

Notice of Meeting:

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

Date: Wednesday 10 July 2024
Time: 9.30 am
Venue: Council Chambers, Dunedin Public Art Gallery, The Octagon,
Dunedin

Sandy Graham
Chief Executive Officer

Hearings Committee Proposed Parking Changes

MEMBERSHIP

Chairperson	Cr Jim O'Malley Cr Cherry Lucas Cr Mandy Mayhem
Senior Officer	Jeanine Benson, Group Manager Transport
Governance Support Officer	Wendy Collard

Wendy Collard
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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PLEASE NOTE: The **only** section of the hearing which is not open to the public is the Committee's final consideration of its decision, which is undertaken in private. Following completion of submissions by the applicant, submitters and the applicant's right of reply, the Committee will make the following resolution to exclude the public. All those present at the hearing will be asked to leave the meeting at this point.

DECLARATION OF INTERESTS

EXECUTIVE SUMMARY

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

RECOMMENDATIONS

That the Committee:

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

Attachments

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Councillor Register of Interest - Current as at 26 June 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
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.
	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	Taieri Airport Trust (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.
	Property Owner	Residential Property	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.

PART A REPORTS

SPEAKING SCHEDULE

Department: Civic

EXECUTIVE SUMMARY

- 1 The purpose of this report is to provide the Hearings Committee with a speaking schedule for the submitter who wishes to present their views at the hearings.

Wednesday, 10 July 2024 at 9.30 am – Sue Allen

Signatories

Author:	Wendy Collard - Governance Support Officer
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Attachments

There are no attachments for this report.

- 6 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.
- 7 Parking controls are made under the Traffic and Parking Bylaw. The 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

- 8 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.
- 9 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 and other general changes, safety and infrastructure changes and changes relating to the shared zone on George Street that was implemented as part of the Retail Quarter Project.
 - b) corrections to parking restrictions.

DISCUSSION

General changes proposals

- 10 The proposed general parking changes are shown in <https://tinyurl.com/ParkingJuly2024TPC4344> and are detailed in Attachment A – Minor General Parking Changes. The GIS layer includes a bookmark feature which links the numbered cases presented in the tables of Attachment A, to their specific location.
- 11 Summaries of consultation undertaken with affected parties, including owners, residents and businesses are presented in Attachment B – Minor General Parking Changes –Feedback Summary.

Andersons Bay Road– time restriction changes

- 12 In response to a request from the building owner of both Mitre 10 Mega and Kmart, it is proposed that 16 unrestricted car parks on Andersons Bay Road outside of Mitre 10 Mega be changed to restricted 60-minute spaces. This change aims to support local businesses in the area by increasing parking turnover. Most of the parking on Andersons Bay Road is already restricted.
- 13 It was originally proposed to convert 35 unrestricted spaces into short-term parking on Andersons Bay Road (between McBride Street and Midland Street) and on McBride Street (between Brandon Street and Andersons Bay Road). However, having received feedback, which was mostly from workers in the area, the original proposal has been modified and most of the proposed changes will not proceed. A summary of consultation undertaken with residents and

businesses in the area is presented in Attachment C – Minor General Parking Changes – Andersons Bay Road Feedback Summary.

School Road Safety Improvements 2023/25

- 14 Detail on the changes relating to this project can be found in Attachment A – Minor General Parking Changes and at the following link:
 - a) [Dunedin City Council - Safer School Streets](#)
- 15 This project focuses on supporting speed reduction around schools and the implementation of the Interim Speed Management Plan.
- 16 The regulatory changes presented to the Committee aim to enhance safety around schools through infrastructure improvements. Some changes in these areas were regulated in July 2022 prior to installation and in some cases, provisional infrastructure was installed as a trial. Updates regarding the permanent installations were shared with residents and stakeholders in 2024, allowing for feedback. Based on the input received, minor adjustments have been made to some of the original designs. Construction is scheduled to begin in the next financial year, and this report seeks to update the traffic and parking bylaw to reflect the latest designs, ensuring the enforceability of the new restrictions.
- 17 The School Road Safety Improvements 2023/25 project comprises two separable portions of construction, with the first part already implemented and regulated in the current financial year. Updated designs for the second portion of improvements are now presented for the Committee's consideration in advance of construction planned for the 2024/25 financial year. These are:
 - a) Balmacewen School
 - b) Grant Braes School
 - c) Pine Hill School and Liberton Christian School
 - d) Shetland, Dale, Chapman Streets intersection roundabout (in proximity to Balmacewen School)
 - e) Wickcliffe Street and Church Street intersection roundabout (in proximity to Taieri College, Silverstream School and St. Mary's School)
- 18 The original consultation relating to Pine Hill School and Liberton Christian School, Grant Braes School, and Balmacewen School was first undertaken in 2021. This consultation also included Bradford School, Opoho School, and North East Valley Normal School. However, changes relating to the latter three schools were regulated in previous meetings.
- 19 During the initial consultation in 2021, approximately 230 letters were sent to the owners and residents of potentially affected properties around all these schools, encouraging them to submit feedback. The consultation period ran from 26/04/2021 to the 11/06/2021. The relevant 'Dunedin Safer School Streets Engagement Summary Report' from 16 July 2021, is presented as Attachment D.
- 20 Final designs considered the original feedback received in 2021 and updated designs were communicated to owners, residents and schools in the area, and the Otago Regional Council in

2024. Approximately 280 letters were distributed regarding Pine Hill School and Liberton Christian School, Grant Braes School and Balmacewen School. Additional feedback received in 2024 is presented as Attachment E – Minor General Parking Changes – School Road Safety Improvements 2023/25 Feedback Summary. Respondents who provided feedback were invited to speak to their submissions.

