><td>3</td><td>2</td></tr><tr><td>Heriot Row (Cobden Street to Pitt Street)</td><td>6</td><td>2</td></tr><tr><td>Heriot Row (Drummond-Park St)</td><td>2</td><td>1</td></tr><tr><td>London Street (Haddon Place to Stuart Street)</td><td>9</td><td>5</td></tr><tr><td>Royal Terrace (London Street to Cobden Street)</td><td>9</td><td>2</td></tr><tr><td>Royal Terrace (Cobden Street to Pitt Street)</td><td>7</td><td>2</td></tr><tr><td>York Place (Stuart Street to Ratray Street)</td><td>7</td><td>3</td></tr><tr><td></td><td>66</td><td>24</td></tr></tbody></table>		Current	Proposed	Cargill Street (Scotland - Haddon)	6	3	Canongate (Ratray St to Duncan Street)	7	3	Dundas Street (Queen Street to George Street)	2	0	Elder Street (Pitt Street end)	5	0	George Street (Dundas Street to Howe Street)	3	1	Fernhill Street (Melville Street to Lees Street)	3	2	Heriot Row (Cobden Street to Pitt Street)	6	2	Heriot Row (Drummond-Park St)	2	1	London Street (Haddon Place to Stuart Street)	9	5	Royal Terrace (London Street to Cobden Street)	9	2	Royal Terrace (Cobden Street to Pitt Street)	7	2	York Place (Stuart Street to Ratray Street)	7	3		66	24	Attachment E - Consultation Summary - Resident Parking Letters emailed to existing permit holders Signs on Street and website consultation Consultation resulted in one resident parking space being retained on Dundas Street
	Current	Proposed																																														
Cargill Street (Scotland - Haddon)	6	3																																														
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ATTACHMENT B -GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES - INFRASTRUCTURE SERVICES COMMITTEE (20-02-2024)						
N	Map	Location	General Description	Change proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-39						
9	Mosgiel West Lanark Street /Argyle Street Intersection	16 Lanark Street	Safety improvements to support the school area around Elmgrove School	Crossing points, pedestrian refuge islands and kerb build-outs installed at intersection Lanark Street/Argyle Street		Attachment F - Mosgiel-Taieri Safer Schools Streets Project -Project Context and 2021 Trials Engagement Report Attachment H - Mosgiel-Taieri Safer Schools Streets Project-2023 Feedback Summary Elm Grove School
10	Mosgiel West Ayr Street/Argyle Street Intersection	18 Ayr Street Mosgiel	Safety improvements to support the school area around Elmgrove School	Crossing points, pedestrian refuge islands, kerb build-outs and raised courtesy crossing installed at intersection Ayr Street/Argyle Street		Attachment F - Mosgiel-Taieri Safer Schools Streets Project -Project Context and 2021 Trials Engagement Report Attachment H - Mosgiel-Taieri Safer Schools Streets Project-2023 Feedback Summary Elm Grove School
11	Mosgiel West Mure Street/Argyle Street Intersection	20 Mure Street Mosgiel	Safety improvements to support the school area around Elmgrove School	Crossing points, pedestrian refuge islands, kerb build-outs and raised courtesy crossing installed at intersection Mure Street/Argyle Street		Attachment F - Mosgiel-Taieri Safer Schools Streets Project -Project Context and 2021 Trials Engagement Report Attachment H - Mosgiel-Taieri Safer Schools Streets Project-2023 Feedback Summary Elm Grove School

Attachment C - Consultation Summary - General Parking Changes								
Culling Park - Installation of broken yellow lines								
Specific change	Consultation Period	Respondent	Organisation	Parking Changes*			Comments	Design after feedback
				S	N	O		
Culling Park - Installation of broken yellow lines	Oct-23	Andrew Kennelly	DCC - PARS	1			DCC PARS supports the change	No change
Total Feedback				1	0	0		
* Support (S); Neutral (N); Oppose (O)								
Culling Park - Relocation of book bus stop from Marlow Street to Royal Crescent								
Specific change	Consultation Period	Respondent	Organisation	Parking Changes*			Comments	Design after feedback
				S	N	O		
Culling Park - Relocation of book bus stop from Marlow Street to Royal Crescent	Oct-23	Andrew Kennelly	DCC - PARS	1			DCC PARS supports the change	No change, and no feedback received from neighbouring football club
		Helena Bailey	DCC - Library	1			DCC Library supports the change, and noted in trialling the location they found new visitors to the bus	
Total Feedback				2	0	0		
* Support (S); Neutral (N); Oppose (O)								
180 Rattray Street								
Specific change	Consultation Period	Respondent	Organisation	Parking Changes*			Comments	Design after feedback
				S	N	O		
Conversion of underutilised short term and AVO parking to paid 60-minute parking	Oct-23	Kirstin	Speight's Ale House	1			Supports the changes, and requests a slight modification in the arrangement of parking	Design modified to put P5 closest to the intersection by Speights on northern side of the road, retain P60 on southern side of road
Total Feedback				1	0	0		
* Support (S); Neutral (N); Oppose (O)								
Caroline Freeman College								
Specific change	Consultation Period	Respondent	Organisation	Parking Changes*			Comments	Design after feedback
				S	N	O		
Relocation of P5 parking to better serve the main entrance of Caroline Freeman College	Oct-23	Gordon Roy	University of Otago	1			Supports following wider consultation with Caroline Freeman College. Suggested increasing size of the P5 area, and returning previous area to unrestricted parking	Suggestions from University incorporated into new design (P5 extended from 12m to 18m)
Total Feedback				1	0	0		
* Support (S); Neutral (N); Oppose (O)								
English Avenue								
Specific change	Consultation Period	Respondent	Organisation	Parking Changes*			Comments	Design after feedback
				S	N	O		
Installation of broken yellow lines as safety measure to help vehicle access on narrow road. No stopping lines on alternating sides of the road to allow parking bays.	Oct-23	Stu	Resident	1			Supports the change, especially considering the increasing congestion levels	Considered additional measures suggested in one response with engineers, however this was not recommended so no change in proposal put forward
		Chris	Resident	1			Supports the changes, recommends additional measures	
		Barbara	Resident	1			Supports the changes, especially considering the increasing congestion levels and considering the newly built adjacent Kindergarten	
		Heather	Resident	1			Supports the change, wants this implemented ASAP for safety reasons	
Total Feedback				4	0	0		
* Support (S); Neutral (N); Oppose (O)								

Attachment D - Consultation Summary - Queens Drive:

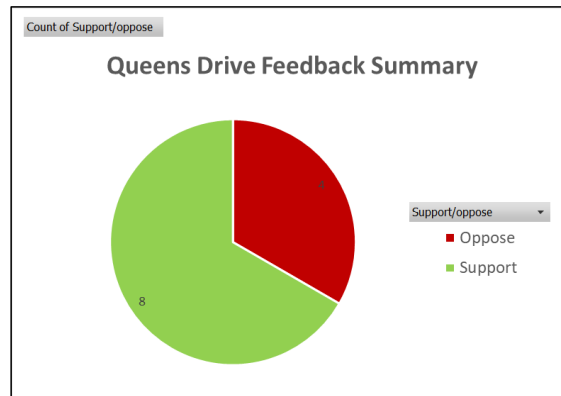


In total, 12 pieces of individual feedback were received relating to the proposal. Of these responses, 8 supported and 4 opposed the proposal.

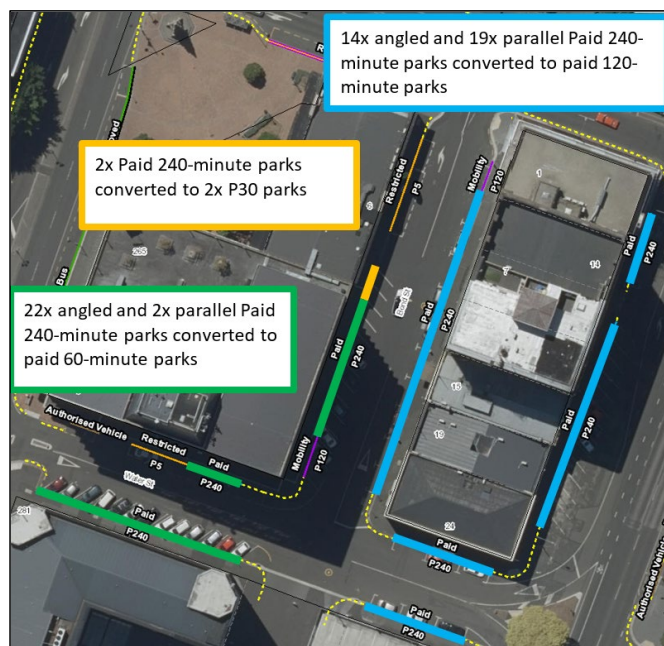
The supportive feedback focused on the safety improvements.

The opposing feedback related to the loss of parking and drop off facilities, relating largely to Otago Boys High School. One submission from an Otago Boys student referenced a petition with over 200 signatures opposing the proposal. Officers requested a copy of the petition, however this has not been received.

Feedback is displayed below, with submissions available for review on Squiz.



Attachment E - Consultation Summary - Bond-Water-Crawford



Officers proposed changes in the central city to increase parking turnover to support local businesses and visitors to the city. Recent consultations on Princes Street, High Street, Broadway and Bond Street have shown that businesses typically support the provision of more short term parking.

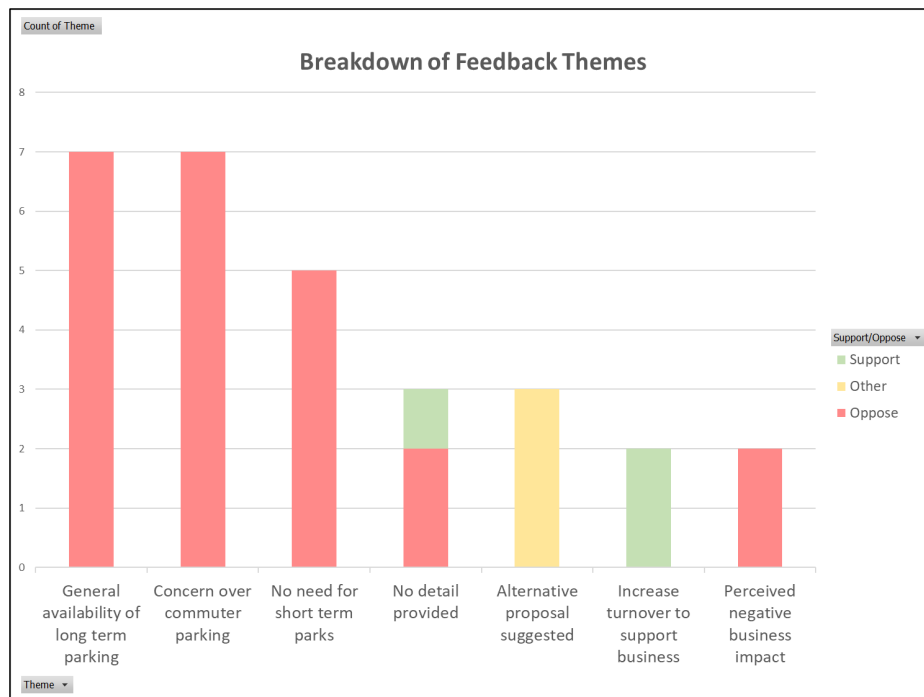
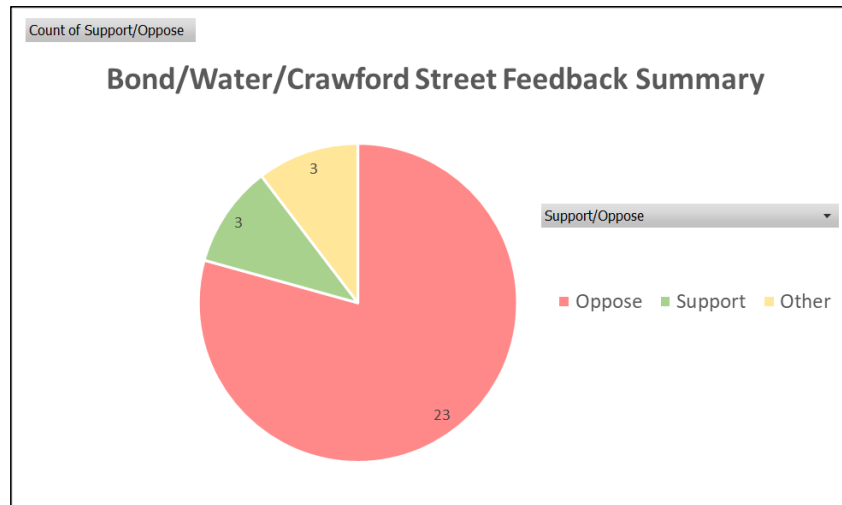
For the proposed changes on Bond, Crawford and Water Streets, 29 pieces of individual feedback were received. Of these, 3 were in support, 23 were opposed and 3 presented other feedback.

