

Notice of Meeting:

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

Date: Friday 20 March 2026
Time: 9.30 am
Venue: Council Chambers, Dunedin Public Art Gallery, The Octagon,
Dunedin

Sandy Graham
Chief Executive Officer

Hearings Committee

Proposed Parking Changes

MEMBERSHIP

Chairperson	Cr Cherry Lucas	
	Cr Mandy Mayhem	Cr Lee Vandervis
Senior Officer	Jeanine Benson, Group Manager Transport	
Governance Support Officer	Rebecca Murray	

Rebecca Murray
Governance Support Officer

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

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DECLARATION OF INTEREST

EXECUTIVE SUMMARY

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

RECOMMENDATIONS

That the Committee:

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

Attachments

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Council Interest Register				
11 March 2026				
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.
	Partner	Southway Enterprises	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Henderson Lucas Family Trust - Residential Dunedin Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Institute of Chartered Accountants	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Shanghai Association (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) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tūhura Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ōtepoti Dunedin Destination Management Plan Advisory Panel (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	Tertiary Precinct Planning Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Poāri a Pukekura (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Member	Mosgjel-Taieri Community Board (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	Keep Ōtepoti Dunedin Beautiful	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	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.
	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.
	Member	Coastal Community Cycleway Network	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.
	Property Owner	Residential Property	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 Gasworks Museum Trust (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 the report is to provide the Hearings Committee with a speaking schedule for 5 submitters wishing to present their views at the hearing to be held on 20 March 2026.

RECOMMENDATIONS

That the Committee:

- a) **Notes** the speaking schedule

Signatories

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

Attachments

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- 5 On reviewing the feedback received, officers have updated the parking change proposals for 335A Kaikorai Valley Road, 194B Main South Road, and 233 Stuart Street to better balance the needs of businesses and customers in those areas.
- 6 Officers have considered the feedback on proposed changes near 27 North Road and 165 Eglinton Road, and have not suggested updates to the parking changes proposed prior to consultation. Officers welcome the recommendations of the Committee on these changes.
- 7 For this round of proposed parking changes, highlights include the provision of more parking amenity along Main South Road (Fairfield), where a parking trial is proposed to become permanent, and 30 unrestricted car parks installed to provide better access to the busy sports fields and the Sunnyvale Community Centre. Other highlights include building out more bus stop capacity at 138 Princes Street to provide safer and more efficient access to the stop for both bus drivers and passengers.

RECOMMENDATIONS

That the Committee:

- a) **Recommends** Council approve the proposed changes to parking and traffic restrictions shown in the March 2026 update of the Dunedin City Council's traffic and parking restrictions database found here: [March 2026 Proposed Parking Changes](#), which includes the proposed parking changes that have been updated by officers after consultation for 335A Kaikorai Valley Road, 194B Main South Road, and 233 Stuart Street, and
- b) **Notes** that all parking restrictions previously approved by the Council remain unchanged.

BACKGROUND

Traffic and parking controls

- 8 Traffic and parking controls contribute to the objectives of the Dunedin Integrated Transport Strategy 2013 and the Dunedin City Council 9 Year Plan 2025-2034 by supporting a safe, efficient, and accessible transport network.
- 9 The Council maintains a Geographic Information System (GIS) map bylaw database of traffic and parking restrictions (the database) that reflects all on-street parking restrictions that are implemented with markings and/or signs.
- 10 Parking controls are made under the Dunedin City Council Traffic and Parking Bylaw. The Committee has the delegation to consider changes to parking controls and to make recommendations to Council, which subsequently approves traffic restrictions and parking controls.

Context for proposed changes

- 11 The Council often receives requests from individuals and businesses to change parking restrictions. When considering these requests, officers assess a range of factors including safety concerns, commuters' needs, commercial users' needs, road width and topography, traffic flow, neighbouring on-street parking spaces, visibility concerns and crash statistics. If a proposed change is supported by officers, consultation is undertaken with affected residents, businesses, and property owners to determine level of support for the requested change.

- 12 The proposed changes in parking and traffic restrictions are presented in two sections:
- a) minor general parking changes – this section includes parking changes arising from requests from the public and businesses to change parking restrictions and other general changes, safety and infrastructure changes, and
 - b) corrections to parking restrictions to ensure that the GIS database matches the parking controls on the ground.
- 13 Consultation on proposed minor general parking changes occurred from January–February 2026 (except where consultation had already been completed in some scenarios). The 46 submissions received related to 12 of the proposed parking changes.

