

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

	Title	Page
A	Register of Interests	5

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.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	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.
	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.
	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.

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.

PROPOSED PARKING CHANGES

Department: Transport

EXECUTIVE SUMMARY

- 1 This report presents information for the Hearings Committee (the Committee) to consider proposed changes and corrections to parking restrictions.
- 2 The proposed changes in parking and traffic restrictions are presented in two sections:
 - a) general minor parking changes which include requests from residents, changes made to enhance safety or amenity, and suggestions from officers. These changes include:
 - i. parking restrictions on Andersons Bay Road and McBride Street. Following feedback, an initial proposal to restrict parking on three sections of road was modified to reduce the potential impact on local workers.
 - ii. parking restrictions relating to the School Road Safety Improvements 2023/25 project.
 - iii. parking restrictions on George Street as part of the Retail Quarter Project to clarify that the shared zone is designed for pedestrians, cyclists, and vehicles and not for parking.
 - b) corrections to the bylaw database to ensure it matches existing markings and signage.
- 3 Consultation has been undertaken separately for all the proposed changes discussed in this report.
- 4 One submitter wishes to be heard in relation to the proposed parking restrictions on Andersons Bay Road.

RECOMMENDATIONS

That the Committee:

- a) **Recommends** Council approve the proposed changes to parking and traffic restrictions shown in the July 2024 update of the Dunedin City Council's traffic and parking restrictions database.

BACKGROUND

Traffic and parking controls

- 5 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.

- 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

	Title	Page
↓A	Attachment A - Minor General Parking Changes	17
↓B	Attachment B - Minor General Parking Changes - Feedback Summary	27
↓C	Attachment C - Minor General Changes - Andersons Bay Road - Feedback summary	28
↓D	Attachment D - Dunedin Safer School Streets Engagement Summary Report	35
↓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.

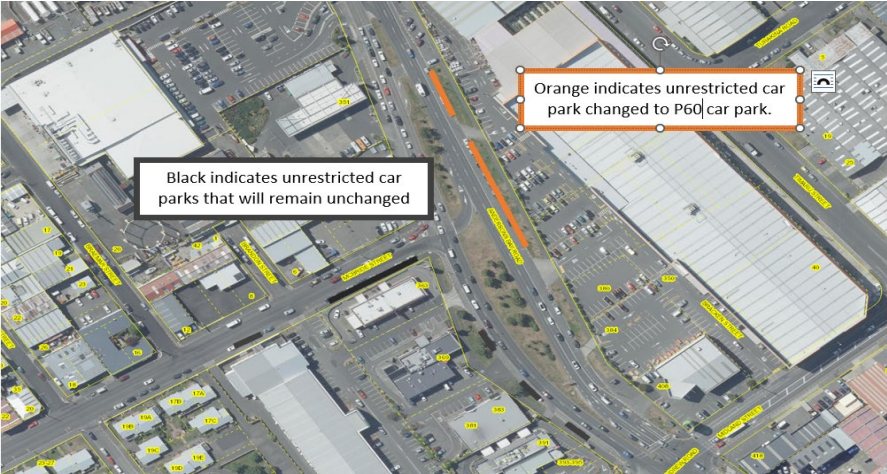

Many of the proposed changes aim to improve safety of vulnerable users of the transport network.


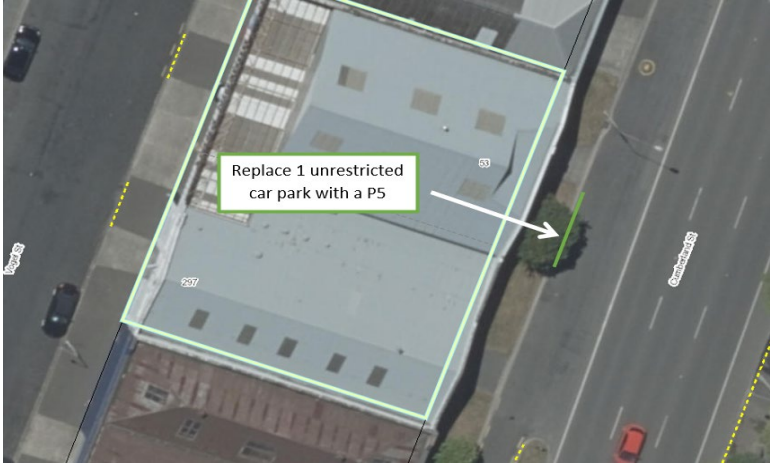
Conflict of Interest



There are no known conflicts of interest.


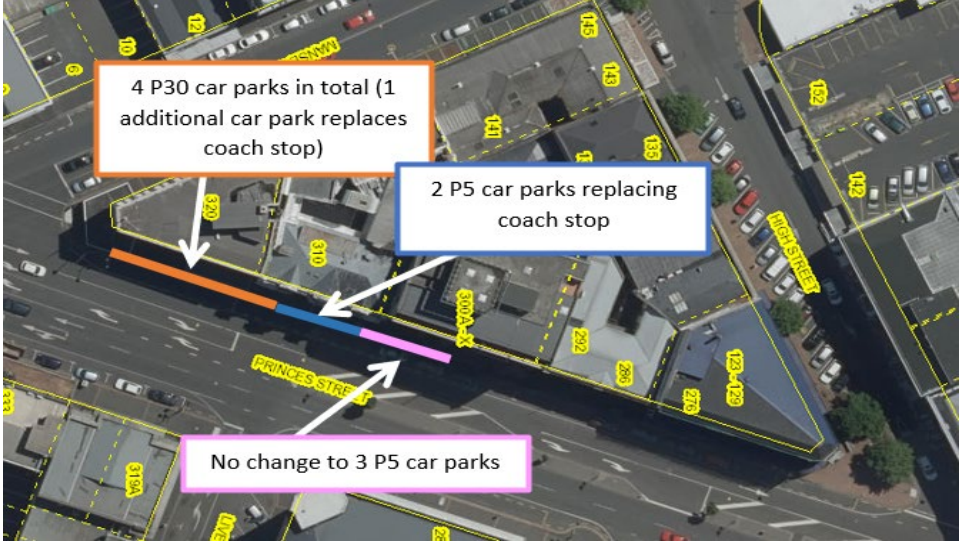
Community Boards


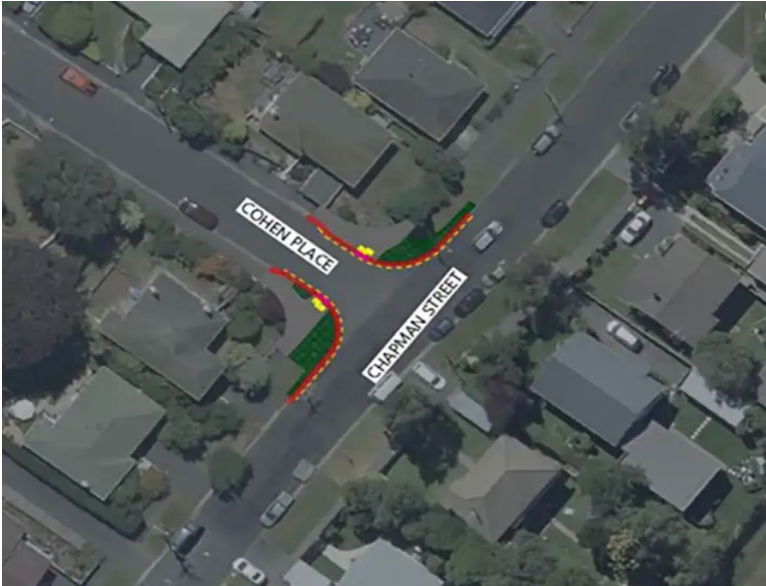
There are no implications for Community Boards as part of this report.



