

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
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Governance Support Officer	Wendy Collard
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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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DECLARATION OF INTERESTS

EXECUTIVE SUMMARY

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

RECOMMENDATIONS

That the Committee:

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

Attachments

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Councillor Register of Interest - Current as at 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.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Member	Coastal Community Cycleway Network	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	West Harbour Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Disability Issues Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Jim O'Malley	Owner	Biocentrix Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	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.
	Director	Ocho Newco Limited	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 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

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Proposed Parking Changes Speaking Schedule as 9 September 2024			
DATE	TIME	SUBMISSION	NAME
Friday, 13 September 2024			
13-Sep-24	09:35 a.m.	1064377	Neil Finn-House, Mitre 10 Mega
13-Sep-24	09:45 a.m.	1065147	Martin Dippie, Otago Land Group Ltd (via Zoom)
13-Sep-24	09:55 a.m.	1064421	Allan Dippie, Home Centre Properties Ltd
13-Sep-24	10:10 a.m.	1068361	Jeffrey Broomfield, Kmart
13-Sep-24	10:20 a.m.	1066411	James Nation, Sport Otago
13-Sep-24	10:30 a.m.	1066424, 1066422 & 1066419	Keegan Wells, OUSA
13-Sep-24	10:40 a.m.	1062348	Anna Stewart
13-Sep-24	10:50 a.m.	1061911	Emily Roberts
13-Sep-24	11:10 a.m.	1061902	Hanna Hogg
13-Sep-24	11:30 a.m.	1062301	Callan George

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

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↓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.



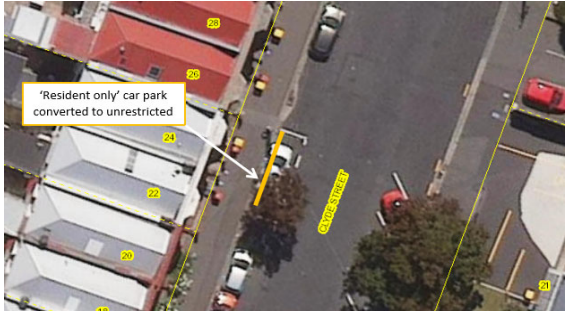
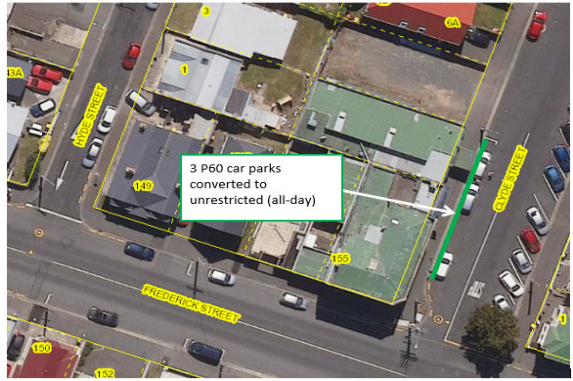
Engagement - internal



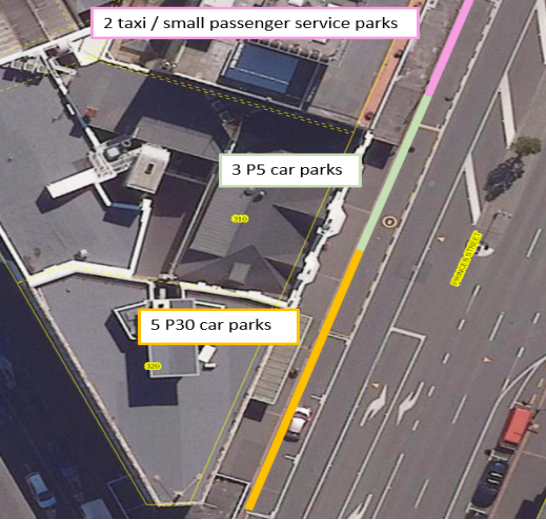
There has been engagement with Transport, i-Site Visitors Centre and Parks and Recreation staff


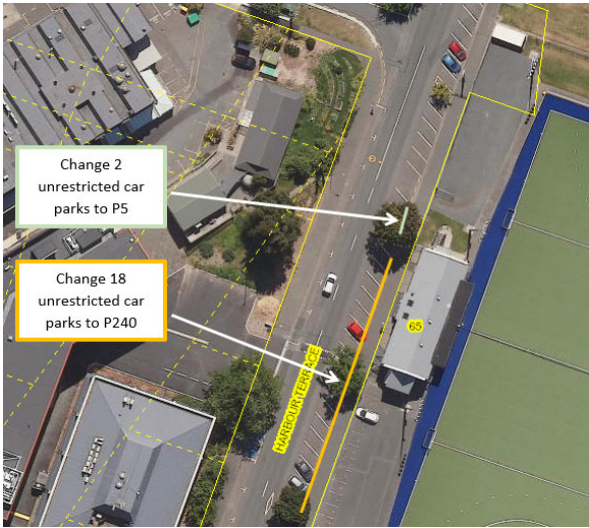

Risks: Legal / Health and Safety etc.



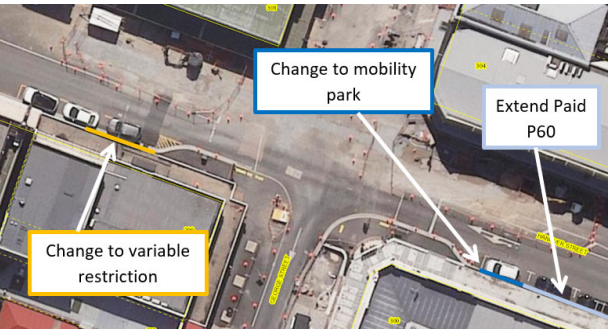
Many of the proposed changes aim to improve safety of vulnerable users of the transport network.

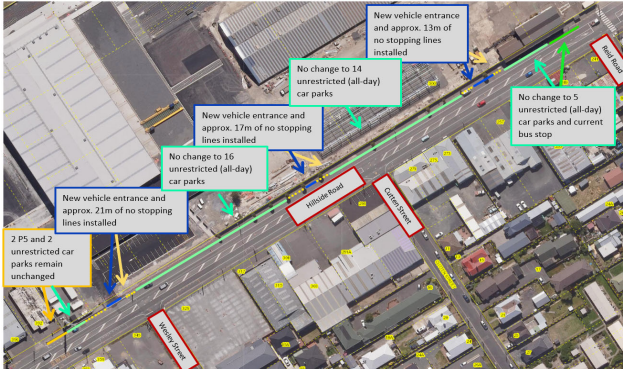
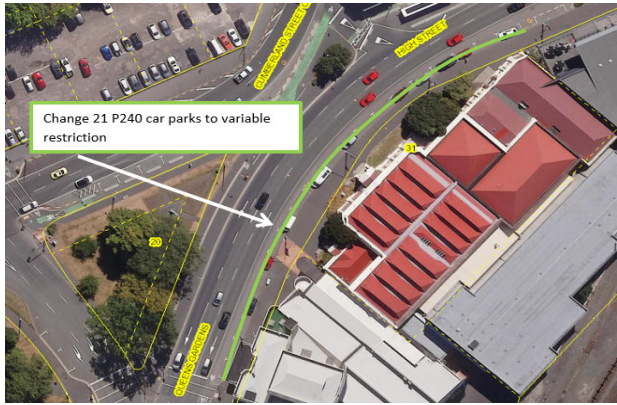

SUMMARY OF CONSIDERATIONS
<i>Conflict of Interest</i> There are no known conflicts of interest.
<i>Community Boards</i> There are no implications for Community Boards as part of this report.