Positive feedback was received from the Distinction Hotel and the Property Manager for Consultancy House. Each of these supported the proposed change in restrictions, because they would provide benefit to surrounding businesses.

Of the opposing feedback received, 30% of submissions highlighted concerns that the parks would no longer be desirable as commuter parks because users would need to move their vehicles frequently.

There was a range of feedback received, including some suggestions for additional changes in the area, with two submissions requesting the installation of additional mobility parks on Bond Street. The requests for additional mobility parks align with work already completed in 2023.

A breakdown of the primary themes from the feedback is detailed below, noting some submissions discussed multiple themes – for complete detail on submissions, refer to Squiz.



Another common theme among respondents was the perceived lack of available longer-term parking in the area. Figure 1 below shows a map of the nearest unrestricted and all-day parking locations which start as close as two blocks from the consultation area.

Figure 1:



Attachment F - Consultation Summary - Resident Parking

	Current spaces	Proposed spaces
Cargill Street (Scotland - Haddon)	6	3
Canongate (Ratray St - Duncan St)	7	3
Dundas Street (Queen St - George St)	2	0
Elder Street (Pitt St end)	5	0
George Street (Dundas St - Howe St)	3	1
Fernhill Street (Melville St - Lees St)	3	2
Heriot Row (Cobden St - Pitt St)	6	2
Heriot Row (Drummond - Park St)	2	1
London Street (Haddon Pl - Stuart St)	9	5
Royal Terrace (London St - Cobden St)	9	2
Royal Terrace (Cobden St - Pitt St)	7	2
York Place (Stuart St - Ratray St)	7	3
Total	66	24

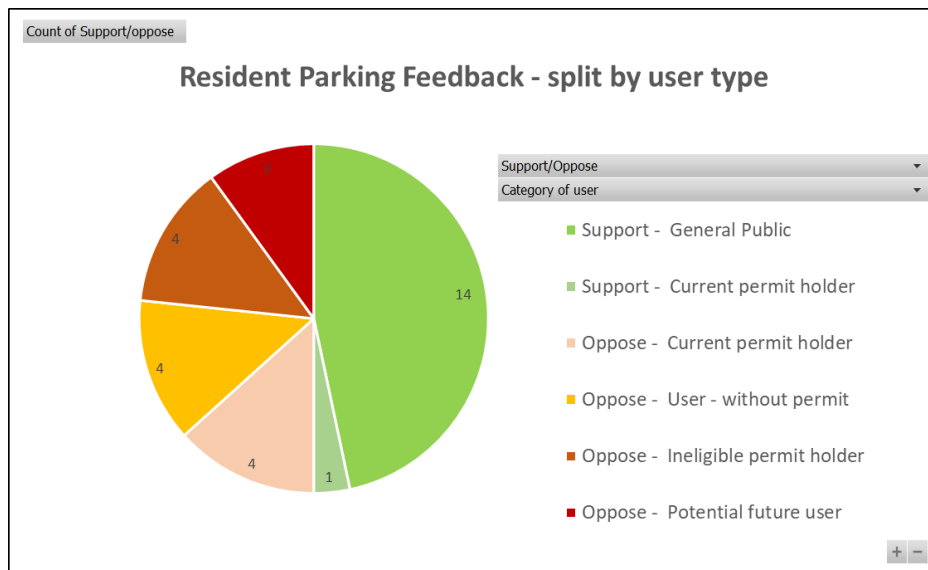
In total, 30 pieces of individual feedback were received either relating to individual streets, several streets, or all streets in the proposal. Of the 30 responses received, 15 were in support and 15 opposed the proposal. Submissions are available for review on Squiz.

The supportive responses mostly came from members of the public who are not registered as current permit holders and would like to make use of the parks once they are returned to general unrestricted parking.

The feedback has been split into categories, comprising the following:

- **Current permit holder**
 - (These individuals hold permits, and their spaces are not proposed to be removed)
- **Ineligible permit holder**
 - (These individuals currently hold a permit but do not meet the criteria of the policy, the spaces allocated to these individuals are not proposed to be removed)
- **User – without permit**
 - (These individuals do not pay for the parks but use the allocated spaces regardless)
- **Potential future user**
 - (These individuals are eligible and have expressed interest for the parks in the 2024 calendar year).
- **General Public**
 - (These individuals don't have permits and are generally members of the public)

A breakdown of the feedback split by these categories listed below:



After considering the feedback received, officers have modified the proposal to retain one resident parking space on Dundas Street (Queen Street to George Street).

Dundas Street (Queen St - George St)	2	1
--------------------------------------	---	---

It is now proposed that 41 resident parks be converted to general unrestricted parking in the Inner-City zone.

Attachment G - Elmgrove School Feedback Summary											
2023 Feedback Summary Elmgrove School											
Consultation	Initial consultation was done together with a live trial held in October 2020 with additional consultation for amendments to the trial in early 2021. A letter was sent to the residents to inform them about the upcoming works and scope of works on 26/09/2023										
Consultation period	Feedback date	Respondent	Parking Changes			General project information			Submitter comments	Changes to design post feedback	Staff observations/comments
			Support	Neutral / Mixed	Oppose	Support	Neutral / Mixed	Oppose			
Sep-23	9/27/2023	Resident		1			1		A resident of the Elmgrove School area is worried about the planned changes because, in their 36 years there, they haven't seen accidents and don't feel there are significant problems to solve. They support road signs and raised crossings but had issues with yellow lines on Ayr Street during the trial	No changes	Concerns were addressed with submitter but no change in their position or the design. Issue with yellow lines is related to parents not complying with regulations
Sep-23	9/29/2023	Resident		1				1	Resident does not support the proposed infrastructure changes and believes they are unnecessary, suggesting that flashing lights during school hours would be sufficient	No changes	
Sep-23	9/29/2023	Resident	1			1			The resident expressed opposition to the loss of a car park outside their property as they regularly use the space for two cars and wanted to discuss works outside their property	No changes	The customer was phoned and informed that they will have sufficient space to park two cars outside their property on Argyle Street after the construction. They appeared satisfied with the proposed works after the conversation
Sep-23	10/17/2023	Resident		1			1		The resident offered some suggestions about how parents could drop off children attending the school. They also expressed concerns about installing no stopping lines outside the property of their neighbour who has mobility issues. They were also concerned about the kerb build outs, and raised crossings between Mure and Lanark Streets	There is enough space for one on-street parking spot after the construction. Hence, no changes were made	No email address or phone number were provided on the written letter
Total Feedback			1	3	0	1	2	1			

PROPOSED PARKING CHANGES - HEARINGS COMMITTEE MARCH 2024 RECOMMENDATIONS

Department: Civic

EXECUTIVE SUMMARY

- 1 This report presents recommendations of the Hearings Committee meeting (Attachment A), held on 15 March 2024 on proposed changes and corrections to parking restrictions.
- 2 The Hearings Committee recommends that all proposed changes and corrections to parking restrictions to the GIS database as presented in March 2024 be approved.
- 3 If approved by the Infrastructure Services Committee, the changes recommended by the Hearings Committee, will be included into the GIS database and become part of the Dunedin City Traffic and Parking Bylaw 2010.
- 4 The proposed changes in parking and traffic restrictions are presented in three sections:
 - a) General parking changes which include requests from residents, changes made to enhance safety or amenity, and suggestions from officers. These changes include:
 - i) new bus stops to support a change to the Ocean Grove to Ross Creek bus route.
 - ii) parking time restrictions on Factory Road, Mosgiel to support local businesses.
 - iii) changes relating to the School Road Safety Improvements 2023/25 project.
 - b) changes relating to George Street as part of the Retail Quarter Project.
 - c) corrections to the bylaw database to ensure it matches existing markings and signage.
- 5 Consultation was undertaken separately for all the proposed changes discussed in this report.
- 6 Two submitters spoke at Hearings Committee meeting in relation to the new bus stop proposed on Main Road, Fairfield and the proposed changes relating to Opoho School.

RECOMMENDATIONS

That the Committee:

- a) **Adopts** the proposed changes to parking and traffic restrictions shown in the March 2024 update of the Dunedin City Council's traffic and parking restrictions database <https://tinyurl.com/ParkingMarch2024> and <https://tinyurl.com/RetailQuarterMarch2024>
- b) **Notes** that the Hearings Committee has considered feedback from consultation on the proposed changes to parking restrictions.
- c) **Notes** that all parking restrictions previously approved by Council remain unchanged.

BACKGROUND

Traffic and parking controls

- 7 Traffic and parking controls contribute to the objectives of the Dunedin Integrated Transport Strategy 2013, by helping to achieve a safe, efficient, and accessible transport network.
- 8 Council maintains a Geographic Information System (GIS) map database of traffic and parking restrictions (the database) that reflects all on-street parking restrictions that are implemented with markings and/or signs.
- 9 Parking controls are made under the Traffic and Parking Bylaw 2010. The Hearings Committee has the delegation to consider changes to parking controls and to make recommendations to Council that can approve traffic restrictions and parking controls.

Context for proposed changes

- 10 Council often receives requests from individuals and businesses to change parking restrictions. When considering these requests, officers assess a range of factors including safety concerns, commuters' needs, commercial users' needs, road width and topography, traffic flow, neighbouring on-street parking spaces, visibility concerns and crash statistics. If a proposed change is supported by officers, consultation is undertaken with affected residents, businesses, and property owners to demonstrate support for the requested change.
- 11 The proposed changes in parking and traffic restrictions are presented in three sections:
 - a) general changes – this section includes parking changes that arise from requests from the public and businesses to change parking restrictions, safety and infrastructure changes and other general changes.
 - b) changes relating to the Retail Quarter Project.
 - c) corrections to parking restrictions.

DISCUSSION

General changes proposals

- 12 All proposed general parking changes are shown in <https://tinyurl.com/ParkingMarch2024> and are detailed in Attachment B - General Parking Changes. The GIS layer includes a bookmark feature which links the numbered cases presented in the tables of Attachment B, to their specific location.
- 13 Summaries of consultation undertaken with affected parties, including owners, residents and businesses are presented in Attachment C – Minor General Changes – Feedback.

Parking changes to support public transport

- 14 New bus stops on Route 3 (Ocean Grove) support changes to the bus network which were introduced in September 2023. The proposed permanent stop locations are already operating under temporary traffic management.

- 15 Broad Bay: Regulation of a new bus stop in Broad Bay which was designed and constructed as part of the Peninsula Connection Project. Neighbouring properties have been consulted with and support the introduction of the stop.
- 16 Fairfield/Sunnyvale: A new bus stop has been proposed on Main Road, Fairfield by Te Kura Kaupapa Māori o Ōtepoti. The new stop by the school will pair with the existing bus stop on the opposite side of the road. Following consultation feedback, staff reviewed and modified the design to retain two parking spaces. A site visit was completed by staff and Hearing Committee members to consider alternative bus stop locations however, it was decided to proceed with the design.

Factory Road, Mosgiel – time restriction changes

- 17 In response to a request from local businesses, it is proposed to change nine unrestricted car parks to six restricted 120-minute spaces and three restricted 30-minute spaces. This proposal will support local businesses by increasing parking turnover.

