

Notice of Meeting:

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

Date: Friday 13 September 2024
Time: 9.30 am
Venue: Council Chambers, Dunedin Public Art Gallery, The Octagon,
Dunedin

Sandy Graham
Chief Executive Officer

Hearings Committee

Agenda

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

Telephone: 03 477 4000
Wendy.Collard@dcc.govt.nz
www.dunedin.govt.nz

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

ITEM	TABLE OF CONTENTS	PAGE
1	Declaration of Interest	4
PART A REPORTS (Committee has power to decide these matters)		
2	Speaking Schedule	7
3	Proposed Parking Changes	9

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 28 August 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.
	Chairperson	Keep Dunedin Beautiful (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Zone Representative and Board Member	Keep New Zealand Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

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 10 submitters wishing to present their views at the hearings to be held on 13 September 2024.

Signatories

Author:	Wendy Collard - Governance Support Officer
Authoriser:	

Attachments

	Title	Page
↓A	Speaking Schedule as at 9 September 2024	8

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 time restrictions on Andersons Bay Road and McBride Street to support nearby businesses. Three options are presented to The Committee for consideration
 - ii. new parking time restrictions on Harbour Terrace adjacent to sports fields to improve turnover. Following feedback, an initial proposal to restrict parking on two sections of road was modified to restrict one section of road to support those accessing sporting facilities and tertiary institutions in the area
 - iii. changing 17 Resident Only parking permits to a mixture of unrestricted parking and restricted parking because the parks are currently underutilised
 - iv. installation of no stopping lines at three new vehicle entrances into the KiwiRail site on Hillside Road to provide safer sightlines.
 - b) corrections to the bylaw database to ensure it matches existing marking and signage
- 3 Consultation has been undertaken separately for all the proposed changes discussed in this report.
- 4 14 submitters wish to be heard in relation to the proposed parking changes in this report.
 - a) 5 submitters regarding Andersons Bay Road
 - b) 7 submitters regarding Harbour Terrace
 - c) 2 submitters regarding Resident Only parking.
- 5 During the Hearings Committee held in July 2023, The Committee requested that officers monitor the occupancy rates of carparks in the Knox Row section of George Street, Dunedin. Seven days' worth of parking data was collected and is provided below. The counts were delayed until the final components of the Retail Quarter Upgrade were completed in July 2024.

RECOMMENDATIONS

That the Committee:

- a) **Decides** the preferred option for the parking proposals along Andersons Bay Road
- b) **Recommends** Council approve the proposed changes to parking and traffic restrictions shown in the September 2024 update of the Dunedin City Council's traffic and parking restrictions database <https://tinyurl.com/ParkingSeptember2024>
- c) **Notes** that the Hearings Committee has considered feedback from consultations on the proposed changes relating to restrictions
- d) **Notes** that all parking restrictions previously approved by the Council remain unchanged

BACKGROUND

Traffic and parking controls

- 6 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.
- 7 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.
- 8 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

- 9 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.
- 10 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
 - b) corrections to parking restrictions.

DISCUSSION

General changes proposals

- 11 The proposed general parking changes are shown in <https://tinyurl.com/ParkingSeptember2024> 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.

- 12 Summaries of consultation undertaken with affected parties, including owners, residents and businesses are presented in Attachment B, C and D.
 - a) Attachment B – Minor General Parking Changes –Feedback Summary
 - b) Attachment C – Andersons Bay Road – Feedback Summary
 - c) Attachment D – Harbour Terrace – Feedback Summary

Andersons Bay Road parking restriction changes

- 13 In response to a request from the property owner of both Mitre 10 Mega and Kmart, it was proposed that 35 unrestricted spaces be converted into short-term parking on Andersons Bay Road (between McBride St and Midland St), and on McBride St (between Brandon St and Andersons Bay Rd). This would provide greater parking turnover in the area to support businesses. This is a mixed-use area, which includes industrial, commercial, and residential activities. Much of this area is already restricted.
- 14 The requestor asked that DCC consider additional restrictions to those consulted on and presented more information to support the need for additional restrictions in the area. Staff are not able to consider options that were not consulted on.
- 15 In response to the initial proposal, DCC received 56 pieces of feedback with most opposing the proposed change of restrictions. As a result of feedback received, staff modified the initial proposal to instead regulate 16 parking spaces on Andersons Bay Road.
- 16 The Committee is presented with three options to consider.
 - a) Option One is to proceed with what was initially consulted on (restricting 35 car parking spaces along Andersons Bay Road and McBride Street). This would provide higher parking turnover to support nearby businesses.
 - b) Option Two is to proceed with the revised proposal (regulating 16 parking spaces along Andersons Bay Road). This provides increased parking turnover but also acknowledges the concerns raised during the consultation.
 - c) Option Three is to make no changes and accept the status quo. Restrictions could be reviewed in the future.
- 17 Table A details the options for parking changes as referenced in the attachments.