ATTACHMENT A-GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (13-09-2024)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-46						
1	Grange Street	27, 49, 55-61 and 63 Grange Street	Change 11 Resident Only parking into a mix of unrestricted and P60 car parks to better utilise spaces for general parking and provide a fairer distribution of parking	2 Resident Only parking changed to 2 P60 car parks Monday to Friday 9 Resident Only parking changed to unrestricted car parks	 	17/07/2024 - 14/08/2024
2	Clyde Street	24 Clyde Street	Change under utilised Resident Only park to unrestricted	1 Resident Only park changed to unrestricted		17/07/2024 - 14/08/2024
3	Clyde Street/Frederick Street	155 Frederick Street	Removal of redundant time restriction	3 P60 car parks changed to unrestricted car parks		17/07/2024 - 14/08/2024

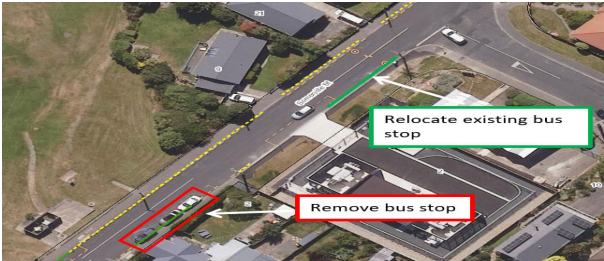
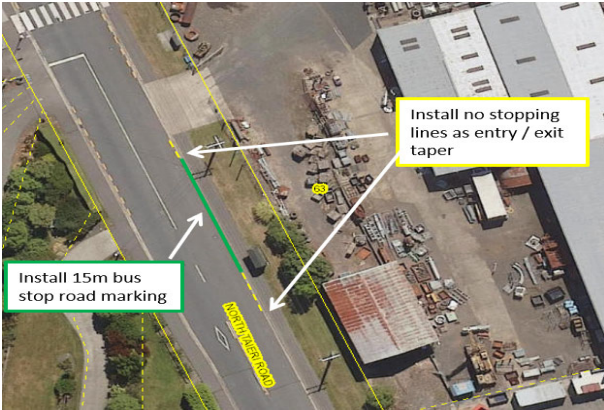

ATTACHMENT A-GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (13-09-2024)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-46						
4	Leith Street/Albany Street	102 Albany Street (236 Leith Street)	Change 2 unrestricted car parks to P30 to support nearby businesses by increasing parking turnover	2 unrestricted car parks changed to P30		17/07/2024 - 14/08/2024
5	Constitution Street	33 London Street	Change 5 under utilised Resident Only parking to P120 which will align the restriction with the rest of the street and provide longer term car parks close to the CBD	Change 5 Resident Only parking to P120 car parks		17/07/2024 - 14/08/2024
6	300 Princes Street	300 Princes Street	Install 2 small passenger service car parks	Change 2 P5 car parks to 2 small passenger service car parks Install 1 P30 carpark		17/07/2024 - 14/08/2024

ATTACHMENT A-GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (13-09-2024)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-46						
7	283 Princes Street	283 Princes Street	Permanently install 2 small passenger service parks which have been on trial since the end of 2023	2 P60 car parks changed to Small Passenger Service parks		17/07/2024 - 14/08/2024
8	Harbour Terrace	Harbour Terrace	Change of unrestricted car parking to unpaid restricted	18 unrestricted car parks changed to P240 and 2 unrestricted car parks changes to P5		17/07/2024 - 14/08/2024
9	Chadwick Street	15 Chadwick Street Fairfield	Install 2 sections of no stopping lines to allow sufficient turning space for trucks entering and exiting nearby entrances	Approximately 4 unrestricted car parks changed to no stopping lines		17/07/2024 - 14/08/2024

ATTACHMENT A-GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (13-09-2024)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-46						
10	King Edward Street	383 King Edward Street	Installation of mobility park	1 unrestricted car park changed to mobility park		17/07/2024 - 14/08/2024
11	Cemetery Road	11 Cemetery Road-East Taieri School	Install approximately 12m no stopping lines to improve visibility for those exiting the school vehicle entrance	2 unrestricted car parks changed to no stopping lines		17/07/2024 - 14/08/2024
12	Hanover Street	299-300 George Street	Relocation of Mobility Park from 299 George Street to 300 George Street and extend existing variable restriction	1 P5 and 1 mobility car park changed to variable restriction Change approximately 18m no stopping lines to 1 mobility park and 2 P60 car parks		Part of Retail Quarter project

ATTACHMENT A-GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (13-09-2024)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-46						
13	300 Hillside Road	300 Hillside Road	Installation of no stopping lines to improve access to the KiwiRail site by providing adequate visibility for vehicles to safely exit into Hillside Road	0		24/07/2024 - 14/08/2024
14	Toitu	Queens Gardens	Installation of variable restriction to allow flexibility for parking during cruise ship season	Change 21 P240 car parks to variable restriction		Jul-24
15	Pine Hill Road	265 Pine Hill Road	Alteration to the design and location of the proposed bus stop due to feedback received	Bus stop relocated from 265 Pine Hill Road to 263 Pine Hill Road		24/07/2024 - 14/08/2024

ATTACHMENT A-GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (13-09-2024)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-46						
16	Centre street/Factory Road	141 Factory Road	Relocation of bus stop to improve the operation of the current bus route	1 bus stop on Factory Road and 8m no stopping lines removed and replaced with 10m no stopping lines and 2 unrestricted car parks. No stopping lines retained to allow for safe visibility at the intersection. Approximately 3 unrestricted car parks changed to no stopping lines Approximately 2 unrestricted car parks changed to 1 bus stop		17/07/2024 - 14/08/2024
17	154 Hillside Road	154 Hillside Road	Remove bus stop and install P30	1 bus stop changed to 3 P30 car parks		17/07/2024 - 14/08/2024
18	42 Macandrew Road	42 Macandrew Road	Relocate bus stop to accommodate a new vehicle crossing	1 bus stop removed to accommodate new vehicle crossing 2 unrestricted car parks changed to 1 bus stop 1 unrestricted car park changed to no stopping lines 3 unrestricted car parks changed to P60 1 unrestricted car park changed to P5		17/07/2024 - 14/08/2024

ATTACHMENT A-GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (13-09-2024)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-46						
19	Somerville Street	2 Cranston Street	Relocate bus stop to accommodate a new vehicle crossing	1 bus stop changed to unrestricted parking 3 unrestricted car parks changed to 1 bus stop		Jul-24
20	63 North Taieri Road	63 North Taieri Road	Installation of entry / exit tapers and line marking for the existing bus stop to improve access for buses	Install 15m bus stop line marking for existing bus stop Install 5m no stopping lines as entry taper and 9m of no stopping lines as exit taper for the bus stop		18/07/2024 - 14/08/2024
21	Andersons Bay / McBride Street	336 Andersons Bay Road	Change of restriction from unrestricted (all-day) car parking to short-term car parking	Approximately 35 unrestricted car parks changed to P60		24/05/2024 - 22/05/2024 Late submissions received July and August

