

Notice of Meeting:

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

Date: Friday 15 August 2025
Time: 9.00 am - Proposed Parking Changes
Venue: Council Chambers, Dunedin Public Art Gallery, The Octagon,
Dunedin

Sandy Graham
Chief Executive Officer

Hearings Committee

MEMBERSHIP

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

Wendy Collard
Governance Support Officer

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

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

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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 6 August 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.

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.
	Member	Dunedin Former Refugee Steering Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Music Advisory Panel (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	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 27 June 2025.

Signatories

Author:	Wendy Collard - Governance Support Officer
Authoriser:	Jackie Harrison - Manager Governance

Attachments

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Proposed Parking Changes Speaking Schedule as 11 August 2025			
DATE	TIME	SUBMISSION	NAME
Friday, 15 August 2025			
15-Aug-25	09:05 a.m.	1147409	Jason La Hood, Newington Properties Ltd
15-Aug-25	09:15 a.m.	1147737	Chris Hart
15-Aug-25	09:25 a.m.	1147832	Te Rangihīroa Te Rehutai on behalf of Christine
15-Aug-25	09:40 a.m.	1147844	Gordon Roy, University of Otago
15-Aug-25	09:50 a.m.	1148031	Liam White, OUSA
15-Aug-25	10:00 a.m.	1148039	Jett Groshinski
15-Aug-25	10:10 a.m.	1147789	Jack Cowie & Warren Hanley, Otago Regional Council
15-Aug-25	10:25 a.m.	1147833	Bernice Amstrong
15-Aug-25	10:35 a.m.	1147861	Liam Harrison
15-Aug-25	10:45 a.m.	1145870	Nick
15-Aug-25	10:55 a.m.		

PROPOSED PARKING CHANGES - AUGUST 2025

Department: Transport

EXECUTIVE SUMMARY

- 1 This report presents information for the Hearings Committee (The Committee) to consider proposed changes to parking, turning and one-way restrictions.
- 2 Three proposed changes in parking and traffic restrictions are presented in this report, including:
 - a) the proposed zone and enforcement hours for paid parking on Sundays in the Central City
 - b) parking restrictions proposed for the Albany Street Connection Project, following design modifications and
 - c) turning and one-way restrictions proposed as part of the Albany Street Connection Project.
- 3 Consultation has been undertaken separately for both proposed changes discussed in this report.
- 4 At the time of writing, 10 submitters wish to be heard in relation to the proposed parking changes in this report.
 - a) One submitter regarding the Sunday paid parking zone and
 - b) Nine submitters regarding the Albany Street Connection Project parking restrictions.

RECOMMENDATIONS

That the Committee:

- a) **Recommends** the Committee approve the proposed changes to parking and traffic restrictions presented in this report.
- b) **Notes** that all parking restrictions previously approved by the Council remain unchanged.
- c) **Notes** that a GIS map presenting final proposed restrictions will be available for the Council's review following endorsement from the Hearings Committee.

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.

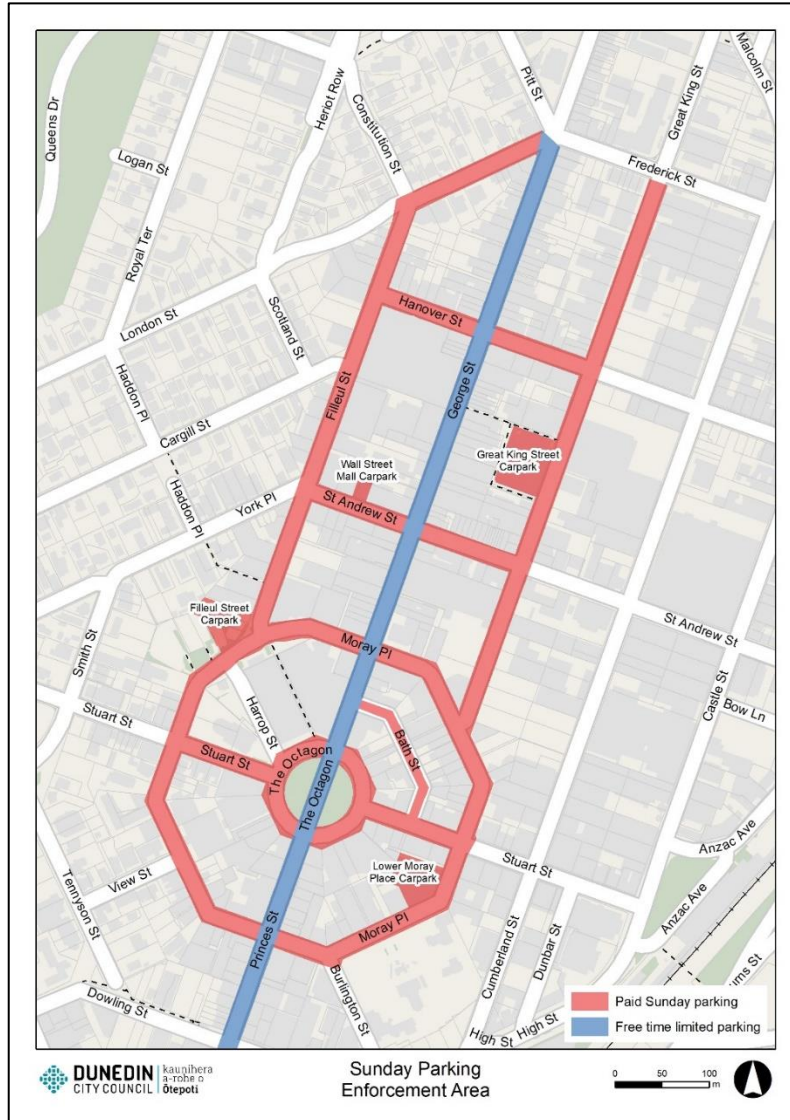


Figure 1- Proposed Sunday Paid Parking Zone

17 The consultation asked whether the proposed zone was appropriate, if the proposed enforcement hours were appropriate, and if there are any other changes that should be considered in the future. Figure 2 below shows the responses to the questions.

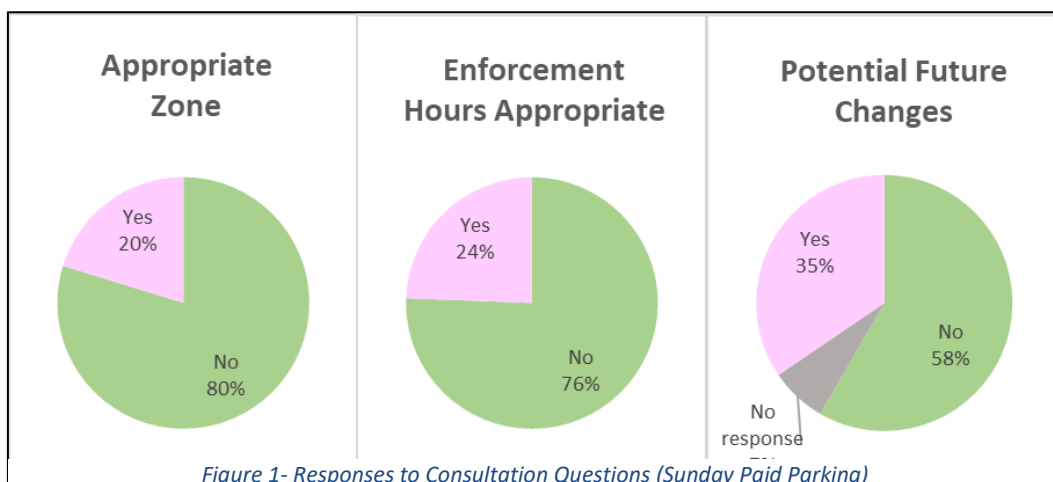


Figure 1- Responses to Consultation Questions (Sunday Paid Parking)

- 18 Feedback received came from a range of people, including business owners, employees, residents, shoppers, and churchgoers. Most submissions noted their reason for visiting the CBD as “shopping”.
- 19 Nearly half of the submissions received did not directly address the specific questions posed during consultation, instead expressing general opposition to the introduction of paid parking.
- 20 *Zones:*
- a) 25% of respondents indicated that the proposed zone was appropriate or should be expanded, with several noting that aligning all metered areas would reduce confusion for the public
 - b) Around 20% of respondents preferred a smaller enforcement zone, suggesting the removal of off-street locations, certain streets, or limiting the zone to specific areas such as the Octagon.
- 21 *Enforcement hours:*
- a) 22% of the responses thought the suggested enforcement hours were appropriate
 - b) 22% of respondents supported shorter enforcement hours, recommending alignment with business hours or a later start time.
- 22 *Potential future changes:*
- a) 33% of responses reiterated a desire for no charges on Sundays
 - b) 45% of responses provided no comments for other changes
 - c) Other responses included suggestions to provide more short-term parking, particularly near the urgent doctor, make Authorised Vehicle Only (AVO) parks general parking and closing George Street to cars. Some comments suggested that unpaid time restrictions may achieve parking turnover or that some longer-term parking (2-3 hours) in the central city would be appreciated.
- 23 Staff have not modified the proposal following feedback received. A change in enforcement hours would be inconsistent for weekends, require updated signage, and would be confusing for the public. While retail businesses may have open hours ending at 5pm (or earlier) other businesses may have longer hours where turnover is still required.
- 24 Staff could consider increasing the size of the zone to cover all metered areas in the future.
- 25 A review will be undertaken in 2026 to assess the implications of the changes.