ATTACHMENT A-MINOR GENERAL PARKING CHANGES						
HEARINGS COMMITTEE (21-06-2024)						
N	Location general	Location specific	General Description	Change proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-43 (General changes)						
1	Andersons Bay / McBride Street	336 Andersons Bay Road	Change of restriction from unrestricted (all-day) car parking to short-term car parking	Approximately 16 unrestricted car parks changed to P60		24/05/2024 - 22/05/2024
2	Jutland Street/Devon Street	8 Jutland Street (Devon Street)	Change of restriction from unrestricted (all-day) parking to short-term car parking	1 unrestricted car park changed to P30		03/05/2024 - 17/05/2024


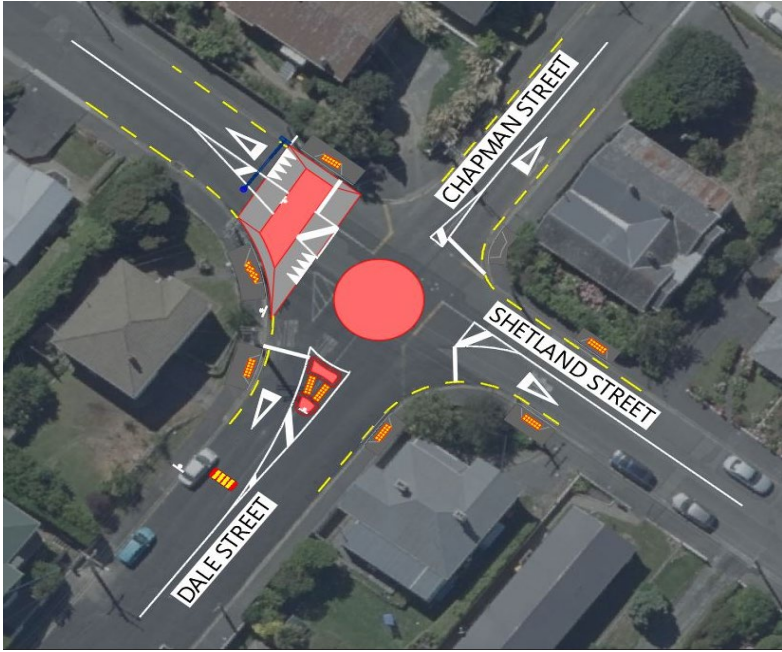
ATTACHMENT A-MINOR GENERAL PARKING CHANGES						
HEARINGS COMMITTEE (21-06-2024)						
N	Location general	Location specific	General Description	Change proposed	Diagram	Consultation/Reference
3	North Road	282 North Road	Change of restriction from P10 to P5 (only bylaw layer change)	2 P10 car parks changed to P5 2 car parks were originally proposed to be removed to be replaced by broken yellow lines. Following feedback and safety assessment, the car parks will remain in place keeping a short-term restriction to help visibility at the intersection. Restriction approved as P10 on bylaw but signed as P5 on-site. Will be updated in the bylaw layer		03/05/2024 - 17/05/2024
4	Cumberland Street	297 Vogel Street (Cumberland Street side)	Change of restriction from unrestricted to P5	1 unrestricted car park changed to P5 following a request from a business nearby		03/05/2024 - 17/05/2024


ATTACHMENT A-MINOR GENERAL PARKING CHANGES						
HEARINGS COMMITTEE (21-06-2024)						
N	Location general	Location specific	General Description	Change proposed	Diagram	Consultation/Reference
5	205 Hillside Road	205 Hillside Road	Change of restriction from P30 to P5	2 P30 car parks changed to 2 P5 following a request from a business nearby		03/05/2024 - 17/05/2024
6	345 Hillside Road	345 Hillside Road	Change of restrictions, installation and removal of no stopping lines at two different locations	2 P30 car parks changed to 2 P120 on Hillside Road and approximately 4m of no stopping lines removed on Wesley Street, following a request from a business nearby 1 P30 car park replaced with no stopping lines to allow turning area as a result of a resource consent		03/05/2024 - 17/05/2024



ATTACHMENT A-MINOR GENERAL PARKING CHANGES						
HEARINGS COMMITTEE (21-06-2024)						
N	Location general	Location specific	General Description	Change proposed	Diagram	Consultation/Reference
7	Silverton Street	55 Silverton Street	No stopping lines installed as a safety measure	Installation of approximately 9m of no stopping lines to increase visibility at the intersection of Silverton Street and Cranston Street		03/05/2024 - 17/05/2024
8	Princes Street	310 Princes Street	Change of restriction Redundant coach stop replaced by short-term parking	1 Coach stop replaced by 2 P5 car parks following a request from a business nearby P30 area extended by 1 car park		03/05/2024 - 17/05/2024


ATTACHMENT A-MINOR GENERAL PARKING CHANGES						
HEARINGS COMMITTEE (21-06-2024)						
N	Location general	Location specific	General Description	Change proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-43 (School Road Safety Improvements 2023/25)						
9.1	Balmacewen School	42 Chapman Street	Update to safety improvements Balmacewen School	Kerb build-outs and raised courtesy crossing installed at intersection of Chapman Street/Craighall Crescent Restriction changed outside of 42 Chapman Street from no stopping (8am - 9am, 2.45pm - 3.30pm, Monday- Friday) to permanent broken yellow lines at raised courtesy crossing and extension of broken yellow lines		1. 24/05/021 - 11/06/2021 2. 05/04/2024 -20/05/2024
9.2	Balmacewen School	57 Chapman Street	Update to safety improvements near Balmacewen School	Kerb build-outs at intersection of Chapman Street/Cohen Place		1. 24/05/021 - 11/06/2021 2. 05/04/2024 -20/05/2024

ATTACHMENT A-MINOR GENERAL PARKING CHANGES						
HEARINGS COMMITTEE (21-06-2024)						
N	Location general	Location specific	General Description	Change proposed	Diagram	Consultation/Reference
10	Grants Braes School	155 and 158 Larnach Road	Update to safety improvements to support the Grants Braes School	<p>Installation of broken yellow lines at intersections of Larnach Road/Dunrobin Street and Belford Street/Dunrobin Street</p> <p>Kerb buildouts at intersections of Mathieson Street/Larnach Road and Belford Street/Dunrobin Street</p> <p>Extension of broken yellow lines outside of 155 and 158 Larnach Road</p> <p>Change of restriction to broken yellow lines outside of 169 Larnach Road to install raised pedestrian crossing</p>		<p>1. 03/05/21 - 21/05/2021</p> <p>2. 05/04/2024 -20/05/2024</p>
11.1	Pine Hill School and Liberton Christian School	265 Pine Hill Road	Update to safety improvements to support Pine Hill School and Liberton Christian School	<p>Installation of broken yellow lines and kerb buildouts at intersections of Pine Hill Road/Gladstone Road and Hillary Street/Allenby Avenue</p> <p>Installation of a courtesy crossing outside of 265 Pine Hill Road and slight relocation of existing bus stop towards intersection with Hillary Street</p> <p>Installation of a raised pedestrian crossing outside of 5 Hillary Street</p>		<p>1. 24/05/21 - 11/06/2021</p> <p>2. 05/04/2024 -20/05/2024</p>

ATTACHMENT A-MINOR GENERAL PARKING CHANGES						
HEARINGS COMMITTEE (21-06-2024)						
N	Location general	Location specific	General Description	Change proposed	Diagram	Consultation/Reference
11.2	Pine Hill School and Liberton Christian School	2 Wilkinson Street	Update to safety improvements to support Pine Hill School and Liberton Christian School	Installation of broken yellow lines and kerb buildouts at intersection of Pine Hill Road/Hislop Street Installation of courtesy crossings on Hislop Street and Wilkinson Street (outside of 2 Wilkinson Street)		1. 24/05/21 - 11/06/2021 2. 05/04/2024 -20/05/2024
12	Shetland/Dale / Chapman Streets Roundabout	69 Shetland Street	Update to safety improvements to support the nearby school area	Installation of permanent roundabout and broken yellow lines at intersection of Chapman Street/Shetland Street/Dale Street Installation of courtesy crossings on Shetland Street as well as cushions and pedestrian refuge on Dale Street		1. 01/05/021 - 21/05/2021 2. 01/05/2024 -31/05/2024

ATTACHMENT A-MINOR GENERAL PARKING CHANGES						
HEARINGS COMMITTEE (21-06-2024)						
N	Location general	Location specific	General Description	Change proposed	Diagram	Consultation/Reference
13	Church/Wickliffe Streets Roundabout	56 Church Street	Update to safety improvements to support the nearby school area	<div>Installation of permanent roundabout and extension of broken yellow lines at intersection of Church / Wickliffe Streets</div> <div>Buildouts and installation of two courtesy crossings on Church Street and two on Wickliffe Street</div>		<div>1. 01/05/021 - 21/05/2021</div> <div>2. 01/05/2024 -31/05/2024</div>

