

**Notice of Meeting:**

I hereby give notice that an ordinary meeting of the Traffic and Parking Bylaw Subcommittee will be held on:

**Date:** Monday 28 September 2020

**Time:** 9.00 am

**Venue:** Edinburgh Room, Municipal Chambers, The Octagon, Dunedin

Sandy Graham  
Acting Chief Executive Officer

---

## **Traffic and Parking Bylaw Subcommittee**

### **PUBLIC AGENDA**

---

**MEMBERSHIP****Chairperson**  
**Members**

Cr Andrew Whiley

Cr Steve Walker

Cr Jim O'Malley

**Senior Officer**

Jeanine Benson, Group Manager Transport

**Governance Support Officer**

Lauren McDonald

Lauren McDonald  
Governance Support Officer

Telephone: 03 477 4000  
Lauren.McDonald@dcc.govt.nz  
[www.dunedin.govt.nz](http://www.dunedin.govt.nz)

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



<b>ITEM</b>	<b>TABLE OF CONTENTS</b>	<b>PAGE</b>
1	Apologies	4
2	Confirmation of Agenda	4
3	Declaration of Interest	5
<b>PART A REPORTS (Committee has power to decide these matters)</b>		
4	Proposed parking restriction changes - September 2020	11
5	Proposed one-way traffic restriction for Pilkington Street	21

**1 APOLOGIES**

At the close of the agenda no apologies had been received.

**2 CONFIRMATION OF AGENDA**

Note: Any additions must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.

## **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**

Title	Page
<a href="#">↓</a> A Elected Members' Register of Interests as at 21 September 2020	7



**Councillor Register of Interest - Current as at 21 September 2020**

Name	Date of Entry	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Andrew Whiley	17/11/2016	Owner/Operator	Whiley Golf Inc and New Zealand Golf Travel Ltd	No conflict identified	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
		Director/Shareholder 22 May 2017	Estate of Grace Limited	No conflict identified	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
		Trustee	Japek (Family Trust) - Property Ownership - Dunedin	Duties to Trust may conflict with duties of Council Office.	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
		Member	Otago Golf Club	No conflict identified	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
		Member	Dunedin South Rotary Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Board Member	New Zealand Professional Golfers Assn	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Institute of Directors	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	National Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Chairman	Volunteering Otago	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Dunedin Otaru Sister City Society (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Dunedin Public Art Gallery Society (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
		Member	Grow Dunedin Partnership (Council appointment - alternate)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
		Member	NZ Masters Games Trust Board (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
		Member	Dunedin Community House Executive Committee	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
		Member	Puketai Residential Centre Liaison Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Otago Peninsula Community Board (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Jim O'Malley	07/11/2016	Owner	Biocentrix Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Mosgiel Association Football Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Director	Ocho Newco Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Owner	Residential Property Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Owner	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Ice Sports Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Dunedin Manufacturing Holdings	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Ice Sports Dunedin Incorporated (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If in confidential leave the room. Seek advice prior to the meeting.
		Member	Connecting Dunedin (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.
Steve Walker		Chairperson	Dunedin Wildlife Hospital Trust	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
		Chairperson	West Harbour Beautification Trust	Potential conflict WHBT work with Parks and Reserves to co-ordinate volunteer activities	Withdrawal from all West Harbour Beautification Trust/ DCC discussions involving this relationship.
		Member	Orokonui Ecosanctuary	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
		Member	Port Chalmers Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Keep New Zealand Beautiful	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
		Member	Society of Beer Advocates	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.



	Member	New Zealand Labour Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Port Chalmers Historial Society	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Sea Lion Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Edinburgh Sister City Society (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Connecting Dunedin (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Ao Turoa Partnership (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Keep Dunedin Beautiful (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 - alternate)	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.



## PART A REPORTS

### PROPOSED PARKING RESTRICTION CHANGES - SEPTEMBER 2020

Department: Transport

---

#### EXECUTIVE SUMMARY

- 1 This report seeks approval of minor changes and clarifications to parking restrictions.

#### RECOMMENDATIONS

That the Council:

- a) **Approves** the recommended changes to parking restrictions that are shown in the September 2020 update of the Dunedin City Council's traffic and parking restrictions database, <https://tinyurl.com/ParkingSeptember2020>.
- b) **Notes** that all parking controls previously approved by Council and not shown as a change on the September 2020 traffic and parking restrictions database remain unchanged.

#### BACKGROUND

- 2 Traffic and parking restrictions are made under the Traffic and Parking Bylaw. Traffic and parking controls contribute to the objectives of the Dunedin Integrated Transport Strategy 2013, particularly by supporting the achievement of a safe, efficient and accessible transport network for all modes. The Land Transport (Road User) Rule 2004 establishes rules under which traffic operates on roads to support consistent and predictable responses by road users in New Zealand.
- 3 Council is also moving towards consistency and simplicity in the parking control system. This should make parking easier for people to use and understand and be more efficient to enforce.
- 4 Council maintains a GIS map database of traffic and parking restrictions (the database) which reflects all on-street parking restrictions that are approved and implemented with markings and/or signs.