Albany Street Connection Project Parking Changes – TPC-52

Background and context

- 26 The Albany Street Connection project is part of the Shaping Future Dunedin Transport (SFDT) programme. It aims to improve pedestrian safety on Albany Street and provide a safe east-west cycle route that connects the Harbour Cycleway with the cycle lanes on State Highway One, the Tertiary Precinct and in the central city.

27 The Council regulated some parking changes related to this project in 2023. These changes provided simplified tertiary bus routes, improved bus stops on Union Street East, crossing points at the intersection of Union Street and Harbour Terrace, and other parking regulation changes on adjacent streets.

Consultation and engagement

28 Initial consultation began in 2021 as part of the Council’s 10-Year Plan 2021–31. Further consultation took place in 2022 and 2023, focusing on proposed designs for a separated cycleway, new pedestrian crossings, bus stop and route adjustments, parking changes, and converting some side streets to one-way. The design was refined in response to feedback received throughout these consultation phases.

29 Proposed parking restrictions for Albany Street were considered and supported by a Hearings Committee in 2023. In 2024, the project was put on hold until funding was reconfirmed in the 9 Year Plan 2025-34 which was finalised in June 2025.

30 Consultation on the proposed parking changes was undertaken in July and August 2025, with letters sent to affected property owners, residents and businesses. The proposal was also published on the Dunedin City Council website and signs were installed in the area.

31 Maps of the proposed changes are included as Attachment C, with specific parking changes tabled in Attachment D. It should be noted that Attachment C reflects what was presented to the public, without subsequent changes. Attachment D reflects the updated proposed changes which reflect updates following consultation.

32 Submissions and letters from the consultation are included as Attachments E and F.

33 The consultation sought feedback from the public on the proposed parking restrictions for nine newly created parks (as a result of the consultation, and subsequent design changes) and whether the restrictions (supported in the 2023 Hearings Committee) were still appropriate for the area.

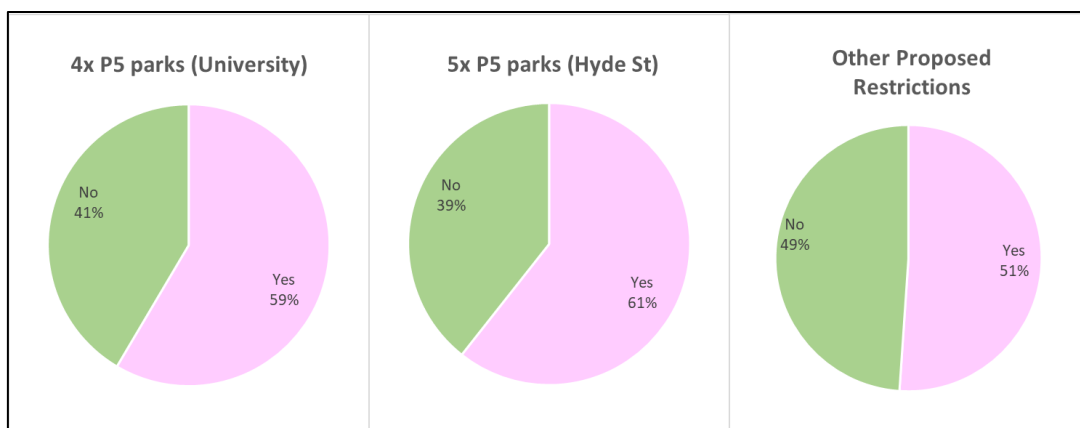


Figure 3 - Responses to Consultation Questions (Albany St Connection Project)

34 The most common themes in the responses received were:

- a) Disappointment that a new consultation was required, and that the cycleway had not progressed already



Figure 4 - Reasons for Parking Near Albany Street

37 For those that selected “other” as their reason for parking, the reasons are detailed below:



Figure 5- Other reasons for visiting Albany St area

38 Submitters were also asked if they had other general comments to make on the parking restrictions.

- a) 60% of these comments reflected support for the cycleway project progressing, for the proposed parking restrictions, safety improvements and improved cycling access
- b) Some feedback provided specific design feedback or questions relating to parking by the cycleway, bus stop locations and cycle parking
- c) Remaining feedback presented opposition to the changes, with concern for resident parking, costs and parking availability in the area.

39 Following feedback received, and discussions with business and organisations, some changes have been made to design, including:

- a) Changing the existing P10 parks on Forth Street to P5s

- b) Removing a coach park and P30s outside Te Rangihīroa College in favour of 4-hour paid parking
 - c) Adjusting the layout/location of the Authorised Vehicle Only (AVO) park on Hyde Street, to better accommodate the needs of the adjacent businesses
 - d) Relocating an existing mobility park and including an additional mobility park alongside the Museum reserve.
- 40 During consultation, staff noted an error in the presented diagram, depicting four P5 parking spaces between Grange and Leith Streets. These four parks are intended to be P30 parks which is consistent with feedback received.
- 41 In addition to the change in restriction, the capacity of some mobility parks has also changed from two to one due to space constraints from providing angled parking in the area.
- 42 The general parking restrictions included for consideration are proposed with enforcement hours of Monday-Saturday, 8am-6pm.
- 43 The following areas will have an 'at all times' restriction:
- a) All P5s
 - b) All mobility parking spaces
 - c) All bus stops
 - d) All Authorised Vehicle Only (AVO) parks.
- 44 A review will be undertaken in late 2026 to assess the impact of the parking changes.

Parking Counts

- 45 In total, it is proposed that there will be a loss of approximately 24 restricted parks and 24 unrestricted parks, with 138 other parks changing in restriction type (no loss or gain). Detail is provided in Table A - Parking Counts.
- 46 Design considerations have allowed additional parking to be retained in this area, resulting in approximately 20 fewer parks being removed as part of the project than previously estimated.

TABLE A - PARKING COUNTS		
<i>Albany Street Connection Project Parking Counts – TPC-52</i>		
Restricted Carparks	Unrestricted Carparks	Change In Restriction Type
-24	-24	138

Changes to turning restrictions and one-way restrictions

- 47 As part of the Traffic and Parking Bylaw, the Council may provide for a road, or part of a road to be a one-way road as well as imposing turning controls and erect signage to control vehicles from turning to the right, or to the left, or from proceeding in any other direction.

- Implementation of paid parking on Sundays may decrease city wide emissions with a greater incentive to utilise active travel modes.
- Changes proposed that support installation of the pedestrian and cycleway improvements around Albany Street will enable mode shift and provide zero carbon benefits.

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

56 Does not support proposed changes to the traffic and parking controls presented in this report.

Impact assessment

57 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

58 Parking management has a material impact on travel choices, and through that, city transport emissions. If no parking changes are supported by the Committee, there will be no change to either DCC or city-wide emissions.

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 mode conflict
- Does not contribute to the Integrated Transport Strategy goals.

NEXT STEPS

- 59 If the Committee recommends the changes to traffic and parking controls, a report of the proposed changes will be brought before the Council for approval, including an updated URL link/GIS layer with all proposed parking changes.
- 60 If the 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

Authoriser:	Simon Spiers - Acting Transport Strategy Manager Jeanine Benson - Group Manager Transport
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Attachments

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↓C	Albany Street Connection Parking Maps	35
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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 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

Implementation of paid parking on Sundays may decrease city wide emissions with a greater incentive more the use of active travel modes. Changes proposed that support installation of the pedestrian and cycleway improvements around Albany Street will encourage mode shift and provide zero carbon benefits.

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.

- **Council Meeting – 28 January 2025**

19 CITY PROPERTIES - DRAFT OPERATING BUDGET 9 YEAR PLAN 2025-34

Cr Bill Acklin returned to the meeting at 4.27 pm.

A report from Property provided an overview of the operating expenditure budgets for year one of the 9 year plan 2025-34, and variations from the year one budget for years two to nine for City Properties.