ATTACHMENT A-MINOR GENERAL PARKING CHANGES						
HEARINGS COMMITTEE (21-06-2024)						
N	Location general	Location specific	General Description	Change proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-45 (George Street changes)						
14.1	George Street	Farmers block	No stopping restrictions installed along the shared zone of George Street to avoid unauthorised parking	No stopping restriction all long the Farmers' block, the Mall's and the New Edinburgh Way block (except where assigned car parking areas have been defined and regulated)		Consultation as part of the Retail Quarter Upgrade project
14.2	George Street	Malls Block	No stopping restrictions installed along the shared zone of George Street to avoid unauthorised parking	No stopping restriction all long the Farmers' block, the Mall's and the New Edinburgh Way block (except where assigned car parking areas have been defined and regulated)		Consultation as part of the Retail Quarter Upgrade project

ATTACHMENT A-MINOR GENERAL PARKING CHANGES						
HEARINGS COMMITTEE (21-06-2024)						
N	Location general	Location specific	General Description	Change proposed	Diagram	Consultation/Reference
14.3	George Street	New Edinburgh Way	No stopping restrictions installed along the shared zone of George Street to avoid unauthorised parking	No stopping restriction all long the Farmers' block, the Mall's and the New Edinburgh Way block (except where assigned car parking areas have been defined and regulated)		Consultation as part of the Retail Quarter Upgrade project

Attachment B - Minor General Changes - Feedback Summary							
Devon Street							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Installation of P30	03/05/2024 - 17/05/2024					No feedback received	No changes
Total Feedback			0	0	0		
* Support (S); Neutral (N); Oppose (O)							
282 North Road							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Conversion of 2 P10 car parks into 2 P5 (as on-site)	03/05/2024 - 17/05/2024	Property Owner			1	Advised the issue is large parked vehicles. Recommends installation of convex mirror or restrict parking to cars only. Noted he had requested the short term parking when a café operated at this location. This is now a residence which has off street parking but they want parking available for visitors to the property or the Hospice	After considering feedback and safety advice, it was decided that we would not proceed with removing the parks, however the short term restriction will be maintained to support visibility at the intersection
		Otago Hospice			1	The 2 short term parks are of little use to the Hospice staff and visitors. Have noticed an increase in tourist buses overstaying the max time. Removing the parks may just shift the issue to another area of North Road. Preference is for the 2 parks to remain with a longer time restriction but for cars only	
		Resident			1	Shortage of residential parking in the area. Buses use these parks and also on the broken yellow lines. Speed limit in the area is 30km during school hours so does not believe it is a high risk intersection during these times	
Total Feedback			0	0	3		
* Support (S); Neutral (N); Oppose (O)							
Cumberland Street							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Installation of P5	03/05/2024 - 17/05/2024					No feedback received	No changes
Total Feedback			0	0	0		
* Support (S); Neutral (N); Oppose (O)							
205 Hillside Road							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Conversion of 2 P30 into 2 P5	03/05/2024 - 17/05/2024	South Dunedin Library	1			Thinks this will be a positive change	No changes
		South Dunedin Library	1			Hard to get a park in the area, 5 minutes will be great for dropping back books and picking up something quick	
Total Feedback			1	0	0		
* Support (S); Neutral (N); Oppose (O)							
Cranston Street / Silverton Street							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Installation of no stopping lines	03/05/2024 - 17/05/2024	Resident				Has no off street parking, would like to retain space between the 2 vehicle crossings for 55 Silverton Street	After seeking safety advice, the design was modified to decrease the length of no stopping lines while maintaining sufficient visibility at intersection
Total Feedback			0	0	0		
* Support (S); Neutral (N); Oppose (O)							

Attachment C - Minor General Changes - Andersons Bay Road Feedback Summary							
Andersons Bay Road and McBride Street							
Specific change	Consultation Period	Organisation	Parking			Comments	Design after feedback
			S	N	O		
Andersons Bay Road and McBride Street - Installation of P60 restrictions	1. 24/04/2024 - 22/05/2024 2. 30 May - Updated design sent to submitters	Anonymous Works in the area			1	The submitter works in the area and noted that it is already hard enough to find car parks in the morning. Advised this will mean they will need to leave earlier. Also commented on the lack if lease parks available in the area	Design was modified to retain unrestricted parking on McBride Street and Andersons Bay Road between McBride Street and Macandrew Road The design remains to change the unrestricted parking spaces located outside of the Mitre 10 Mega on Andersons Bay Road (between the Hillside Road/Orari Street and Macandrew Road/Midland Street intersections) to P60
		Anonymous Works in the area			1	Preference is for the car parks to remain as unrestricted for staff from surrounding businesses. Shortage of car parks for staff means they have no choice but to park in customer carparking which puts pressure on business owners	
		Works in the area			1	The proposal limits where workers can park during shifts and creates unnecessary stress in an area which already has little parking	
		Works in the area			1	Workers from surrounding businesses use these car parks. Not a lot of car parks in the area so restricting these would be an inconvenience	
		Works in the area			1	Would have a negative impact on the businesses. Many of the businesses already have their own customer car parking and changing the car parks will make it harder for staff to park close to work which will make them late	
		Works in the area			1	A lot of staff use these car parks. There's a lot of businesses in the area, Kmart does not have a car park so there's no where for all the staff and customers to park. Paid meters will not help as a lot of people cannot afford to pay for parking due to the current cost of living	
		Works in the area			1	Lack of all day parking in the area. Those who use the unrestricted parks work in the area. This measuer will be detrimental	
		No detail provided			1	Lack of all day parking in the area. Kmart should be expected to provide sufficient parking for their customers rather than introducing parking restrictions in the area	
		Works in the area			1	Works in the area and starts at 3am for a 9hr shift. Buses do not run early enough, where would they be able to park for work without paying	
		Works in the area			1	Will not have anywhere to park for work if the restrictions are installed. All private parking in the area is being removed with 90 minute parking	

Proposed Parking Changes

Attachment C - Minor General Changes - Andersons Bay Road Feedback Summary						
Andersons Bay Road and McBride Street						
Specific change	Consultation Period	Organisation	Parking			Comments
			S	N	O	
Andersons Bay Road and McBride Street - Installation of P60 restrictions	1. 24/04/2024 - 22/05/2024 2. 30 May - Updated design sent to submitters	Anonymous Works in the area			1	Without plans for worker parking in the area, this will have a big impact on those who may have to consider working elsewhere. Parking is barely sufficient for current employees and shoppers to the area will compound the issue. No car park building or areas for all day parking exist
		No detail provided	1			Agree to a time limit but 1 hour is not enough. Need more time to shop at Kmart
		No detail provided			1	Provision for parking at businesses should be provided by the business. Council needs to ensure adequate parking provision is provided by the businesses before allowing development. Allow businesses to rent the parking space for a monthly fee and then they can enforce their own restrictions
		Works in the area			1	Opposed to all restrictions. Parking in the area is hard enough without there being restricted parking Following the updated design, submitter does not agree the proposal to change the parks outside Mitre10 into P60 makes sense. They mentioned time restrictions outside Burger King and Koi Sushi would make more sense (as this is where the shorter term parking is needed) Requested the parks on McBride Street and the side streets remain unchanged. Would be agreeable if McBride Street had the parks marked Noted cars are parking all day on the restricted parks at the Broughton Street end of McBride Street
		Anonymous Works in the area			1	These parks are used by workers in the area. Buses do not allow everyone to get to work on time
		Works in the area			1	Works in the area and finds it hard to get a park most days for work. Noted this is due to other restrictions of less than 2 hours in the area. Doesn't feel safe walking a distance in the area in the winter / when dark
		Worker of Subway			1	Workers in the area need somewhere to park
						Design was modified to retain unrestricted parking on McBride Street and Andersons Bay Road between McBride Street and Macandrew Road The design remains to change the unrestricted parking spaces located outside of the Mitre 10 Mega on Andersons Bay Road (between the Hillside Road/Orari Street and Macandrew Road/Midland Street intersections) to P60