#### DISCUSSION

- 5 The Council receives a range of unsolicited requests to change parking restrictions from individuals and businesses. Staff investigate and review the requests across a range of factors

including safety concerns, commuters, commercial users, the road width and topography, traffic flow, neighbouring on-street parking spaces, visibility concerns and crash statistics. If a proposed change is supported, consultation is undertaken by the applicant with residents, businesses and property owners in the area to demonstrate support for the requested change.

- 6 Recommended changes and clarifications to parking restrictions are shown in the database at <https://tinyurl.com/ParkingSeptember2020> and Attachments A and C. The GIS layer includes a new bookmark feature which links the numbered item in the attachment tables for the location on the GIS layer.
- 7 The recommended minor parking restriction changes detailed in TPC-19 include:
  - a) Parking changes to improve safety, efficiency or access, where appropriate engagement has been carried out with affected parties.
  - b) Parking changes on Ward Street and Mason Street to encourage parking turnover, improve the consistency and efficiency of parking time restrictions in the area and provide for dedicated mobility parking. The DCC sought feedback on the proposed changes. The consultation summary can be seen in attachment B.
- 8 Clarifications of parking restrictions and correction of database are detailed in TPC-20 (Attachment C) and do not change current parking restrictions and include:
  - a) Changes to markings or signs intended to clarify parking controls which are already in place. Changes may make existing markings or signs clearer or reinforce existing rules (for example installation of broken yellow lines to clarify that no vehicles may stop within one metre of a driveway under Land Transport (Road User) Rule 2004). These clarifications are considered necessary for access or safety and are an exception to Council's general approach not to mark anything that is currently enforceable under existing rules.
  - b) Corrections to the database have been made to accurately reflect the parking restrictions which are on the ground.

## **OPTIONS**

### **Option one – Approve the proposed changes to the parking controls database**

- 9 The recommended minor changes to parking restrictions would be implemented.

#### *Advantages*

- Improves safety, efficiency and access of the transport network by:
  - i) Providing appropriate short stay parking to provide for surrounding land uses; and
  - iii) Improving safety and enabling property access by prohibiting obstructive parking, making existing parking controls clearer, and providing for access to new driveways.
- Provides an improved and enforceable framework of parking restrictions.

#### *Disadvantages*

- Some people may be initially confused by the changes and new locations of parking.

## Option two – Retain the existing parking restrictions without amendment

10 Do nothing and retain the existing parking restrictions.

### *Advantages*

- Council resources can be allocated to other transport projects.
- People would not get confused as no parking would change.

### *Disadvantages*

- Does not improve safety, efficiency and access on the transport network.

## NEXT STEPS

11 If the Council approves the recommended changes to parking restrictions, the changes will be implemented through appropriate signs and road markings and will be enforced under the Traffic and Parking Bylaw.

## Signatories

Author:	Paula Barragan - Contractor
Authoriser:	Nick Sargent - Transport Strategy Manager Jeanine Benson - Group Manager Transport

## Attachments

	<b>Title</b>	<b>Page</b>
<a href="#">↓A</a>	TPC-19 Minor parking changes	16
<a href="#">↓B</a>	Consultation summary and feedback report-Ward and Mason St.	18
<a href="#">↓C</a>	TPC-20 Parking clarifications and corrections	20

**SUMMARY OF CONSIDERATIONS**
***Fit with purpose of Local Government***

This report enables democratic local decision making and action by, and on behalf of communities; and promotes the social, economic and environmental wellbeing of communities in the present and for the future.

***Fit with strategic framework***

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Establishing and changing traffic and parking restrictions support the achievement of a safe, efficient and accessible transport network for all modes, and supports the social and economic wellbeing of Dunedin communities.

***Māori Impact Statement***

There are no known impacts for tangata whenua.

***Sustainability***

There are no implications for sustainability.

***10 year plan /Annual Plan / Financial Strategy /Infrastructure Strategy***

There are no implications.

***Financial considerations***

There are no financial implications, 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***

Engagement has been undertaken with property occupiers in the affected areas as appropriate.

***Engagement - internal***

Transport and parking services staff have been consulted.

***Risks: Legal / Health and Safety etc.***

This report seeks minor changes and clarifications to the GIS map database of traffic and parking controls of the Traffic and Parking Bylaw.

***Conflict of Interest***

There are no known conflicts of interest.

***Community Boards***

There are no significant changes within the boundary of the Community Boards.