The General Manager Corporate Services (Robert West) and the Group Manager Property Services (Anna Nilsen) spoke to the report and responded to questions.

It was agreed that the resolutions be taken in two sections a) (i) and then item a (ii).

Moved (Cr Cherry Lucas/Cr Kevin Gilbert):

That the Council:

- a) **Adopts** for the purposes of developing the 9 year plan 2025-34 and consulting with the community
 - i) The draft operating budgets and funding impact statement for City Properties as shown/amended at Attachments A, B and C of the report.

Motion carried (CNL/2025/021)

Moved (Cr Cherry Lucas/Cr Kevin Gilbert):

That the Council:

- a) **Adopts** for the purposes of developing the 9 year plan 2025-34 and consulting with the community
 - ii) The draft 2025/26 fees and charges schedules for City Properties with the amendment to include fees for Sunday parking.

Motion carried (CNL/2025/022) with Cr Carmen Houlahan recording her vote against

• **Council Meeting – 26 May 2025**

Sunday parking charges

- 9 Council received 13 submissions on Sunday Parking. Seven submissions did not support introducing paid parking on Sundays. Three were neutral and three supported introducing paid parking on Sundays.
- 10 It is proposed to charge for and enforce parking restrictions, on Sundays, in the central business district. The area being proposed is illustrated in the image below.

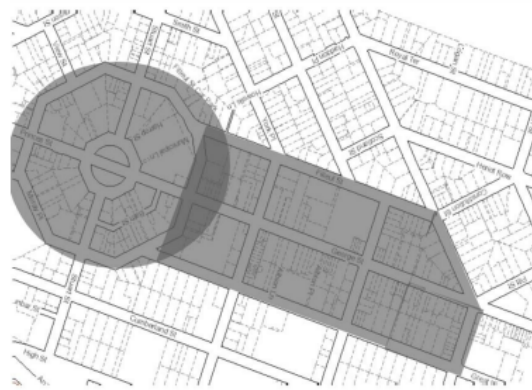


Image 1. Proposed Sunday parking area

- 11 If Council adopts Sunday parking charges, Transport staff will undertake a consultation process to change the parking restrictions in the proposed area, to make Sunday charging enforceable. A parking changes report will be brought to Council in August 2025 so that the restrictions can be approved into the GIS database and become part of the Dunedin City Traffic and Parking Bylaw 2010.
- 12 If Council adopts Sunday parking charges, Customer and Regulatory staff will consider the implications for enforcement operations. It is likely to take between 3 – 6 months to operationalise the change. Regular updates will be provided in Quarterly Activity Reports to future committee meetings.
- 13 If Council adopts Sunday parking charges, and following the subsequent consultation process, the schedule of fees and charges will be updated to reflect the charges (commencement date to be advised).

21 ADOPTION OF 2025/26 FEES AND CHARGES

A report from Civic presented the schedule of fees and charges for the 2025/26 financial year for adoption.

The report noted that fees and charges were presented for adoption in advance of the final 9 year plan 2025-2034 adoption to allow Council activities sufficient time to complete necessary work prior to the schedules becoming effective on 1 July 2025.

The Chief Financial Officer (Carolyn Allan), Acting General Manager Customer and Regulatory (Paul Henderson), General Manager Climate and City Growth (Scott MacLean) and Group Manager Parks and Recreation (Heath Ellis) spoke to the report and responded to questions.

Moved (Mayor Jules Radich/Cr Kevin Gilbert):

That the Council:

- a) **Adopts** the fees and charges for 2025/26.

Motion carried (CNL/2025/160)

N	Ref	Name	Zone assigned correctly?	Recommended change to the zone?	Enforcement hours appropriate?	Recommended change to the hours	Changes for future consideration	Recommended future changes?	Why do you park in the CBD?	If other, why	Other comments about the planned zone for Sunday paid parking?
1	1144726	Greg Ory	No	I would recommend reducing the area to none of the streets. Idiomatic change. Even the time limited parks on George Street makes little to no sense. Are you trying to reduce the amount of foot traffic in town on a Sunday? It's one day of the week; this is fueled by pure greed. Maybe if you stopped funneling funds into pure shite then you wouldn't be desperate to scrape up cash elsewhere.	No	Hmm, good question! I would recommend maybe 0 hours.	Yes	Fuck it. Make every parking spot in the whole of Dunedin a timed 30 minute park 24/7. That's a great idea. Everyone is constantly driving around in circles moving their car. You can have your little 'officers' lying in wait to try scrounge up some cash from parents trying to entertain their kids. It's so easy to come up with these good ideas when I put my head up my ass like you guys. Rectum echo chamber.	Resident, Shopping, Other	To go into town, support small business, socialise. Why encourage the antithesis of this? Pricks.	Fucking stupid.
2	1144260		No	I think that if the zone should included all paid areas and not just certain section of the CBD as it would be easier for people. If this is not possible then Frederick Street off-street car park should definitely be included. If you leave this car park as free parking then the hospital staff will park there all day.	Yes		Yes	As the AVO parking spaces are unlikely to be used on a Sunday - could they be changed to P30 on Sundays.		Shopping, Hospitality	
3	1144727		No		No			As a business owner in Moray Place, all I can see it doing is making people choose to park elsewhere in the free zone. So instead of turnover I can see it being unused. Seriously, give the city a break for one day from parking charges. As it has been since time began! Just another revenue stream for DCC as far as I can see. I for one will not pay for parking on a Sunday. I will go to the free zone. Please give us retailers a break! And as for poor residents.....	Business owner/management		
4	1144730		No	Only off-street car parks should be paid, as this is somewhat assumed anyway. Enforcing paid parking on-street will NOT encourage parking turnover: it WILL stop people from coming into town entirely. As a retail worker, we are already struggling with foot traffic decreasing & are barely making budgets as is. Enforcing paid parking will most definitely decrease foot traffic AGAIN. This proposal is clearly ill-advised and irresponsible.	No	Parking buildings 9am-6pm is fine, on-street parking should be free 24 hours of Sunday.	Yes	Stop increasing parking rates & enforcing paid zones when there is a cost of living crisis!!!!	Business owner/management, For work		It is ill-advised and irresponsible to enforce further paid parking zones during a cost-of-living crisis. Very out of touch.
5	1144751	Grant Andrew Batchelor	No	If we are trying to make the city center an exciting destination and a viable shopping option then we need to do what is required to draw people in. Concern over staff parking all day could be mitigated with restricted time parking on Sunday. The machines could print out a ticket that needs to be displayed.	No	The work day finishes at 5pm so there is no need to patrol after this period. From 5 pm onwards you are only making it harder for patrons to support our struggling hospitality industry. What is the cost vs revenue for the extra hour. We need to support bringing people into the city, especially on the weekend.	No		Shopping, Hospitality		We need to encourage people to come into the city and have a vibrant city center, especially since the council has spent a fortune on developing the area. Why does the council seem bent on putting further hurdles on bring people into the city.
6	1144752		No	All paid parking zones should be included - I do not see any point in restricting this. Whether or not the Council chooses to police the whole area is a separate management discussion but all areas should be included.	Yes						
7	1144757		No	I would recommend to not have a Sunday paid zone at all. Sunday parking should remain free.	No	I am opposed to introducing paid on and off street parking on Sunday. Sunday parking should remain free at all hours.	No	I recommend not to go ahead with the proposal to introduce paid parking on Sundays in the identified zone.	Shopping, Other	Going to movies, going to restaurants, going for walks around the city.	
8	1144881	Caitlin Clementson	No	The simplest and most effective change is to scrap paid parking in this zone entirely. It shouldn't be paid — full stop. Charging for parking doesn't create vibrancy, it kills it. If the goal is to support local business and bring life back to the city centre, the last thing we should be doing is putting up more barriers for people to visit. Accessibility and foot traffic should come first, not revenue.	No	None	No	If changes to restrictions are necessary, I would recommend extending free parking time limits to allow shoppers and workers enough time without feeling rushed or penalised. Clear, reasonable time limits—like two to three hours free—would encourage turnover naturally without charging people just for showing up. Also, better enforcement of existing rules to prevent abuse, rather than adding new fees, would help keep the system fair while supporting local businesses.	Business owner/management, For work, Shopping	Consider those visiting the city or travelling for work.	To whom it may concern, I'm writing to express my serious frustration and disbelief at the Dunedin City Council's decision to make Sunday parking in the CBD a paid zone — something that's apparently been in a "consultation process" for nine years, yet somehow still comes as a shock to the very people it affects most. You claim to be basing this decision on feedback - but from who, exactly? Because from where I stand, this change is bad for everyone. Workers, business owners, staff, residents, and visitors. Sunday has long been one of the only days people can afford to come into town without worrying about racking up extra costs. Now even that's been taken away. The justification of "increased turnover" is a joke. Let's call it what it is: another money grab by the council. It's tone-deaf, greedy, and shows a complete lack of understanding of what the city actually needs. Don't pretend it's for our benefit. In the middle of a cost of living crisis, with rising prices across the board, this feels like nothing more than an ignorant decision rooted in greed rather than any genuine concern for the community. As someone who works in the CBD, I can tell you that this will absolutely have a negative effect. Many of my regular customers come in only on Sundays because they simply can't afford to shop or dine in town during the week - now you've taken that option away from them, too. You're directly undercutting local businesses and making the city centre even less inviting. This isn't encouraging growth - it's setting businesses up to fail. If this has truly been in discussion for nearly a decade, it's appalling how little transparency or real public consultation has occurred. People are angry - and rightfully so. I urge you to reconsider this decision and put the needs of the city's residents and workers ahead of revenue-driven policy. Instead of punishing the public with paid parking, the council should be prioritising meaningful support for the businesses that actually generate revenue for this city. That includes holding landlords accountable for neglected, non-compliant buildings and offering real assistance to struggling stores. These are the very people keeping the city afloat, and right now, they're being abandoned. If the council truly values a thriving city centre, it needs to start acting like it. Sincerely, Caitlin Clementson Store Manager of Just Jeans Dunedin
9	1144916		Yes		Yes		Yes	The only change I would suggest is having more short free parking (e.g., 5-10 min) outside the urgent doctors/urgent pharmacy. If you have someone very ill or injured, it is hard to get a park there to drop them off (when they cannot move far) and then go and find a longer park further away and walk back. I had this issue earlier this year when my daughter had a broken foot.	Other	Urgent doctors/urgent pharmacy, library	
10	1144919		Yes		No	9.00 a.m. to 6.00 p.m. seems to big given retail isn't open for all of those hours maybe 10.00 to 4.00 p.m. would be sufficeint	No				
11	1144929		Yes	Make it bigger, if anything.	Yes		Yes	George Street should be closed to all traffic on Sundays by putting the bollards up. This would create a nice pedestrian urban feel at least on one day of the week without affecting businesses too much.			