Attachment C - Minor General Changes - Andersons Bay Road Feedback Summary							
Andersons Bay Road and McBride Street							
Specific change	Consultation Period	Organisation	Parking			Comments	Design after feedback
			S	N	O		
Andersons Bay Road and McBride Street - Installation of P60 restrictions	1. 24/04/2024 - 22/05/2024 2. 30 May - Updated design sent to submitters	Works in the area			1	Works on King Edward Street. The parks proposed are the closest all day parking for them and their colleagues. Not enough parking for everyone in this area and must arrive early to get these parks. Would like more parking between King Edward Street and Andersons Bay Road available for longer periods to replace. Areas of Authorised Parking in South Dunedin which are used twice a week for 10 minutes - would like to see them reduced in size	Design was modified to retain unrestricted parking on McBride Street and Andersons Bay Road between McBride Street and Macandrew Road
		Works in the area			1	Businesses in the area need somewhere for staff to park. Kmart should have built a car park	
		Anonymous Works in the area			1	Not enough parking for workers in the area already and no other paid options either	
		No detail provided			1	Opposed to the restrictions	
		Anonymous No detail provided			1	Kmart should be made to provide their own parking	
		DK Architecture Ltd.			1	Advised workers in the area have been forgotten and need somewhere to park all day. Suggestion for angled parking on McBride Street to be considered Following updated design, submitter noted his concern that the parks on the same side as Kmart would remain unrestricted and having the parks on the Mitre 10 side as P60 would have people attempting to cross the busy road. He considers that P60 on the Kmart side would make more sense. Happy to keep McBride Street as unrestricted	The design remains to change the unrestricted parking spaces located outside of the Mitre 10 Mega on Andersons Bay Road (between the Hillside Road/Orari Street and Macandrew Road/Midland Street intersections) to P60
		Dunedin City Motors			1	No parking available for workers in the area	
		No detail provided			1	60 minutes is not long enough, 90 minutes or 120 minutes would be preferable	
		Works in the area			1	It is difficult enough for staff at the many businesses around the area to find parking currently and removing these options only compounds the issue. Many of the employees in the area also start early or work shifts, this can make it difficult to find parking now. The onus should be on any new businesses to the area to provide ample parking for customers	

Attachment C - Minor General Changes - Andersons Bay Road Feedback Summary							
Andersons Bay Road and McBride Street							
Specific change	Consultation Period	Organisation	Parking			Comments	Design after feedback
			S	N	O		
Andersons Bay Road and McBride Street - Installation of P60 restrictions	1. 24/04/2024 - 22/05/2024 2. 30 May - Updated design sent to submitters	Works in the area			1	The changes will make it harder for workers in the area to find all day parking. Parking should have been addressed when Kmart was consented	Design was modified to retain unrestricted parking on McBride Street and Andersons Bay Road between McBride Street and Macandrew Road The design remains to change the unrestricted parking spaces located outside of the Mitre 10 Mega on Andersons Bay Road (between the Hillside Road/Orari Street and Macandrew Road/Midland Street intersections) to P60
		Anonymous Works in the area			1	Will make it hard to find parking and will cause staff to be late for work or deterred from coming to work with facing fines. Huge inconvenience and barely any unrestricted parking	
		Anonymous Works in the area			1	Parking is limited in the area already. The changes would not be good for the surrounding businesses as their staff need parking too. Kmart should have been made to add their own parking. Will be worse with the addition of Kmart staff. Taking the bus is not an option for all people	
		Worker of Spark (34 McBride Street)			1	Works in the area and struggles to locate an all day car park. If there was another solution for all day parking in the area, then more people would be open to the proposal	
		Anonymous Works in the area			1	Staff/employees for the businesses around the area currently park on this street for work and the change will impact them	
		Works in the area			1	Time restrictions on Andersons Bay Road will put pressure on parking available for people working in the area and make the area dangerous for pedestrians because it is already a busy traffic area. Especially crossing Andersons Bay Road. More parking needs to be made available if this is going to be an intensified retail area	
		Anonymous Works in the area			1	These changes will make it hard to find a park for work. Can see where the Council is coming from but doesn't think it will work for workers in the area	
		Wendy's Hamburgers (369 Andersons Bay Road)			1	The submitter is concerned about staff parking. Their business has some customer parking but not enough for customers and staff. Staff work shifts and require approx. 20 hours parking per day for 364 days a year. Streets are already congested enough	

Attachment C - Minor General Changes - Andersons Bay Road Feedback Summary							
Andersons Bay Road and McBride Street							
Specific change	Consultation Period	Organisation	Parking			Comments	Design after feedback
			S	N	O		
Andersons Bay Road and McBride Street - Installation of P60 restrictions	1. 24/04/2024 - 22/05/2024 2. 30 May - Updated design sent to submitters	Worker of McDonalds (391 Andersons Bay Road)			1	There are multiple businesses in the area and no private car parks where staff can park unless they walk a long distance to and from work. With the introduction of Kmart, the amount of parks will only decrease. Lack of parking and public transport will negatively impact McDonalds and surrounding businesses	Design was modified to retain unrestricted parking on McBride Street and Andersons Bay Road between McBride Street and Macandrew Road <

Attachment C - Minor General Changes - Andersons Bay Road Feedback Summary							
Andersons Bay Road and McBride Street							
Specific change	Consultation Period	Organisation	Parking			Comments	Design after feedback
			S	N	O		
Andersons Bay Road and McBride Street - Installation of P60 restrictions	1. 24/04/2024 - 22/05/2024 2. 30 May - Updated design sent to submitters	Workers of Burger King			1	The staff and manager car parks which were within their private parking compound were relinquished to accommodate Kmart and to assist with turnover of parking in their private parking facilities. The proposed restrictions on McBride Street would cause unease for staff moving vehicles during shifts Noted concern for staff safety when leaving work 2-3am and having to walk further along McBride Street to their cars	Design was modified to retain unrestricted parking on McBride Street and Andersons Bay Road between McBride Street and Macandrew Road The design remains to change the unrestricted parking spaces located outside of the Mitre 10 Mega on Andersons Bay Road (between the Hillside Road/Orari Street and Macandrew Road/Midland Street intersections) to P60
		Works in the area			1	The submitter works in the area and explains that many workers rely on the unrestricted parks	
		No detail provided			1	Changing the car parks will have a negative effect for surrounding businesses. There will be increased pressure on parks for staff once Kmart opens. Not practical for everyone to bus, walk or bike to work	
Total Feedback			5	0	47		
* Support (S); Neutral (N); Oppose (O)							



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16-Jul-2021

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Quality Information

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			Name/Position	Signature
	21-June-2021	Summary of engagement feedback		
	23 June 2021	Review of summary of engagement feedback	Sarah Price Associate Director – Comms and Engagement Lead	

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1.0 Introduction

AECOM has been engaged by Dunedin City Council (DCC) to carry out public engagement work associated with the Dunedin Safer School Streets project. In this phase of the project, seven schools throughout the city were targeted for streetscape interventions that support pedestrian and cycle safety, improved visibility and reduced traffic speeds surrounding the school environment. These schools include:

- Bradford School
- Opoho School
- North East Valley School
- Grants Braes School
- Balmacewen Intermediate School
- Liberton Christian School
- Pine Hill School

A range of treatments were considered for each school zone. Proposed treatments vary depending on the zone, but generally include a combination of the following:

- Additional street signage
- Speed humps
- Intersection diets
- Raised pedestrian crossings
- Kerb buildouts
- Footpath realignment
- Red surface crossings
- Indented bus bays
- Parking restrictions

For treatments agreed by DCC and AECOM to have more than a minor impact on the surrounding streetscape – such as intersection diets, raised pedestrian crossings and parking restrictions – residents and landlords with properties in proximity to the works were notified of the proposal and draft design via letter. Stakeholders with a special interest in streetscape improvements around Dunedin were also notified. All affected parties and stakeholders were offered the opportunity to submit feedback on the proposal.

The following report presents a summary of feedback received from residents, landlords and key stakeholders by 11 June 2021 (feedback deadline). The report begins by outlining the engagement methodology, followed by an overview of all feedback, including the general sentiment of responses and common themes most frequently discussed. A detailed summary of feedback by theme is then presented for each school zone.

2.0 Engagement methodology

At the commencement of the consultation phase, an engagement plan was developed by AECOM and agreed with DCC. The plan outlined an engagement approach to ensure all affected parties and key stakeholders were provided with relevant information on the project and afforded the opportunity to submit feedback, prior to the design being confirmed.

A staggered approach was agreed, where the six school zones were divided into more manageable priority-based groups and associated engagement was prioritised in succession. Schools were grouped as follows:

Priority 1

- Bradford School

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- Opoho School

Priority 2

- Grants Braes School
- North East Valley School

Priority 3

- Balmacewen Intermediate School
- Liberton Christian School and Pine Hill School

AECOM was provided with a list of potentially affected properties from DCC. In general, residences were deemed potentially affected if they were situated near a treatment that would alter the surrounding streetscape or parking supply. Properties in proximity to minor treatments, such as additional street signage or surface painting were deemed to not be impacted and were therefore not notified. A letter template was agreed with DCC to ensure all affected parties were provided with consistent messaging. An example letter template is shown in Appendix A.