DISCUSSION

- 14 The proposed general parking changes are shown in [March 2026 Proposed Parking Changes](#) and are set out in **Attachment A – Minor General Parking Changes**. The GIS layer includes a bookmark feature that links the numbered cases presented in the Attachment A tables to their specific location.
- 15 Submissions received during consultation undertaken with affected parties, including owners, residents and businesses, are presented in full in **Attachment B – Feedback Received**. In addition to the parking changes submission form being made available online, officers mailed and delivered consultation letters to affected residents and property owners where necessary.

Minor General Parking Changes – TPC-53 (Attachment A)

Changes to support public transport efficiency

- 16 The existing bus stop at 138 Princes Street is one of the most popular stops on the bus network, serviced by 11 bus routes (with an average of 8,069 people disembarking at this stop per month, making it the busiest stop Dunedin-wide for people disembarking). The stop currently only has capacity for one bus, meaning that buses queue across the Dowling Street intersection and in the lane behind when more than one bus arrives. When buses stop across the intersection to let passengers off, accessibility is reduced as the bus ramp cannot be lowered, and safety for other road users is compromised.
- 17 To address these issues, a parking change is proposed to increase the length of the bus stop to be a double capacity stop, by removing the existing kerb buildout and tree and relocating the existing bench and rubbish bin.
- 18 Feedback received through public consultation was largely in favour of the change, with one opposing submission reflecting a desire for additional amenity improvements to be provided along the Princes Street corridor before prioritising this particular improvement.
- 19 Other proposed parking changes that contribute to improved public transport efficiency are:
- a) Installing two sections of no stopping lines around an existing bus stop at the Stuart Street and London Street intersection to provide buses sufficient space to enter and exit in line with New Zealand Transport Agency best practice guidelines,

- b) Installing no stopping lines (which removes two unrestricted parks) at the exit tapers of the inbound and outbound bus stops near 115 Taieri Road (Kaikorai) to ensure parked cars are not obstructing buses from exiting those stops, and
 - c) Making the bus stop at 428 North Road (North East Valley) (which has been a temporary bus stop since 2023 after the previous stop was decommissioned for safety and accessibility concerns) permanent, which will formally remove two unrestricted car parks and ensure that clear signage and markings are in place to prevent people from parking in the bus stop.
- 20 One submission received through public consultation opposed the removal of the two car parks at 115 Taieri Road, citing adequate space for buses to exit the stops. However, the submission provided by Otago Regional Council highlights that exit tapers are important to improve bus access to the kerb and make it safer and more efficient for buses to manoeuvre in and out of the stops (see Attachment B for both submissions).
- 21 For the proposal to make the temporary bus stop at 428 North Road permanent, Otago Regional Council (ORC) conducted their own consultation in mid-2025, including the installation of a bus shelter and road markings at the location. The ORC received one submission in opposition to this change (see Attachment B) from the residents speaking to today's Hearings Committee. The ORC's response to the residents' submission is also included in Attachment B.

Changes to better serve local businesses and communities

- 22 A number of proposed parking changes involve reducing time restrictions on parks to better serve new and existing businesses in the area. Reducing the time restriction on a park supports more parking turnover, meaning more people have the opportunity to use the park to access local businesses. Changes to parking time restrictions are proposed near 8 Sturdee Street, 335A Kaikorai Valley Road, 194B Main South Road, 27 North Road, 15 Gladstone Road South, and 165 Eglinton Road. Feedback on these proposed changes appears in full in Attachment B.
- 23 One submission was received in support of the proposed parking changes near 15 Gladstone Road South (Mosgiel), and one submission was received in support of changes near 8 Sturdee Street (Central Dunedin).
- 24 In reviewing the feedback on the proposed changes to 335A Kaikorai Valley Road (Bradford) and 194B Main South Road (Green Island), officers have updated the original proposed parking changes:
- a) For 335A Kaikorai Valley Road, the original proposed change would convert one unrestricted car parks to one P5 park to support parking turnover for a new café. Four of the six submitters supported the conversion of two unrestricted car parks to two P5s, instead of one. Given the availability of other unrestricted parking in the area, officers revised the proposed parking change to propose converting two unrestricted parks to two P5 parks (shown in Attachment A).
 - b) For 194B Main South Road, the original proposed change would convert seven P15 car parks and one P10 car park to eight P5 car parks, to support parking turnover for the local Night 'n Day. Nine of the ten submitters opposed this change, citing negative effects on a local takeaway business and too much time pressure on customers queuing at the Night 'n Day. To better balance the needs of the Night 'n Day, customers, and other businesses in the area, officers revised the proposed parking change to propose converting five P15 car parks to P5s and converting two P15 car parks to P10 parks to make the time

restriction of these two parks consistent with the adjacent existing P10 park (shown in Attachment A).