N	Ref	Name	Zone assigned correctly?	Recommended change to the zone?	Enforcement hours appropriate?	Recommended change to the hours	Changes for future consideration	Recommended future changes?	Why do you park in the CBD ?	If other, why	Other comments about the planned zone for Sunday paid parking?
12	1144931		No	No charges for Sunday parking in any areas	No	Keep Sunday as free parking.	No		Shopping		Keep parking on Sundays as free.
13	1144936		No	Please keep parking free around the library: Moray place, Filleul street and Filleul Street carpark. A lot of families are going to the library on Sunday because parking is free that day and so parents are able to stay longer at the library and enjoy with their children the multiple of activities that the library has to offer. Cities that support community wellbeing often ensure access to public services remains as barrier-free as possible. Charging to park near the library on the one traditionally free day goes against that spirit and sends the message that access is only for those who can afford it.	No	See above	No		Shopping, Hospitality, Other	Library	I think the Library will suffer from this new plan. People are less likely to go, or if they do, they will stay for a shorter period of time (and therefore won't be attending activities that the library is proposing) if they have to pay for parking on Sundays. Many small businesses in the central city rely on weekend foot traffic. Free parking on Sundays encourages people to come into town to shop, eat, and explore. Introducing paid parking may discourage casual visits and push people toward shops with free parking (Kmart, Warehouse), further hollowing out the central city. Not everyone lives within walking distance or has access to reliable public transport, especially on Sundays when service is limited. Charging for parking disproportionately affects people from outlying suburbs or rural areas who may already find it challenging to come into town.
14	1144948		No	Not having Sunday paid parking at all. Some of us can barely afford to go to town in the first place let alone pay for parking. For some people Sunday is the only time they even go into town BECAUSE the parking is FREE.	No	If anything, \$3.50 flat rate for the day. Not per hour.	No		Resident, Shopping, Hospitality		
15	1144955		No	The zone ought to be abolished. Requiring payment for parking on Sunday is a backwards step and will guarantee reduced used of both staff and customers. If it must proceed a one hour free then pay there after type system would be better as it would discourage workers parking in the township without discouraging residents coming into town. To charge a weekday rate is also stupid and does not encourage people to spend time in city. Please make it easier for businesses to open in the suburbs so that residents can continue to support local without supporting the DCC.	No	I would recommend midnight to 10 minutes past midnight. Why parking should be paid for up until 6 is mind boggling given most businesses close at 5. This demonstrates the council's disconnectedness with the community they serve.	Yes	DCC vehicles, staff and elected officials should have to pay triple the cost as an inconvenience fee to the rate payers. They should also be required to pay for parking at all times of the day and have their car parks near the council buildings turned into paid parking.	Business owner/management, Other	To visit local shops. Once this stupid concept comes into play I will move everything to online and only eat in the suburbs when I go out for breakfasts and dinners.	Maybe get outside and touch the grass and come into a world of reality instead of living in the ivory tower dreamworld you live in.
16	1145048		No	I believe the Great King Carpark should be included as free time limited car park	No	I believe that the economic gain that would be derived from paid parking on Sundays does not outweigh the general public good that the day of free parking has for the community. It encourages people to come into town on Sundays. It also provides a tangible feeling of good will amongst the community.	No	If this change is to be implemented, I do not believe it should apply to the Great King Carpark.	Resident		If this change is to be implemented, which I do not believe it should, I believe that it should not apply to the Great King Carpark.
17	1145049		Yes	It could cover a wider area in the city - making parking more available to those who need it and encouraging people who do not have to drive to take public transport or cycle into town.	Yes		No		For work, Resident, Shopping		
18	1145055		No		No		No		For work		
19	1145056		No	Why do you need to charge for a Sunday	No	None leave it free	No	No Sunday changes	For work		
20	1145058		Yes		No	I would change to 10am-5pm, to allow early risers and some late night movie goers free parking. Many shops are not even open until 10am on Sundays anyway.	Yes	I am not sure, but changes should always be considered.	Shopping, Other	Gym, errands	Generally I would say I am opposed to paid parking as it is a great way to increase business on sundays, and I myself like to be able to pop into the city and do errands, grab coffee, go to the gym etc. However, from an environmental and traffic flow perspective, it is not a good idea to have free parking and to instead encourage public transport use (i.e., see "The high cost of free parking" by Donald Shoup 2005, which highlights the inefficiency and detriment of "cruising for parking" on traffic flow in cities and resulting pollution). I would therefore also recommend to please consider plans on how to encourage and support public transit use on weekends.
21	1145067		No	Don't include paid around the hospital on great king street. Timed is ok but paying isn't very easy for people who have to pop into the hospital quickly to drop someone off, pick up someone or something up etc. Keep it short (less than an hour) so there is room for people to come and go. At the moment is staff taking up the whole road parks and most people end up double parking along the few 5 minute parks. I work in the hospital on the weekends so see this often on Sunday compared to Saturday where there is much more movement with cars throughout the day.	No	Up to 6pm isn't realistic on weekends - it's not peak times like during the week. Change to 9-3 or 4pm to encourage more late afternoon.	Yes	Please consider lowering the cost for the great king street parking building for valid hospital staff - it's where we mostly park and would be great to have somewhere less costly to park. I am on minimum wage so paying everyday does add up when public transport isn't an option.	For work		
22	1145072	Thomas Leov	Yes		Yes		No		Shopping, Hospitality		Enforcing paid parking in the cbd without offering expanded bus services on weekends is unfair. Raising parking fees should be encouraging people to use other options, I understand busses are ORC business but there should be some more alignment here
23	1145074		No	No to paid parking on Sunday you money hungry tossers	No	No to paid parking on Sunday you money hungry tossers	No	No to paid parking on Sunday you money hungry tossers	Shopping		Can't wait to vote you all out come elections. Remember you work for the people, we don't work for you
24	1145078		No	Stay with free Sunday parking. Is only day to quickly pop in and get something with else paying for parking.	No	Why would you pay a parking officer to patrol early Sunday when hardly any shops are open at 9am?	No		Shopping		If I parking charges apply in Sunday, will be easier to just purchase online and get it sent direct to my house. Work out cheaper because I won't be browsing the shops, so only buying what I originally wanted.
25	1145079		Yes		Yes						
26	1145081	Fiona Martin	No	No paid parking on a Sunday should be enforced. We are the only city to not have free parking in a mall environment. It is hard enough to entice people into rh city then expect them to pay for parking especially on a Sunday. Who's idea was this? Someone with x amount of dollars to spare. I have been a Dunedin rate payer for over 30 years and this is one of the most extreme ideas to bring to the table.	No	Keep as it is	Yes	This is just another form of easy revenue. You will find that there will be less customers in the central city.	Shopping, Hospitality		Dunedin is one of the worst Cities in NZ for shopping. Our little mall has the most expensive parking. Christchurch malls are free for over 2 hours with the malls always busy as consumers can wonder and spend without worrying about an expensive car park. We wonder why people aren't spending time and money in Dunedin.
27	1145082		No	Too big. Will significantly decrease the likelihood that we will come into town to shop, go to events.	No	6pm is too late on a Sunday. Most shops are closed before then. 9-2pm would be much friendlier for residents.	No		Shopping, Hospitality		Very disappointed this is going ahead. I think it will do the opposite of what you want to achieve.
28	1145090		Yes		No		No		For work		Please don't i can't afford to work if you do