PROPOSED TRAFFIC AND PARKING CONTROLS				
MINOR CHANGES-TPC 19				
The following minor changes to parking are proposed. Note that nsl=no stopping lines and AVO=Authorised Vehicle Only, PUDO=Pick Up and Drop Off and ROP=Residents parking only				
Ref. No	Location	Description	Parking spaces count	Type
1	82 Filleul Street	In response to a customer request. Conversion of 2 P60 restricted parking spaces to 1 P5 and 1 Pick Up and Drop Off to provide for short-term parking.	2 P60 lost -1P5 and 1 PUDO gained	New layout-Minor restriction change
2	7 Harington point Road-Portobello	In response to a customer request. Conversion of 2 P120 restricted spaces to 2 P30 to provide for short-term parking.	2 P120 lost and 2 P30 gained	New layout-Minor restriction change
3	12 Church Street, Mosgiel	In response to a customer request. Conversion of 2 unrestricted parking spaces to 2 P120 restricted parking spaces to provide for short-term parking.	2 unrestricted lost and 2 P120 gained	New layout-Minor restriction change
4	345 Hillside Road	In response to a customer request. Conversion of 2 unrestricted parking spaces to 2 P30 restricted spaces to provide for adequate parking.	2 unrestricted lost and 2 P30 gained	New layout-Minor restriction change
5	8 Stafford Street	In response to a customer request. Conversion of a large Authorised Vehicle Only (AVO) parking space (Capacity of 4) to 2 AVO and 2 P5 restricted parking spaces. Additionally, 1 P60 converted to 1 P5 restricted parking space.	2 AVO spaces and 1 P60 lost and 3 P5 gained	New layout-Minor restriction change
6	26 Arthur Street-Outside Arthur Street School	In response to a customer request. Conversion of a 1 unrestricted parking space between Otago Boys School and Arthur St. School into to a P60 Mobility Park.	1 unrestricted lost and 1 Mobility gained	New parking layout-Minor restriction change
7	86 Macandrew Road	In response to a customer request. Installation of 4 P5 outside the business area. 2 P5 outside the business's parking area and 2 P5 outside An-Nur Kiwi Academy.	4 unrestricted lost and 4 P5 gained	New parking layout-Minor restriction change
8	Corner of Police and Vogel St (95 Crawford Street)	In response to a customer request. 1 P120 restricted parking space converted to 1 Authorised Vehicle Only parking space.	1 P120 lost and 1 AVO gained	New layout-Minor restriction change
9	17 Lorne Street	In response to a customer request. Conversion of 2 unrestricted parking spaces to 2 P5 restricted parking spaces.	2 unrestricted lost and 2 P5 gained	New layout-Minor restriction change
10	151 Vogel Street (175 Crawford Street-Opposite)	In response to a customer request. Unrestricted parking space (capacity for 4 cars ) will be time-restricted to be converted into a 'multiuse' parking space: AVO for a few of hours and unrestricted parking the rest of the day.	4 AVO spaces gained	New parking layout-Minor restriction change
11	Moray Place corner Princes st	In response to a customer request. Removal of NSL and installation of Motorcycle parking area.	2 Motorcycle spaces gained	NSL removal-New layout-Minor restriction change



PROPOSED TRAFFIC AND PARKING CONTROLS				
MINOR CHANGES-TPC 19				
The following minor changes to parking are proposed. Note that nsl=no stopping lines and AVO=Authorised Vehicle Only, PUDO=Pick Up and Drop Off and ROP=Residents parking only				
Ref. No	Location	Description	Parking spaces count	Type
12	121 Forth Street	Conversion of 2 angle parking spaces (close to the corner with St David Street) to 2 restricted P5 parking spaces to facilitate services to the rubbish service centre.	2 unrestricted spaces lost and 2 P5 gained	New layout-Minor restriction change
13	24 and 26 St David Street	Conversion of 2 resident parking spaces to 2 P180 restricted parking spaces.	2 ROP lost and 2 P180 gained	New layout-Minor restriction change
14	Ward and Mason Street area	Originated by a customer request but assesment of the overall area undertaken. Change of eight (8) P10 parking spaces to P5 , one (1) parking space from P60 to P30 and three (3) parking spaces from P120 to P30. Additionally, one P120 mobility parking space will be installed.	8 P10, 1 P60 and 3P120 lost and 8 P5, 4 P30 and 1 mobility gained	New layout-Minor restriction change
15	Heriot Row Upper (Cobden St to Heriot Row)	Procedural change in response to a parking bay installed. Reduction of NSL at the beginning of a the new parking bay of unrestricted parking installed.	No gain or loss	NSL Removal-Minor restriction change
16	137 Evans St	In response to a customer request. Extension of NSL (opposite 137 Evans St) as a safety measure.	3 unrestricted spaces lost	NSL Installation-Minor restriction change
17	488 Leith Street	Procedural change due to a consent for a driveway installation. Removal of 3 non restricted parking spaces. Update bylaw layer only.	3 unrestricted spaces lost	New layout-Minor restriction change
18	Bond Street (Corner Water St)	Conversion of one Mobility P120 parking space to Mobility P90 and one restricted P240 to one Mobility P90 parking space.	1 P240 lost and 1 mobility P90 gained	New layout-Minor restriction change
19	1 Cobden Street	In response to a customer request Installation of two motorcycle spaces in a space between two garages.	2 Motorcycle spaces gained	New layout-Minor restriction change
20	MacLaggan Street	Removal of 5 parking spaces and conversion of that area into a 40 m long AVO. Customer offers to provide for parking public parking within the basement of the current warehosue building in lieu of the lost on-street parking.	5 P240 lost	New parking layout-Minor restriction change
21	101 Stuart Street	Corner of Lower Stuart and Moray Place. In particular outside Gallery De Novo from to 77 Stuart St and 385 Moray Place. Original request modified to the following new layout: Stuart St: 4 parking spaces currently P240 to become 2P5 and 2P60. Moray Place: 1 parking space modified from P60 to P5.	4 P240 and 1 P60 lost and 3P5 and 2 P60 gained	New parking layout-Minor restriction change