25 Officers considered the submissions on 27 North Road and 165 Eglinton Road and have not proposed updates to the original proposed parking changes:

- a) For 27 North Road, the proposed parking change would convert two P30 car parks to two P5 parks to support parking turnover for a new Night 'n Day at 27 North Road. Eight of the nine submitters opposed this change, citing the impact on other local businesses in the area. Officers reviewed the parking restrictions along North Road (see image below). Given the availability of other P30 parks and the limited availability of other shorter-term parks that would enable people to quickly access the Night 'n Day, officers have not amended the original proposal in Attachment A and leave it to the discretion of the Committee to provide a recommendation on this proposed change.



- b) For 165 Eglinton Road, the proposed parking change would convert one pick-up drop-off park to a P5 park and convert two P10 parks to two P5 parks to support better parking turnover for the Night 'n Day. Submissions from Night 'n Day Foodstores Limited and Anchorage Properties Limited proposed also converting three sixty-minute (P60) parks to short-term parking and converting some of the P60 car parks on the other side of the road to short-term parking (see Attachment B). Given that these were the only submissions received on the proposed changes at 165 Eglinton Road, officers considered that not enough of a basis was provided to proceed with changes further to those already proposed, and more consultation would be needed before making further changes. The original proposal in Attachment A has therefore not been amended.

26 Two proposed parking changes would free up access to unused residents'-only parking spaces by converting them to unrestricted parks. The proposed parking changes would replace one residents'-only park at 71 Duncan Street (Central Dunedin) with an unrestricted park, and one

residents'-only park at 32 Dundas Street (Dunedin North) with an unrestricted park. No submissions were received on these proposals.

- 27 The proposed parking change at 2 Broadway (adjacent to Broadway Medical Centre) would make permanent the temporary parking arrangements that were in place during the construction of the new Otago Regional Council building. The change would convert one paid P60 car park to one 2-hour (P120) mobility park and convert one paid P60 car park to one P5 park. The three submissions received supported the change, citing the value of having a mobility park available, as well as a P5 to support drop-offs and pick-ups at the medical centre.
- 28 From August to October 2025, the Council ran a trial that provided 30 additional unrestricted car parks along Main South Road (Fairfield), in the wide shoulder area beside the Sunnyvale Community Centre. This trial responded to community concerns about congestion, limited parking availability, and safety concerns, particularly during weekends with busy sporting events. Council Parks & Recreation officers led the consultation on the trial with nearby residents and property owners, accepting feedback from August to the end of October. Based on the positive feedback received and positive benefits for the community, the proposed parking change would make permanent the removal of no stopping lines and the installation of 30 unrestricted car parks along Main South Road (see Attachment A for the map).
- 29 Across from 2 Christie Street (Abbotsford), the proposed parking change would remove redundant no stopping lines where a new parking bay has been constructed. Four unrestricted car parks are available in the parking bay, providing more parking amenity adjacent to the busy sports fields at Miller Park. No submissions were received on this proposal.
- 30 Construction of the changing places bathroom has started in the parking lot near the Railway Station at 20 Anzac Avenue. To ensure the right parking restrictions are in place, the proposed parking change converts four private car parks near the bathroom site to one time-restricted mobility park and converts the two unrestricted parks to two P5 parks to support more parking turnover. No stopping lines will be installed across from the parks and a no parking zone installed in front of the bathroom site to prevent vehicles from obstructing access to the site.

The four private car parks were formerly used by nearby tenants but are not part of the tenants' lease agreement. Council officers contacted the tenants directly to inform them of proposed changes, and consultation on the changing places bathroom installation was conducted through the 9 Year Plan consultation.