School Road Safety Improvements 2023- 25

- 18 Detail on the changes relating to this project can be found in Attachment B – General Parking Changes and at the following link:
 - a) [Dunedin City Council - Safer School Streets](#)
- 19 This project focuses on supporting speed reduction around schools (a nationwide approach defined by NZ Transport Agency Waka Kotahi) and is intended to support the implementation of the interim speed management plan.
- 20 Consultation for this project was undertaken through a range of methods, including surveys, drop-in sessions, emails and online feedback forms, as well as having trials in place for the Mosgiel Taieri schools. Specific feedback (additional to that provided in the reports online) is included in Attachment C. Respondents who provided feedback were invited to speak to their submissions.
- 21 The regulatory changes presented relate to infrastructure changes that will improve safety around schools. The construction of these projects is underway, and the purpose of this report is to update the traffic and parking bylaw to make the new restrictions enforceable.
- 22 The proposed changes in this report relate to the following schools:
 - a) Outram School
 - b) Taieri College and Silverstream School
 - c) Opoho School.

Outram School

- 23 Changes near Outram School include the following:
 - a) Formby and Beaumaris Streets – new kerb buildouts, crossing points, pedestrian refuge island, raised courtesy crossing and road markings

- b) Bell, Hoylake and Beaumaris Streets – new kerb buildouts, crossing points, pedestrian refuge island and road markings.

Taieri College and Silverstream School

24 Changes for these two schools include the following:

- a) Church Street – existing pedestrian crossing will be raised
- b) Green Street and Arran Street – new kerb buildouts, crossing points, raised pedestrian crossing and road markings
- c) High Street and Doon Street – new kerb buildouts, crossing points, raised courtesy crossing, bus stop relocation and road markings.

Opoho School

25 Changes relating to Opoho School were initially programmed for Separable Portion Two of this project. However, funding and construction availability changed, allowing this work to be completed earlier.

26 Changes include the following:

- a) Signal Hill Road – existing pedestrian crossing relocated and raised, new kerb buildout, road markings and a new streetlight
- b) Blacks Road and Signal Hill Road – kerb realignment, new crossing points and road marking

27 Staff and Committee members considered options after hearing from a submitter during the Hearings Committee meeting, however it was decided to proceed with the design.

Retail Quarter Project

28 Recommended parking changes relating to the Retail Quarter Upgrade are shown in <https://tinyurl.com/RetailQuarterMarch2024> and detailed in Attachment D – Retail Quarter Changes. The GIS layer includes the numbered cases presented in the tables of Attachments D, to their specific location on the GIS layer.

29 Maps of the changes relevant to the Retail Quarter Upgrade, are shown as Attachment E.

30 The parking changes have been designed to:

- a) improve safety for vulnerable road users, particularly at intersections
- b) increase amenity
- c) improve traffic flow.

Malls Block and New Edinburgh Way

31 Car parking in the CBD - on the Malls and New Edinburgh Way blocks - has been re-prioritised as part of the Retail Quarter Upgrade, to provide improved accessibility for those with mobility challenges.

- 32 The George Street designs were presented to Council in March 2021. The design report released onto the website at the time included a specific section on parking. Consultation for the Retail Quarter Upgrade was undertaken as part of the project. Engagement was undertaken as part of the detailed business case and with the Central City Advisory Group.
- 33 Additional pre-construction workshops were held, during which parking was not raised as a major issue for the Malls or New Edinburgh Way blocks. During construction only one minor change was made, swapping the location of P5 parks and authorised vehicle only parks outside McDonalds in response to a request from the owners of the business.
- 34 Throughout the duration of the project, communication was ongoing with businesses and community groups in the area, and designs modified along the way, following feedback received.
- 35 Construction on these blocks is scheduled for completion at the end of April 2024, with the Malls Block already open to traffic for periods of time.
- 36 Parking changes proposed in this report are representative of what has been installed through the construction of the project and provide a reflection of what will be in place when the road opens to the public at project completion.
- 37 Removing redundant bus stops from George Street allows a greater provision of parking to be retained in this area – with a net loss of three parks across the Malls and New Edinburgh Way blocks.

Knox Row Adjustments

- 38 This report includes one minor change and three corrections for the Knox Row section of the Retail Quarter, which are displayed in <https://tinyurl.com/RetailQuarterMarch2024> and listed below:
 - a) minor change on Knox Row; replacing two paid 60-minute parks with two P5 parks, and one P5 park with one paid 60-minute park
 - b) correction of paid parking time length on Pitt Street (south side) from 240 minutes to 60 minutes
 - c) correction of paid parking time length on Pitt Street (north side) from 60 minutes to 240 minutes
 - d) removal of the redundant clearway restriction on Pitt Street.
- 39 In response to feedback from local businesses, staff undertook consultation and trialled a modified parking layout on George Street. This involved replacing two P60 parks with two P5 parks, and one P5 park with one P60 park on the eastern side of Knox Row. Positive feedback was received from local businesses.
- 40 The parking time limits on Pitt Street have been in operation and sign posted for over 12 months and are functioning well. This report proposes to update the bylaw layer to formalise this, including the removal of the clearway restriction, which is no longer required with the new road layout.

Parking Counts

- 41 In total, it is proposed there will be a net loss of 10 restricted, and 58 unrestricted spaces across the city, resulting in a total reduction of 68 carparks. Detail is provided in Table A – Parking Counts.
- 42 Changes to restriction type only (no loss in parking) are also shown in the table below.
- 43 Table A details the parking changes as referenced in the attachments.

TABLE A - PARKING COUNTS			
ALL PARKING CHANGES			
	Restricted parks	Unrestricted parks	Restriction change only
<i>MINOR PARKING CHANGES</i>			
General Changes	0	-26	12
School Road Safety Improvements 2023/25	-7	-32	0
<i>PROJECT RELATED PARKING CHANGES</i>			
Retail Quarter	-3	0	56
TOTAL	-10	-58	68

Corrections to the bylaw database

Corrections of parking restrictions are detailed in Table B below. They do not change current parking restrictions but include corrections to the database that have been made to accurately reflect the actual parking restrictions.

TABLE B - CORRECTIONS TO THE TRAFFIC AND PARKING BYLAW		
CORRECTIONS TPC-41		
Number	Location	Detail
1	15 Mailer Street	Update P60 parking space to allow vehicle crossing to be unrestricted
2	17-27 Canongate	Update bylaw layer to reflect historic no stopping lines between 17-27 Canongate
3	41 English Avenue (Elgin Road side)	Update bylaw layer to remove no stopping lines to reflect change of vehicle crossing location
4	219 Ravensbourne Road	Update bylaw layer to reflect P5 park outside 219 Ravensbourne Road
5	25 College Street	Update bylaw layer to reflect historic no stopping lines at the entrance to 25 College Street (opposite 18)
CORRECTIONS TPC-42		
Number	Location	Detail
1	Pitt Street Clearway	Remove redundant clearway restriction, no longer required following new road layout
2	Pitt Street - northern side (outside 1 Pitt Street/449 George Street)	Convert 2x Paid 60 minute parks to Paid 240 minute. Paid 60 minute zone was incorrectly regulated previously, and should have been Paid 240 minute parking, aligning with the other parking on this street.
3	Pitt Street - southern side (from 2-14 Pitt Street)	Update bylaw to reflect on-road Paid 60-minute restriction

OPTIONS

- 44 Two options are proposed. The recommended option (Option One) is to proceed with some or all the proposed changes to the GIS database, and Option Two is maintaining the status quo.

Option One – Recommended Option

- 45 That the Committee adopts the proposed changes to the traffic and parking controls database.

Advantages

- Improves safety, efficiency, and access on the transport network by:
 - 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.
 - increasing visibility at intersections.
- Improves accessibility by providing new mobility parks at safe and suitable locations.
- Contributes to achieving an integrated, affordable responsive, effective and safe transport network.

Disadvantages

- There are no disadvantages.

Option Two – Status Quo

- 46 Status Quo – do not change parking restrictions.

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

- 47 If the Committee adopts 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

Authoriser:	Jim O'Malley - Chairperson, Hearings Committee
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Attachments

	Title	Page
↓A	Hearings Committee Minutes 15 March 2024	85
↓B	General Parking Changes	89
↓C	Minor General Changes - Feedback	96
↓D	Retail Quarter Changes	99
↓E	Retail Quarter Maps	101

SUMMARY OF CONSIDERATIONS
Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities. This decision promotes the social well-being of communities in the present and for the future.

Fit with strategic framework

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

Improvements to traffic and parking restrictions supports a safe, efficient and accessible transport network, and supports the social and economic wellbeing of Dunedin communities.

Māori Impact Statement

Mana whenua have expressed support for a safe and efficient transport network.

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

Costs for implementing the proposed changes are covered by existing budgets.

Significance

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

Engagement – external

There has been engagement with affected parties, including residents, landowners and business owners adjacent to changes.

Engagement - internal

There has been engagement with Transport and Parks and Recreation.

Risks: Legal / Health and Safety etc.

Many of the proposed changes aim to improve safety of vulnerable users of the transport network.

Conflict of Interest

There are no known conflicts of interest.

SUMMARY OF CONSIDERATIONS

Community Boards

Staff have liaised with Mosgiel-Taieri Community Board and Saddle Hill Community Board for the changes in this report.



Hearings Committee

MINUTES

Minutes of an ordinary meeting of the Hearings Committee held in the Council Chambers, Dunedin Public Art Gallery, The Octagon, Dunedin, on Friday 15 March 2024, commencing at 9.30 am

PRESENT

Chairperson	Cr Jim O'Malley	
	Cr Cherry Lucas	Cr Mandy Mayhem

IN ATTENDANCE

Jeanine Benson (Group Manager Transport), Simon Spiers (Team Leader Regulation Management Transport), Abbey Chamberlain (Transport Planner), Ishan Aryal (Senior Transportation Engineer) and Sacha Hatton (Transport Regulation Coordinator)

Governance Support Officer	Wendy Collard
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1 DECLARATIONS OF INTEREST

Members were reminded of the need to stand aside from decision-making when a conflict arose between their role as an elected representative and any private or other external interest they might have.

Moved (Cr Jim O'Malley/Cr Cherry Lucas):

That the Committee:

- a) **Notes** the Elected Members' Interest Register; and
- b) **Confirms** the proposed management plan for Elected Members' Interests.

Motion carried (HEAR/2024/001)

1 SPEAKING SCHEDULE

A report from Civic provided a schedule of people who wished to present to the Committee. The following presented to the Committee:

Wendy, Kirsty and Daniel Irvine

On behalf of Wendy Irvine, Daniel Irvine spoke to the feedback on the proposed bus stop outside 1A Main Road, Sunnyvale. Mr Irvine commented that the area had been an informal bus stop for a number of years but only when the patrons rang the bell to stop. He also commented that he felt that this location was not the most appropriate location, suggested alternative locations and reasons for using one of these.

Mr Irvine commented the current behaviour of bus users of this informal stop was to walk up the street and not down towards the Sunnyvale Sports ground.

Wendy Irvine spoke to her feedback and the family's history with the area. Mrs Irvine provided a background to the current use of the proposed site which included resident and worker parking and the use as an informal bus stop.

Mr Irvine and Mrs Irvine responded to questions.

The Transport Planner (Abbey Chamberlain) responded to questions on the request for the bus stop and location.

Rochelle Wilson and Ken Knox

Rochelle Wilson and Ken Knox spoke to their verbal feedback on the "School Road Safety Improvements" currently proposed for Opoho School.

Mr Knox commented on their safety concerns in particular the new kerb buildouts on the intersection of Blacks and Signal Hill Roads (closest to Evans Street). He noted that they had witnessed a vehicle cut the corner and drive over the new buildout.

Ms Wilson and Mr Knox spoke of the impact the installation of broken yellow lines would have to the on-street parking outside their property at 87 Signal Hill Road. He advised that this would impact their tenants and the ability to rent the front part of the house to someone who had a disability. They commented that there would be a loss of two car parks – one on Blacks Road and the other on Signal Hill Road.