Communication channels

Letters were the primary communication channel and delivered to all individuals identified on the potentially affected properties mailing list.

As shown in Appendix A, letters introduced the Safer School Streets project and the intended project outcomes, outlined the proposed treatment to be implemented and described the expected impacts of the intervention. High-level plans for the proposed works, a site-specific plan as well as an overview plan of all treatments to be implemented across the school zone were also provided. 236 letters were sent to potentially affected property owners and residents.

Engagement plans for the six school zones can be found in Appendix B. Potentially affected parties were encouraged to submit feedback either by email or phone before a specified deadline.

As discussed above, letters were delivered in stages based on school priority. Table 1 provides a summary of engagement material delivery dates and the corresponding feedback deadline.

Table 1: Summary of letter delivery dates and feedback deadlines

School zone	Letter delivered	Feedback deadline
Bradford School	Week starting 26/04/2021	07/05/2021
Opoho School	Week starting 26/04/2021	07/05/2021
North East Valley School	Week starting 03/05/2021	21/05/2021
Grants Braes School	Week starting 03/05/2021	21/05/2021
Balmacewen Intermediate	Week starting 24/05/2021	11/06/2021
Liberton and Pine Hill School	Week starting 24/05/2021	11/06/2021

In addition to potentially affected properties, several key stakeholders with an interest in Dunedin streetscape modification were identified and informed via email. The content of the email was very similar to the letter template shown in Appendix A, with stakeholders being provided overview plans for all school zones. The following organisations were contacted:

- Waka Kotahi
- New Zealand Fire
- Automobile Association (AA)
- New Zealand Police
- Otago Regional Council
- St John
- Road Transport Association New Zealand
- Heavy Haulage
- SPOKES

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- VICTA
- CCS Disability Action
- Disabled Persons Assembly
- Blind Foundation

Following the conclusion of the priority 3 feedback deadline, all feedback was collated and analysed. Feedback was assessed based on the overall sentiment as well as any common themes. Results from this analysis are presented below.

3.0 Feedback summary

3.1 Overview

Out of 236 letters delivered to potentially affected residents, landlords and schools and a further 13 emails sent to key stakeholders, 36 responses were received – a 15% response rate. A summary of respondents and the corresponding quantity of responses is shown in Table 2.

Table 2 Summary of respondents

Respondent type	Responses received
Resident / landlord	30
School	4
Stakeholder	2

An assessment of the general sentiment of responses revealed each submission could be classified into one of three categories. These categories included:

1. **Support** – The respondent expressed general support for the project and its objectives. May have noted minor concerns around specific features or provided additional ideas to further improve safety outcomes.
2. **Neutral / Mixed** – The respondent neither expressed support nor opposition to the project and instead focussed on the design details. May have noted support for the project outcomes but held more serious concerns about a particular aspect of the proposed works.
3. **Oppose** – The respondent appeared to staunchly oppose the project in its entirety. May have expressed strongly negative views on a specific treatment and avoided discussion on the wider project.

Table 3 summarises sentiments of feedback, while Figure 1 provides a percentage breakdown. As shown, the majority (44%) of respondents supported the Safer School Streets project. A further 31% expressed mixed or neutral views, while 25% were opposed to the project.

Table 3 Sentiment of responses

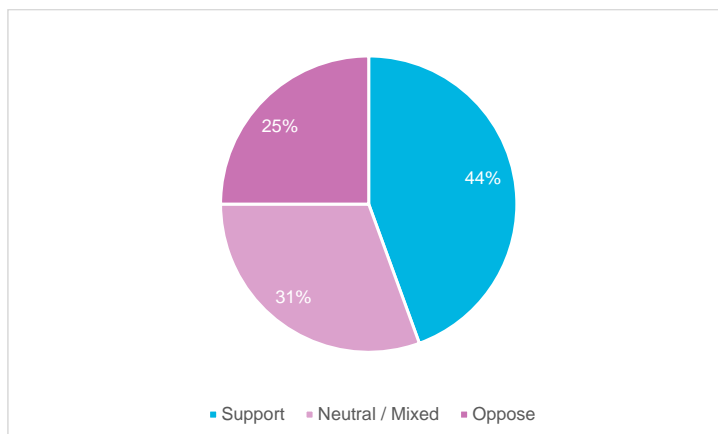
Sentiment	Responses
Support	16
Neutral / Mixed	11
Oppose	9

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Figure 1: Percentage breakdown of response sentiments



When assessing feedback at a deeper level, it was typical for respondents to cover multiple points or ideas (comments) in a single submission. Comments were extracted and grouped into common themes, which offered a more detailed picture of the main topics emerging from the consultation process and those that are most important to potentially affected residents and stakeholders. In total, 68 comments were captured from the 36 submissions. These comments were grouped into nine themes including:

- **General support** – general expressions of support for the project without further context
- **Parking** – comments related to parking supply
- **Design suggestion** – suggested changes to the proposed design
- **Safety** – comments surrounding safety impacts of the proposal
- **Additional requests** – requesting further treatments to be added to the scope
- **Necessity** – comments on whether the project is necessary or not
- **Consultation approach** – comments on the consultation process
- **Other** – outstanding comments that could not easily be classified

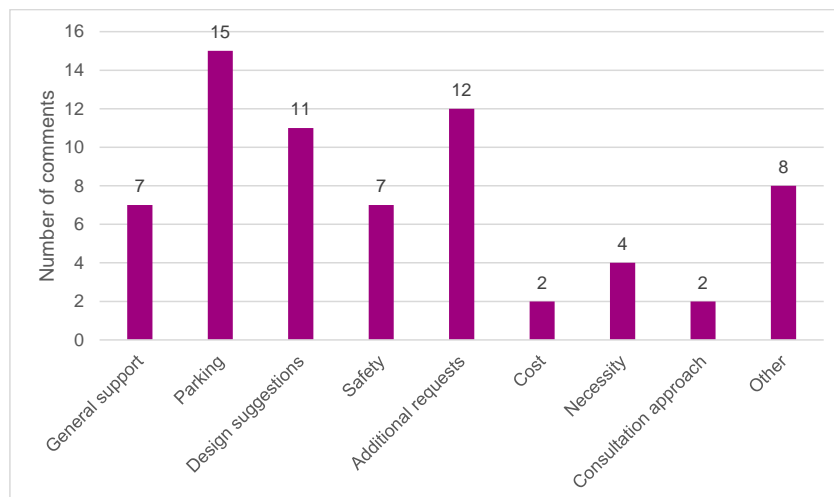
Figure 2 provides an overview of the number of comments made against each theme. As shown, parking was the most frequently discussed theme among respondents, closely followed by additional requests and design suggestions. Specific feedback will be discussed in greater detail throughout the remainder of this report.

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Figure 2: Summary of themes discussed



The following sections provide a detailed summary of feedback received to date, including a breakdown of response sentiment and commentary on themes raised by affected residents for each school zone.

3.2 Bradford School

Table 4 displays a summary of feedback received from the Bradford School zone. In total, six responses were received, half of which expressed a neutral or mixed sentiment towards the Bradford School improvements. Two respondents were opposed the works, while one submission, received from Bradford School, expressed support for the project.

Table 4 Bradford School feedback summary

Sentiment	Number of responses
Support	1
Neutral / Mixed	3
Oppose	2
Themes	Number of comments
Parking	5
Additional requests	3
Design suggestions	2
Necessity	2
Safety	1
Cost	1
Other	1

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Parking – 5 comments

Five respondents commented on the expected impacts to parking around Bradford School. Two were generally opposed to the loss of parking spaces in the area. One of these respondents suggested this would lead to more congestion on surrounding streets.

The remaining comments discussed the planned parking restrictions on Bradford Street and Kaikorai Valley Road. One queried who would be enforcing these new restrictions. Another noted that restrictions on Bradford Street would be an inconvenience for residents and suggested retaining some parking spaces as resident parking.

Feedback from Bradford School indicated parking restrictions are not necessary during the morning period and the afternoon period would suffice. It was also requested that the afternoon restricted parking period be shifted to 2:30-3:30 pm (currently 2:45-3:45pm) as this is when parking demand is at its highest.

Additional requests – 3 comments

Three respondents had additional requests or suggestions surrounding the scope of the project. As mentioned above, one requested some resident parking be retained on Bradford Street to limit the impacts of parking restrictions for residents.