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29	1145092		No	No paid parking on Sunday. I would also keep the council owned carpark buildings free. I personally will go to town on Sundays because it's easier to get a park and it's free.	No	Free all day. People working at the hospital on Sundays deserve to have one day of the week where they can park close by knowing it's free and they won't get towed away.	No	Free parking all Sunday			I don't see how charging people on Sundays will encourage carpark turnover I feel it will just encourage people to stay home and do online shopping. We barely have any shops as it is so we should be encouraging people to come to CBD for the businesses
30	1145103	Sharon	No	I recommend NO zone. You say it was already consulted whether or not to have paid Sunday parking and I do not believe public feedback would have been in favour.	No			I advocate no paid parking on Sundays. Perhaps enforce time limits instead. But sensible ones like 4 hours Max.	Other	Movies	Terrible idea.
31	1145105	Paul Spinoglio	No	Sunday should be free parking. Lots of people hardly ever go to town to shop anymore including me. All that is needed is restricted parking time of and hour.	No		No	1 hour parking across the board, enough time to grab what you need and free up the space for the next customer.	Shopping		
32	1145107		No	Not to bring in Sunday Parking	No	Not to bring in Sunday Parking	No	Not to bring in Sunday Parking	Shopping		I think that bringing this in will make less people visit the CBD and make things worse for business owners. You might be able to have Sunday Paid Parking in tourist towns like Queenstown etc but it is not a viable option for Dunedin if you are wanting people to access the City Centre and spend locally.
33	1145114	Sally Boulton	No	I am opposed to any charges for parking on a Sunday. I think it will impact people going into town and also on foot traffic for retailers.	No	No charges on Sunday	Yes	Put more short term parks eg 10 minutes	Shopping, Hospitality		I think this is another barrier for locals to shop locally. All other cities have shopping malls with free parking
34	1145149		No	None	No	None	No		Shopping, Hospitality		
35	1145166		No	The exclusion of London Street, Heriot Row and Constitution. These areas are residential and the parking is not regularly full. I live on London Street and never have an issue parking on Sundays- it is arguably the best day of the week. I feel this will disproportionately impact residents and University Students particularly.	No	No parking enforcement on a Sunday, or only between the early morning-midday hours when people are out shopping.	No	Less of them.	Resident, Shopping		
36	1145203		No	Charged should apply the same as weekdays.	Yes		No		Shopping, Hospitality		
37	1145205	Joanne Sinclair	No	Time enforced parking, not paid parking. Our CBD is already suffering so much and Sunday was the only bright spot to encourage clientele in to shop	No	Keep it FREE	No		Shopping		I am writing to express concern about the proposed paid parking plan currently under consideration. As it stands, the proposal raises significant issues of fairness and equity, particularly in how it affects specific group or community. Weekday parking costs are already beyond most people. Do you read the comments about how difficult it is to get around the CBD now? We have all lost so many customers because of the George Street revamp. So many businesses have closed and this is another nail in the coffin of the survivors. While we understand the intent may be to manage demand or generate revenue, the current approach appears to disproportionately impact businesses without offering sufficient alternatives or accommodations. A fair and inclusive process would require a more balanced solution that takes into account the varying needs and circumstances of all stakeholders. Time limited free parking would be preferred. I respectfully urge the decision-makers to revisit the proposal with a view toward ensuring that any implemented changes are both just and reasonable. We are in a Retail crisis and it is not looking like we will ever return to how the city once was. Please do not put more barriers up.
38	1145259	Sam Roberts	No	Filleul St around urgent doctors should remain free for clients of the clinic	No	Filleul St around urgent doctors should remain free for clients of the clinic, also on the other streets, end enforcement at 5pm, no shops are open past 5pm	Yes	Filleul St around urgent doctors should remain free for clients of the clinic, also on the other streets, end enforcement at 5pm, no shops are open past 5pm	Shopping		Filleul St around urgent doctors should remain free for clients of the clinic, also on the other streets, end enforcement at 5pm, no shops are open past 5pm
39	DUPLICATE (1145292)	Sally Boulton	No	I am opposed to any charges for parking on a Sunday. I think it will impact people going into town and also on foot traffic for retailers.	No	No charges on Sunday	Yes	Put more short term parks eg 10 minutes	Shopping, Hospitality		I think this is another barrier for locals to shop locally. All other cities have shopping malls with free parking
40	1145294		No	bro cmon. leave the parking garages out of this :(No	KEEP SUNDAYS FREE. KEEP WEEKENDS FREE	Yes	no parking fees ever. zero dollars. \$0. but time limits are fine. ZERO DOLLARS	For work, Shopping, Hospitality		yeah. do you hate people and fun and idk like anything good
41	DUPLICATE IP (1145295)		No	what da heck leave the parking garages out of this	No	Keep Sundays free and possibly consider Saturdays free too	Yes	Keep parking fees outside of the CBD	Shopping		
42	1145301	Stewart Thomas	No	No fees paid, if this is implemented it will stop more people coming to centre city	No	2hrs free	No	Get rid of restrictions so people could come to town and browse without worries of time limits	Shopping	Because I can get a park and not charged a rediculus amount for parking	About time council found a location for free Park and ride to help center city retailers rather than close it down
43	1145340		Yes	Yes, but would increase this to the rest of the city centre. See my comments below.	Yes		Yes	I would also love to see the bollards go up along the mall block to turn it into a pedestrian street. This would attract more people to the city centre. Maybe start with a sunday to try it out.	Resident		I write to express my strong support for the proposed Sunday paid parking initiative and urge the council to extend this policy throughout the entire city centre. The primary benefit of city-wide Sunday paid parking is dramatically improved parking availability. Currently, prime spaces are occupied by long-term users who arrive early and stay all day, preventing turnover. Paid parking encourages shorter stays, ensuring spaces are available for shoppers, diners, and service users throughout the day. This increased accessibility directly supports local businesses by making it easier for customers to reach their establishments. This improved turnover creates significant economic benefits. When parking spaces turn over more frequently, more people can visit city centre businesses throughout the day. Higher foot traffic translates to increased retail sales, greater restaurant patronage, and better utilization of services, strengthening our local economy. Evidence from other municipalities demonstrates that reasonable parking fees, coupled with improved availability, actually increase overall visitation and economic activity. City-wide paid parking also ensures equitable access to public resources. Free parking essentially subsidises those who can spend entire days in the city centre, often at the expense of others needing shorter-term access. A paid system ensures parking functions as the shared public resource it should be, available to all community members on equal terms. The revenue generated can fund improvements to city centre infrastructure, parking facility maintenance, and public amenities. This creates a positive cycle where parking fees help finance enhancements that benefit all users, including better lighting, cleaner facilities, and improved pedestrian infrastructure. Extending paid parking across the entire city centre creates consistency and eliminates confusion. Currently, different parking rules in different areas lead to uncertainty and unintentional violations. A unified approach ensures clarity and fair treatment for all users. Environmental benefits include reduced emissions and traffic congestion as people spend less time circling blocks searching for free parking. More efficient use of existing spaces also reduces pressure to develop additional parking infrastructure, preserving space for other community uses. Some may worry that Sunday paid parking could deter visitors. However, research shows that reasonable fees combined with improved availability actually enhance the overall experience and increase visitation. The key is setting appropriate fee levels that encourage turnover without creating access barriers. I strongly encourage the council to implement Sunday paid parking throughout the entire city centre rather than limiting it to specific areas. A comprehensive approach maximizes these benefits while creating a fair, consistent system serving all community members effectively. City-wide Sunday paid parking represents sound urban planning that balances the needs of residents, businesses, and visitors while generating revenue for community improvements. I urge the council to move forward with this proposal across the full city centre area. Thank you for considering this important initiative. P.S. I would also love to see the bollards go up along the mall block to turn it into a pedestrian street. This would attract more people to the city centre (good for people and business). Maybe start with a sunday to try it out.
44	1145378	Jenny Park	No	It should be free, Saturday paid parking doesn't encourage more people on the street and in shops any more than Sunday free parking. Sunday free parking at least provides a relief from workers who have to drive into town and pay so much for parking.	No	Should be free	No		For work, Shopping		It is absolutely insane that there will be no free parking anywhere near the mall on Sunday. It is where most people need to park, paid parking will not encourage better parking turnover but only discourage people from coming into town like Saturdays. This is not a good way if you are wanting to make town more lively on weekends