They requested that the Committee give consideration to retaining the on-street carpark on Signal Hill Road.

Ms Wilson and Mr Knox responded to questions.

Adjournment of meeting

Moved (Cr Jim O'Malley/Cr Cherry Lucas):

That the Committee:

Adjourns the meeting.

Motion carried (HEAR/2024/002)

The meeting adjourned at 10.03 am and reconvened at 10.06 am.

2 PROPOSED PARKING CHANGES

A report from Transport presented information on proposed changes and corrections to parking restrictions.

The report noted that there were three sections of proposed changes, which included general parking changes; new bus stops and the School Road Safety Improvements 2023/25 project.

The Team Leader Regulation Management Transport (Simon Spiers) and the Senior Transportation Engineer (Ishan Aryal) responded to questions.

Following discussion on the proposed parking changes, it was agreed that the Committee would undertake a site to Main Road Fairfield.

Moved that the Committee (Cr Jim O'Malley/Cr Cherry Lucas):

Adjourns the meeting.

The meeting adjourned at 10.27am and reconvened at 11.46 am

There was discussion on the proposed bus stop outside 1A Main Road, Fairfield.

Moved (Cr Jim O'Malley/Cr Mandy Mayhem):


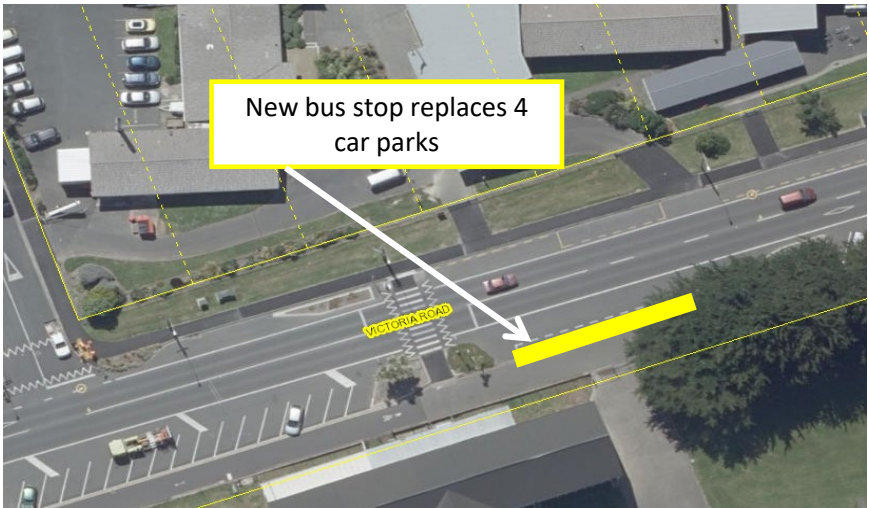
That the Committee:

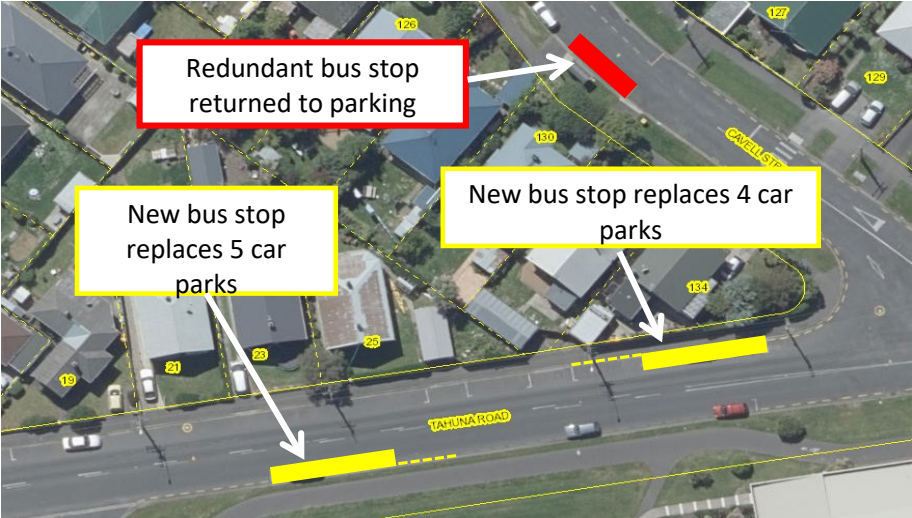

- a) **Recommends** Council approve the proposed changes to parking and traffic restrictions shown in the March 2024 update of the Dunedin City Council's traffic and parking restrictions database <https://tinyurl.com/ParkingMarch2024> and <https://tinyurl.com/RetailQuarterMarch2024>

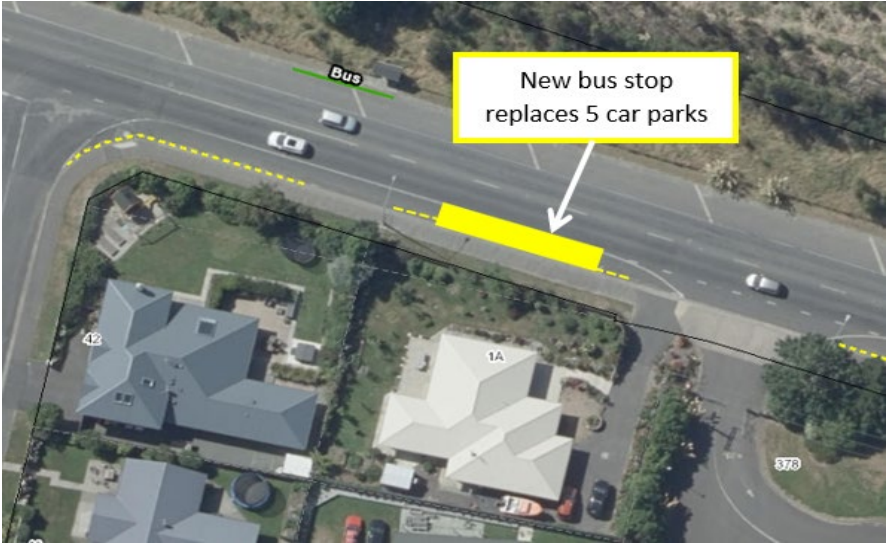

Motion carried (HEAR/2024/003)

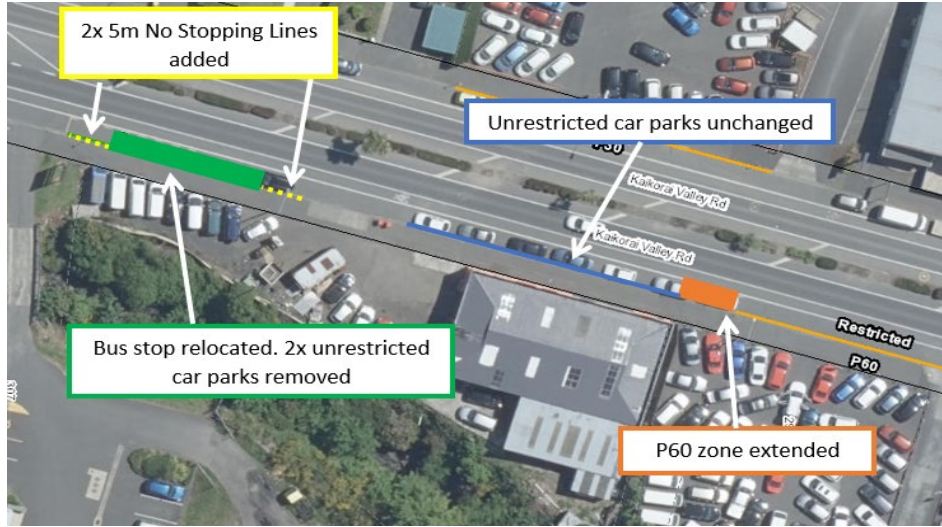
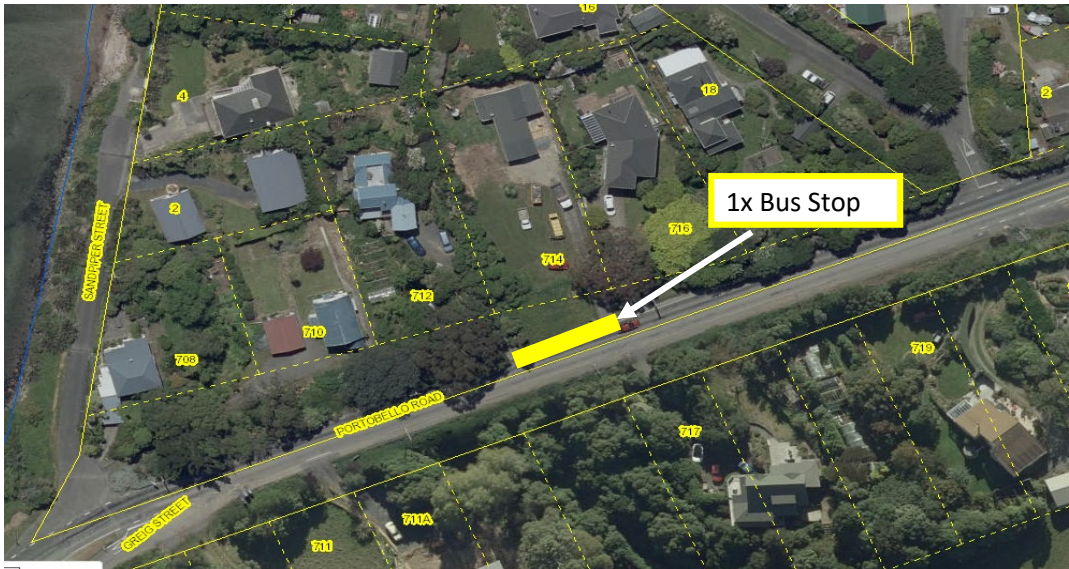
The meeting closed at 11.48 am.

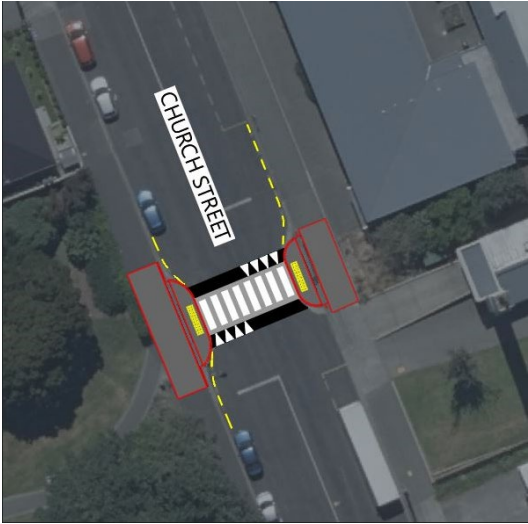
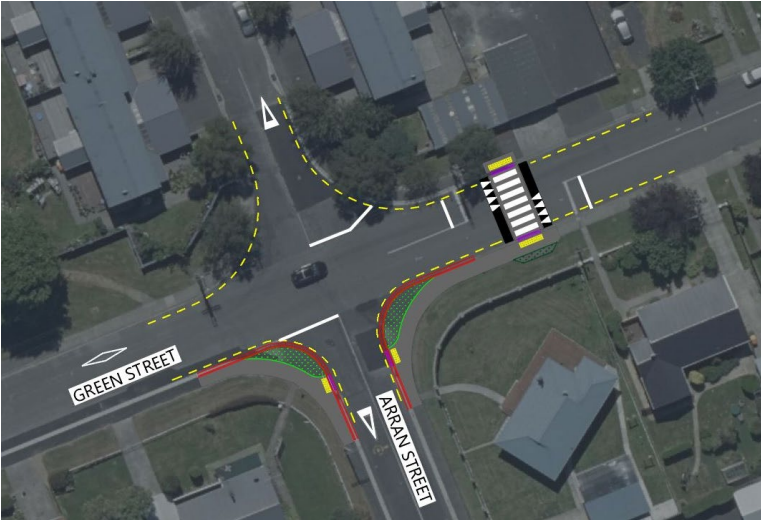
CHAIRPERSON

