

Notice of Meeting:

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

Date: Monday 3 February 2025
Time: 9.30 am
Venue: Council Chambers, Dunedin Public Art Gallery, The Octagon,
Dunedin

Sandy Graham
Chief Executive Officer

Hearings Committee Proposed Parking Changes

MEMBERSHIP

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

Wendy Collard
Governance Support Officer

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

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DECLARATION OF INTEREST

EXECUTIVE SUMMARY

1. Members are reminded of the need to stand aside from decision-making when a conflict arises between their role as an elected 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 January 2025				
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.
	Deputy Chair	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Chinese Garden Advisory Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Taieri Airport Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Member	Te Poāri a Pukekura Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.	
Cr Mandy Mayhem	Chairperson	Waitati Hall Society Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Blueskin News Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Waitati Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Emergency response group, Blueskin area	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	FENZ Local Advisory Committee for Otago	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waitati Music Festival Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin Bay Amenities Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Keep Dunedin Beautiful (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Zone Representative and Board Member	Keep New Zealand Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

PART A REPORTS

SPEAKING SCHEDULE

Department: Civic

EXECUTIVE SUMMARY

- 1 The purpose of this report is to provide the Hearings Committee with a speaking schedule for 4 submitters wishing to present their views at the hearings to be held on 3 February 2025.

Signatories

Author:	Wendy Collard - Governance Support Officer
Authoriser:	

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- b) **Notes** that the Hearings Committee has considered feedback from consultation on the proposed changes relating to changes and restrictions
- c) **Notes** that all parking restrictions previously approved by the Council remain unchanged

BACKGROUND

Traffic and parking controls

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

Context for proposed changes

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

DISCUSSION

- 10 The proposed general parking changes are shown in [February Parking Changes 2025](#) and are detailed in Attachment A – Minor General Parking Changes. The GIS layer includes a bookmark feature which links the numbered cases presented in the tables of Attachment A, to their specific location.
- 11 Summaries of consultation undertaken with affected parties, including owners, residents and businesses are presented in Attachment B.

General Minor Changes

Russell Street - Parking layout changes – TPC 48/2

- 12 In December 2023, approximately 23 car parks were removed from a nearby section of Queens Drive between City Road and Braid Road. The potential to add angled parking to Russell Street to offset the nearby loss in parking was first assessed when the roundabout was installed in 2021. Later that year a resident of Russell Street asked if the street could be converted to angled parking.
- 13 The Hearings Committee could support adding parking capacity to some or all of Russell Street or chose to retain the existing layout.
- 14 It is possible to adjust the parking layout along the southern side of Russell Street to angled parking rather than the existing parallel parking layout, providing an additional 28 car parks. The proposal has been reviewed by a Transport Safety Engineer. Officers note that Russell Street is a wide road, with the sections of carriageway that are proposed to be converted into parallel parking along one side having an approximate width of 13.8m.
- 15 Russell Street is classified as a Local Road as per the 2GP Road Classification Hierarchy, with an average daily use of 576 trips as per MobileRoads estimates at June 2024. It is noted that the lower section of the street (between Canongate and Māori Road/Arthur Street, both of which are classified as Collector Roads) has an average daily use of 379 trips, while the central section (Māori Road/Arthur Street to Braid Road) has an average daily use of 551 trips. The upper section (Braid Road to York Place) has an average daily use of 800 trips.
- 16 Consultation on this change was undertaken in October 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.
- 17 A summary of submissions received is included as Attachment B.

Union Street – Restriction changes – TPC 48/3

- 18 After several requests from a nearby business owner, officers propose to install P120 (two-hour, unpaid) restrictions to four parking spaces along the northern side of Union Street. The restriction of these spaces would align with the surrounding parking restrictions, as well as improving turnover and parking availability for visitors.
- 19 Consultation on this change was undertaken in late October 2024 through to early November 2024. Letters were sent to affected residents, property managers and property owners. The proposal was also published on the Dunedin City Council website and a sign was installed in the area.
- 20 A summary of submissions received are included as Attachment B.

Kaikorai Valley Road – Restriction changes - TPC 48/7

- 21 Due to requests from nearby business owners, officers propose to install P60 (one-hour, unpaid) restrictions to five parking spaces along the western side of Kaikorai Valley Road. The restriction of these spaces would align with the surrounding restrictions along Kaikorai Valley Road, as well as improving turnover and parking availability for visitors.
- 22 Consultation on this change was undertaken in November 2024. Letters were sent to affected residents, property managers and property owners. The proposal was also published on the Dunedin City Council website and a sign was installed in the area.