TABLE A - PARKING COUNTS			
Andersons Bay Road Options			
	Restricted car parks	Unrestricted car parks	Restriction change only
Andersons Bay Road			
Option One: Andersons Bay Road and McBride Street	0	0	35
Option Two: Andersons Bay Road	0	0	16
Option Three: Maintain status quo	0	0	0

- 18 A summary of consultation undertaken with residents and businesses in the area is presented in Attachment C – Andersons Bay Road – Feedback Summary.

Harbour Terrace – P240 restrictions

- 19 During the Parks and Recreation Services consultation on the Logan Park Reserve Management Plan held in May 2024, concerns were raised by several sporting associations regarding the lack of parking turnover along Harbour Terrace. Of the 118 responses to the consultation, 33 directly related to parking availability.
- 20 Officers attempted to monitor parking on the street using parking sensors, but the contractor advised that, due to low turnover of vehicles, the sensors couldn't be installed unless the street was closed. Officers undertook manual counts of the parking between 23rd of August 2024 and 29th of August 2024.
- 21 Monitoring of 80 parking spaces along the eastern half of Harbour Terrace, shows approximately 71% of spaces show no turnover from 9:00AM to 3:00PM, with 44% of vehicles occupying the same space overnight and a further 22% of those vehicles remaining in place for several days without moving. Additionally, 10% of vehicles did not move over a weekend period.
- 22 It was initially proposed to change 60 unrestricted car parks to P240 (4-hour) unpaid car parks along to increase the parking turnover to support those visiting nearby sports facilities and tertiary institutes. This section of Harbour Terrace is zoned for recreational use. After analysing the feedback received and the data from the parking surveys, the original proposal has been modified and it is now proposed to change 18 unrestricted car parks on Harbour Terrace to P240 (4-hour) unpaid car parks outside the McMillan Hockey Centre, and 2 car parks to P5. There is no loss of parking from this change.
- 23 Consultation on this change was undertaken in July 2024. Letters were sent to affected residents, property managers and property owners. The proposal was also published on the Dunedin City Council website and signs were installed in the area.
- 24 A summary of submissions received is included as Attachment D.

Residents Only parking – Grange Street, Constitution Street & Clyde Street

- 25 Council operates a Resident Only Parking Permit scheme, which has strict eligibility criteria, and allows parking to be allocated to residents in the inner-city zone with no available off-street parking.
- 26 In recent years, Council has approved fewer applications under the scheme, and there are an increasing number of applications being declined due to applicants having existing off-street parking, or not meeting other policy criteria. Because of this, many of the Resident Only parking spaces around the city are not being used by permitted vehicles.
- 27 To better utilise available spaces, officers proposed changing 17 Resident Only parking on Grange, Clyde and Constitution streets to a mix of unrestricted, P60 and P120 parks.
- 28 Streets surrounding the University have high demand for parking during most of the year. Changing the restrictions in this area creates a more equitable parking environment for residents and visitors and reduces the administrative burden for officers managing the scheme.

- 29 Most of the Resident Only parking on Constitution Street is never allocated, and a change of restriction here provides better parking turnover near the city.
- 30 Consultation on the proposal to remove unused spaces was run via the Dunedin City Council website, with signs erected on affected streets, and existing permit holders advised via email. A total of 19 individual responses were received.
- 31 A summary of this feedback is included in Attachment B.

Princes Street – Taxi / small passenger service parks

- 13 Fable Hotel recently advised that the coach stop outside the hotel was not required and requested it be replaced with short term parking. One P30 and two P5 car parks were approved as replacement to the coach bus stop during the July Hearings Committee. The current layout has been reviewed allowing for a net gain of one park in this area.
- 14 Previous consultations in this area noted a desire for short term parking and taxi parking. Further changes are now proposed to change two of three P5 car parks to two taxi / small passenger service car parks. It is noted that five P30 parks and three P5 parks will remain in place.
- 15 In addition to this, it is proposed to make the two temporary taxi car parks outside 283 Princes Street permanent. They were installed on a trial basis late 2023 following earlier consultations in the area. This ensures that there is parking for taxis on both sides of Princes Street. A copy of the consultation received is provided in attachment B.

Parking Counts

- 32 In total, it is proposed there will be a net gain of 7 restricted and a net loss of 23 unrestricted spaces across the city, resulting in a total reduction of 16 carparks. All car parking spaces that are to be lost are a result of new vehicle crossings being constructed, and corresponding safety improvements across the wider Dunedin area. Detail is provided in Table B – Parking Counts.
- 33 Changes to restriction type only (no loss in parking) are also shown in the table below. It is noted that this figure does not include Andersons Bay restriction options.