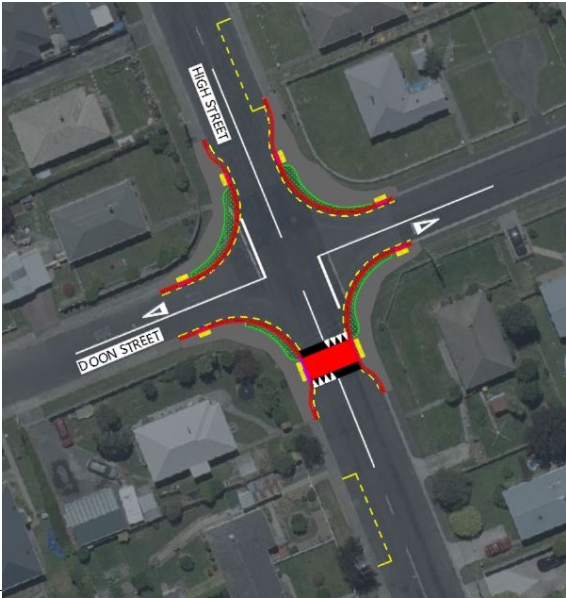
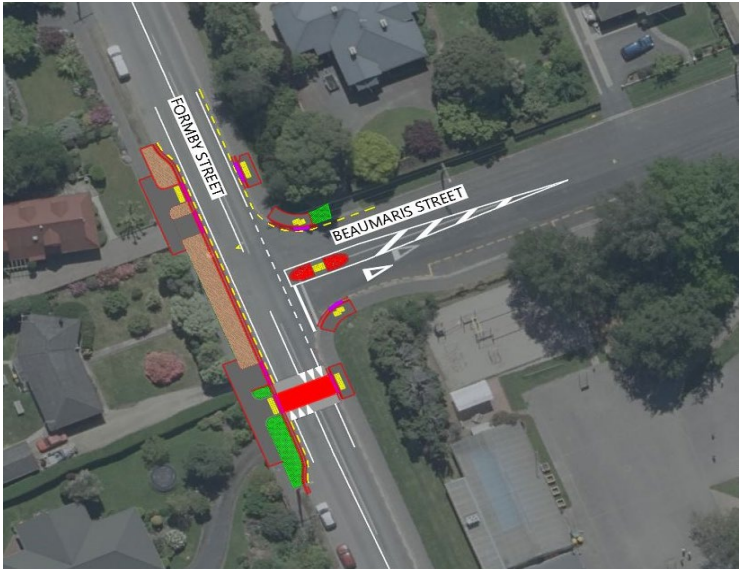
ATTACHMENT B-GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (15-03-2024)						
N	Map	Location	General Description	Change proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-41						
1	Royal Crescent	Opposite 73 Royal Crescent	Install bus stop to accommodate change in bus route for Route 3, Ocean Grove to Ross Creek	3x unrestricted car parks changed to a bus stop on Royal Crescent		<p>Trial consulted through Otago Regional Council in May 2023.</p> <p>Subsequent consultation January 2024, no feedback received</p>
2	Victoria Road	35 Victoria Road	Install bus stop to accommodate change in bus route for Route 3, Ocean Grove to Ross Creek	4x unrestricted car parks on Victoria Road changed to a bus stop		<p>Trial consulted through Otago Regional Council in May 2023.</p> <p>Subsequent consultation January 2024, feedback summary found in Attachment C</p>

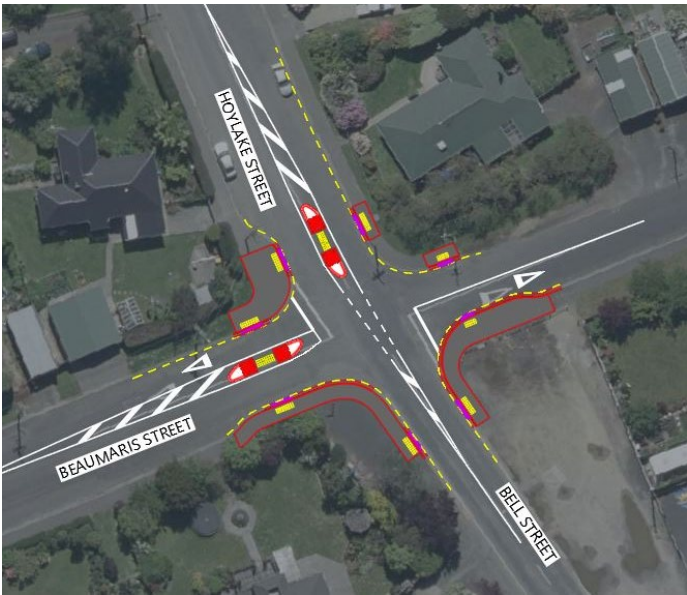

ATTACHMENT B-GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (15-03-2024)						
N	Map	Location	General Description	Change proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-41						
3	Tahuna Road	38 Tahuna Road	Install 2x bus stops on Tahuna Road to accommodate change in bus route for Route 3, Ocean Grove to Ross Creek	9x unrestricted carparks changed to 2x bus stops on Tahuna Road 1x bus stop on Cavell Street returned to parking		<p>Trial consulted through Otago Regional Council in May 2023.</p> <p>Subsequent consultation January 2024. Feedback summary found in Attachment C</p>
4	Culling Street	1 Auld Street (Culling Street side)	Install 1x bus stop on Culling Street to accommodate change in bus route for Route 3, Ocean Grove to Ross Creek	4x unrestricted car parks changed to a bus stop on Culling Street		<p>Trial consulted through Otago Regional Council in May 2023.</p> <p>Subsequent consultation January 2024, no feedback received</p>

ATTACHMENT B-GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (15-03-2024)						
N	Map	Location	General Description	Change proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-41						
5	Sunnyvale	1a Main Road, Fairfield	Install new 15m bus stop	5x unrestricted car parks changed to a bus stop on Main Road		Consultation January 2024, feedback summary found in Attachment C
6	Factory Road Mosgiel	20-25 Factory Road Mosgiel	Introduction of time restrictions and no stopping lines to support vehicle turnover for businesses, and bus entry to bus stop.	6x unrestricted carparks changed to P120 carparks between 24 and 26 Factory Road 3x unrestricted carparks changed to P120 carparks outside 22 Factory Road 5m unrestricted parking changed to No Stopping Lines		Request received by businesses - consulted verbally with those directly affected Feedback summary found in Attachment C

ATTACHMENT B-GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (15-03-2024)						
N	Map	Location	General Description	Change proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-41						
7	305 Kaikorai Valley Road	305 Kaikorai Valley Road	Move bus stop to accommodate a modified vehicle crossing and extend existing P60 zone by 1x carpark	1x unrestricted carpark changed to P60 2x unrestricted carparks changed to no stopping lines		Change required due to new vehicle crossing Consulted with adjacent property/business owner Feedback summary found in Attachment C
8	714 Portobello Road	714 Portobello Road Broad Bay	Installation of a bus stop as part of the Peninsula Connection Project, as requested by the Community	Introduction of new bus stop in a place where previously no parking could be accommodated, outside 714 Portobello Road		Consulted as part of the Peninsula Connection Project Feedback received from adjacent properties was positive and bus stop has been functioning since installation without complaint

ATTACHMENT B-GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (15-03-2024)						
N	Map	Location	General Description	Change proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-41						
9	Taieri College & Silverstream School	Church Street	Existing pedestrian crossing raised	No change to parking		Refer to web page for details on this consultation and the project
10	Taieri College & Silverstream School	Green Street/Arran Street	Kerb buildouts, crossing points, raised pedestrian crossing and road markings	Removal of 9x unrestricted parks on Green and Arran Streets. 3x "No Stopping at school pick up times" changed to no stopping lines		Refer to web page for details on this consultation and the project

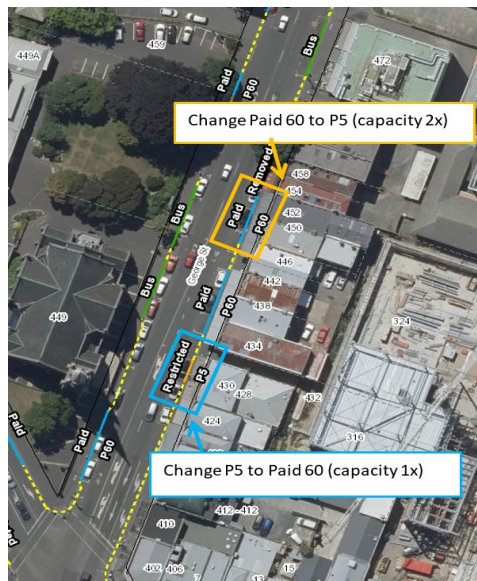
ATTACHMENT B-GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (15-03-2024)						
N	Map	Location	General Description	Change proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-41						
11	Taieri College & Silverstream School	Doon Street/High Street	Kerb buildouts, crossing points, raised courtesy crossing, bus stop relocation and road markings.	8x unrestricted spaces replaced with no stopping lines Bus stop relocated away from intersection		Refer to web page for details on this consultation and the project
12	Outram School	Formby Street/Beaumaris Street	Kerb buildouts, crossing points, pedestrian refuge island, raised courtesy crossing and road markings.	9x unrestricted spaces removed on Formby Street No change to parking allocations on Beaumaris Street as new no stopping lines cover existing location where parking is disallowed.		Refer to web page for details on this consultation and the project

ATTACHMENT B-GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (15-03-2024)						
N	Map	Location	General Description	Change proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-41						
13	Outram School	Beaumaris Street/Bell Street/Hoylake Street	Kerb buildouts, crossing points, pedestrian refuge island and road markings.	Reduction of 5x unrestricted spaces adjacent to the intersections of Beaumaris, Hoylake and Bell Streets		Refer to web page for details on this consultation and the project
14	Opoho School	Blacks Road/Signal Hill Road	Raised pedestrian crossing - The existing pedestrian crossing on Signal Hill Road will be relocated to a new location and raised, featuring a kerb buildout, road markings, and a streetlight. Intersection diet – Kerb realignment at the intersection of Blacks Road and Signal Hill Road with new crossing points and road marking.	1x unrestricted space removed on Signal Hill Road for bus entry taper 4x restricted P10s outside school replaced with pedestrian crossing.		Feedback summary found in Attachment C