- 21 Two additional roundabouts trials at the intersections of Shetland/Dale/Chapman Streets and Wickcliffe/Church Streets (in proximity to Balmacewen School, Taieri College, Silverstream School and St. Mary’s School) are planned to be upgraded to permanent infrastructure in the next financial year (1st July 2024 to 30th June 2025). Therefore, restrictions relating to them are included to be regulated. These changes were communicated to residents in the area in 2024. Approximately 150 letters were distributed specifically regarding the roundabouts. Feedback received in 2024 has influenced the final designs and is presented as Attachment E - Minor General Parking Changes – School Road Safety Improvements 2023/25 Feedback Summary. Respondents who provided feedback were invited to speak to their submissions.

George Street-Retail Quarter Project-Farmers Block, Malls Block and New Edinburgh Way

- 22 George Street proposed parking changes are shown in <https://tinyurl.com/ParkingJuly2024TPC45> and are detailed in Attachment A – Minor General Parking Changes. The GIS layer includes a bookmark feature which links the numbered cases presented in the tables of Attachment A, to their specific location.
- 23 The parking restrictions presented aim to clarify that the shared zone of the Retail Quarter is designed for pedestrians, cyclists, and vehicles.
- 24 On 28 September 2021, the Retail Quarter-George Street project was confirmed as a one-way south shared space.
- 25 Specific parking spaces have been designated and the other parts of the street are not intended for parking. Construction on these blocks was completed between 2023 and April 2024 and there is evidence that cars are parked in areas that are not intended for parking.
- 26 The proposed no-stopping restrictions will:
- a) improve safety for all pedestrian, cyclists and other vulnerable road users
 - b) increase amenity
 - c) improve traffic flow.
- 27 Attachment A – Minor General Parking Changes.

Parking Counts

- 28 In total, it is proposed there will be a net loss of 1 restricted and 12 unrestricted spaces across the city, resulting in a total reduction of 13 car parks. Detail is provided in Table A – Parking Counts below.
- 29 Changes to restriction type only (no loss in parking) are also shown in the table below.

TABLE A - PARKING COUNTS			
ALL PARKING CHANGES			
	Restricted car parks	Unrestricted car parks	Restriction change only
MINOR PARKING CHANGES			
General Changes	-1	-1	11
Andersons Bay Road	0	0	16
School Road Safety Improvements 2023/25	0	-11	0
George Street -Farmers Block, Malls Block and New Edinburgh Way	0	0	0
TOTAL	-1	-12	27

- 30 Table A details the parking changes as referenced in the attachments.

Corrections to the bylaw database

- 31 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-44		
Number	Location	Detail
1	617 Castle Street	Update parking space to allow vehicle crossings to be unrestricted
2	1 Friendship Drive	Update bylaw layer to reflect bus stop
3	12 Mulford Street	Update bylaw layer to reflect redundant bus stop
4	7 Elder Street / 16 Pitt Street	Update bylaw layer to reflect no stopping lines
5	235-237 High Street	Update bylaw layer to reflect redundant resident park
6	68 Russell Street	Update bylaw layer to reflect redundant resident park
7	69 Rankeilor Street	Update bylaw layer to reflect redundant resident park
8	106 Musselburgh Rise	Update bylaw layer to reflect bookbus stop
9	14 Jubilee Street	Update bylaw layer to reflect no stopping lines
10	329 Hillside Road	Update bylaw to redundant no stopping lines on Wesley Street
11	Tunnel Beach Road	Update bylaw to reflect no stopping lines
12	St Andrew Street	Update bylaw layer to reflect motorcycle parks
13	18 Harrow Street	Update bylaw layer to reflect P30

OPTIONS

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

Option One – Recommended Option – Proceed with all of the proposed changes to the GIS database

33 That the Committee approves 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.
- Contributes to achieving an integrated, affordable responsive, effective and safe transport network

Disadvantages

- Costs of installation

Option Two – Maintaining the Status Quo

34 Do nothing.

Advantages

- Council resources can be allocated to other transport projects

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

- 35 If the Committee recommends the changes to traffic and parking controls, a report of the proposed changes will be brought before Council for approval.
- 36 If Council approves the restrictions, they will be implemented through appropriate signs and road markings and restrictions will be enforced under the Traffic and Parking Bylaw.

Signatories

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

Attachments

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↓C	Attachment C - Minor General Changes - Andersons Bay Road - Feedback summary	28
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↓E	Attachment E - Minor General Parking Changes - School Road Safety Improvements 2023-25 Feedback Summary	55

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.
 This decision promotes the economic well-being of communities in the present and for the future.
 This decision promotes the environmental well-being of communities in the present and for the future.
 This decision promotes the 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"/>

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 Enterprise Dunedin

SUMMARY OF CONSIDERATIONS

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.

Community Boards

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