## Summary Ward and Mason streets consultation-Feedback report

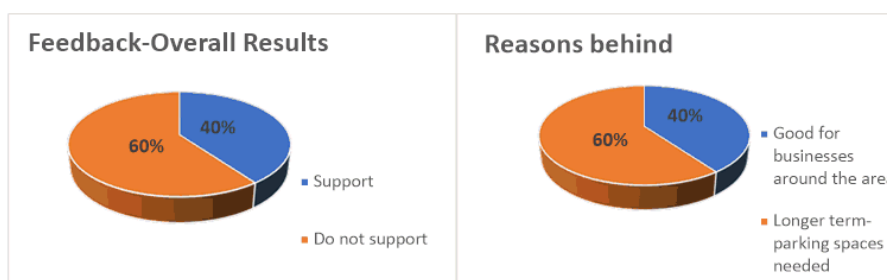
### Background

Feedback was received mostly via website link in the period between the 22nd of June to 22nd of July 2020. Prior to that period starting, both property owners and rate payers were informed with the proposal for changes. Signage detailing the ways to provide feedback were installed in four different locations around the area.

The consultation proposed to modify parking time restrictions in the area according to the map below:



### Feedback results



#### **Discussion**

The feedback received was divided. Only five (5) comments were received and two (2) of them supported the changes and, three (3) opposed the changes, the perception being that longer-term time restrictions in the area are needed.

The proposal was suggested by businesses in the area who rely on turnover to support their trade. Having received the request officers proposed other changes to provide for a range of restrictions in the area. This included removing P10 and replacing them with P5 parking spaces (since the effective duration is 10 minutes longer than the displayed time restriction) and implementing a mobility parking space.

The main item of adverse feedback was modifying the time restriction of (9) nine-spaces parking area from P120 to P30 (Yellow label on map). Due to the feedback received not supporting the original proposal, officers now recommend adjusting the original proposal as follows.: retaining the current P120 time restriction for six (6) of the mentioned nine (9) car parks and modifying the time restriction of three (3) of them to P30.

All the rest of changes would be recommended as originally proposed.

PROPOSED TRAFFIC AND PARKING CONTROLS				
CLARIFICATIONS AND CORRECTIONS-TPC 20				
The following changes to parking layout are proposed to 1. Clarify restrictions which already apply through signage, rules. Or, 2. Correct restrictions to the Traffic and Parking Bylaw layer only. Some have already been installed on the road as Council prior approval is not required, Note that NSL=Non Stopping Lines.				
Ref. No	Location	Description	Parking spaces count	Type
1	94 and 86 and Portsmouth Drive	In response to a customer request. Installation of NSL outside # 94 Portsmouth Dr. to avoid long term parking on berm.	No gain or loss	NSL Installation-Clarification-Road Rule
2	199 Surrey Street	In response to a request from property owner, installation of NSL next to drive way to maintain property access and avoid residents parking too close to driveway entrance. Ongoing issues.	No gain or loss	NSL Installation-Clarification-Road Rule
3	Winston Place and Seaview Terrace	In response to a request from neighbour of the area, installation of NSL at the corner of Seaview Terrace and Winston Pl to maintain access and avoid residents parking near intersection. Ongoing issues.	No gain or loss	NSL Installation-Clarification-Road Rule
4	17 Elder Street	In response to a request from property owner, installation of NSL next to drive way to maintain property access and avoid residents parking too close to driveway entrance. Ongoing issues.	No gain or loss	NSL Installation-Clarification-Road Rule
5	15 Woodside Terrace	Installation NSL next to driveway. Legal NSL on the ground do not show on the bylaw layer. Update only.	No gain or loss	Bylaw layer correction/update
6	Brooke Street	Legal NSL on the ground do not show on the bylaw layer. Addition of some metres on the bylaw layer. Update only.	No gain or loss	Bylaw layer correction/update
7	Corner of Torridon Street and Warden Street	Repaint of legal NSL on the ground. Originates from physical improvements to the area.	No gain or loss	Bylaw layer correction/update
8	36 South Road-Corner with Eglinton Rd	Error on the bylawlayer showing the area as bus stop zone. Update bylawlayer to no parking zone.	No gain or loss	Bylaw layer correction/update
9	7 Dundas Street	Installation NSL. Legal NSL on the ground do not show on the bylaw layer. Update only.	No gain or loss	Bylaw layer correction/update