Changes as a result of safety assessments

- 31 Safety assessments have resulted in proposed parking changes near Fern Road, Fox Street, Toitū Otago Settlers Museum, Rattray Street, Stuart Street, Moray Place, Musselburgh Rise, and Otaki Street.
- 32 At 1 Fern Road (Maia) and 20 Fox Street (South Dunedin), proposed parking changes would add no stopping lines to sections of road that are not long enough to accommodate a standard car park (which is 6 metres as the Council standard). Vehicles parking in these areas have raised community concerns about safety and obstructed sight lines pulling in and out of driveways at the Dunedin Rudolf Steiner School & Kindergarten (Fern Road) and at the business located at 20 Fox Street. Two submissions were received on proposed changes at 1 Fern Road, and two submissions were received on 20 Fox Street (see Attachment B).
- 33 At Toitū Otago Settlers Museum, the proposed parking change on High Street would relocate the pick-up drop-off park further down the road so that the existing coach stop in front of the

museum could be extended. This would provide better access for coaches and shuttles to pull directly into the stop instead of manoeuvring around a vehicle in the current pick-up drop-off park, and provides more room for coaches and shuttles to queue.

- 34 At 164-170 Rattray Street (Central Dunedin), four unrestricted car parks are currently obstructing two new vehicle crossings at a commercial lot, which creates safety risks for vehicles attempting to enter or exit the lot. The proposed parking change would remove these four unrestricted car parks and install three sections of no stopping lines around the vehicle crossings. One unrestricted car park adjacent to the lot would also be converted to one paid P60 park, to align with the surrounding parking restrictions.
- 35 At 233 Stuart Street (Central Dunedin), vehicles pulling into two existing P5 parks have caused damage to the historic veranda. To reduce risk of further damage to the building, the proposed parking change would replace the two P5 parks with 12 metres of no stopping lines. On reviewing feedback, officers proposed an adjustment to the original proposed change:
- a) The original proposed change would also shift the existing section of six four-hour (P240) car parks further up Stuart Street by approximately 1 metre, with no change proposed to the P5 park in front of 245 Stuart Street.
 - b) The three submissions received highlighted the need for P5s to still be available near 233 Stuart Street for couriers. Two submissions suggested converting two P240 parks to P5 parks in front of 235 Stuart Street, rather than moving them altogether (see Attachment B for the full submissions). One submission suggested relocating the existing P5 park in front of 245 Stuart Street to be adjacent to where the previous P5 parks were.
 - c) Officers have updated the proposed parking change to propose converting one P240 park to a P5 park in front of 235 Stuart Street, and converting the existing P5 car park in front of 245 Stuart Street to a P240 car park. This would ensure that the balance of time restrictions remains the same between the original and the updated proposed change (six P240 car parks, one P5 park), but changes the location of the P5 park so that couriers can easily pull into the park (see Attachment A for the updated proposal). One submission highlighted that the P240 parks are frequently used as if they are all-day parks. As a result, a request has been put through to Parking Services to have the P240 parks monitored to ensure that vehicles are not overstaying in those parks.
- 36 On Moray Place near St Paul's Cathedral, the proposed parking change would remove 40 metres of faded no stopping lines from within the existing coach stop, to reflect that the coach stop is permanent and to have the proper signage installed.
- 37 At the Musselburgh Rise and Shore Street intersection (Andersons Bay), the roundabout installed as a trial in 2019 to address speed, congestion, and pedestrian safety issues will be made permanent. The proposed parking change would remove one unrestricted car park and install 9 metres of no stopping lines near 170 Musselburgh Rise to ensure vehicles can safely exit the roundabout without obstruction from parked vehicles. Transport Safety officers led the consultation on the roundabout works in December, and no feedback was received about the installation of the no stopping lines.
- 38 On Otaki Street adjacent to the Bunnings car park (South Dunedin), a section of eight unrestricted parks is frequently used by trucks and trailers that are left in that location for long periods of time. Trucks blocking off those parking spaces reduce sight lines and create safety risks for vehicles entering and exiting the Bunnings car park. The proposed parking change would

convert the eight unrestricted parks to eight P120 parks to address these safety risks and support more parking turnover.

- 39 On Macandrew Road near Port Otago (Port Chalmers), a section of approximately ten unrestricted parks causes safety risks with the volume of large trucks and other vehicles travelling up and down the road and using those parks, which can push other drivers across the centre line to go around them. The hairpin turn from Cemetery Road onto Macandrew Road also becomes risky to manoeuvre when vehicles are parked close to the intersection. The proposed parking change would replace the 10 unrestricted parks with no stopping lines to improve safety for all road users on that section of road.