ATTACHMENT A-GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (13-09-2024)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-46						
22	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 Late submissions received July and August

Attachment B - Minor General Parking Changes – Feedback Summary							
Grange Street							
Specific change	Consultation Period	Organisation	Parking			Comments	Design after feedback
			S	N	O		
Change 11 Resident Only parking spaces to 2 P60 and 9 unrestricted car parks	17/07/2024 - 15/08/2024	Otago University Students' Association President			1	In their submission, they have stated the proposal overlooks residents of Grange Street by creating competition for parking spaces. The changes may lead to increased traffic which could be hazardous for a highly pedestrianised area. The respondent also mentioned this proposal does not align with the Dunedin City Council Carbon Zero Plan, as it encourages personal vehicle usage	The design was modified to restrict the 2 P60 car parks to Monday to Friday only
		Resident			1	The respondent stated that these parking spaces are needed for local residents to have secure parking near their house, and said that the area has not been enforced properly in recent years	
		Resident of Castle Street			1	The respondent advised the parking spaces are needed for nearby residents to have secure parking and also referred to enforcement issues with users of the Resident Only spaces.	
		Resident			1	The submitter is a long term resident of the area that stated that the parking spaces are required for local residents, and should be a basic right.	
		Visitor			1	They have noted Resident Only spaces can make a dwelling more appealing for potential residents	
		Resident			1	The submitter stated that the Residents Only spaces are needed given the limited available parking in the area.	
		Visitor	1			In their feedback they have noted the Residents Only Permit Scheme has an overly restrictive criteria	
		Resident	1			In their feedback they have noted the Residents Only Permit Scheme has an overly restrictive criteria	
		Resident	1			The submitter supported the changes as they felt this is a way to make parking on Grange Street more fair for all the residents	
		Resident	1			The submitter supported the proposed changes starting 2025.	
		Resident	1			The submitter agreed with the proposal but stated that the Resident Only parking scheme as a whole was too restrictive and unfair to Flats who have multiple vehicles	
Total Feedback			5	0	6		
* Support (S); Neutral (N); Oppose (O)							
Clyde Street							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Change under utilised resident only park to P60	17/07/2024 - 14/08/2024					No feedback received	After receiving no support for the P60 in this location, design was modified to change the resident only car park to unrestrictec
Total Feedback			0	0	0		
* Support (S); Neutral (N); Oppose (O)							
Clyde Street / Frederick Street - Starters Bar							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Change unrequired P60 car parks to unrestricted due to business closure	17/07/2024 - 14/08/2024					No feedback received	No change
Total Feedback			0	0	0		
* Support (S); Neutral (N); Oppose (O)							
Leith Street							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Change two unrestricted car parks to P30	17/07/2024 - 14/08/2024	Yogijis	1			The submitter noted their disappointment due to changes relating Albany Connection not going ahead and requested 4 P30 car parks as 2 P30 car parks is not enough between 3 stores	No change Responded to the submitter to advise changes relating to the Albany Connection Project are still to be considered by the Council. The only changes we can offer at this time are the 2 P30 car parks

Attachment B - Minor General Parking Changes – Feedback Summary						
Leith Street						
Specific change	Consultation Period	Organisation	Parking Changes*			Design after feedback
			S	N	O	
Change two unrestricted car parks to P30	17/07/2024 - 14/08/2024	Gable Investments Limited and Central Campus Property Management	1			No change
Total Feedback			2	0	0	
* Support (S); Neutral (N); Oppose (O)						
Constitution Street						
Specific change	Consultation Period	Organisation	Parking			Design after feedback
			S	N	O	
Change 5 Resident Only parking to P120	17/07/2024 - 15/08/2024	Otago University Students' Association President			1	No changes
		Resident			1	
		Resident			1	
		Anonymous	1			
		Visitor	1			
		Anonymous			1	
Total Feedback			2	0	4	
* Support (S); Neutral (N); Oppose (O)						
300 Princes Street						
Specific change	Consultation Period	Organisation	Parking Changes*			Design after feedback
			S	N	O	
Install 2 small passenger service car parks	17/07/2024 - 14/08/2024	Resident			1	The design was modified to allow for a net gain of one additional P30 car park to be installed
		Visitor			1	
		Corporate Cabs	1			
		Dunedin Taxis	1			
		The Catalyst Limited	1			

Attachment B - Minor General Parking Changes – Feedback Summary							
300 Princes Street							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Install 2 small passenger service car parks	17/07/2024 - 14/08/2024	Urban Link	1			Verbal feedback provided. Is supportive of the additional taxi / small passenger service parks but preferred to have them closer to the Exchange	The design was modified to allow for a net gain of one additional P30 car park to be installed
Total Feedback			4	0	2		
* Support (S); Neutral (N); Oppose (O)							
283 Princes Street							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Permanently install 2 small passenger service parks which have been on trial since the end of 2023	17/07/2024 - 14/08/2024	Visitor	1			Supports the proposal as they have worked well while a temporary set up	No change
		Corporate Cabs	1				
		Urban Link		1		Supportive of more taxi / small passenger service parks but noted his concerns with the location of these as he feels it can be a challenge to pull put of them into a busy road	
Total Feedback			2	1	0		
* Support (S); Neutral (N); Oppose (O)							
Chadwick Street							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Installation of no stopping lines	17/07/2024-14/08/2024	Blackhead Quarries	1			Supportive of the safety improvements	No change
		BJ Autos 4WD Centre	1			Supportive of the safety improvements	
Total Feedback			2	0	0		
* Support (S); Neutral (N); Oppose (O)							
King Edward Street							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Installation of Mobility Park	17/07/2024 - 14/08/2024	Parks and Recreation		1		Supports the mobility park but raised concern over the limited parking available with residential properties and an early childhood centre close by. The mobility park will reduce the number of available parks in the area and noted it may cause people to stop using the park or new toilet	Officers clarified this is not a reduction of parks available, but a change of restriction to provide a greater service to out most vulnerable in our community. Also advised not all users of mobility permits are in wheelchairs and people of any change can use these (including parents of disabled children who wish to visit parks). This is an area where previous requests for mobility parks has been received to help provide access to other services in the area. No changes were made to the design
Total Feedback			0	1	0		
* Support (S); Neutral (N); Oppose (O)							
Cemetery Road East Taieri							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Installation of no stopping lines	17/07/2024-14/08/2024	East Taieri Board of Trustees	1			The submitter supports the proposal and noted this will significantly improve the visibility for those exiting the driveway which will improve the safety of the school community	No change
Total Feedback			1	0	0		
* Support (S); Neutral (N); Oppose (O)							