## PROPOSED ONE-WAY TRAFFIC RESTRICTION FOR PILKINGTON STREET

Department: Transport

### EXECUTIVE SUMMARY

- 1 A proposed traffic restriction to change traffic to one-way only on Pilkington Street from Balmacewen Road to Passmore Crescent.
- 2 Addition of Pilkington Street (from Balmacewen Road to Passmore Crescent) to the Schedule of one-way road restrictions in accordance with paragraph 13.20 of the Traffic and Parking Bylaw.

### RECOMMENDATIONS

That the Subcommittee:

- a) **Restricts** traffic to one-way only on Pilkington Street from Balmacewen Road to Passmore Crescent.
- b) **Notes** an addition to the traffic restriction schedule for one-way streets at Attachment B.

### BACKGROUND

- 3 Traffic and parking restrictions are made under the Traffic and Parking Bylaw. Traffic and parking controls contribute to the objectives of the Dunedin Integrated Transport Strategy 2013, particularly by supporting the achievement of a safe, efficient and accessible transport network for all modes.
- 4 The Traffic and Parking Bylaw requires the Council to maintain schedules which reflect traffic restrictions that are approved and implemented with markings and/or signs. This report provides the traffic restriction schedules for one-way streets, including Pilkington Street as a one-way only from Balmacewen Road to Passmore Crescent.

### DISCUSSION

#### Pilkington Street one-way trial

- 5 John McGlashan College approached the DCC to review the safety of Pilkington Street and develop options that might alleviate some of the traffic congestion at school pick up and drop off times. On street parking at the school was limited and flowed over into the surrounding streets which was causing some friction between the school and nearby residents. Pilkington Street already had a slow speed environment due to the existing raised platforms but the two-

way traffic and volume of vehicles, combined with the narrow road, made traffic jams and school children weaving between moving traffic a common occurrence.

- 6 In late 2017, the DCC trialled road safety improvements around John McGlashan College. This included a one-way trial by stopping vehicles turning from Pilkington Street onto Balmacewen Road to increase visibility at this intersection and reduce traffic outside John McGlashan College. Drivers used Grater Street or Passmore Crescent to join Balmacewen Road or Highgate.
- 7 These measures aimed to improve the safety of pedestrians crossing Pilkington Street and to improve traffic flow through the area at pick up and drop off times whilst also increasing the amount of available car parking close to John McGlashan College.

#### **Review of one-way trial**

- 8 The DCC reviewed the trial information and vehicle counts. This showed that conflict points have been reduced and that the trial one-way system has worked very well. The main benefits include:
  - a) A safer pedestrian environment with pedestrians using the crossing points and drivers allowing them to cross.
  - b) Traffic flow is almost constant with minimal waiting times at the Passmore Crescent intersection and there is reduced traffic queuing on Balmacewen Road when entering Pilkington Street.
  - c) The parking is fully utilised because vehicles can get in and out of spaces relatively easily.
  - d) Angled parking on the school block has concentrated the school related vehicles close to the school.
  - e) School buses can exit the street easily without getting stuck when meeting oncoming traffic.
- 9 It was reported by residents that traffic volumes had increased on Grater Street, but vehicle counts, after the trial was implemented, suggest that there was little change in numbers but there are more vehicles heading South, back to Balmacewen Rd, (presumably doing the Pilkington, Passmore, Grater loop). Grater Street is another relatively narrow street that has the occasional issue coping with two-way traffic and monitoring has continued. There are no plans to change parking restrictions at present.
- 10 A small number of residents of the wider area opposed the new layout due to the detour necessary if wanting to head towards Helensburgh Road from the Cannington Road area. The detour adds approximately 200m to their journey. One or two cyclists also wanted cycle access to Balmacewen Road via Pilkington St, which was possible under the trial but will not be possible with the road legally one way.