TABLE B - PARKING COUNTS			
ALL PARKING CHANGES			
	Restricted car parks	Unrestricted car parks	Restriction change only
MINOR PARKING CHANGES			
General Changes	7	-23	37
Harbour Terrace	0	0	20
Resident Only restriction changes	0	0	17
TOTAL	7	-23	74

- 34 Table B details the parking changes as referenced in the attachments.

Corrections to the bylaw database

- 35 Corrections of parking restrictions are detailed in Table C 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 C - CORRECTIONS TO THE TRAFFIC AND PARKING BYLAW		
CORRECTIONS TPC-47		
Number	Location	Detail
1	Cemetery Road	Update bylaw layer to reflect no stopping lines throughout the street
2	35 Taupo Street	Update bylaw layer to remove redundant bus stop
3	17 Junction Road	Update bylaw layer to remove redundant bus stop
4	1 Junction Road	Update bylaw layer to remove redundant bus stop
5	1 Totara Street	Update bylaw layer to remove redundant bus stop
6	27 Totara Street	Update bylaw layer to remove redundant bus stop
7	39 Totara Street	Update bylaw layer to remove redundant bus stop
8	55 Manapouri Street	Update bylaw layer to remove redundant bus stop
9	69 Manapouri Street	Update bylaw layer to remove redundant bus stop
10	101 Manapouri Street	Update bylaw layer to remove redundant bus stop
11	525 North Road	Update bylaw layer to reflect historic no stopping lines
12	32 Hanover Street	Update bylaw layer to reflect on-road Authorised Vehicle Only

Knox Row Parking Assessment

- 36 The analysis of parking area usage from 31st of July 2024 to 8th August 2024 shows significant variability in occupancy across different locations. The paid P240 car parks on Pitt Street and Albany Street stand out as the most utilised areas.
- 37 The table below displays the average number of parked vehicles at various restrictions during different times of the day, along with the total parking capacity for each restriction.

TABLE D - KNOX BLOCK PARKING COUNTS									
Restriction	Capacity	7:30am	8:30am	9:30am	10:30am	12:30pm	1:30pm	3:30pm	4:30pm
P5	16	0%	19%	19%	38%	44%	44%	38%	31%
P30	5	40%	60%	60%	80%	80%	60%	80%	40%
P60	23	52%	57%	65%	74%	83%	70%	70%	70%
P240	34	26%	76%	74%	82%	82%	76%	65%	50%
Mobility	1	0%	0%	0%	0%	100%	0%	0%	0%
Authorised Vehicles Only	2	50%	0%	0%	50%	50%	0%	0%	0%

- 38 A reference map of the current parking restrictions within the Knox Block area is presented in Attachment E.

OPTIONS

- 39 Two options are proposed for general parking changes excluding Andersons Bay Road. 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.
- 40 Three options are proposed for Andersons Bay Road parking changes. Option One is to regulate 35 parking spaces, Option Two is to regulate 16 parking spaces, and Option Three is maintaining the status quo.

Options for general parking changes excluding Andersons Bay Road

Option One – Recommended Option

41 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 – Status Quo for all presented changes

42 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

Options for Andersons Bay Road

Option One – Regulate 35 parking spaces along Andersons Bay Road and McBride Street

43 That The Committee adopts the proposed changes outlined as “Option 1”.

Advantages

- Provides greatest opportunity for parking turnover
- Aligns with the initial requests to Council made by business owners.

Disadvantages

- Misaligned with the wider community feedback.

Option Two – Regulate 16 parking spaces along Andersons Bay Road

44 That The Committee adopts the proposed changes outlined as “Option 2”.

Advantages

- Provides some opportunity for parking turnover
- Seeks a balance between requests from business owners and the wider community feedback received.

Disadvantages

- Costs of installation
- Misaligned with the initial business owners’ requests and the wider community feedback.

Option Three – Status Quo

45 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

46 If The Committee recommends the changes to traffic and parking controls, a report of the proposed changes will be brought before Council for approval.

47 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:	Daniel Fitzpatrick - Graduate Engineer/Planner
Authoriser:	Jeanine Benson - Group Manager Transport Scott MacLean - General Manager, Climate and City Growth

Attachments

Title	Page
-------	------

↓A	Attachment A - Minor General Parking Changes	21
↓B	Attachment B - Minor General Parking Changes - Feedback Summary	29
↓C	Attachment C- Andersons Bay Road - Feedback summary	35
↓D	Attachment D- Harbour Terrace - Feedback summary	40
↓E	Attachment E - Reference map of existing restrictions within the Knox Row area	49

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"/>	✓
Future Development Strategy	<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, i-Site Visitors Centre and Parks and Recreation staff

Risks: Legal / Health and Safety etc.

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

SUMMARY OF CONSIDERATIONS

Conflict of Interest

There are no known conflicts of interest.

Community Boards

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