Attachment B - Minor General Parking Changes – Feedback Summary							
300 Hillside Road							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Installation of no stopping lines	24/07/2024 - 14/08/2024	Automotion (351 Hillside Road)	1			Automotion support the proposal but asked for two changes: 1. Would like the 2 P5 car parks outside 392 Hillside Road to be changed to unrestricted. Noted the business who wanted these is no longer there 2. Would like 3 car parks before the first entrance instead of 2 as proposed. The submitter noted large vehicles do not access the site using this entrance as it's for staff and visitors	1. No further changes will be made at this stage. Suggested they liaise with other businesses in the area to see if they would be in agreement of any changes 2. The Safety Engineer advised 2 carparks will need to be removed in order to facilitate the high volume of traffic entering and exiting the site as part of the development. Also noted KiwiRail would potentially be looking to reinstate kerb and channel at the vehicle crossings which served the previous buildings. This would return further unrestricted parking
		Tansley Electrical (291 Hillside Road)		1		The business had further questions relating to the proposed changes 1. Will traffic using the driveway be able to go both directions - concern being vehicles turning right will be crossing the through the centre area where they enter their premises? 2. Any future plans to change the unrestricted car parks on the Hillside Workshop side of the road? 3. Will the recently planted trees near the entrance be removed to increase visibility?	1. The Safety Engineer confirmed vehicles will be able to turn out of the site in both directions. Vehicles will be required to cross the northern carriageway when taking a right turn, and would function like a cross intersection with regards to their entranceway 2. No current plans for changes 3. Trees will not be removed as the sightlines have been assess as suitable for the current situation
		KiwiRail	1			KiwiRail supports the proposed changes as it will improve the safety of cars exiting the new road crossings on Hillside Road. The two new entrances closest to Wesley Street and Cutten Street will primarily be used by KiwiRail staff personal cars and bikes, along with visitors cars and bikes.	No changes
		Pit Stop		1		Pit Stop asked for an update during the letter drop on time restriction changes relating to the July Hearings Committee	No changes Emailed to confirm the existing P30s outside 345 Hillside Road are proposed to be increased to P120. This was approved at the July Hearings Committee and is due to go before ISCOM in August
Total Feedback			2	2	0		
* Support (S); Neutral (N); Oppose (O)							
Queens Gardens (Toitu)							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Installation of variable restriction	Jul-24	i-Site Dunedin Visitor Centre	1			Supportive of the proposal	No change
Total Feedback			1	0	0		
* Support (S); Neutral (N); Oppose (O)							
Pine Hill Road							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Alteration to the design and location of the originally proposed bus stop outside 265 Pine Hill Road due to feedback received	24/07/2024 - 14/08/2024	Otago Regional Council	1			Supportive of the proposal	No change
Total Feedback			1	0	0		
* Support (S); Neutral (N); Oppose (O)							
141 Factory Road							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Relocation of existing bus stop	17/07/2024 -14/08/2024					No feedback received	No change
Total Feedback			0	0	0		
* Support (S); Neutral (N); Oppose (O)							

Attachment B - Minor General Parking Changes – Feedback Summary							
154 Hillside Road							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Remove bus stop and install P30	17/07/2024 - 14/08/2024	Project Dental and President of South Dunedin Business Association	1			<p>The submitter confirmed support of the P30 car parks at this location and raised concern over the 6 car parks removed from outside of the building site for the new South Dunedin Library and queried how long these will be blocked off.</p> <p>In addition to this, he noted business owners have concerns over the lack of extra parking allowed for the expected increase of people who will be visiting the Library and Community Centre. In their feedback they advised the Rankellor Street car park is well used and at capacity most of the time and any change of time restrictions in the surrounding streets where local staff park will not be welcomed.</p>	<p>No change</p> <p>Information provided to him from the project team regarding the South Dunedin library and community centre parking</p>
Total Feedback			1	0	0		
* Support (S); Neutral (N); Oppose (O)							
42 Macandrew Road							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Relocate existing bus stop due to installation of vehicle crossing	17/07/2024 - 14/08/2024	Mercy Parish on behalf of the parishioners and groups who use the community rooms		1		<p>22/07 - The submitter provided verbal feedback and noted visibility concerns for those exiting their car park with the bus stop in it's current temporary location. Their preference is for the bus not to be in front of the basilica and they did not want a shelter installed.</p> <p>21/08 - Further feedback provided on behalf of the parishioners and groups who use the community rooms. This was a mixture of concern for the visibility when leaving exiting the car park, loss of parking, beneficial to staff and those who attend services here</p>	<p>Design was modified to position the bus stop south of the Basilica building using existing no stopping lines and a driveway to form the entry taper for the bus stop. Parking was retained as P60 and P5 to allow for parking turnover and provide further access to the businesses and community facilities within the area.</p> <p>It is expected that the bus stop and P5 car park may be vacant for a substantial periods of time which will allow for good visibility for those leaving the driveways of the 2 off street car parks, but still allow space for a vehicle to be parked for a brief period of time to pick up / drop off passengers.</p> <p>The new location allows for good distancing between the stop prior and after.</p>
		Resident			1	<p>The submitter does not support the location and provided the following reasons:</p> <p>1.The St Patrick's Basilica is a Category 2 historic building built upon a key archaeological site</p> <p>2. The recent integration of a glass frontage afforded an uninterrupted view of the historic building the length of Fingall Street - a bus stop and shelter will ruin this and the acceleration and braking of buses will detract from the worship experience</p> <p>3. The frontage of the site is an extension of the sacred spiritual and kin-based relationships that anchor whanau to the site.</p>	
		Resident			1	<p>The submitter expressed concerns the proposed location of the bus stop will reduce parking. The church has a large congregation, many of whom and elderly and cannot walk long distances. Once the church park is full, many then have to park some distance away to attend</p>	
		Resident			1	<p>Is not supportive of the location due to the historical significance and it would be in front of the green space at the front which the whole community can enjoy. Would prefer it outside the Catholic Services building on the south side of the Church car park</p>	
		Otago Regional Council	1			<p>Otago Regional Council supports the bus stop outside the Basilica</p>	
		Resident			1	<p>The resident is not supportive of the location outside the Basilica building. Would prefer it further south by the church car park / old brick building</p>	
Total Feedback			1	1	4		
* Support (S); Neutral (N); Oppose (O)							

Attachment B - Minor General Parking Changes – Feedback Summary							
Somerville Street							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Relocate bus stop to accommodate a modified vehicle crossing	Jul-24	Aurora Energy	1			The business supports the proposed location	No change
Total Feedback			1	0	0		
* Support (S); Neutral (N); Oppose (O)							
63 North Taieri Road							
Specific change	Consultation Period	Organisation	Parking Changes*			Comments	Design after feedback
			S	N	O		
Installation of entry / exit tapers and line marking for the existing bus stop to improve access for buses	18/07/2024 - 14/08/2024	W. Rietveld Ltd	1			The business supports the proposal and believes the changes will also help traffic congestion during school pick up and drop off times in the area.	No change
Total Feedback			1	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
			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
		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
		Coupland's	1			The proposed changes will support the increased growth in the area. Would like further unpaid time restrictions in front of Frozen Direct, Coupland's and Bottle O stores. Increasing the short term parking in the area by just a couple of parks will help bring more turnover of customers for these stores. Kmart coming in is good for the area, but other businesses need to be considered / supported for the changes Kmart will bring
		Works in the area or on behalf of business in the area	1			Would also like to see restrictions between Midland and Melbourne Street outside Frozen Direct, Coupland's and Bottle O to keep vehicles moving. Already gets congested and will be worse with Kmart opening
		Anonymous Works in the area			1	Noted the parking spaces are used by customers as well as employees of multiple restaurants in the area. Workers rely on these unrestricted parking spaces to use during the day. Kmart need to provide parking for their customers, instead of affecting others in the area
		Anonymous Works in the area			1	Do not want the changes to proceed, in particular the parks outside Mitre 10. Parking on the road is used exclusively by Mitre 10 employees who need to park all day. Don't have alternatives as Timaru Street and surrounding areas are full on week days and this change will make it worse