#### **Community feedback**

- 11 Community feedback was sought on the proposal to permanently keep part of Pilkington Street as a one-way from Balmacewen Road to Passmore Crescent from 30 March 2020 to 30 April 2020. Feedback was directly sought from John McGlashan College and properties in the surrounding area through a mail drop of over 300 properties in the area, as well as a public notice. The summary of consultation is provided at Attachment A.

- 12 The Council received twenty-four (24) submissions. Eighteen (18) submissions (74% of the responses) supported the proposal. Key themes from the submissions of those who supported the proposed one-way street included:
- a) Better traffic distribution (eight comments);
  - b) Increased safety around John McGlashan College (six comments);
  - c) Increased safety around the wider area (three comments); and
  - d) Increased parking areas (one comment).
  - e) About 1/3 requested that DCC to consider traffic and parking issues on Grater Street in the future.
- 13 Six (6) submissions (25% of the responses) did not support the proposal. Key themes from the submissions of those who did not support the proposed one-way street included:
- a) Causes traffic and/or parking issues on Grater Street (five comments);
  - b) Disruption on traffic flow around the area (three comments);
  - c) Unnecessary safety measure (two comments);
  - d) Reduced safety around the area (two comments).

#### **Bylaw Schedules**

- 14 The Traffic and Parking Bylaw notes traffic restrictions such as one-way roads and therefore, Pilkington Street is proposed to be added to the schedule of one-way roads. Paragraph 13.20 states that Council should maintain schedules of all traffic restrictions which should be made available to the public.

#### **OPTIONS**

##### **Option one – Restricts traffic to one-way only on Pilkington Street from Balmacewen Road to Passmore Crescent and adds it to the Schedule of one-way roads.**

##### *Advantages*

- Improves safety by increasing visibility at the Balmacewen Road / Pilkington Street intersection and reduces traffic outside John McGlashan College.
- Most of the community feedback supported this option.

##### *Disadvantages*

- Costs for installing permanent bollards.
- Possible to consider future layout of Grater street

## Option two – Does not restrict traffic to one-way only on Pilkington Street from Balmacewen Road to Passmore Crescent

### Advantages

- No change required to the traffic and parking bylaw layer and schedule.
- The future layout of Grater street will not be considered.

### Disadvantages

- Most of the community feedback did not support this option.
- Does not improve safety or reduce conflict points.
- May create short-term confusion as traffic layout is returned to two-way layout.
- Costs for installing former layout and for removal of signs and markings.

## NEXT STEPS

- 15 If the Council approves the one-way restriction of part of Pilkington Street, the changes will be implemented through installing permanent bollards, signs and road markings.

## Signatories

Author:	Paula Barragan - Contractor
Authoriser:	Nick Sargent - Transport Strategy Manager Jeanine Benson - Group Manager Transport

## Attachments

	Title	Page
<a href="#">A</a>	Pilkington Street-Consultation feedback report	26
<a href="#">B</a>	Traffic and Parking Bylaw-Schedule 1: One-way roads	28



**SUMMARY OF CONSIDERATIONS**
***Fit with purpose of Local Government***

This report enables democratic local decision making and action by, and on behalf of communities; and promotes the social, economic and environmental wellbeing of communities in the present and for the future.

***Fit with strategic framework***

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Establishing and changing traffic and parking restrictions support the achievement of a safe, efficient and accessible transport network for all modes, and supports the social and economic wellbeing of Dunedin communities.

***Māori Impact Statement***

There are no known impacts for tangata whenua.

***Sustainability***

There are no implications for sustainability.

***10 year plan / Annual Plan / Financial Strategy / Infrastructure Strategy***

There are no implications.

***Financial considerations***

There are no financial implications, 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***

A consultation process has been undertaken on the proposed one-way of part of Pilkington Street.

***Engagement - internal***

Transport staff have been consulted.

***Risks: Legal / Health and Safety etc.***

This report seeks approval of a new traffic restriction of the Traffic and Parking Bylaw.

***Conflict of Interest***

There are no known conflicts of interest.

***Community Boards***

Pilkington Street is not in a community board area.