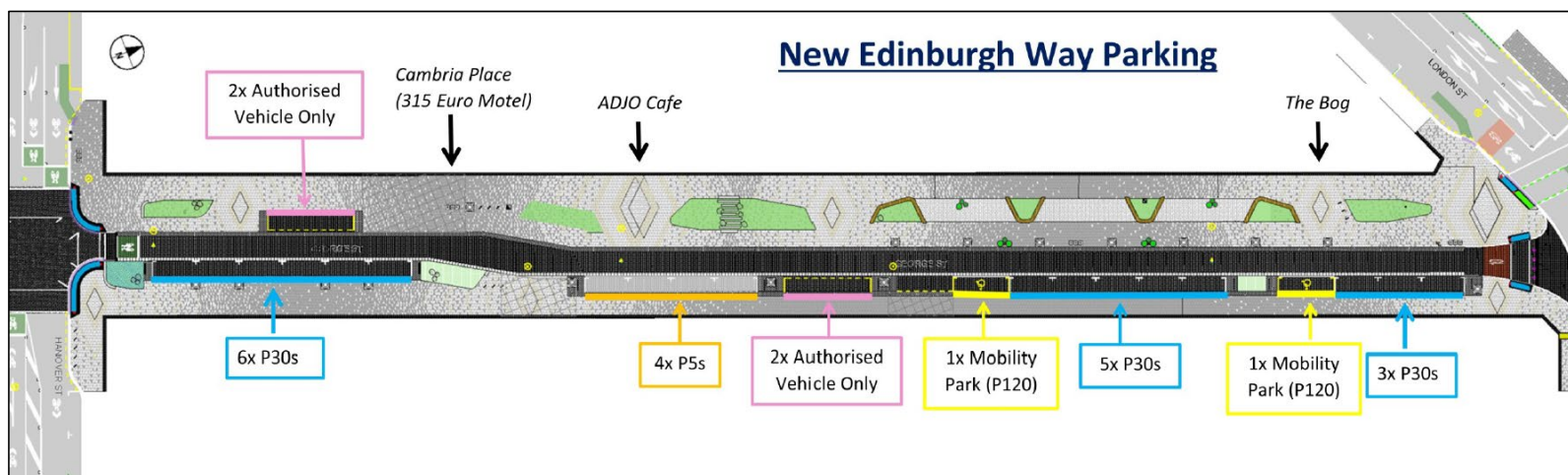
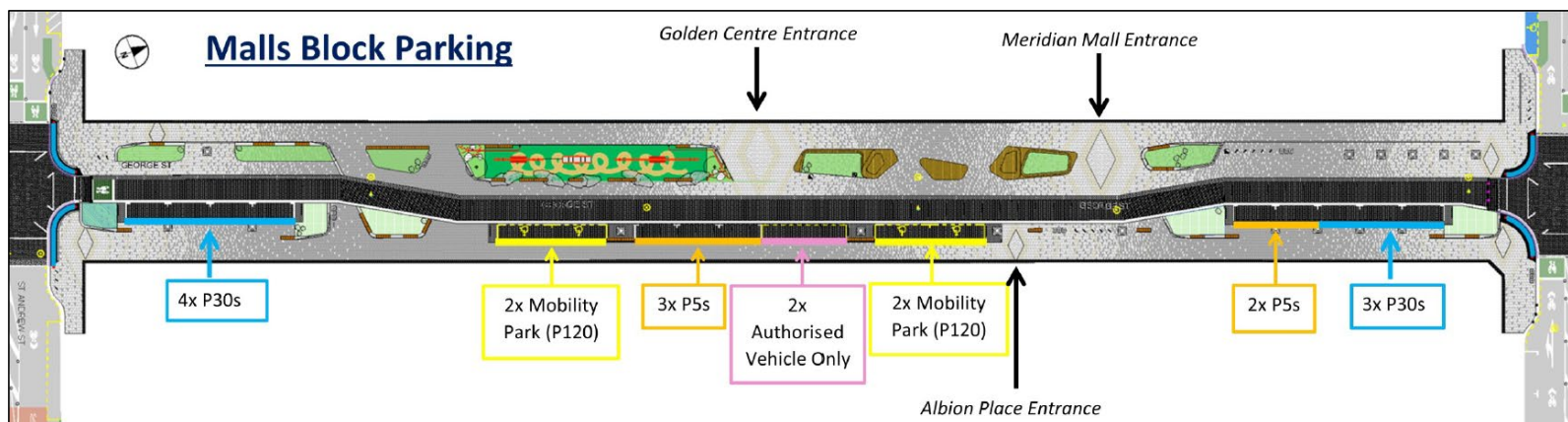
Attachment C-Feedback Summary						
Royal Crescent (opposite 73)						
Specific change	Consultation Period	Organisation	Parking			Design after feedback
			S	N	O	
Royal Crescent - Installation of bus stop	Jan-24					No feedback received
Total Feedback			0	0	0	
* Support (S); Neutral (N); Oppose (O)						
Tahuna Road (opposite 38)						
Specific change	Consultation Period	Organisation	Parking			Design after feedback
			S	N	O	
Tahuna Road - Installation of 2x bus stops, Cavell Street - Removal of 1x redundant bus stop	Jan-24	Parks and Recreation	1			No change
Total Feedback			1	0	0	
* Support (S); Neutral (N); Oppose (O)						
Victoria Road (opposite 35)						
Specific change	Consultation Period	Organisation	Parking			Design after feedback
			S	N	O	
Victoria Road - Installation of bus stop	Jan-24	Parks and Recreation	1			No change
Total Feedback			1	0	0	
* Support (S); Neutral (N); Oppose (O)						
Culling St (opposite 1 Auld Street)						
Specific change	Consultation Period	Organisation	Parking			Design after feedback
			S	N	O	
Culling Street - Installation of bus stop	Jan-24					No feedback received
Total Feedback			0	0	0	
* Support (S); Neutral (N); Oppose (O)						
Factory Road (Mosgiel)						
Specific change	Consultation Period	Organisation	Parking			Design after feedback
			S	N	O	
Factory Road - Installation of 6x P120 carparks, 3x P30 carparks and 5m no stopping lines	Jan-24	Ministry of Social Development	1			No change
Total Feedback			1	0	0	
* Support (S); Neutral (N); Oppose (O)						
305 Kaikorai Valley Road						
Specific change	Consultation Period	Organisation	Parking			Design after feedback
			S	N	O	
Kaikorai Valley Road - Relocation of bus stop, installation of 2x 5m no stopping lines and installation of 1x P60 carpark	Jan-24	Mitchell Motor Court	1			No change
Total Feedback			1	0	0	
* Support (S); Neutral (N); Oppose (O)						
714 Portobello Road (Broad Bay)						
Specific change	Consultation Period	Organisation	Parking			Design after feedback
			S	N	O	
Portobello Road Broad Bay - Installation of bus stop	May-23					Design based on Peninsula Connection project. Consultation with neighbouring properties
Total Feedback			0	0	0	
* Support (S); Neutral (N); Oppose (O)						
Main Road Fairfield - Installation of bus stop						
Specific change	Consultation Period	Organisation	Parking			Design after feedback
			S	N	O	
Main Road Fairfield - Installation of bus stop	Jan-24	Resident			1	Is in support of the bus stop but opposed the addition of no stopping lines from the end of their driveway to the bus stop. Requested some parking be retained.
Total Feedback			0	0	1	Bus stop location adjusted to retain space for 2 parks
* Support (S); Neutral (N); Oppose (O)						

Attachment C-Feedback Summary							
Taieri College & Silverstream School							
Specific change	Consultation Period	Organisation	Parking			Comments	Design after feedback
			S	N	O		
Church Street – Existing pedestrian crossing will be raised. Green/Arran Street – Kerb buildouts, crossing points, raised pedestrian crossing and road markings. High/Doon Street – Kerb buildouts, crossing points, raised courtesy crossing, bus stop relocation and road markings.	Live trial, October 2020 Consultation letters November 2023	Resident			1	The resident was against the proposed infrastructure changes at the Arran Street/Green Street intersection. They expressed opposition to the recent speed limit changes and seemed against the changes made by the Labour government regarding the speed limits.	No changes proposed following feedback
Total Feedback			0	0	1		
* Support (S); Neutral (N); Oppose (O)							
Outram School							
Specific change	Consultation Period	Organisation	Parking			Comments	Design after feedback
			S	N	O		
Formby & Beaumaris Street – Kerb buildouts, crossing points, pedestrian refuge island, raised courtesy crossing and road markings. Bell, Hoylake & Beaumaris Street – Kerb buildouts, crossing points, pedestrian refuge island and road markings.	Live trial, October 2020 Consultation letters November 2023	Resident		1		Resident has concerns with the difficulty for school buses to turn south at the intersection of Beaumaris and Formby with proposed changes. The residents has also mentioned the raised courtesy crossing is too close to the intersection and would prefer to move it further south.	Concerns primarily related to design of infrastructure, not parking. These were allayed by modelling and information provided by traffic engineers during the process.
		Resident		1		Resident has comments on the changes: 1. Kerb at the end of Beaumaris/Formby Street present hazard for motorist as the road is narrower on the left hand side and existing temporary bollards in place force vehicles turning left from Beaumaris Street over the centreline into oncoming traffic in Formby Street. 2. Extend NSL from Lynas Street to the entrance of Willow Field. 3. New footpath required on Formby Street from Huntly Road end to keep school kids safe. 4. Issues with open drain in Formby Street. 5. Parking issues on southern side of Formby St, needs some management as it is common that vehicles are parked over or very close to the vehicle crossings.	
		Resident			1	Resident has concerns on safety improvements for Beaumaris/Formby Street intersection: 1. Loss of car park outside of her property. 2. Concerns on raised courtesy crossing. 3. Overall not happy with the design for Beaumaris/Formby Street intersection.	1. Parking space for 1 car was created outside of her property. 2. No changes. 3. No changes
		Resident		1		Resident was contacted regarding the redundant driveway. The resident confirmed they do not intend to use the old driveway and agreed to maintaining the new grass berm.	The previous driveway will be reinstated as a full-height curb and a new grass berm.
Total Feedback			0	3	1		
* Support (S); Neutral (N); Oppose (O)							

Attachment C-Feedback Summary							
Opoho School							
Specific change	Consultation Period	Organisation	Parking			Comments	Design after feedback
			S	N	O		
Raised pedestrian crossing - The existing pedestrian crossing on Signal Hill Road will be relocated to a new location and raised, featuring a kerb buildout, road markings, and a streetlight. Intersection diet – Kerb realignment at the intersection of Blacks Road and Signal Hill Road with new crossing points and road marking.	Initial consultation, April 2021 Subsequent consultation, November 2023	Resident			1	1. Comment on short feedback window Opposed to loss of parking outside property - Parking already an issue Safety concerns surrounding buildout on Blacks Road - will cause unsafe turning movements and accidents Provision for cycling not necessary as the area is on a hill 2. More receptive to proposal if bus stop was shifted - frees up parking The property owner visited DCC (20/12/2023) to speak with the staff. They have concerns about the loss of the car park and buildouts at the intersection of Blacks Road and Signal Hill Road.	No changes proposed following feedback
		Residents	1			Agree that speed must be reduced in the area Significant concerns about buildouts on Blacks Road intersection Intersection is very busy - buildouts will encourage cars to cut corners Support no parking lines at this intersection to improve visibility	
		Resident		1		Generally understands the need for the work Wants to ensure yellow lines are not extended further than shown on Colin Street as this will impact already limited supply	
		Resident	1			Concern about buildouts at Blacks Road intersection - Will either cause traffic to cross centre-line or cutting corners across the footpath Traffic already regularly cuts corners as kerb is flush with road Suggest adding post or bollard to prevent corner cutting Support for no-parking lines at intersection but buildout should be removed	
		Opoho School		1		The principal was supportive of the project but had a few concerns about the loss of parking outside the school due to the upgrade/relocation of the existing zebra crossing. The Travel Coordinator from DCC is engaging with the school to work on a travel plan for children to be dropped off and picked up from school.	
		Resident		1		The resident had questions about potential parking changes outside her residence. However, since her property falls outside the project area, there will be no changes.	
Total Feedback			2	3	1		
* Support (S); Neutral (N); Oppose (O)							