Another stated speed bumps should be installed along Bradford Street and parking limited to one side of the road.

This was echoed in feedback from Bradford School, where it was noted that the plan does not go far enough to reduce speed. The school requested speed bumps be installed on Bradford Street and noted that parking on both sides of the road is currently restricting the carriageway. The school also noted they are attempting to discourage cars from using the cul-de-sac on Bradford Street due to safety and congestion concerns and therefore requested the parking restriction area be extended to the end of the street, with a pick-up and drop-off zone implemented to the north. The area for the proposed drop-off zone was highlighted on a supplementary map provided by the school and is displayed in Figure 3.

Figure 3: Bradford School proposed drop-off zone



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Design suggestions – 2 comments

Two respondents made suggestions or comments on the current design. One commented on the new priority markings for the Mulberry Lane / Marshall Street intersection, stating they are confusing and likely to cause accidents. They noted that as per the 'top of the T goes before me' rule, traffic on Mulberry Lane should give way to Marshall and Bradford Street traffic. The same respondent also opposed the intersection diet on Mulberry Lane as it will hinder traffic flow.

Another respondent suggested the raised courtesy crossing be shifted slightly further north to outside their property at 43 Bradford Street. In doing so, the crossing will be further away from the bend in the road and therefore safer, and also result in the removal of fewer parking spaces.

Necessity – 2 comments

Two respondents made comments on the necessity of the project, both indicating work was unnecessary as the area is already safe for pedestrians. One noted a simple speed reduction would suffice.

Safety – 1 comment

One respondent, discussed above, noted the proposed priority marking for the Mulberry Lane / Marshall Street intersection is confusing and would likely lead to accidents.

Cost – 1 comment

One respondent stated the money for this project would be better spent on water quality.

Other – 1 comment

One respondent expressed frustration at having to mow additional grassed areas accompanying the kerb buildouts.

3.3 Opoho School

Table 5 displays a summary of feedback received from the Opoho School zone. As shown, four submissions were received, three expressed mixed or neutral sentiments towards the project, one was staunchly opposed to the works and submitted complaints via phone call and email.

Table 5: Opoho School feedback summary

Sentiment	Number of responses
Support	0
Neutral / Mixed	3
Oppose	1
Themes	Number of comments
Safety	3
Parking	2
Design suggestions	1
Necessity	1
Consultation approach	1
Other	1

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Safety – 3 comments

Three respondents submitted safety concerns surrounding kerb buildouts at the intersection of Blacks and Signal Hill Road. All noted that this is a very busy intersection, with Blacks Road being a main feeder to North Road. Respondents stated buildouts are likely to lead to unsafe turning movements such as vehicles crossing the centre line or cutting corners, leading to accidents. It was noted that corner-cutting is already a safety issue at this intersection as the footpath is flush with road and buildouts would only exacerbate this issue.

While one respondent supported basic safety interventions at the intersection in the form of no-parking lines, they still held significant concerns about buildouts.

Parking – 2 comments

Two residents commented on parking impacts from the proposal. One strongly objected to the removal of parking spaces outside their property on the corner of Blacks and Signal Hill Road, stating parking supply is already an issue in the area. The other respondent generally agreed with the need for the work but wanted to ensure yellow lines on Colin Street do not extend beyond what is specified on the plan and therefore further impede on the limited parking supply in the area.

Design suggestions – 1 comment

One respondent suggested adding a post or bollard to the corner of Blacks and Signal Hill Road to limit corner cutting.

Necessity – 1 comment

One landowner stated provision for cycling around Opoho School is unnecessary as there are rarely any cyclists due to the steep topography.

Consultation approach

The same respondent was displeased with the short feedback window and noted the letter had only reached them a week before the deadline.

Other – 1 comment

This respondent also noted they would be much more amenable to the proposal if the bus stop outside their property at 87B Signal Hill Road was shifted further down the road and therefore freeing up more parking spaces.

3.4 North East Valley School

Table 6 displays a summary of feedback received from the North East Valley School zone. As shown, five submissions were received, four were supportive of the project, one expressed mixed or neutral feelings toward the work. Two responses were received from North East Valley School, the first expressed general support for the project with some minor requests, the second was initially provided by a parent and then endorsed and submitted by the school.

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Table 6: North East Valley School feedback summary

Sentiment	Number of responses
Support	4
Neutral / Mixed	1
Oppose	0
Themes	Number of comments
Parking	3
Additional requests	3
Other	2
Safety	1
Design suggestions	1
General support	1

Parking – 3 comments

Three comments were received related to proposed parking restrictions on Longworth Street. Both submissions from North East Valley School highlighted the need for short stay (P5) spaces on Longworth Street as opposed to no-stopping areas, so parents can continue to drop off their children. One resident of Longworth Street was pleased with the parking restrictions as they have observed inconsiderate parking behaviour in this area.

Additional requests – 3 comments

Three respondents had additional requests for the North East Valley School zone. Two were concerned that the cul-de-sac realignment on Longworth Street would impact ease of access to their property. To alleviate this, one sought a kerb dropdown the width of a double driveway for their property at 10 Longworth Street. The other suggested the entire cul-de-sac head should have a drop kerb to ensure ease of property access. It is possible that these two submissions were made by the same person.

North East Valley School sought a threshold treatment such as a raised platform at the intersection of Calder Avenue and North Road. This would reduce speeds on Calder Avenue and ensure greater visibility of children crossing the street.

Other – 2 comments

One respondent made contact via phone and was concerned the cul-de-sac realignment would hinder property access. She was assured this would not be the case.

Another stated the proposal may limit access to North Road. The reasoning behind this comment is unclear.

Safety – 1 comment

One respondent noted support for the raised zebra crossing as this is likely to slow traffic down and improve safety.

Design suggestions – 1 comment

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North East Valley School suggested shifting the variable speed sign east, between Baldwin Street and Calder Avenue. This will avoid inconsistency in the speed limit for a short stretch of North Road. The school also noted the zebra crossing on North Road will need to accommodate heavy vehicles.

General support – 1 comment

One respondent expressed general support for the project, with minimal further context.

3.5 Grants Braes School

Table 7 displays a summary of feedback received from the Grants Braes School zone. As shown, three submissions were received, two were supportive of the project, one expressed mixed or neutral feelings toward the work.

Table 7: Grants Braes School feedback summary

Sentiment	Number of responses
Support	2
Neutral / Mixed	1
Oppose	0
Themes	Number of comments
Additional requests	2
Parking	1
General support	1

Additional requests – 2 comments

Two respondents had additional requests for work around Grants Braes School. One suggested several locations for new crossing points including outside the school on Belford Street, at St Nicholas Church and at 81 Dunrobin Street.

The other suggested removing the bus stop next to the proposed new crossing. This would free up parking spaces and have little impact on the bus service as there is another stop around 100m away.

Parking – 1 comment

One respondent understood the need for the proposal but was concerned about the loss of parking due to the new zebra crossing.

General support

One respondent stated they were very pleased with the proposal for Larnach Road.

3.6 Balmacewen Intermediate School

Table 8 displays a summary of feedback received from the Balmacewen Intermediate School zone. As shown, five submissions were received, one supportive of the project, one expressed mixed or neutral views, three were opposed to the work.

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Table 8: Balmacewen intermediate school feedback summary

Sentiment	Number of responses
Support	1
Neutral / Mixed	1
Oppose	3
Themes	Number of comments
Parking	3
Design suggestions	2
Additional requests	1
Consultation approach	1
Other	1

Parking – 3 comments

Three respondents raised concerns around the impacts to parking from the proposed works. One objected to any loss of parking on Chapman Street, noting the street is already congested and people have been known to park over driveways during peak periods.

One stated the proposed crossing on Shetland Street is too wide and will result in the removal of too many parking spaces. Another questioned whether residents would be allowed to park over this crossing outside of school hours and was informed this would not be permitted.

Design suggestions – 2 comments

Both design suggestions pertained to the proposed Shetland Street crossing. It was noted that the crossing is unnecessarily wide and should be made narrower. Both respondents suggested the crossing should be shifted east to outside Kaikorai Common, as this is where it would be used most by students.

Additional requests – 1 comment

One resident responded via phone and requested the removal of a small patch of grass outside of his property at 46 Chapman Street. He noted the grass is an annoyance to maintain and is regularly damaged by parents driving over it to drop their children off at school. He noted that, since the patch is so small and will soon be made smaller by the indented bus bay, it would be more convenient for all if it was removed. See Figure 4 for context.