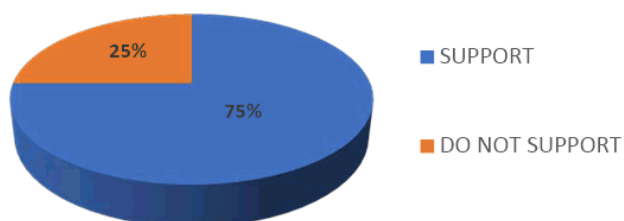
**ATTACHMENT A**

**Summary Pilkington street consultation-Feedback report**

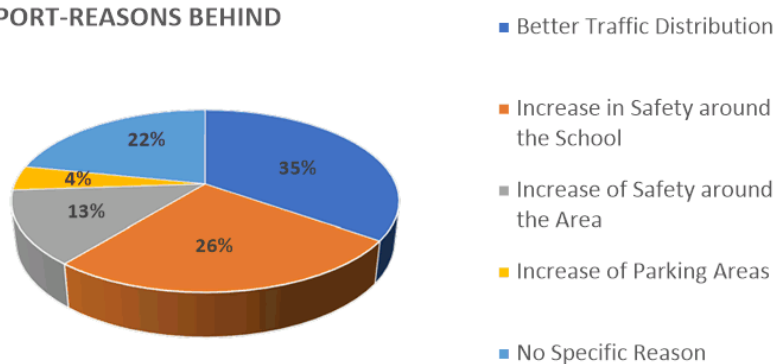
FEEDBACK RESULTS		
	Submissions	Submissions (%)
<b>TOTAL SUPPORT</b>	18	75
<b>DO NOT SUPPORT</b>	6	25
<b>TOTAL</b>	<b>24</b>	<b>100</b>

FEEDBACK RESULTS			
SUPPORT		DO NOT SUPPORT	
* Some people comment on more than one reason		* Some people comment on more than one reason	
Reason	Comments	Reason	Comments
Better Traffic Distribution	8	Unnecessary Safety Measure	2
Increase in Safety around the School	6	Disruption on Traffic Flow around the Area	3
Increase of Safety around the Area	3	Causes traffic/parking issues on Grater St	5
Increase of Parking Areas	1	Reduction of Safety around the Area	2
No Specific Reason	5	No Specific Reason	0

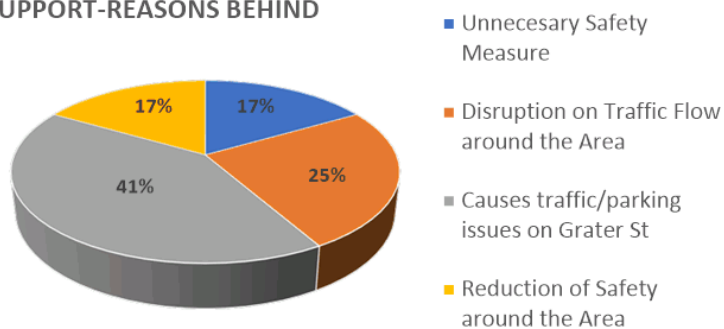
### OVERALL RESULTS



### SUPPORT-REASONS BEHIND



### DO NOT SUPPORT-REASONS BEHIND



TRAFFIC RESTRICTIONS			
SCHEDULE 1: ONE-WAY RESTRICTIONS			
ONE-WAY ROADS			
ROAD	FROM ROAD	TO ROAD	AREA
Albert Rd	Bradley Rd	Bayview Terrace	Osborne/Purakaunui
Albertson Ave (Cnr Wickliffe Tce)	Wickliffe Tce	Wickliffe Tce	Port Chalmers
Alexander St	Paterson St	Exmouth St	Abbotsford
Bath St	George St	Stuart St	Dunedin Central
Bayview Terrace	Albert Rd	Rowland St	Osborne/Purakaunui
Bishops Rd	Cnr Elm Row/Brown St	Elm Row	Dunedin Central
Bradley Rd	Rowland St	Albert Rd	Osborne/Purakaunui
Brownville Cres	Highgate	Spylaw St	Maori Hill
Burwood Ave	Highgate	Newington Ave	Maori Hill
Bute St	Royal Terrace	Duchess Ave	Dunedin Central
Carey Ave	King Edward St	Glasgow St	South Dunedin
Cemetery Rd	Macandrew Rd	Harbour Tce	Careys Bay
Charlotte St	Highgate	City Rd	Dunedin Central/Roslyn
Clarendon St	Gowland St (SH 1)	Frederick St	Dunedin Central
Columba Ave (Near Riselaw Rd)	Loop Columba Ave	Loop Columba Ave	Calton Hill
Craddock Pl (Cnr Fiednship Dr)	Craddock Pl (Loop)	Friendship Dr	Waldronville
Devon St	Fryatt St	Cresswell St	Dunedin Central
Duke St (North Dunedin)	Castle St North/Brook St	SH1 North	North Dunedin
Dunbar St	Stuart St	SH1 (Queens Garden)	Dunedin Central
Elm Row	York Pl	Arthur St	Dunedin Central
Elm Row (Division)	Halfway Elm Row (coming from Brown St)	Arthur St	Dunedin Central
Erin St	City Rd	Sligo Terrace	Dunedin Central/Roslyn
Esplanade	Forbury Rd	Beach St	St Clair
Forbury Rd	Victoria Rd/Bedford St	Esplanade	St Clair
Freyberg Ave (Loop)	Cnr Station Rd-Near Duke St	Station Rd (Neat Rohais Pl)	Sawyers Bay