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45	1145379	Daniel Basubas	No	The parking zone should be wider and bigger. George Street should be paid parking.	Yes		Yes	DCC should do their best to make these areas low or no-car zones. Pedestrians and cyclists need more freedom in navigating the City Centre, which houses Dunedin's most valuable land and assets. Private vehicle infrastructure is expensive and loses money.			
46	1145409		No	Frankly actually having paid parking on a Sunday is short sighted. However, I know you aren't taking consultations of it. The area should ideally be reduced to more towards the octagon in which only shorter term session will be required. Ultimately though, people will likely flock to other parking providers if needing longer parking as it will be cheaper than yours.	No	Reduction in hours, reduce to match shorter business hours that are usually for Sundays	No	I think it would make more sense and probably make more money for you if it continue to be free but you actually had someone policing the time limits. Which never really happens.	For work, Shopping, Hospitality		I won't be using the parking anymore, or I will go to Wilson as surprisingly cheaper if needing more time.
47	1145424	Gavin Hartley	No	Don't agree with metered parking on Sunday	No	Don't agree with metered parking on Sunday	No	Don't agree with metered parking on Sunday	Shopping, Other		Has the proposed change been initiated by shop owners if so was there a majority for chargers on Sunday? Give DCC Parking Officers the day off to be with their families.
48	1145464		Yes	The zone is very limited which allows for people if they choose to find free parking spaces a touch further out. If obtaining parking immediately outside a location is required then it seems reasonable to charge. People's expectations of free parking are out of touch anyway. Sunday is increasingly no different from any other day of the week.	Yes		No		Other	going to the gym	
49	1145483		No	I would reverse the proposed paid areas - keep George St as paid parking 7 days per week, and the surrounding areas as unpaid. The exception would be to use Filieul St and Gt King St carparks as paid 7 days a week.	No	Many businesses close by 4-5pm on Sundays (if they are even open). Reducing the hours to 10am-4pm would be fairer to park users and businesses. Preference is to leave Sunday parking as free.	No		For work, Shopping, Hospitality, Other	Recreation / health - gym in town	I don't believe the introduction of paid parking on Sundays will be happily received well by the Dunedin population. I would prefer it if Sundays were left as free parking to help encourage visits to town and help local businesses by increasing visits by shoppers / residents. Paid parking will discourage visits.
50	11449260	Josh Smith	No	From the articles I've seen in the media, this proposal appears to be about helping shop owners attract more business. It seems the goal is to ensure that parks directly outside stores are regularly freed up and available for new customers. My suggestion would be to make the entire on-street area paid parking, and still offer free off-street parking in parking buildings on Sundays. This approach would still encourage people to shop in the city centre on Sundays, while allowing high-demand street parking to be recycled more frequently for short-term use by shoppers. The current proposal may not incentivise people to come into the city centre on Sundays, and could instead drive them toward other retail areas such as South Dunedin, where parking is free. It may also push people into free supermarket carparking areas in the central city, which isn't ideal either.	Yes		No		Shopping		
51	1145391		No								Parking is already expensive and pushing people towards buying online. This will further reduce shopping in town and make it harder for people. Surely one free day a week is not much to ask especially since rates are increasing anyway. Stop spending money, like the rest of us have to.
52	1145496		No	I would not make Sunday paid whatsoever. Every other day of the week is charged with over-inflated prices, so there should be no reason to force residents to be charged even more money on a non-business day.	No	Sundays 9am to 6pm free	Yes	I believe it would be appropriate to reduce or cancel costs to Saturday parking as it would help boost weekend economy with a desire to utilise cheaper or free parking. I believe parking prices should also be re-evaluated as \$3.50 an hour is unnecessarily high. These prices and hours seem especially harsh when considering cities such as Christchurch that have innovative and acceptable pricing, i.e. Free parking at malls.	For work, Shopping		I work both weekend days and the only reason I even drive is because the parking is free on Sundays. I cannot afford to be constantly paying for overpriced parking every day of the week, and switching to bussing or walking is not as feasible.
53	1145503		No	I would not include London street	Yes		No		Shopping, Hospitality		less people will want to go to town on a Sunday if the parking must be paid for. This may decrease income for business owners
54	1145514		No		No		No		Shopping		I am against the paid parking on Sundays. I don't think there would be that much improvement in the parking availability. There is simply not enough street parkings in general
55	1145574	Nicola Tennent	No	Upper Moray Place and the Princes Street side of Moray Place should not be included. The rationale for turnover is specious as there are very few businesses which operate in these areas on a Sunday. For example, we are the only business on our side of the block (corner Stuart Street and Moray Place Upper down to View Street) except for Motels Moray which operates on a Sunday. Including our area in the paid parking catchment on a Sunday will disproportionately affect our small business and may force us to rethink providing our services at all on a Sunday. Due to the parking outside our building being on the steep side of the hill, we already have high parking turnover and people do not park and sit in this area.	Yes	The hours of enforcement should be shorter on a Sunday in the George Street and Octagon area to reflect the truncated opening hours of most shops and support these small businesses.	Yes	I would suggest longer than 1 hour parking or the ability to top up more than once on the app.	Business owner/management, For work, Other	The other is my clients who attend our business.	As above, I do not believe it is justified to include the top of Moray Place and the Princes Street end. I wish the DCC considered small businesses and their criticality to Dunedin's future success and thought of innovative ways to enable us more such as providing my staff with the ability to have a "residents only" type paid parking model and so on, instead of just hampering our ability to trade in the CBD.
56	1145576	Georgia	No	Get rid of it.	No	Get rid of it. We pay enough in bloody parking since mall went up	No		Shopping, Hospitality		
57	1145579		No	Not to charge at all, as Sundays should still be free	No	Not have parking hours	No	None should keep it free	Shopping		I think it's not a good thing and will probably putt people like me off going into town
58	1145584		Yes	Even George St should be paid parking as well. Too many uber drivers sitting around taking up spaces	Yes	If the technology allows - the longer the better	No		Resident		
59	1145585		Yes		Yes		No		Other	exercise	
60	1145604	Noela Wilson	Yes		Yes		Yes	Increase the area	Shopping, Hospitality		
61	1145707		No	leave all inner city parking free on Sunday's, and just police the time restrictions - surely that is not rocket science, is it?	No	leave all inner city parking free on Sunday's, and just police the time restrictions - surely that is not rocket science, is it?	Yes	leave all inner city parking free on Sunday's, and just police the time restrictions - surely that is not rocket science, is it?	Business owner/management, For work, Resident, Shopping, Hospitality, Other		leave all inner city parking free on Sunday's, and just police the time restrictions - surely that is not rocket science, is it?