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
			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 No detail provided			1	Opposed to the restrictions
		Management McDonalds (391 Andersons Bay Road)			1	The proposed changes will not improve their business and will instead negatively impact their business as their staff park in this area. Noted a better response would be received if the consultation provided scope for improved parking solutions for employees of local businesses
		Worker of Westpac South Dunedin (216 King Edward Street)			1	The current parking in the area for workers is bad at the best of times. Has to be in a park 45minutes before she starts work just to get a park
		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
		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
		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
						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			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	No detail provided			1	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 No detail provided			1	
		DK Architecture Ltd.			1	
		Dunedin City Motors			1	
		No detail provided			1	
		Works in the area			1	
		Works in the area			1	
		Anonymous Works in the area			1	
		Anonymous Works in the area			1	
		Worker of Spark (34 McBride Street)			1	
		Anonymous Works in the area			1	

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	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
		Worker of McDonalds (391 Andersons Bay Road)			1	There are multiple businesses in the area and no private carparks 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
		Phoenix Services Dunedin Limited (Corner Lorne and Braemar Street)			1	Owens a business on Braemar Street. Staff have enough trouble finding a park in McBride Street. Queried why Kmart was approved without any additional parking
		No detail provided	1			Suggested angled parking in McBride Street and reducing speed limit in the area
		Management TANK (383 Andersons Bay Road)	1			Would be a great idea to provide more parking for customers but concerned about lack of parking available for staff parking
		Management Subway (3/375 Andersosn Bay Road)			1	Staff of surrounding businesses will struggle even more if the changes are made. There is no parking building as an option. Kmart was approved and parking was not given enough thought
		Worker at Mitre 10 Mega			1	The submitter queried why Kmart did not have to provide parking onsite and queried where the cars currently parking all day would be able to park instead. Also noted their concern of shoppers crossing the road causing traffic build up
		Works in the area			1	Works on Braemar Street and noted a lot of other businesses, staff and customers who rely on the unrestricted parking. Also commented on traffic congestion already occurring during peak hour traffic at the intersection of Andersons Bay Road and Hillside Road
		No detail provided			1	Opposed to the restrictions
		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
		Works in the area			1	The submitter works in the area and explains that many workers rely on the unrestricted parks

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	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	Design was modified to retain unrestricted parking on McBride Street and Andersons Bay Road between McBride Street and Macandrew Road
		Mitre 10 Mega	1			Supports the original proposal and requested further P60 restrictions on McBride Street. Noted they have provided an off street car park for staff on the corner of Timaru and Turakina Streets and have a consent in to increase onsite parking at their site. In their feedback they advised they feel by installing parking restrictions, it will allow for fast turnover of parking spaces in a busy area which will support businesses and that staff parking and travel plans should be a matter for individual businesses.	
		Otago Land Group Ltd	1			Supports the original proposal and requested further P60 restrictions on McBride Street and noted they believe it is a balanced approach to managing parking demands of the area resulting from activity antipated by the 2GP. In their submission they advised providing short term parking supports business and meets the demands of the customer. They also noted thay the proposed restrictions would be a continuation to existing restrictions in the adjacent South Dunedin Principle Centre.	
		Home Centre Properties Ltd	1			Supports the original proposal and requested further P60 restrictions on McBride Street. In their submission, they noted short term parking should be prioritised in areas where the 2GP anticipates commercial activity and compared Andersons Bay Road to Crawford Street and Vogel Street where there are existing short term restrictions in place	
		Kmart	1			Supports the original proposal and requested further P60 restrictions on McBride Street. In their submission they noted restrictions are already in place in other areas of the city outside of the CBD where retail and commercial activity is the main use and believe Council should take a consistent approach. The submitter referenced smilar areas such as Crawford Street and Vogel Street which have existing restrictions. They also noted restricted parking is important to their business operations as well as surrounding businesses	
Total Feedback			9	0	47		
* Support (S); Neutral (N); Oppose (O)							

Attachment D - Minor General Changes - Harbour Terrace Feedback Summary						
Harbour Terrace						
Specific change	Consultation Period	Organisation	Parking Changes*			Comments
			S	N	O	
Change of unrestricted car parking to unpaid restricted	17/07/2024 - 15/08/2024	Otago Cricket - Community Hockey Manager	1			Supports the proposal as it will turn over parks for our sporting groups and for parents with small children needing close by parks. Cars parking for long periods without moving is not a good look
		Student			1	This proposal makes it harder for students who live await from the area to find long term parks. Noted they need long term parks so they don't miss out on learning opportunities or have to move their car during their study times
		Resident of Harbour Terrace			1	Large number of residents who need parking for their vehicles. Limiting these will cause a shortage and distress
					1	They do not support the proposal as there is plenty of parking and adding time restrictions will just add an annoyance
		Anonymous			1	They advised this will make it harder to find a park in the student area as students will have to move further afield to park their car all day. Will be frustrating to have to move their car halfway through the day.
		Resident of Harbour Terrace			1	Is a resident and can barely get a park as it currently is. Noted it is outrageous students who drive to the campus get priority of the residents
		Resident of Harbour Terrace			1	In their feedback they queried where can residents park their cars permanently and noted they believe it is important for residents to safely park their cars rather than illegally parking.
		Resident of Harbour Terrace			1	Does not support the proposal. The submitter lives in a flat of 5 who have 3 cars but only off street park provided. They noted the restrictions will make it difficult for them and other residents who rely on the on street parking
		Resident of Harbour Terrace			1	The submitter is a resident at a flat which does not have any off street parking. The time restrictions will mean they will need to move their vehicles often
			1			Restricted parking will provide better parking for those using the turf, particularly during the day (i.e. for school hockey interchanges)
		Anonymous			1	In their feedback, they noted this is a student residential area where a lot of properties do not supply enough car parks for all residents. The current unrestricted parking provides peace of mind to have their car park close to their flat.
		Anonymous			1	Noted this is a student flatting area and they do not have time to move their cars every 4 hours. They noted the time restriction does not last a full day of class and they would likely receive a ticket if they don't move their cars
		Resident of Harbour Terrace				Residents rely on these parks and the proposed changes will be an inconvenience as this limits the amount of parks they can use at night. Only restricting between 8am-6pm would solve this
					1	Maintaining unrestricted parking would support local businesses and ensure equitable access to essential services. Add a 2 hour limit would disadvantage a range of stakeholders.
		Resident			1	Parking for residents is already difficult due to the high density of residents. The submitter noted they residents already have to park 100-300m away from their properties. They advised there is parking within sporting facilities and paid parking at Forsyth Barr which they noted was affordable to those driving to the sports ground. In their submission, they advised the restrictions would make students more vulnerable to parking fines as there is little unpaid / unrestricted parking close to their properties
		Resident			1	The proposal would make life harder for residents who already navigate limited parking. In their submission they noted those attending the area are more affluent than students meaning they can afford to use paid parking near to the area.
		Resident of Dundas Street			1	The feedback noted it will not benefit students
					1	Noted in their feedback this will have a negative impact for students and staff at the tertiary institutions as mos are on campus longer than 2 hours
		Anonymous			1	Noted in their feedback this will have a negative impact for students and staff at the tertiary institutions as mos are on campus longer than 2 hours.
		Otago Polytechnic - staff member			1	They advised the proposed changes will disadvantage residents who live nearby by pushing parking to areas already congested. They advised this will cause residents to occupy any remaining parks which leaves none for students who work and study in the area. They also added the changes would also not help parents dropping children at the sports facilities.