TRAFFIC RESTRICTIONS			
SCHEDULE 1: ONE-WAY RESTRICTIONS			
ONE-WAY ROADS			
ROAD	FROM ROAD	TO ROAD	AREA
Gladstone Rd	North Rd	Glencairn St/Dolphin St	North Dunedin/Dalmore
Glasgow St	Hillside Rd	Macandrew Rd	South Dunedin
Glendevon Pl (Loop)-End of Glendevon Pl	Glendevon Pl (Loop)	Glendevon Pl (Loop)	Vauxhall-Andersons Bay Inlet
Gordon St	SH1-Crawford St	SH1-Cumberland St	Dunedin Central
Grange St	Frederick St	Albany St	North Dunedin
Grey St-Division of (Cnr Scotia St)	Scotia St	Constitution St/Grey St/Island Tce	Port Chalmers
Harbour Tce	Cemetery Rd	Coombe Hay Terrace	Port Chalmers
Harop St	Moray Pl	The Octagon	Dunedin Central
Harris St (Cnr Seaforth St)	Seaforth St	Roneval St	Karitane
High St	Manse St	Princes St	Dunedin Central
Howden St	Main S Rd	Shand St	Green Island
Hyde St	Albany St	Frederick St	North Dunedin
Jessie St	Manapouri St	Rotoiti St	Maia
Jessie St-Bus roundabout	Ravensbourne	Ravensbourne	Maia
Kenilworth St (Cnr Sahndon Rd)	Cnr Kenilworth St and Shandon Rd	Glengyle Street	Waverley
Laing St (Cnr Harrington St)	Harrington St	Wickliffe Tce	Port Chalmers
Landreth St	Beaconsfield Rd	Portobello Rd	Portobello
Lauder St	Luss Rd	Hinkley Tce	Company Bay
Leithbank St	Forth St	Clyde St	North Dunedin
Logan Park Dr	Anzac Av	Butts Rd	North Dunedin
Logan Park High school-Loop Bus route	Butts Rd	Butts Rd	North Dunedin
London St strip	London Street	Stuart st	Dunedin Central
Macandrew Bay School Rd	Portobello Rd (Near Greenacres St)	Portobello Rd (Near Marion St)	Macandrew Bay
Mackenzie St	SH1-Great King St. North	SH1-Cumberland St	North Dunedin
Melbourne St (Cnr King Edward Street)	King Edward St	Fingall St	South Dunedin

TRAFFIC RESTRICTIONS			
SCHEDULE 1: ONE-WAY RESTRICTIONS			
ONE-WAY ROADS			
ROAD	FROM ROAD	TO ROAD	AREA
Moat St	SH1-Great King St. North	Duke St	North Dunedin
Oxford St	Anderson's Bay Rd	Hall St	South Dunedin
Pilkington St	Balmacewen Rd	Passmore Crescent	Maori Hill
Queens Dr (Loop)	Lachlan Ave-Queens Dr	Lachlan Ave	Maori Hill
Riego St	Half Way Riego Street	Forth Street	North Dunedin
Roneval St	Harris St	Sulisker St	Karitane
Rowland St	Bayview Terrace	Bradley Rd	Osborne/Purakaunui
Royal Cres-Car Park-Parallel Strip	Royal Cres (Near Marlow St)	Royal Cres(Ravelston St)	St Kilda
Rutherford St	Thorn St	South Rd	Caversham
Silverton St (Strip)	Somerville St	Musselbergh Rise	Andersons Bay
Sim St	Balmacewen Rd	Highgate	Maori Hill
Sulisker St (Roneval St)	Roneval St	Seaforth St	Karitane/Puketeraki
Sullivan Ave (Glasgow Ave)	Glasgow St	King Edward St	South Dunedin
Tanner Rd	Rockside Rd/Leithon Cl	Rockside Rd	WoodHaugh
The Crescent (Cnr Stephenson St)	Stephenson St	Station Rd	Warrington
Titan St	SH1-Great King St. North	George St	North Dunedin
Union St West	SH1-Cumberland St	SH1-Great King St. North	North Dunedin
Ventnor St	Elgin Rd	Springhill Rd	Mornington
Wallace St (narrow)	Newington Ave	Wallace St	Maori Hill
Wallace St North	Newington Ave	Wallace Street	Maori Hill
Wickliffe Tce (Cnr Ajax Rd)	Ajax Rd	Borlases Rd	Port Chalmers
York Place	Ratray St	Elm Row	Dunedin Central
York Place (Loop)	Arthur St	Ratray St	Dunedin Central