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Figure 4: Grass sought for removal by resident of 46 Chapman Street



Consultation approach – 1 comment

One respondent had difficulty interpreting the consultation map provided for Balmacewen Intermediate School and suggested it be made clearer in future. She was concerned that Chapman Street would be made narrower as this would add to existing congestion issues. Following clarification that this would not be the case, she appeared pleased with the proposal, particularly the indented bus bay.

Other – 1 comment

One respondent who was concerned about the impacts of kerb buildouts and associated loss of parking suggested the buildout area be temporarily sandbagged as a trial and to confirm it is the right solution.

3.7 Liberton Christian School and Pine Hill School

Table 9 displays a summary of feedback received from the Liberton Christian School and Pine Hill School zones. As shown, nine submissions were received. Five were supportive of the project, one expressed mixed or neutral views, three were opposed to the work.

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Table 9: Liberton Christian School and Pine Hill School feedback summary

Sentiment	Number of responses
Support	5
Neutral / Mixed	1
Oppose	3
Themes	Number of comments
Design suggestions	5
General support	4
Additional requests	2
Parking	2
Cost	1
Necessity	1
Other	1

Design suggestions – 5 comments

Five respondents commented on the current designs for the Liberton and Pine Hill School zone. Two residents at 1 and 3 Wilkinson Street expressed concerns about the proposed roundabout, noting it would appear to hinder access to their properties. They suggested that in order to exit their driveways, they would be forced to reverse into the middle of the intersection and therefore requested the roundabout either be made smaller or removed entirely.

One of these respondents expressed concerns about the proposed crossing point on Wilkinson Street and argued the visibility of this crossing to cars will be poor, due to its proximity to a hill. They also noted that the removal of parking spaces to make room for the crossing will result in an increase in cars parked along the road, which will further decrease pedestrian visibility.

One respondent was concerned about the proposed crossing on Pine Hill Road between Allenby Avenue and Gladstone Road. They noted that pedestrians will have limited visibility of traffic coming up the hill and elderly people rely on parking spaces in this area for access to the salon and mailbox.

The resident at 2 Allenby Avenue requested a slight reduction in the planting area adjacent to their driveway as they were concerned the grass would be damaged when accessing their property. They were, however, very pleased with the proposal and suggested static speed signs should be shifted west of Blundell Street, as this would be more visible to motorists.

One resident who was broadly opposed to the proposal argued narrowing roads would be unsafe for motorists. They stated a roundabout was not needed and expressed support for making intersections wider and removing grass verges to make room for parking.

General support – 4 comments

Four expressions of general support were made by respondents. Two respondents, one of which was Pine Hill School, simply noted broad support for the proposal and the goal of improving safety around school streets. One was very pleased with the crossing on Pine Hill Road. Another expressed support for the roundabout and raised crossing to slow traffic as well as improved visibility through removal of parking spaces outside of the Family Ties childcare centre.

Additional requests – 2 comments

Two additional requests were made regarding the Liberton and Pine Hill School works. Liberton Christian School stated they were very pleased with the proposal and requested consideration of a

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raised crossing on Hillary Street outside the school entrance as cars currently travel at great speeds down this road.

This request was reinforced by another respondent, who also sought a formal crossing outside Liberton School as well as a P5 drop-off zone on Hillary Street.

Parking – 2 comments

Two comments were made on parking, both discussed above. One noted the increase in parking congestion caused by the crossing on Wilkinson street will decrease visibility of pedestrians. The other objected to the removal of parking at the Pine Hill Road crossing as spaces are need for elderly people to access the salon and mailbox.

Cost – 1 comment

One respondent stated the proposal is a waste of money.

Necessity – 1 comment

The same respondent stated the plan was overkill as peak traffic periods on pine hill road are outside of school hours. They suggested a painted crossing point outside the school would suffice.

Other – 1 comment

One respondent who submitted a lengthy criticism of the proposal complained about buses driving unsafely on Pine Hill Road. They also suggested children should learn the road rules and be aware of their own safety.

3.8 Stakeholder feedback

Two key stakeholders submitted feedback on the proposal. The Disability Information Service queried plans for drop kerbs, TGSI and mobility parking spaces for vans. They were provided with this information accordingly.

CCS Disability Action expressed support for the proposal and recommended street accessibility audits be included as part of the project. They also sought the inclusion of mobility parking spaces and if not possible, stated they would support a council discussion surrounding the provision of mobility parking spaces in schools.

3.9 Other feedback

One response was received that could not be attributed to a particular school zone. The respondent expressed broad support for speed reduction around all schools and referred to evidence that suggests the survivability of accidents is greatly improved with a reduction in speed.

4.0 Conclusion

AECOM assisted DCC by managing the consultation phase of seven of the schools within the Dunedin Safer School Streets project. 236 letters were delivered to residents affected by the proposed works in six school zones. A further 13 emails were sent to key stakeholders from Dunedin. In total 36 responses were received from affected parties. 44% of these respondents were supportive of the project. A further 31% expressed mixed or neutral views and may have had concerns with isolated aspects of the proposal. 25% of respondents were opposed to the project.

Parking was the most discussed aspect of the proposed improvements. Respondents typically expressed resentment that parking spaces were going to be removed from outside of their property and suggested this would contribute to parking congestion issues. Some, however, noted support for a

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reduction in parking, favouring the resulting improved visibility and safety. The next commonly discussed themes were additional requests and design suggestions. These respondents generally either commented on existing aspects of the proposal or presented ideas for additional interventions that would further enhance safety across the seven schools.

Overall, feedback indicates the majority of residents are pleased with the proposal, however it should be noted there was a low response rate (15%) and further support from the public may be garnered if suggestions presented throughout this report are addressed, including a more broad reaching communications campaign potentially utilising multiple channels, such as school newsletters and social media, ahead of detailed design and construction.

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Attachment E - Minor General Parking Changes - School Road Safety Improvements 2023/25 - Feedback Summary							
Balmacewen School							
Specific change	Consultation Period	Organisation	Parking			Comments	Design after feedback
			S	N	O		
<p>Kerb buildouts and raised courtesy crossing installed at intersection of Chapman Street/Craighall Crescent</p> <p>Restriction changed outside of 42 Chapman Street from no stopping (8am - 9am, 2.45pm - 3.30pm, Monday- Friday) to permanent broken yellow lines at raised courtesy crossing and extension of broken yellow lines</p> <p>Kerb build-outs at intersection of Chapman Street/Cohen Place</p>	<p>1. 24/05/2021 to 11/06/2021</p> <p>2. 05/04/2024 to 20/05/2024</p>	Resident 46 Chapman Street		1		<p>In 2021, the submitter requested removal of a small patch of grass outside of his property. The grass is an annoyance to mow and is regularly driven over by parents. Will be made smaller by bus bay, so suggests removing entirely</p> <p>No feedback received for the proposed bus stop</p>	The semi-indented bus stop was removed from the project due to insufficient funds for the project
		Resident 32 Chapman Street			1	<p>Concern around loss of parking on Chapman Street as it is a very congested street already. School and rest home staff do not have enough parking and often park over driveways. They suggested sandbagging buildout areas as a trial</p> <p>In 2024 the resident commented about difficulties exiting their property and concerns about Chapman Street getting narrower</p> <p>Resident was explained Chapman Street will remain same width as currently</p>	No changes
		Resident 19 Chapman Street		1		<p>In feedback received in 2021, the submitter noted difficulty interpreting consultation maps and suggested they be made clearer in future. Concerned Chapman Street would be made more narrow - not the case. When clarified, seemed pleased with proposal - particularly the indented bus bay</p>	The semi-indented bus stop was removed from the project due to insufficient funds for the project
		Resident 29 Shetland Street			1	<p>Objects to the Shetland Street crossing - Too wide and will remove too many car parks</p> <p>Suggests making it narrower and shifting to outside Kaikorai Common as this is where children will cross</p>	The crossing was removed from the design