Parking counts for minor general parking changes

- 40 Proposed minor general parking changes presented in this report will result in the loss of one restricted car park, the gain of 8 unrestricted car parks, the loss of three motorcycle parks, and time restriction changes for 34 car parks. The detailed breakdown is presented in Table A.

TABLE A - PARKING COUNTS				
MINOR GENERAL PARKING CHANGES – TPC 53				
	Restricted car parks	Unrestricted car parks	Motorcycle parks	Restriction change only
Changes to support public transport efficiency	N/A	-7	-3	N/A
Changes to better serve local businesses & communities	1	30	N/A	23
Changes as a result of safety assessments	-2	-15	N/A	11
TOTAL	-1	8	-3	34

Corrections – TPC-54 (Attachment C)

- 41 Corrections of parking restrictions to the bylaw database are detailed in **Attachment C – Corrections**. They do not change current parking restrictions, but make corrections to the database to accurately reflect the parking restrictions and markings which are on the ground.

OPTIONS

Option One – Approve some or all of the proposed parking changes (recommended)

- 42 That the Committee approves some or all of the proposed changes to the traffic and parking bylaw database.

Advantages

- Improves the efficiency of public transport services and infrastructure by enabling enough capacity for buses and ensuring that they can safely enter and exit bus stops.

- Contributes to achieving an integrated, affordable, responsive, and effective transport network, by ensuring the right parking time restrictions and parking amenity are in place to support local communities and businesses.
- Improves the safety of the transport network by preventing obstructive parking, increasing visibility, and making existing parking controls clearer.

Disadvantages

- Costs of implementing the parking changes (e.g. installation of markings and signage).

Option Two – Status quo

43 Retain current parking restrictions without amendment.

Advantages

- The costs of implementing parking changes can be allocated elsewhere.

Disadvantages

- Does not improve the efficiency of public transport services and infrastructure.
- Does not meet the expressed parking needs of local communities and businesses, nor contribute to the goals of the Integrated Transport Strategy.
- Does not improve the safety of the network, nor reduce conflict points.

NEXT STEPS

- 44 If the Committee recommends the changes to traffic and parking controls, a report of the proposed changes will be brought before Council for approval.
- 45 If Council approves the recommended changes to parking restrictions, these will be implemented through appropriate signs and road markings and restrictions will be enforced under the Traffic and Parking Bylaw.

Signatories

Author:	Rose Wunrow - Policy Analyst Transport Regulation Sacha Hatton - Transport Regulation Co-ordinator
Authoriser:	Jeanine Benson - Group Manager Transport Scott MacLean - General Manager, City Services

Attachments

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SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities. This decision promotes the social well-being of communities in the present and for the future.

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 through previous consultations with the Dunedin City Council.

Sustainability

Parking control changes improve efficiency and access to the transport network, which contribute to sustainability goals.

LTP/Annual Plan / Financial Strategy/Infrastructure Strategy

The implementation of traffic and parking controls in Dunedin supports levels of service set out in the 9 Year Plan, e.g. “The DCC provides the transport network that facilitates safe travel.”

Financial considerations

Costs for implementing the proposed changes are covered by existing budgets.

Significance

The report is considered of low significance in terms of the Council’s Significance and Engagement Policy.

Engagement – external

There has been engagement with affected parties, including residents, property owners and business owners adjacent to proposed parking changes.

Engagement has occurred with Otago Regional Council with regard to proposed changes on the public transport network.

SUMMARY OF CONSIDERATIONS

Engagement - internal

Engagement has occurred on the proposed parking changes with Transport, Property, and Parks and Recreation Services officers.

Risks: Legal / Health and Safety etc.

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

Conflict of Interest

There are no known conflicts of interest.

Community Boards

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

ATTACHMENT A – MINOR GENERAL PARKING CHANGES (TPC-53) | 20 March 2026 Hearings Committee

#	Location	General Description	Change Proposed	Consultation	Map of Changes
1	8 Sturdee Street	Change of time restrictions following request from business to improve parking turnover	2x unrestricted car parks changed to P30 parks	Consultation 16 January - 15 February.	
2	335A Kaikorai Valley Road	Change of time restrictions following request from business to improve parking turnover	Convert two unrestricted car parks to P5 parks.	Consultation 16 January - 15 February. Based on feedback received, officers have updated the proposed parking changes (reflected in map at right). See report for more detail.	
3	27 North Road	Change of time restrictions following request from business to improve parking turnover	Convert two P30 car parks to P5 parks.	Consultation 16 January - 15 February.	