Attachment D - Minor General Changes - Harbour Terrace Feedback Summary						
Harbour Terrace						
Specific change	Consultation Period	Organisation	Parking Changes*			Comments
			S	N	O	
Change of unrestricted car parking to unpaid restricted	17/07/2024 - 15/08/2024	Resident of Harbour Terrace			1	The submitter advised they have lived on Harbour Terrace for 2 years and it is a struggle to find parks on streets due to students parking in the area. They noted they understand the importance of availability but residents are already struggling to find parks and this will make it harder. They suggested new parks be built or provide a new car park for the sporting facilities
		Otago Polytechnic - staff member			1	They advised this will not benefit staff or students who go to the tertiary institutions as majority are full time and the 4 hour restrictions will not suit them
		Resident of Harbour Terrace			1	Does not support the proposal and advised there are too many car parks by the university area which are paid, and if you increase this then people will not be able to drive into University all day as there will be no where to park
		Otago Polytechnic - staff member			1	Adding restrictions will increase the parking pressure around the residential area. This will force students attending more than one class a day to have to choose which one to attend
		Resident			1	The submitter advise student bring their vehicles as there is often no other viable way for them to transport their belongings to and from their residents every year and they need the vehicles for extracurricular activities. They advised public transport cannot help with this
		Resident			1	This will create a greater squeeze on a limited number of parks and will not benefit residents.
		Visitor			1	The submitter advised the intersection of Forth Street was made a mess and previous changes have made it more difficult for residents and workers in the area. They advised there is ample parking for the sports fields around Butts Road, Logan Park drive and Union Street
					1	Students and staff for the 2 tertiary institutions will not be able to find parks and will mean a reduction in those attending
		Anonymous			1	Noted in their feedback that the only group they think will benefit this are parents who visit the area for hockey practice after school and advised they also double park, block driveways and pay little attention to other road users
		Local worker			1	The proposed changes would negatively impact the local students and staff who rely on all day parking and time restriction will mean they will have to move their car throughout the day causing stress.
		Otago Polytechnic - staff member			1	Large number of students and staff who require more than 240 minutes of parking. Noted they have a number of students who swap car parks throughout the day which becomes dangerous and asked for the restrictions only be during 4pm-7pm Monday to Friday and all day Saturday so it remains unrestricted outside of these times.
		Resident of Harbour Terrace			1	Does not support the proposal. Lived on Harbour Terrace for 2 years and advised the parking is atrocious. They have said they have driven around for over half an hour looking for a park and have had to park blocks away
		Resident of Harbour Terrace			1	Dense residential area where the properties do not provide sufficient car parking. Adding restrictions will be an inconvenience to residents
		Resident of Harbour Terrace			1	Noted it can't all be made into restricted parking as this is a high density residential area
		Resident of Harbour Terrace			1	The submitter does not think the changes are necessary and the current unrestricted parking is the most beneficial to those in the area. Most people accessing the sports facilities are parents dropping children for training which isn't often watched
		Resident of Harbour Terrace	1			The submitter supports the proposal as they think it will make the parking spaces more accessible
		Resident of Harbour Terrace	1			Supports the proposal as it will keep vehicles from remaining in parks for long periods without being used frequently
		Resident			1	In their submission, the resident noted this will not change anything besides annoy residents and would limit parking for them

Attachment D - Minor General Changes - Harbour Terrace Feedback Summary						
Harbour Terrace						
Specific change	Consultation Period	Organisation	Parking Changes*			Comments
			S	N	O	
Change of unrestricted car parking to unpaid restricted	17/07/2024 - 15/08/2024	Resident of Harbour Terrace			1	The submitter is a resident who owns a car with no off street parking and noted the change will greatly impact them as they do not use their car often. Suggested resident only parking be added for those who have no where else to park
		Resident of Harbour Terrace			1	They do not agree with the proposal as it will be detrimental to residents in all neighbouring areas. They noted university students have plenty of parking options in other areas around university, both paid and time restricted. They advised parking is very limited for residents.
		Resident of Dundas Street			1	Noted it is hard enough for residents to get a park. They live on Dundas Street and frequently park in this street as elsewhere is full.
		Student			1	The submitter has been a student at the University since 2016 and drives in early to park on Harbour Terrace before attending classes. By changing these to restricted car parks, it will make it more difficult for students who do not live close to campus. Requested the parks outside the College of Education or Caledonian to unrestricted
		Otago Polytechnic - staff member			1	The proposal will impact residents as well as students and staff who need all day parking. They noted parking has been lost in the area due to the new bus stops
		Resident			1	The proposal will make it harder for residents to locate unrestricted parking close to their flat and for students / staff who visit the area all day.
		Resident			1	They noted residents who live in the surrounding areas all use the parking spaces on Harbour Terrace as most flats do not provide enough car parks. They advised this is inconvenient and inconsiderate for residents
		Resident of Harbour Terrace			1	They advised the proposal does not consider those living around Harbour Terrace and Dundas Street as it is already hard enough to locate a park near their flats. They advised sports at the facilities only happen a couple days of the week whereas residents have issues locating parks every day.
		Anonymous			1	Large number of housing on Harbour Terrace and most have no off street parking. The submitter advised they have no issue finding a park at present
		Anonymous			1	The submitter advised Harbour Terrace is the main area for parking for a lot of people who live on the street and surrounding areas as most housing in the area does not provide off street parking
		Anonymous			1	High density housing with a lack of off street parking. Noted concerns over walking further distances in the dark when returning home as a female
		Resident			1	In their submission they noted time restrictions appear to be putting a target on those who live in the street who do not have off street parking.
					1	
		Otago Polytechnic - staff member			1	Frequently finds it hard to locate an all day park near their work and reducing the number of parks will further negatively impact staff and students who wish to be on campus all day. The impact on students and workers will be greater than those who attend sporting events in the area.
		Anonymous			1	The submitter feels residents should be able to park outside their property, however parking is an issue and if you're not able to use the green space for parking then a parking building needs to be explored.
		Resident of Harbour Terrace			1	Many residents do not have off street parking and rely on these spaces and the proposal will mean residents will have no where to keep their cars.
		Resident of Harbour Terrace			1	Noted it is already a challenge to locate parking by their house and this will further limit options. Residents in the area rely on the parks as they have limited or no parking at their houses. Limiting these parks will put pressure on the surrounding streets
		Anonymous			1	
			1			Thinks this will improve turnover and accessibility for sports grounds and campus, rather than people leaving their vehicles on the road all day