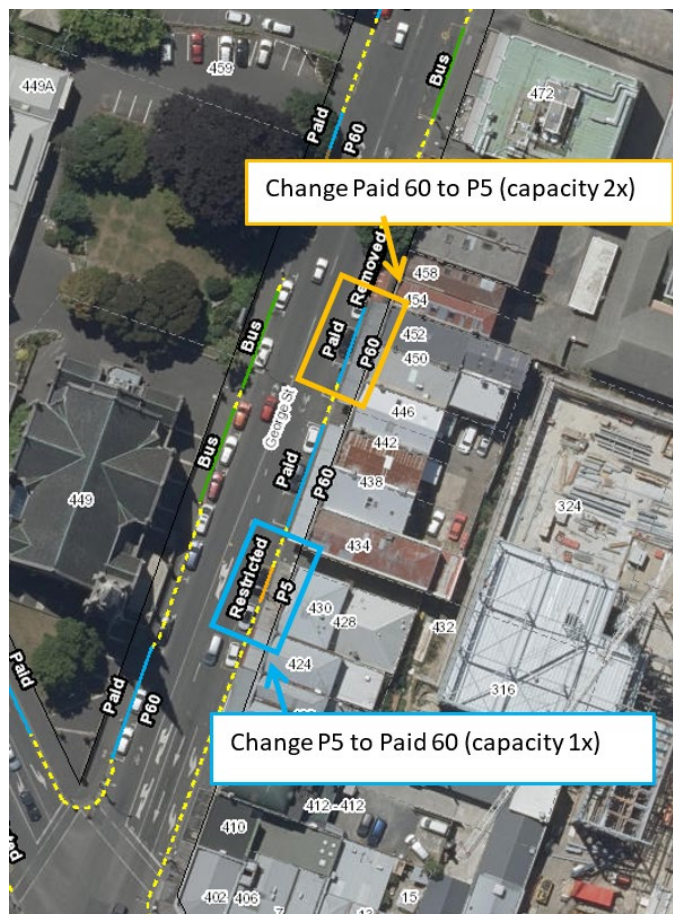
ATTACHMENT D - RETAIL QUARTER PARKING CHANGES																													
RETAIL QUARTER PARKING CHANGES - HEARINGS COMMITTEE (15-03-2024)																													
N	Map	Location	General Description	Change proposed	Diagram	Consultation/Reference																							
MINOR CHANGES TPC-42																													
1	George Street (Malls Block)	Malls Block	New layout for Malls Block with George Street upgrades	Reprioritisation of parking layout to allow 4x new mobility parks to be created. Car parking increase in 2x parks (excluding motorcycle and bus stops)	Refer to Attachment E for visual of the proposed layout <table><tr><td></td><th>RESTRICTION</th><th>Current Number</th><th>Proposed Number</th></tr><tr><td rowspan="6">MALLS BLOCK</td><td>AVO</td><td>4</td><td>2</td></tr><tr><td>P30/PAID 30</td><td>10</td><td>7</td></tr><tr><td>P5</td><td>2</td><td>5</td></tr><tr><td>MOTORCYCLE</td><td>3</td><td>0</td></tr><tr><td>BUS STOP</td><td>2</td><td>0</td></tr><tr><td>MOBILITY</td><td>0</td><td>4</td></tr></table>		RESTRICTION	Current Number	Proposed Number	MALLS BLOCK	AVO	4	2	P30/PAID 30	10	7	P5	2	5	MOTORCYCLE	3	0	BUS STOP	2	0	MOBILITY	0	4	Consultation completed as part of the wider Retail Quarter Project, with designs modified following community feedback. Additional consultation to be completed following installation to review if changes are needed to this approved layout.
	RESTRICTION	Current Number	Proposed Number																										
MALLS BLOCK	AVO	4	2																										
	P30/PAID 30	10	7																										
	P5	2	5																										
	MOTORCYCLE	3	0																										
	BUS STOP	2	0																										
	MOBILITY	0	4																										
2	George Street (New Edinburgh Way)	New Edinburgh Way	New layout for New Edinburgh Way with George Street upgrades.	Reprioritisation of parking layout to allow 2x new mobility parks to be created. Car parking decrease in 5x parks (excluding motorcycle and bus stops)	Refer to Attachment E for visual of the proposed layout <table><tr><td></td><th>RESTRICTION</th><th>Current Number</th><th>Proposed Number</th></tr><tr><td rowspan="6">NEW EDINBURGH WAY</td><td>AVO</td><td>8</td><td>4</td></tr><tr><td>P30/PAID 30</td><td>19</td><td>14</td></tr><tr><td>P5</td><td>2</td><td>4</td></tr><tr><td>MOTORCYCLE</td><td>5</td><td>0</td></tr><tr><td>BUS STOP</td><td>0</td><td>0</td></tr><tr><td>MOBILITY</td><td>0</td><td>2</td></tr></table>		RESTRICTION	Current Number	Proposed Number	NEW EDINBURGH WAY	AVO	8	4	P30/PAID 30	19	14	P5	2	4	MOTORCYCLE	5	0	BUS STOP	0	0	MOBILITY	0	2	Consultation completed as part of the wider Retail Quarter Project, with designs modified following community feedback. Additional consultation to be completed following installation to review if changes are needed to this approved layout.
	RESTRICTION	Current Number	Proposed Number																										
NEW EDINBURGH WAY	AVO	8	4																										
	P30/PAID 30	19	14																										
	P5	2	4																										
	MOTORCYCLE	5	0																										
	BUS STOP	0	0																										
	MOBILITY	0	2																										
3	Knox Row	Outside 430 George Street & 452 George Street	Swap of 1x P5 park with 2x Paid 60 minute parks to support businesses	2x parks mid block which were Paid 60 minute parks are changed to P5 parks. P5 park at the southernmost point of the block is converted to 1x Paid 60-minute park		Proposed locations were consulted with adjacent businesses following request for changes in October 2023, with positive feedback received. This arrangement has been on trial under temporary traffic management since November 2023.																							

Attachment E – Retail Quarter Maps



Attachment E – Retail Quarter Maps

Knox Row Parking Adjustment



NAMING OF TWO PUBLIC ROADS AND ONE PRIVATE WAY

Department: Transport

EXECUTIVE SUMMARY

- 1 This report seeks the approval of two public road names and one private way name in Ocean Grove, Dunedin.
- 2 The new road names proposed by the developer are:
 - **'Ocean Heights Drive'** as the preferred name for the first public road in the subdivision. This option does not fully comply with the DCC Road Naming Policy but is the developer's preferred option and could still be supported by the Committee.
 - **'Ocean Grove Drive'** as the alternative name for the first public road in the subdivision. This option complies with the DCC Road Naming Policy.
 - **'Kingfisher Place'** as the preferred name for the second public road in the subdivision. This option does not fully comply with the DCC Road Naming Policy but is supported by staff. No alternative name is proposed.
 - **'Teal Lane'** as the preferred name for the private access way of the subdivision. This option fully complies with the DCC Road Naming Policy. No alternative name is proposed.

RECOMMENDATIONS

That the Committee:

- a) **Approves** the naming of the first public road of the subdivision to be named, as **'Ocean Grove Drive'**.
- b) **Approves** the naming of the second public road of the subdivision to be named road as **'Kingfisher Place'**.
- c) **Approves** the naming of the private way (access way) of the subdivision to be named, as **'Teal Lane'**.

BACKGROUND

- 3 The DCC Road Naming Policy provides the framework for timely and consistent naming of roads that reflect the identity of the local community. The DCC Road Naming Policy (the Policy) requires that Community Boards consider proposed names for roads in their area. For reference, the Road Naming Policy and Road Naming Procedure can be accessed on the DCC website at www.dunedin.govt.nz/road-naming.

- 4 A 'legal road' is similar to a 'public road' and refers to any road that is legally vested in the council for the purpose of being a road.
- 5 A 'private way' is a privately owned driveway, lane, or access way which serves as access from private properties to a public road.
- 6 The two public roads and one private way to be named are part of the subdivision located at 11 Centre Road and are part of the Otago Peninsula Community Board.
- 7 The Road Naming Policy requires staff to consult with Community Boards where road names are proposed for Community Board areas. The Otago Peninsula Community Board considered the proposed names at their meeting on April 18, and the Infrastructure Services Committee (the Committee) will receive a verbal update during the meeting.

DISCUSSION

- 8 The table presented below provides a summary of the road names proposed for this subdivision. Additional details including a full assessment for the proposed road name and a map of the new private way are provided in Attachments A to E.
- 9 It should be noted that the Policy places less weight on the appropriateness criteria with respect to private ways. The size of the subdivision is also a relevant factor in the assessment process.
- 10 The locations of the first and second public roads, and the private access way can be seen at Attachment E (map of the subdivision).

Summary of proposed road names

Development details	Location of road	Preferred road name	Alternative road name	Recommended road name
SUB-2021-130 11 Centre Road, Ocean Grove	Public road off Centre Road	Ocean Heights Drive	Ocean Grove Drive	'Ocean Heights Drive' does not fully comply with the Road Naming Policy but is the developer's preferred option 'Ocean Grove Drive' fully complies with the Road Naming Policy but is not the developers' preferred option
SUB-2021-130 11 Centre Road, Ocean Grove	Public road off Centre Road via "Ocean Heights Drive"	Kingfisher Place		'Kingfisher Place' does not fully comply with the Road Naming Policy but is supported by staff
SB-2021-130 11 Centre Road, Ocean Grove	Private access way off Centre Road via "Ocean Heights Drive"	Teal Lane		'Teal Lane' fully complies with the Road Naming Policy and is the developers preferred option

- 11 The developer has proposed '**Ocean Heights Drive**' as the preferred option and, '**Ocean Grove Drive**' as the alternative option for the first public road off Tomahawk Road.

- 12 The preferred name **‘Ocean Heights Drive’** has geographical significance as the land is located at height near a view to the ocean. However, this option does not fully comply with the appropriateness criteria of the Road Naming Policy as it coincides with the commercial name of the development which is ‘Ocean Heights’. Section 4.4 of the policy states: *‘Roads should not be named after any commercial organisation...’*.
- 13 Staff requested the developer propose a different naming option, but the developer advised that they wish to proceed with this name. Staff note that although the preferred option does not fully comply with the Policy. The name **‘Ocean Heights Drive’** is easily identifiable and otherwise appropriate for the area and may still be supported by the Committee.
- 14 **‘Ocean Grove Drive’** is the alternative option for the first public road off Tomahawk Road, and complies with the road naming policy.
- 15 The developer has proposed **‘Kingfisher Place’** as the preferred option, with no alternative name offered for the second public road coming off Centre Road, via the proposed ‘Ocean Heights Drive’.
- 16 The preferred name **‘Kingfisher Place’** was chosen by the developer to reflect the geographical connection to the area. The Ocean Grove/Tomahawk Lagoon area contains a Department of Conservation-Wildlife Management Reserve and Kingfishers are sighted in the area. It is noted that **‘Kingfisher Place’** is 16 characters long, including spaces. The Policy recommends that names are 15 or less characters. However, staff are not concerned by this, as the name would still fit on a road name sign.
- 17 The developer has proposed **‘Teal Lane’** as the preferred option for the private way, with no alternative name offered for the private access way coming off Centre Road, via the proposed ‘Ocean Heights Drive’.
- 18 The preferred name **‘Teal Lane’** was selected by the developer to reflect the geographical connection to the area and has ornithological significance, given that Grey Teal Duck are sighted at the Tomahawk Lagoon.
- 19 ‘Teal Lane’ fully complies with the Road Naming Policy and is the developers preferred option. Staff recommend supporting this option.

OPTIONS

- 20 There are three options:

Option One – Recommended Option – The Committee approves the alternative option ‘Ocean Grove Drive’ for the first public road and, the preferred road name options proposed as ‘Kingfisher Place’ for the second public road and ‘Teal Lane’ for the private way

Advantages

- The roads will be named, and sections of landowners gain a street address allowing them to progress with building and access to services.
- The use of marketing names (Ocean Heights) are avoided.

Disadvantages

- There are no disadvantages identified with this option.

Option Two – The Committee approves all the preferred options as ‘Ocean Heights Drive’ for the first public road, ‘Kingfisher Place’ for the second public road and ‘Teal Lane’ for the private way

Advantages

- The roads will be named, and landowners gain a street address allowing them to progress with building and access to services.

Disadvantages

- Approving this option does not deter future developers from using commercial names.

Option Three – Status Quo – The Committee does not approve either of the options proposed as ‘Ocean Heights Drive’, ‘Ocean Grove Drive’, ‘Kingfisher Place’ or ‘Teal Lane’ for the new roads to be named

Advantages

- There are no advantages identified with this option.

Disadvantages

- The roads will not have a name until new options are presented and this will inconvenience new or potential new property owners within the subdivision.

NEXT STEPS

- 21 If the new road names are approved, staff will process the required documentation and advise the developer and Land Information New Zealand of the new road names.

Signatories

Author:	Paula Barragan - Senior Transport Planner
Authoriser:	Jeanine Benson - Group Manager Transport Scott MacLean - General Manager, Climate and City Growth

Attachments

	Title	Page
↓A	Attachment A-Assessment for Ocean Heights Drive	109
↓B	Attachment B-Assessment for Ocean Grove Drive	110
↓C	Attachment C-Assessment for Kingfisher Place	111
↓D	Attachment D-Assessment for Teal Lane	112
↓E	Attachmment E-Map of the Development -11 Centre Road	113

SUMMARY OF CONSIDERATIONS
Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities. This decision promotes the social, economic, environmental and cultural well-being of communities in the present and for the future

Fit with strategic framework

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

This is an administrative function

Māori Impact Statement

Staff continue to work to add Māori names to the Road Name Register in a way that is meaningful for mana whenua.