23 A summary of submissions received are included as Attachment B.

Rankeilor Street – Parking layout changes - TPC 48/8

24 As a result of ongoing developments along King Edward Street and Rankeilor Street, officers propose to create five new parking spaces along the western side of Rankeilor Street, consisting of two P5's, two P30's, an 'Authorised Vehicles Only'. The addition of five new parking spaces will support the operation of businesses as well as provide short-term parking for those visiting the South Dunedin Library and Community Complex. The provision of an 'authorised vehicles only' has been requested by many of the businesses in the area to assist with the quick loading and unloading of goods.

25 As part of this development, one P60 will be removed due to the addition of a driveway for the new South Dunedin Library and Community Complex to enable loading and unloading of deliveries.

26 Consultation on this change was undertaken in November 2024. Letters were sent to affected property managers and property owners. The proposal was also published on the Dunedin City Council website and a sign was installed in the area.

27 A summary of submissions received are included as Attachment B.

10 Queens Gardens – parking layout changes - TPC 48/9

28 A new ACC building has been built on the corner of High Street and Dowling Street. The car parking fronting the building is to be restricted to support visitors to the building and nearby businesses.

29 The line marking has been provisionally installed, with capacity for 34 car parks. Three of these will be restricted as mobility parking, and an additional three will be P5 to support pick up and drop off. The remaining 28 spaces will be paid P120 car parks.

30 The hourly fee for these parks will be set at the same rate of the "Outer Zone" parking areas (presently \$1.50 per hour) from Monday to Saturday between the hours of 9am to 6pm. This will align with fees charged in the surrounding area. Information regarding the parking zones can be found [here](#) or on the Dunedin City Council parking services website.

31 Consultation on this change was undertaken in January 2025. The affected property owner was contacted and expressed support for the layout.

32 Officers will monitor the usage of the parking area and will provide The Committee with feedback regarding any changes recommended 12 months on from the formalisation of the car park.

33 A summary of submissions received are included as Attachment B.

Parking Counts

34 in total, it is proposed that there will be a net gain of 39 restricted and 27 unrestricted parking spaces across the city, resulting in a total of 66 additional car parks. Detail is provided in Table A - Parking Counts.

35 Changes to restriction type only (no loss in parking) are also shown in the table below.

TABLE A - PARKING COUNTS			
ALL PARKING CHANGES			
	Restricted car parks	Unrestricted car parks	Restriction change only
MINOR PARKING CHANGES			
General Changes	1	-1	11
Russell Street	0	28	0
Union Street	0	0	4
Kaikorai Valley Road	0	0	5
Rankeilor Street	4	0	0
Queens Gardens Car Park	34	0	0
TOTAL	39	27	20

Corrections to the bylaw database

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

TABLE B - CORRECTIONS TO THE TRAFFIC AND PARKING BYLAW		
CORRECTIONS TPC-49		
Number	Location	Detail
1	60 High Street, Mosgiel	Update bylaw layer to remove redundant bus stop
2	Enterprise Place, Mosgiel	Update bylaw layer to reflect no stopping lines throughout the street
3	13 Haddon Place	Update bylaw layer to reflect relocated Residents Only parking space
4	Wickliffe Street, Mosgiel	Update bylaw layer to reflect relocated mobility park
5	Arthur Street West	Update bylaw layer to remove redundant bus stop
6	650 George Street	13m no stopping lines as per resource consent requirements

OPTIONS

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

Option One – Recommended Option

38 That The Committee approves the proposed changes to the traffic and parking controls database

Impact assessment

39 Overall, this option is likely to marginally increase city emissions, with no anticipated impact on DCC emissions.

Debt

- No debt funding is required for this option.

Rates

- There are no impacts on rates.

Zero carbon

40 Parking management has a material impact on travel choices, and through that, city transport emissions. Key considerations are as follows:

- Russell St: Proposed changes are likely to marginally increase city emissions. Provision of additional free parking encourages more people to commute by private vehicle and may incentivise residents to increase their rates of car ownership.
- 10 Queens Gardens: Proposed changes are unlikely to materially impact city emissions. The changes convert a former long-stay parking facility that incentivised commuting by private vehicle into short-term, paid visitor parking that meets an existing demand for parking in the area.
- Other proposed changes are unlikely to materially impact city emissions.

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
- Contributes to achieving an integrated, affordable responsive, effective and safe transport network

Disadvantages

- Costs of installation

Option Two – Status Quo

41 Do nothing.

Impact assessment

42 There are no impacts identified with this option.

Debt

- No debt funding is required for this option.

Rates

- There are no impacts on rates.

Zero carbon

- There will be no changes to either the city-wide or DCC’s emissions profile.

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

- 43 If The Committee recommends the changes to traffic and parking controls, a report of the proposed changes will be brought before Council for approval.
- 44 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
Authoriser:	Jeanine Benson - Group Manager Transport Scott MacLean - General Manager, Climate and City Growth

Attachments

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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.

Zero carbon

The overall the proposed changes encompassed by Option 1 are likely to marginally increase city emissions. DCC emissions would not be affected.

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.