Attachment D - Minor General Changes - Harbour Terrace Feedback Summary						
Harbour Terrace						
Specific change	Consultation Period	Organisation	Parking Changes*			Comments
			S	N	O	
Change of unrestricted car parking to unpaid restricted	17/07/2024 - 15/08/2024	Local worker			1	They noted the changes will not benefit the majority of people who work and study in the area as they need to be on campus all day. Adding time restrictions will increase the traffic movement, congestion and pollution. Impacting all day users for the convenience of short term users is unfair and unreasonable
		Otago Polytechnic - student			1	
					1	Advised this will limit the amount of parks available for residents as well as those who travel to campus
		Otago Polytechnic - staff member			1	Noted they work at the polytechnic and have difficulty locating all days parks. The proposed P240 restriction will make it hard for students and staff of the tertiary institutions to find parking. They advised in their submission there is enough P120 in the area already
		Local worker			1	Advised there is not enough unrestricted parking in this area already. They noted there are lucky enough to have a leased car park but residents in the area mostly have no off street parking
		Otago Polytechnic - staff member			1	The submitter advised the car parks are critical for students attending campus each day and the proposed changes will negatively impact those who drive to site. They also referred to previous work on Union Street which has impacted parking in the area and noted students require all day parking, not 240
		Student			1	High density housing areas such as this require enough unrestricted car parks
		Resident of Harbour Terrace			1	They noted it is hard enough to locate a park by their flats and time restrictions will not help this. Increasing the available parks will be more beneficial
		Resident			1	The area which has proposed changes is used by residents and the restrictions would mean the residents would not have any street parking as the parks will be used by students. They advised the parking is already congested and the changes will leave to residents parking 5-10 minutes away
					1	In the submission they advised the Harbour Terrace is a residential area where many students
		Resident			1	Large number of student flats and the residents struggle to park their vehicles. They need cars for grocery shopping and travel to work. The current parks provide a close location where they can keep an eye on their car. The restrictions would mean they would have to park further away and walk longer distances which can pose a hazard in the dark
		Future resident of Harbour Terrace (next year)			1	People live on the street with limited parking at their flat as well as students living at the halls
		Otago Polytechnic - staff member	1			Supports having the restricted area in front of the hockey turf and sports field and would like further restriction in Harbour Terrace, Dundas Street, St David Street and others in the area. They noted there is several cars per flat which are left on the street during semester and often go unmoved which puts pressure on those visiting the area. Thinks the parking should be bookable which would make it harder to be used all day or rubbing off chalk. Ideally these should be chargeable between 9am-3pm
		Anonymous			1	Advised the parks are vital for students who need all day parking
		Landlords			1	Do not support proposal as the parking is an amenity cherished by home owners, tenants and visitors and the restrictions will limit the use of the amenity. They also noted restrictions will deter people from renting in the area. In their view, this proposal is an encroachment on residential areas which should be off limits
		Anonymous			1	
		Visitor			1	The submitter noted there's few free all day parks in the area and this would be a disadvantage for those who need to drive to campus and will exasperate existing accessibility issue.
		Anonymous			1	Advised those living in the area already struggle to locate long term parking and this would inconvenience students who would be forced to move their car every few hours

Attachment D - Minor General Changes - Harbour Terrace Feedback Summary						
Harbour Terrace						
Specific change	Consultation Period	Organisation	Parking Changes*			Comments
			S	N	O	
Change of unrestricted car parking to unpaid restricted	17/07/2024 - 15/08/2024	Student			1	The submitter noted they feel this is a way to make money from students who wish to park their cars by their residents and a better alternative could be to have the parking limit only in the weekends. Those who use the hockey turf are mostly there in the weekend. Another alternative is to install restrictions on the Logan Park parking areas or create more permanent parking for residents
		Resident			1	They noted the unrestricted parks are essential for students and staff at the tertiary institutions. Restrictions will make it more difficult to park on surrounding streets for residents and does not solve the problem but shifts it to another area
		Resident			1	The unrestricted car parks are essential to students and residents and people will still park in them for long periods as they have no where else to go
		Resident			1	The submitter noted it feels like the residents have been forgotten about in the proposal. The residents are aware of how difficult it is to park in the area but the proposed restrictions will make it almost impossible for those who need to park to go to their own home. People who live in the flats have no other options
		Anonymous			1	Time restrictions will negatively impact students who live in the street without off street parking
		Resident of Dundas Street			1	They noted most residents in the area do not have off street parking and trying to locate a park nearby is hard enough. Time restrictions will increase the likelihood for students receiving fines and missing classes if they need to be on campus all day While time restrictions will increase the turnover, it will only benefit those who do not live there
		Anonymous	1			
		Resident			1	They advised it is currently hard to locate parks and referred to previous changes on Union Street and Clyde Street where restrictions were installed. They commented most flats have limited off street parking and the areas have large competition for parking which will be made worse with the proposed changes
		Anonymous			1	Opposed to the proposal as the residents rely on the unrestricted parking. Most flats only have 1 car park
		Otago Polytechnic - staff member			1	Advised it is a challenge for staff at the tertiary institutions to locate parks and referred to recent changes on Union Street East where new bus stops were installed. The university car park has limited spaces which are full and the wait list for both institutions is long. Removing unrestricted parking will cause further strain to staff and residents. They advised there is plenty of P120 in the area for those attending sporting facilities
		Future resident of Harbour Terrace (next year)			1	Difficult enough for students to locate parks in North Dunedin. The submitter will be living in Harbour Terrace next year and they will have 2 car parks but only 1 car park is provided with the flat. They advised they're concerned they will have to park a distance away and walk in the dark. They suggested restricting only some of the parks on Harbour Terrace and monitoring them for a while
		Student			1	Restrictions will make students frustrated. They noted they are a user of the hockey turfs and they rarely struggle to locate a park. During the time the turf is being used, most tertiary staff have departed which frees up parking and they do not believe the changes are needed. In the submission they raised concerns over hostility from Dunedin City Council staff who have been rude and issue infringements to those using the restricted parks in the morning
		Otago Polytechnic - staff member			1	Noted parking on the street is already bad and they sometimes have to park 20 minutes away and walk to work
		Visitor			1	More parks need to be provided. Noted some parks in the area have been removed recently. Suggested students be able to apply for a park card which allows them to park there.
		Anonymous			1	The proposal will remove parks from people who live an hour away and have no option for public transport nor can they pay for all day parking. They noted most of the sports days are in weekends