Staff have not consulted with mana whenua with respect to naming of roads in this development.

Sustainability

There are no implications for sustainability

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications for the 10 year plan

Financial considerations

There are no financial implications

Significance

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

Engagement – external

There has been engagement with the developers/surveyors

Engagement - internal

There has been engagement within the Transport Group and Business Information Services

Risks: Legal / Health and Safety etc.

There are no known risks

SUMMARY OF CONSIDERATIONS

Conflict of Interest

There are no known conflicts of interest

Community Boards

Support from the Otago Peninsula Community Board was sought, and the Committee will receive a verbal update during the meeting.

Dunedin City Council proposed road name assessment
Assessment for a new public road off Centre Road, Dunedin

Proposed road name	'Ocean Heights Drive' (Developer's preferred option for first road)	
Description	Ocean Heights is associated with the geographical area where the development is located and coincides with the commercial name of the development	
Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city	Yes	'Ocean Heights' is not the same as, or similar to any other road names in Dunedin
Roads are to have only one name	Yes	'Ocean Heights' complies. The road has no other name
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person	Yes	'Ocean Heights' accurately reflects the landscape surrounding the development and is also associated with the commercial name of the development (Ocean Heights)
Roads should not be named after any commercial organisation or any living or recently deceased person	No	'Ocean Heights' is the commercial name of the development
Road names must not be anagrams, amalgamations or derivatives of people's names	Yes	'Ocean Heights' is not an anagram or amalgamation or derivative of people's names
Names should be 15 characters or less including spaces but excluding suffix	Yes	'Ocean Heights' is 13 characters including spaces but excluding the suffix
Short names should be proposed for short streets for mapping purposes	N/A	N/A
Road name suffix	Yes	Applicant proposes 'Drive' as the suffix The Road Naming Policy defines 'Drive' as a <i>"an especially scenic road or street. A main connecting route in a subdivision or suburb"</i> Staff consider 'Drive' to be an appropriate suffix for the road
Community Board	Yes	Support from the Otago Peninsula Community Board is sought for the name proposed for this subdivision
Consultation	Yes	Applicant has advised that the naming of this road will not affect residents nearby
Overall assessment	'Ocean Heights Drive' does not fully comply with the Road Naming Policy as it refers to the commercial name of the development	

Dunedin City Council proposed road name assessment
Assessment for a new public road off Centre Road, Dunedin

Proposed road name	'Ocean Grove Drive' (Developer's alternative option for first road)	
Description	Ocean Grove is associated with the geographical area where the development is located	
Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city	Yes	'Ocean Grove' is not the same as, or similar to any other road names in Dunedin but it the same to the name of the suburb where the development is located
Roads are to have only one name	Yes	'Ocean Grove' complies. The road has no other name
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person	Yes	'Ocean Grove' relates to the landscape surrounding the development and coincides with the name of the suburb (Ocean Grove) where the subdivision is located. However, Land Information New Zealand (LINZ) has no concerns about its use
Roads should not be named after any commercial organisation or any living or recently deceased person	Yes	'Ocean Grove' does not coincide with any commercial organisation or any living or recently deceased person
Road names must not be anagrams, amalgamations or derivatives of people's names	Yes	'Ocean Grove' is not an anagram or amalgamation or derivative of people's names
Names should be 15 characters or less including spaces but excluding suffix	Yes	'Ocean Grove' is 11 characters including spaces but excluding the suffix
Short names should be proposed for short streets for mapping purposes	N/A	N/A
Road name suffix	Yes	Applicant proposes 'Drive' as the suffix The Road Naming Policy defines 'Drive' as a <i>"an especially scenic road or street. A main connecting route in a subdivision or suburb"</i> Staff consider 'Drive' to be an appropriate suffix for the road
Community Board	Yes	Support from the Otago Peninsula Community Board is sought for the name proposed for this subdivision
Consultation	Yes	Applicant has advised that the naming of this road will not affect residents nearby
Overall assessment	'Ocean Grove Drive' fully complies with the Road Naming Policy	

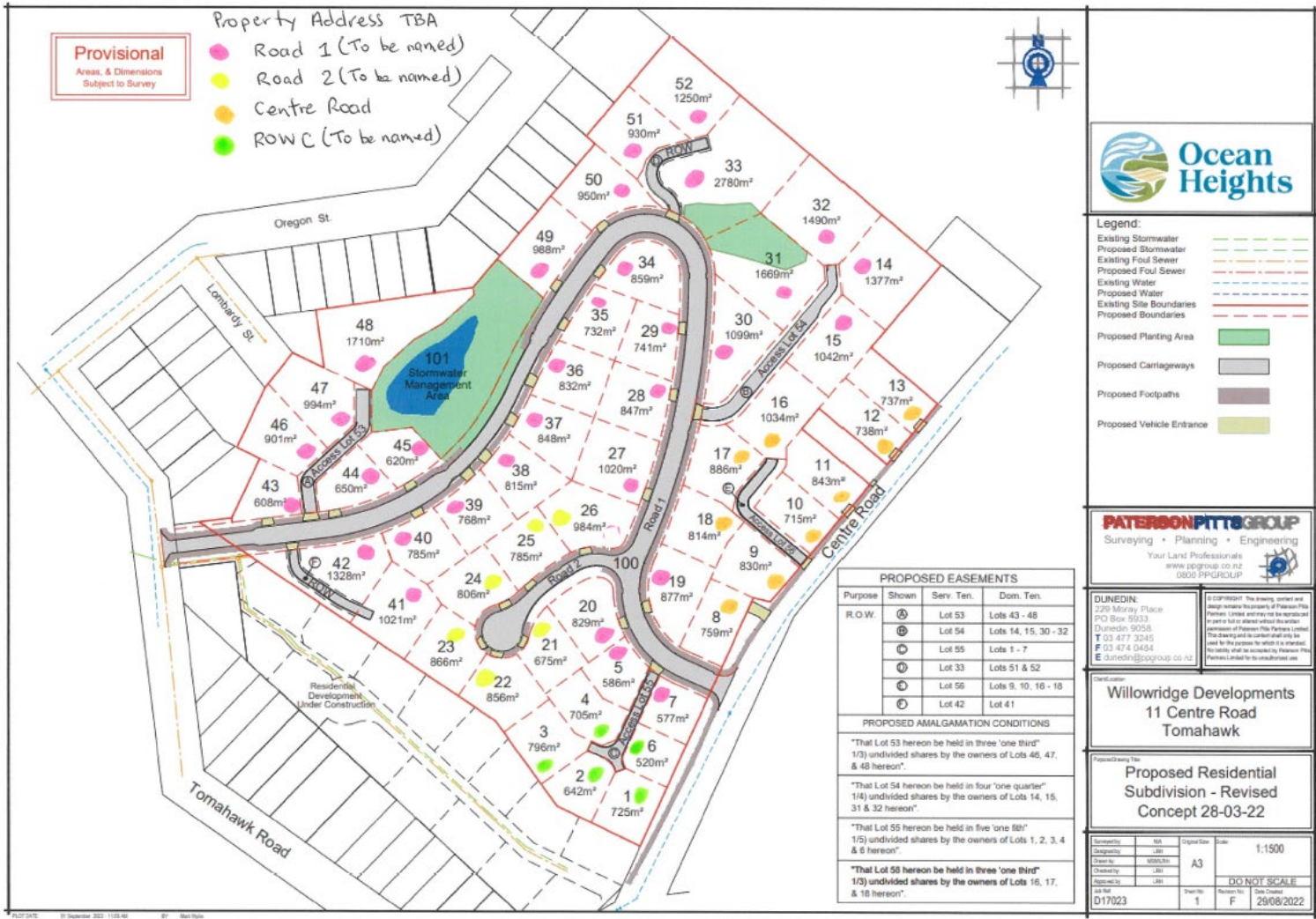
Dunedin City Council proposed road name assessment
Assessment for a new public road off Centre Road, Dunedin

Proposed road name	'Kingfisher Place' (Preferred option for the second public road)	
Description	'Kingfisher Place' is associated with the geographical area where the development is located, featuring bird life that exists in the area	
Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city	Yes	'Kingfisher Place' is not the same as, or similar to any other road names in Dunedin
Roads are to have only one name	Yes	'Kingfisher Place' complies. The road has no other name
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person	Yes	'Kingfisher Place' reflects the fauna of the geographical area where the development is located. The Ocean Grove/Tomahawk Lagoon area contains a Department of Conservation-Wildlife Management Reserve where Kingfishers are sighted
Roads should not be named after any commercial organisation or any living or recently deceased person	Yes	'Kingfisher Place' does not coincide with any commercial organisation or any living or recently deceased person
Road names must not be anagrams, amalgamations or derivatives of people's names	Yes	'Kingfisher Place' is not an anagram or amalgamation or derivative of people's names
Names should be 15 characters or less including spaces but excluding suffix	No	'Kingfisher Place' is 16 characters including the space but excluding the suffix. This does not meet the Policy but staff consider it is unlikely that this would cause any issues
Short names should be proposed for short streets for mapping purposes	N/A	N/A
Road name suffix	Yes	Applicant proposes 'Place' as the suffix The Road Naming Policy defines 'Place' as a <i>"short sometimes narrow enclosed roadway; cul-de-sac"</i> Staff considers 'Place' to be an appropriate suffix for the road
Community Board	Yes	Support from the Otago Peninsula Community Board is sought for the name proposed for this subdivision
Consultation	Yes	Applicant has advised that the naming of this road will not affect residents nearby
Overall assessment	'Kingfisher Place' is the preferred option by the developer but does not fully comply with the Road Naming Policy as it exceeds the recommended character count for the name; however, this is unlikely to cause any issues	

Dunedin City Council proposed road name assessment
Assessment for a new access way off Centre Road, 11 Centre Road, Ocean Grove

Proposed road name	'Teal Lane' (Preferred option for private access way)	
Description	'Teal Lane' is associated with the geographical area where the development is located, featuring bird life that exists in the area	
Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city	Yes	'Teal Lane' is not the same as, or similar to any other road names in Dunedin
Roads are to have only one name	Yes	'Teal Lane' complies. The road has no other name
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person	Yes	'Teal Lane' reflects the fauna of the geographical area where the development is located. Teals can be seen in the Ocean Grove/Tomahawk Lagoon area
Roads should not be named after any commercial organisation or any living or recently deceased person	Yes	'Teal Lane' does not coincide with any commercial organisation or any living or recently deceased person
Road names must not be anagrams, amalgamations or derivatives of people's names	Yes	'Teal Lane' is not an anagram or amalgamation or derivative of people's names
Names should be 15 characters or less including spaces but excluding suffix	Yes	'Teal Lane' is 4 characters excluding the suffix
Short names should be proposed for short streets for mapping purposes	N/A	N/A
Road name suffix	Yes	Applicant proposes 'Lane' as the suffix The Road Naming Policy defines 'Lane' as a "A narrow way, path, country road or street. A narrow passage between hedges or buildings. Also used for service lanes" Staff considers 'Lane' to be an appropriate suffix for the road
Community Board	Yes	Support from the Otago Peninsula Community Board is sought for the name proposed for this subdivision
Consultation	Yes	Applicant has advised that the naming of this road will not affect residents nearby
Overall assessment	'Teal Lane' is the preferred option by the developer and is fully compliant with the Road Naming Policy	

MAP OF THE OCEAN HEIGHTS DEVELOPMENT, 11 CENTRE ROAD



Notes:

Road 1 – 'Ocean Heights Drive'

Road 2 – 'Kingfisher Place'

Right of Way C – 'Teal Lane'

ITEMS FOR CONSIDERATION BY THE CHAIR

Any items for consideration by the Chair.

Attachments

There are no attachments for this report.