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62	1145724	Brittany Laing	No	Removing Filleul Street and Great King Street - think about services in that area eg. urgent doctors, hospital	No	Shortened hours on Sunday to reflect what a 'Sunday' is, start later, end earlier. 10-4pm	Yes	Don't charge for Sunday parking at all	Shopping		This doesn't seem the correct time to be implementing this decision. Times are tough enough already for both businesses in the CBD and consumers going to town. Our main street and surrounding areas, even the mall have many empty shops. We need to be encouraging people to come to town and enjoy the space. The option of free Sunday parking allows this - a quick catch up with friends and family at a cafe, shopping and so forth. I understand it is in the 9 year plan but sometimes plans need to be adapted to fit with the current climate.
63	1145728		No	Sunday parking should be free.	No	Free on Sundays, as a shift worker at dunedin hospital it is nice to not have to pay for 1 day a week as it is very expensive.	No		For work		
64	1145746	Rachelle Williamson	No	Remove paid parking on Sundays!! There SHOULD NOT BE PAID PARKING ON SUNDAYS. Dunedin is an expensive city and all other malls in Nz are FREE parking, meaning you can spend more at shops. This is going to severely impact retailers.	No	Continue free parking all day on Sunday!	Yes	You should NOT have paid parking on Sundays	Shopping, Hospitality		This had made me furious as this is the only day we are able to spend more at local retailers. By doing this you're going to impact stores and cafes.
65	1145747		No	Sundays should be free	No	Free on Sundays	No	Free on Sundays	Shopping, Hospitality	As a mum and a one income family it basically just means I won't be coming to town at all if this goes ahead	
66	1145781	Justin Courtney	No	This zone will create confusion and cost for staff to patrol/enforce it. I must've missed the consultation to establish this zone as I didn't see it in the 9yr plan. Without any facts provided to determine if this is an issue, and to gauge scale this seems to be a non-issue. There's is also no information on surveys from retailers calling for this either. If you have to enact a zone due to councillors asking for it, then limiting it to the Octagon only would create the least confusion. Really parking is a total non-issue for this city that is overdramatized and driven by people who haven't seen other towns for any comparison. It leads to knee-jerk reactions in policy like this one that will create confusion and cost to fix a non-issue.	No	See above - scrap the proposal.	Yes	See comment above.	Shopping, Hospitality		See comments above.
67	1145789		No	Keep free park but set Time limitation	No		Yes		For work, Shopping		
68	1145841	David Vincent for First Southern Properties Ltd	Yes		Yes		No		Business owner/management, Shopping, Hospitality		Requiring payment for parking on Sundays will significantly increase the turnover of parked vehicles in the CBD. This is crucial for retail operators and particularly hospitality outlets. Free parking dates from a time when there was no Sunday trading; we need to update this to match 21st Century realities. There are currently far too many vehicles parked for very long periods in these parking spaces, preventing others from using them (and in particular those who can't take public transport or use active transport).
69	1145899		No		No		No		Shopping, Hospitality		
70	1145914		No	Keep it the same , we pay enough bloody rates increase parking decrease rates that bloody simple	No	You guys are going to kill centre city shopping	Yes	Get rid of the current council	Shopping		
71	1145985	Darryl A Jones	Yes		No	They should only be from 10am till 4pm. People often leave there cars in town for the night	Yes	The parking fees should be capped at \$1 per hour. If a family wants to go to the movies it's going to add \$7 or 8 to their cost. It's highway robbery to charge full mid week prices	Shopping, Hospitality		
72	1146139		No	There is insufficient evidence these changes will achieve the outcomes the council is seeking. Currently I am more likely to shop on a Sunday and spend more. If parking charges are introduced I am unlikely to go into the centre in the weekends, which will have a negative impact on retailers.	No	I do not support the introduction of parking charges on Sundays. If these are introduced I will be forced shop online.	No	Do not introduce any charges on Sundays!	Shopping		Currently I spend more time and spending on a Sunday as I find it more relaxing and enjoyable as my time is not restricted. No parking charges gives me the extra time to browse the stores and make many more purchases. So if you want to support the hard working and struggling retailers and workers who do give up their weekends to be open you must not introduce parking charges on Sundays.
73	1146221		No	People in Dunedin already struggle to pay rates, and often come to Dunedin on Sunday because they don't have the financial pressure to pay for parking. This is going to affect retailers terribly.	No				For work, Shopping		This is a travesty. Councillors seeking re-election need to consider how unpopular the council already is, and throw the struggling people of this city some financial incentive to keep on living here.
74	1146343		No	Octagon only, if you must have 'some' payment.	No	Free on Sundays.	Yes	Reversing them. And hopefully voting out any councillor that voted for them. DCC is financially incompetent, and their wasteful spending requires ever-higher rates and more and more fees to boost their income. Save the money by reducing council staff, rather than penalising the rate-payers and citizens of Dunedin and gradually eroding their quality of life with actions like the proposed fees.	Other	To attend Church...for free.	Just another example of the gradual destruction of quality of life in Dunedin, brought about by poor financial management due, to a significant extent, to ideological possession. And my sentiments will be ignored, because we all know this submission process is no more than a box-ticking exercise in the first place. My perception is DCC will do whatever it wants, despite what the public opinion is. As usual.
75	1146366	Oliver	Yes		No	Don't change it	No	Don't make us pay you pricks	Shopping		Don't make us pay. No one proposed this. Business will suffer because no one will go to town anymore but of the pay parking. If anything make it a time zone eg 30 mins or 1 hour that's it. Stop doing stupid things.
76	1146397	Rohanna Heyes	No	I don't recommend doing it	No	I don't think paying for parking on Sunday is right	No	Free parking on sundays should stay. Charging people is a miserable idea. And will be detrimental to businesses	Shopping		Parking on Sunday should stay free it's a nice thing in a tough world why ruin it? For a tiny bit of revenue?
77	1146436	Anna Karpova	No	Sunday is when most of people who work in town, go to town to meet up with family and friends, do groceries and shopping. No need on extra charges as the whole week is already stressful and draining on people's budgets, when it comes to parking.	No		No		Shopping		

N	Ref	Name	Zone assigned correctly?	Recommended change to the zone?	Enforcement hours appropriate?	Recommended change to the hours	Changes for future consideration	Recommended future changes?	Why do you park in the CBD ?	If other, why	Other comments about the planned zone for Sunday paid parking?
78	1146496		No	Do not include the Filleul Street Carpark. Drivers are more likely to pop into town and the shops when there is known parking available that does not require driving around looking for a park.	No	12pm - 4pm. Drivers often leave their cars in town if they end up having a couple of drinks on a Saturday night. Changing the hours to begin at 12pm will encourage drivers to leave their cars in town rather than drive home drunk, as they do not need to worry about getting a ticket on Sunday morning if they cannot get back into town before 9am.	No		Shopping, Hospitality		
79	1146569	James Ericksen	No	London street is mainly a residential street, the fact that this is paid parking in the first place is ridiculous and now making it paid on Sundays is even more ridiculous.	No	Leave it how it is or change it to no paid parking.	No		Resident		
80	1146719	Imogen Macalister	No	I would change so the zone does not include streets around health practices such as the hospital, the emergency doctors on Filleul street, etc. It would be stressful to have to attend for an unfortunate reason and unknown amount of time then have to arrange payment for parking and/or get a parking ticket on a Sunday. I would recommend changing the zone away from clubs and nightlife such as the Octagon, Pool bar on Filleul street, Pearl Diver on St Andrew Street, all surrounding areas, etc... People that drive into town past 6pm on a Saturday leave the car overnight as parking is free on a Sunday. Making parking paid on a Sunday might incentivise drink driving home.	No	Making the start time later in the day would allow for people to pick cars up from overnight easier. I imagine Sunday isn't as high demand up until as late as 6pm so could shorten the time frame to high demand times only	Yes	Parking turnover might be better helped by free but timed parks like P30/P60/P120 rather than paid parks 9-6.	Hospitality, Other	Errands, meeting friends, appointments, library, pool	I would really recommend removing the zone entirely for Sunday paid parking. Free parking on a Sunday is a small joy in life. If this must go ahead I recommend looking into the payment system. I don't really mind paying for parking and having the money go to DCC, its partially just knowing its Sunday so you don't have to hassle with finding the right machine; or typing in the license plate when the machine buttons don't work; or when the machines fail to accept cash; sometimes I don't have cash, or paywave, or the app, or data to use the app. Why is there no eftpos card option? I support incentives to reduce driving to curb emissions and to make cities pedestrian focussed. However, car park availability/prices doesn't impact on my decision to drive versus alternatives such as bussing/walking.
81	1146943		No	I do not agree with charging on Sundays. We try to support the shops on that day, precisely because they are free. Otherwise it's easier to go to shops further out with free and easy parking	No	No hours! Stay free.	No	Stay free.	Shopping, Hospitality		The area should remain free to help all the struggling businesses, rather than putting people off supporting them on Sundays. Just another knife in the back of our business community.
82	1147123		No	Please remove Filleul Street from the paid parking zone, particularly in the block up to York place. We bought our church building on this block particularly due to there being good parking on Sunday morning here. We do a lot of work in and for the good of the community and amass hundreds of voluntary hours for the good of the community from Cornerstone International Bible Church. It would be wonderful if the council to recognise this. In addition, this is the urgent doctors block and free Sunday parking means individuals are less likely to take urgent matters to ED instead of urgent doctors.	Yes	If you must include our block, could it be from 1pm onwards?	No		Other	Church attendance	It otherwise looks reasonable
83	1147196	Katherine	No	Too far down	No		Yes	I'm not going to be shopping if I have to pay for a park too	Shopping, Hospitality		Stupid
84	1147273	OUSA	No	See attached submission	No	See attached submission	Yes	See attached submission	Shopping		See attached submission
85	1147301		Yes	If anything, the zone should be smaller, e.g. just the Octagon itself. People and local retailers are struggling to make ends meet enough as it is.	Yes		No		Shopping, Hospitality		I object to any Sunday parking fees. With this change, and an inconsistent approach, visitors will easily be confused and end up with accidental parking fines.