Attachment D - Minor General Changes - Harbour Terrace Feedback Summary						
Harbour Terrace						
Specific change	Consultation Period	Organisation	Parking Changes*			Comments
			S	N	O	
Change of unrestricted car parking to unpaid restricted	17/07/2024 - 15/08/2024	Resident			1	They advised their flat oppose the proposed as it will result in less parking for those in the area. They advised most flats range from 4-7 students, often with multiple cars and the proposed changes will leave them no where to park
		Local worker			1	They work in the area and have found over time it has become worse, especially with the hall of residents as they park in the street to avoid paying for parking in their area. They advised there are no parking wardens to enforce the parking and therefore people park wherever they like which will not support the turnover of parks More consideration is needed to the surrounding businesses and their needs as well
		Otago University Childcare Association - Head teacher			1	Advised they work at the Early Childhood Centre to Union Street and have a nightmare to find parks in the area. Student cars are permanently parked on the other side of Union Street, mostly made up of those who resident at the half of residence which means the parks are full until the end of term and students leave. They also referred to recent changes to some of the other unrestricted car parks in the area In their feedback they reported issues of people overstay in the short term parks by the centre so parents struggle to pick up / drop off their children and parking officers do not patrol the area often enough
		Future resident of St David's Street (next year)			1	Understands the need for turnover for those visiting the sporting facilities but residents in the area should take priority. They will live in St David's Street next year which has no off street parking and limited on street parking so the proposed changes will mean they will have to park further away - this will mean it is pointless to have a car with them
		Resident			1	The changes will impact those who live in the area They referred to other areas on the other side of Logan Park where those playing sports can park
		Future resident of Harbour Terrace (next year)			1	Would prefer the unrestricted parking remain for residential parking
		Resident			1	Noted they are a resident without off street parking. Queried where are residents meant to park
					1	Referred to recent changes on Union Street where parking changes have been installed. They noted a lot of people attend the tertiary institutions daily, including those who are parents with childcare needs or nearby residents without off street parking. They also advised the public transport system is not good enough either
		Anonymous			1	Advised this is a bad idea which will result in negative outcomes. More than 100 people live on the street will be affected by not being able to park near their homes and the students and staff of the polytechnic won't be able to park there either
		Resident of Forth Street			1	In their feedback they advised these parks are used by residents of Harbour Terrace, Forth Street and Dundas Street as long term residential parking and this change will mean they will find it hard to locate a place to keep their car and they will be forced to park further away. They noted they believe this is a step in the wrong direction in terms of encouraging car commuting. They also referred to restricted parking in other areas
		Resident at the Otago Polytechnic Hall of Residence			1	The submitter does not pay for parking at the Hall of Residence and noted the proposal will mean she has no where to park
		Resident of Harbour Terrace			1	They advised the proposed changes are unfair on residents who do not have other off street parking options. Those who use the street for sports purposes can park elsewhere in the area but residents do not have any other options

Attachment D - Minor General Changes - Harbour Terrace Feedback Summary						
Harbour Terrace						
Specific change	Consultation Period	Organisation	Parking Changes*			Comments
			S	N	O	
Change of unrestricted car parking to unpaid restricted	17/07/2024 - 15/08/2024	Otago Polytechnic - staff member			1	Hard enough to locate parks in the Polytechnic and University areas and the restrictions will make this worse. A number of the flats in the street do not have parking so the restrictions will make it hard for residents. They also referred to students who have full days of classes who would then need to move their car and would risk not finding a new park. They advised they want to increase the parking in the area, rather than remove or restrict existing parks
		Resident of Harbour Terrace			1	They advised the proposal is unfair on those living on the street and nearby who struggle to find parking
		Resident			1	Advised this will be an inconvenience to those that live on the street and the residents should have somewhere to park outside of their house
		Local worker			1	The change will make it hard for staff, students and residents of the area. The submitter disagrees with their partner who starts at 7am in order to get a park and now they're concerned the changes will mean they will not locate a park within 10 minutes walk of their workplaces In the submission they noted day parking ends in time for those attending for sports to use the parks They raised concerns about the pressure this will place on parking elsewhere and the potential need to have to walk in dark areas, such as Butts Road
		Resident			1	The P240 restriction will be an large inconvenience to those who live in the area and the residents all require a lot of parks available. They advised those living in the area should have the ability to park outside of their house at any time
		Resident			1	Inconvenience to those who live on the street and those who travel to the tertiary institutions
		Anonymous			1	Many people need unrestricted parking, either to attend class or because they're residents
					1	They advised the parking space is important for those of lower socio economic status who live far from the area and making changes would add extra pressure during a cost of living crisis
		Student			1	The proposed changes are not helpful in a cost of living crisis
		Resident of Harbour Terrace			1	Most residents in the street are students and the existing properties have limited parking which means the residents need to park on the street They noted those using the sporting facilities have sufficient parking on site and on Logan Park Drive The proposal will effect those living on Harbour Terrace and this is unfair Students and residents will be negatively impacted
		Parent of student flatting in the area			1	They noted Council allows properties to be built with not much parking and suggested a carpark built for the hockey fields. In their response they queried whether a survey had been undertaken to look at the use and consider feedback from residents / users
		Local worker			1	Making changes will negatively impact residents and workers, and noted that Council should explore constructing a field into a car park
					1	The proposal will create difficulties for students in the area as parking is already limited. These parks are important for local residents who need a car park near their dwelling and aren't liable for fines.
					1	These parks are important for residents who do not have off street parking
					1	The changes will impact those who live in the area, and Council should construct a car park instead
					1	These parks are important for residents who do not have off street parking and often flats have multiple vehicles
		Resident			1	Many students need these parks, and restricting these parks will decrease available parking

Attachment D - Minor General Changes - Harbour Terrace Feedback Summary						
Harbour Terrace						
Specific change	Consultation Period	Organisation	Parking Changes*			Comments
			S	N	O	
Change of unrestricted car parking to unpaid restricted	17/07/2024 - 15/08/2024	Otago Rugby Football Union	1			They support the changes and would like further restrictions in place (P120) to match the restrictions in the surrounding area. This would help with pick up of school children and available parking for Logan Park sports fields events
		Southern Football	1			They support the changes and would like further restrictions in place (P120) to match the restrictions in the surrounding area. This would help with pick up of school children and available parking for Logan Park sports fields events
		Otago Polytechnic - staff member			1	Opposes the proposal as it will inconvenience those who require the long term parking and will add stress to users
					1	They oppose the changes as is it unfair on local residents who require the all day parking to store their car
					1	The proposal is unfair as it is just going to cost students
		Resident			1	They note that it is hard to find a park on Harbour Terrace
		Resident			1	Their dwelling has only a few off street parks and they need these to be able to leave their car right outside their house. They note that parking outside of their house is a right they should have and students will not be able to afford parking fines
		Resident			1	They oppose the changes as they require a place on the street to leave their car. They question how will residents cope if they cannot park their cars
		Resident			1	They are concerned that they cannot park their car outside their flat
		Otago Hockey	1			They support the changes and would like further restrictions in place (P120) to match the restrictions in the surrounding area. This would help with pick up of school children and available parking for Logan Park sports fields events
		Resident			1	They use this area to park at their flat on Harbour Terrace. Without it they cant live near their residence. The existing situation works fine for sportsgrounds.
		Sport Otago	1			They support the changes and would like further restrictions in place (P120) to match the restrictions in the surrounding area. This would help with pick up of school children and available parking for Logan Park sports fields events
			1			They think students shouldn't take priority here and encouraging turnover will result in safer situations for kids sports
		Otago University Students' Association President			1	Concerns are raised that this will not benefit students as residents require unrestricted space for storing their cars long-term while they work and study in the area. They also note that this will increase people to drive to North Dunedin, and notes the potential for conflict this could create if vehicles are encouraged to a heavy pedestrianised area. They lastly note the Councils Carbon Zero 2030 plan and this proposal is counterintuitive.
		Resident			1	The street is populated by students who need on-street parking as off-street parking is uncommon. They have misread the proposal and say that 2 hour parking will be frustrating for students. They lastly note that the proposed changes will benefit visitors to the sports fields, but disadvantage students.
Total Feedback			12	0	121	
* Support (S); Neutral (N); Oppose (O)						

Attachment E – Reference map of restrictions within the Knox Row area