Attachment E - Minor General Parking Changes - School Road Safety Improvements 2023/25 - Feedback Summary						
Balmacewen School						
Specific change	Consultation Period	Organisation	Parking			Comments
			S	N	O	
Kerb buildouts and raised courtesy crossing installed at intersection of Chapman Street/Craighall Crescent	1. 24/05/2021 to 11/06/2021 2. 05/04/2024 to 20/05/2024	Resident 34 Shetland Street		1		Objects to the Shetland Street crossing - Says it will not be used. Notes student will cross at Kaikorai Common. Questions whether residents will be allowed to park over the crossing outside of school hours
Restriction changed outside of 42 Chapman Street from no stopping (8am - 9am, 2.45pm - 3.30pm, Monday- Friday) to permanent broken yellow lines at raised courtesy crossing and extension of broken yellow lines						
Kerb build-outs at intersection of Chapman Street/Cohen Place						
Total Feedback			0	3	2	
* Support (S); Neutral (N); Oppose (O)						

Attachment E - Minor General Parking Changes - School Road Safety Improvements 2023/25 - Feedback Summary						
Grants Braes School						
Specific change	Consultation Period	Organisation	Parking Changes*			Design after feedback
			S	N	O	
Installation of broken yellow lines at intersections of Larnach Road/Dunrobin Street and Belford Street/Dunrobin Street Kerb buildouts at intersections of Mathieson Street/Larnach Road and Belford Street/Dunrobin Street Extension of broken yellow lines outside of 155 and 158 Larnach Road Change of restriction to broken yellow lines outside of 169 Larnach Road to install raised pedestrian crossing	1. 3/05/2021 to 21/05/2021 2. 5/04/2024 to 20/05/2024	Resident 81 Dunrobin Street		1		No changes
		Resident 164 Larnach Road	1			
		Resident 175 Larnach Rosad			1	
		Resident 169 Larnach Road	1			
		Principal of Grants Braes School	1			
Total Feedback			3	1	1	
* Support (S); Neutral (N); Oppose (O)						

Attachment E - Minor General Parking Changes - School Road Safety Improvements 2023/25 - Feedback Summary						
Pinehill School and Liberton School						
Specific change	Consultation Period	Organisation	Parking			Design after feedback
			S	N	O	
Installation of broken yellow lines and kerb buildouts at intersections of Pine Hill Road/Gladstone Road and Hillary Street/Allenby Avenue Installation of a courtesy crossing outside of 265 Pine Hill Road and slight relocation of existing bus stop towards intersection with Hillary Street Installation of a raised pedestrian crossing outside of 5 Hillary Street Installation of broken yellow lines and kerb buildouts at intersection of Pine Hill Road/Hislop Stret Installation of courtesy crossings on Hislop Street and Wilkinson Street (outside of 2 Wilkinson Street)	1. 24/05/2021 to 11/06/2021 2. 5/04/2024 to 20/05/2024	Resident 2 Allenby Avenue		1		Initial feedback requested slight reduction in planting area at corner of Allenby Avenue and Pine Hill Road - Concerned she will damage it while accessing driveway. Very pleased with crossing on Pine Hill Road. Suggested additional crossing outside Liberton School as well as P5 drop-off zone on Hillary Street. Suggested static signs should be shifted west of Blundell Street - would more clearly mark the school zone Further feedback received in 2024, requested to remove the landscaping area outside of her garage After the feedback received in 2021, the design was modified to include a raised pedestrian crossing on Hillary Street The landscaping area outside of the resident's garage was removed from the design following feedback received in 2024
		Resident 273 Pine Hill Road	1			General support for improving school street safety No changes
		Resident 344 Pine Hill Road			1	Disagrees with changes and considers them a waste of money and believes that painted crossing outside school would suffice. They consider that heavy traffic on Pine Hill is generally outside of school hours No changes
		Resident 331 Pine Hill Road			1	They advised buses are driving unsafely on Pine Hill Road. Suggests that narrowing of road will be unsafe for motorists. Suggests a crossing is needed rather than a roundabout. They believe children need to be aware of their own safety and learn road rules. Seeking widening of intersections and removal of grass verges in place of parking Roundabout removed from design
		Kainga Ora	1			Supportive of proposal. Questions whether proximity of houses to crossing will impact development options in future - e.g. additional driveways No changes

Attachment E - Minor General Parking Changes - School Road Safety Improvements 2023/25 - Feedback Summary							
Pinehill School and Liberton School							
Specific change	Consultation Period	Organisation	Parking			Comments	Design after feedback
			S	N	O		
Installation of broken yellow lines and kerb buildouts at intersections of Pine Hill Road/Gladstone Road and Hillary Street/Allenby Avenue Installation of a courtesy crossing outside of 265 Pine Hill Road and slight relocation of existing bus stop towards intersection with Hillary Street Installation of a raised pedestrian crossing outside of 5 Hillary Street Installation of broken yellow lines and kerb buildouts at intersection of Pine Hill Road/Hislop Stret Installation of courtesy crossings on Hislop Street and Wilkinson Street (outside of 2 Wilkinson Street)	1. 24/05/2021 to 11/06/2021 2. 5/04/2024 to 31/05/2024	Principal of Pine Hill School	1			Very pleased with the proposal in 2021 In 2024 the principal expressed concern about the lack of crossing facilities on Pine Hill Road, as they believe this to be dangerous for children to cross such a wide road	Changes to the design were communicated (no roundabout with raised crossings are included in the final design due to budget constraints). However it was explained that a trial roundabout with temporary raised crossing is planned for the intersection of Pine Hill Road, Lowe Street and Wilkison Street
		Liberton Christian School	1			Very pleased with the proposal in 2021. Requested consideration of a raised crossing on Hillary Street at School entrance - Vehicles currently travel at great speed along this street Verbal feedback received in 2024 was positive regarding the final design	Raised pedestrian crossing design was added at Hillary Street by the school entrance
		Resident 4 Hillary Street			1	Did not provide feedback in 2021 but did in 2024 following changes to the design (pedestrian crossing added to Hillary Street) Resident is unhappy about the loss of on-street parking outside of his residence and requested the crossing to be shortened to keep one space outside. Additionally, he requested we consider having a pedestrian crossing on Pine Hill Road, either between Hislop and Wilkinson Street or between Wilkinson Street and Forrester Avenue	Design was not modified in respect to the pedestrian crossing as it adheres to the standard dimensions that ensure adequate approach sight distance (including no stopping lines and kerb buildout) Regarding the pedestrian crossing on Pine Hill Road, no change was made to the design. However they were informed that a pedestrian crossing was added to the design on Hillary Street following other feedback received in 2021
		Otago Regional Council (ORC)		1		ORC agree with the improvements on Hislop Street, Wilkinson Street, Hillary Street but they suggest to relocate the raised courtesy crossing outside of 265 Pine Hill Road, closer towards the intersection Hillary Street/Pine Hill Road to increase visibility between crossing point and bus stop	The design for the crossing is being considered with the potential addition of a buildout and a semi-indented bus stop, which will help to increase the visibility for westbound traffic
		Total Feedback			4	2	3
* Support (S); Neutral (N); Oppose (O)							

Attachment E - Minor General Parking Changes - School Road Safety Improvements 2023/25 - Feedback Summary						
Shetland Street / Dale Street / Chapman Street Roundabout						
Specific change	Consultation Period	Organisation	Parking Changes*			Design after feedback
			S	N	O	
Installation of permanent roundabout and broken yellow lines at intersection of Chapman Street/Shetland Street/Dale Street Installation of courtesy crossings on Shetland Street as well as cushions and pedestrian refuge on Dale Street	1/05/2024 to 21/05/2024	Resident 65 Shetland Street		1		The courtesy crossing was removed and new crossing point was designed closer to the roundabout and no stopping lines have been decreased to retain few on street parking nearby
		Resident 69 Shetland Street		1		
		Resident 73A Shetland Street		1		No changes
	01/05/2024 to 31/05/2024	Otago Regional Council (ORC)		1		The design for the roundabout is not being altered to avoid compromising its safety benefits
Total Feedback			0	4	0	
* Support (S); Neutral (N); Oppose (O)						

Attachment E - Minor General Parking Changes - School Road Safety Improvements 2023/25 - Feedback Summary						
Church Street / Wickliffe Street Roundabout						
Specific change	Consultation Period	Organisation	Parking Changes*			Comments
			S	N	O	
Installation of permanent roundabout and extension of broken yellow lines at intersection of Church / Wickliffe Streets Buildouts and installation of two courtesy crossings on Church Street and two on Wickliffe Street	01/05/2024 to 31/05/2024	Otago Regional Council (ORC)		1		ORC requested that the roundabout be designed to allow for alternative bus movements for potential occasional road closures
						The design for the roundabout is not being altered to avoid compromising its safety benefits
Total Feedback			0	1	0	
* Support (S); Neutral (N); Oppose (O)						