Submission on the Proposed Sunday Paid Parking Zone
From the Otago University Students' Association (OUSA)

Tēnā koutou,

This submission is made on behalf of the Otago University Students' Association (OUSA), the elected student body representing over 20,000 learners enrolled at the University of Otago. Our members include both domestic and international students, undergraduate and postgraduate, part-time and full-time, many of whom live in the central city, surrounding suburbs, or further afield. Our student population is diverse in background and circumstance, but overwhelmingly made up of young people on low to modest incomes who are highly dependent on public services and affordable access to the city centre.

We are responding to the Dunedin City Council's consultation on the proposed implementation zone for paid parking on Sundays. While we acknowledge that the broader policy to introduce Sunday parking charges has already been decided through the 9-Year Plan process, this consultation remains a vital opportunity to raise concerns, propose mitigations, and ensure that the policy's implementation does not result in disproportionate or unjust outcomes for some of our city's most financially vulnerable residents.

OUSA supports the vision of a more sustainable, pedestrian-friendly, and climate-conscious city. We understand that Council's objectives include reducing car dependence, encouraging turnover in the city centre, and aligning with wider urban development and transport strategies. However, we believe that equity and accessibility must be treated as foundational principles, not afterthoughts. Our support for sustainable change is firm, but it is conditional on that change being fair. Unfortunately, we are concerned that this policy, in its current form and without further modification, may disproportionately impact students, part-time workers, people with disabilities, and low-income residents. These groups often lack access to viable alternatives and may end up bearing the costs of a system that was not designed with their realities in mind.

For many students, Sunday is not simply a day of leisure. It is a critical window in which they catch up on assignments, attend group meetings, access university and public library spaces, attend religious services, or take on additional work shifts in the hospitality or retail sectors. Many of these services and commitments are located in or around the city centre. In recent years, Sundays have become one of the few remaining opportunities for students to engage with the city in an affordable way, particularly those who live further from campus or in suburbs with poor public transport access. The removal of free parking during this day and time threatens to undermine this fragile accessibility.

Although the fee for Sunday parking may seem minor when looked at in isolation, the cumulative cost is anything but negligible for students living on weekly incomes of around 300 dollars. That amount is typically what students receive through the student loan living cost payments or, for those who qualify, the student allowance. After rent is paid, which can range from 180 to over 250 dollars per week depending on location, students are left with very limited funds to cover food, transport, electricity, healthcare, and other essentials. A parking fee of even three or four dollars per hour on a Sunday can make a real difference in whether a student chooses to attend campus, participate in community activities, or isolate themselves at home to avoid costs. While this level of expense might be easily absorbed by salaried professionals or

those living within walking distance of the city, it is not fair to assume that all city users are in a position to pay these charges without consequence.

It is also important to consider that students often work weekends, including Sundays, to fit their employment around academic schedules. These jobs are typically in the service industry, including hospitality, retail, and care work, where wages are low and hours can be unpredictable. For many of these students, driving is not a preference but a necessity, especially when returning home late at night or commuting from areas poorly served by buses. By introducing paid parking on Sundays, Council risks imposing yet another burden on essential workers and low-paid staff who already face significant challenges just getting to and from work.

Furthermore, the public transport network on Sundays does not meet the needs of the student community. While Council and regional authorities have made some efforts to improve services, many of the routes that connect suburbs like North East Valley, Pine Hill, Brockville, Concord, and South Dunedin operate at very limited frequencies, often with gaps of an hour or more between services. For students who have no other means of transport and live beyond walking distance, this creates a situation where their only reliable option is a private vehicle. Until the public transport system is significantly improved to provide regular, accessible, and safe service seven days a week, it is inappropriate to financially penalise people for driving into the city on a Sunday.

The notion that Sunday paid parking will help achieve transport mode shift is flawed if that shift cannot be equitably supported. Real mode shift requires investment in safe cycling infrastructure, accessible walkways, and dependable public transport. It cannot be driven solely through financial disincentives that punish people without providing them alternatives. If parking policy is implemented before the necessary infrastructure is in place, the outcome is not a just transition but an unfair burden placed on those least able to adapt.

Another major concern is the potential effect this policy will have on access to civic, community, and religious spaces. Many churches, marae, cultural centres, and community organisations are located within or near the proposed Sunday parking enforcement zone. These institutions serve as critical gathering spaces, especially on Sundays, for worship, community meals, language and cultural classes, support groups, and volunteer coordination. These activities contribute significantly to the social wellbeing of the city and are often attended by people of all ages, including young families, elderly residents, and students. Many of these individuals travel into the city specifically on Sundays because that is when these services are offered, and because weekday obligations make it difficult to participate at other times.

The introduction of paid parking during the hours when most religious and community events are held risks discouraging attendance, disrupting community routines, and undermining the accessibility of these spaces. For many who attend, walking or biking may not be realistic due to age, disability, or distance. Public transport is also unreliable or unavailable for some parts of the city on Sunday mornings. If the cost of parking becomes a barrier to attending religious or cultural gatherings, the result will be increased isolation, reduced participation, and a central city that is no longer seen as a shared, inclusive civic space.

OUSA strongly recommends that Council consider time-based exemptions for areas surrounding key community and religious venues. For example, Sunday morning exemptions between 9am and 12pm near churches and temples could preserve the ability of community members to attend services without penalty. This approach would strike a balance between

achieving policy goals and protecting the ability of diverse groups to access the city for civic and cultural purposes.

We are also concerned about the assumption that flat-rate parking fees represent a neutral or objective way to manage space. Uniform pricing models often ignore the significant differences in ability to pay. For someone with disposable income and flexible work arrangements, paying for parking is a minor inconvenience. For a student or low-wage worker, it can be the difference between participating or not. Without specific safeguards or mitigation strategies, this policy will reinforce rather than reduce social inequities in how public space is accessed.

In short, fairness must be an integral part of how we design transport and urban planning policies. It is not enough to focus on efficiency or turnover. We must also ask who is being turned over, and who is being turned away.

To ensure the implementation of Sunday paid parking reflects the values of fairness, accessibility, and sustainability, OUSA proposes the following actions and amendments:

First, we urge Council to introduce discounted or exempt parking permits for students and other low-income residents who need to access the central city on Sundays. These permits could be available on application through a verified process that includes student ID or Community Services Card eligibility. This would ensure that the most affected groups are not unfairly penalised while still allowing Council to meet its broader objectives.

Second, we recommend identifying and exempting certain areas near critical institutions, including the University of Otago Library, Dunedin Public Library, campus mental health services, and known places of worship. These spaces are used by students for academic, spiritual, and personal support, and their accessibility on weekends is vital. Paid parking should not serve as a deterrent to education or wellbeing.

Third, we recommend pausing or reducing enforcement hours in specific locations during commonly attended Sunday events or service times. For example, Council could delay paid parking until midday in areas near religious venues, or apply a flat reduced rate in those zones. This would minimise disruption to community gatherings while still encouraging turnover in other high-demand retail spaces.

Fourth, we encourage Council to commit to transparency and accountability by collecting and publishing data on the impact of the Sunday parking policy. This data should include parking occupancy rates, demographic impacts, shifts in transport behaviour, and any evidence of reduced access to essential services. Only by reviewing and responding to this evidence can the Council ensure that the policy remains just and effective.

Fifth, we recommend that revenue collected from Sunday parking be ring-fenced and reinvested in public transport improvements and active transport infrastructure. This could include increased frequency of Sunday buses, improved bus shelter lighting and accessibility, cycle safety measures, or pedestrian upgrades. If paid parking is genuinely intended to support a mode shift, then the revenue must be used to fund that shift, particularly in ways that support those with the least ability to pay.

Finally, we suggest that Council consider delaying or scaling back the scope of the Sunday enforcement zone until a meaningful threshold of public transport accessibility and community support has been reached. Implementing a policy that may be harmful in the short term with the hope of correcting it later risks damaging trust and undermining public buy-in.

In conclusion, OUSA supports the goals of climate resilience, accessible public spaces, and smart city design. However, we believe those goals cannot be achieved through pricing policies alone. Without investment in alternatives, without equity mechanisms, and without meaningful consultation with affected communities, paid parking risks becoming a barrier instead of a bridge. We urge the Council to use this implementation phase to mitigate those risks and to demonstrate a commitment to shared urban wellbeing.

Our student community is proud to call Ōtepoti home. We want to be part of shaping a city that works for all its residents, not just those with disposable income or inner-city privilege. We hope that this submission is received in that spirit and welcome any opportunity to engage further in partnership with Council.

Ngā mihi,
Otago University Students' Association