ATTACHMENT A – MINOR GENERAL PARKING CHANGES (TPC-53) 20 March 2026 Hearings Committee					
#	Location	General Description	Change Proposed	Consultation	Map of Changes
4	1 Fern Road	Safety assessment and public enquiries revealed need for sections of no stopping lines	Install approximately 5 metres and 3 metres of no stopping lines.	Consultation 16 January - 15 February.	<p>DUNEDIN RUDOLF STEINER SCHOOL & KINDERGARTEN</p> <p>FERN ROAD</p> <p>Install 5 metres of no stopping lines</p> <p>Install 3 metres of no stopping lines</p>
5	194B Main South Road	Change of time restrictions following request from business to improve parking turnover	Convert five P15 car parks to P5 parks, and two P15 parks to two P10 parks.	Consultation 16 January - 15 February. Based on feedback received, officers have updated the proposed parking changes (reflected in map at right). See report for more detail.	<p>MAIN SOUTH ROAD</p> <p>No change to 1x P10 park</p> <p>2x P15 parks become 2x P10 parks</p> <p>5x P15 car parks become 5x P5 parks</p>

ATTACHMENT A – MINOR GENERAL PARKING CHANGES (TPC-53) 20 March 2026 Hearings Committee					
#	Location	General Description	Change Proposed	Consultation	Map of Changes
6	31 Queens Gardens / High Street	Improvements to coach stop in front of Toitū Otago Settlers Museum to increase capacity of the stop	1x Pick Up Drop Off car park relocated further down High Street and coach stop extended over former Pick Up Drop Off location.	Consultation 16 January - 15 February.	
7	164 Rattray Street	Install NSL and add 1 paid P60 park	Install three sections of no stopping lines (removing four unrestricted parks) and convert one unrestricted park to one paid P60 park to align with surrounding restrictions.	Inform letter provided to surrounding businesses (no feedback received).	

ATTACHMENT A – MINOR GENERAL PARKING CHANGES (TPC-53) | 20 March 2026 Hearings Committee

#	Location	General Description	Change Proposed	Consultation	Map of Changes
8	2 Broadway	Make temporary parking arrangements at 2 Broadway (which were in place during Otago Regional Council building construction) permanent changes, in light of positive support from surrounding area.	Change 2x paid P60 parks to one 2-hour Mobility car park and one P5 park.	Consultation 16 January - 15 February.	<p>Replace 1x paid P60 car park with 1x 2-hour mobility park</p> <p>Replace 1x paid P60 car park with 1x P5 park</p> <p>No change to 2x existing P5 parks</p>
9	20 Fox Street	Prevent vehicles from parking in two short sections (less than a standard 6 metre car park) adjacent to a business driveway, so driveway remains unobstructed.	Install two 4 metre sections of no stopping lines around 20 Fox Street driveway.	Consultation 16 January - 15 February.	<p>Install 2x approximately 4 metre sections of no stopping lines</p>

ATTACHMENT A – MINOR GENERAL PARKING CHANGES (TPC-53) 20 March 2026 Hearings Committee					
#	Location	General Description	Change Proposed	Consultation	Map of Changes
10	71 Duncan Street	Removal of underutilised residents'-only car park	One residents'-only car park changed to an unrestricted car park.	Consultation 16 January - 15 February.	
11	32 Dundas Street	Removal of underutilised residents'-only car park	One residents'-only car park changed to an unrestricted car park.	Consultation 16 January - 15 February.	

ATTACHMENT A – MINOR GENERAL PARKING CHANGES (TPC-53) | 20 March 2026 Hearings Committee

#	Location	General Description	Change Proposed	Consultation	Map of Changes
12	Opposite 2 Christie Street (near Miller Park)	Redundant no stopping lines are running along a newly installed parking bay.	Remove no stopping lines for new parking bay that provides four unrestricted car parks.	Consultation 16 January - 15 February.	<p>CHRISTIE STREET</p> <p>New parking bay (4x unrestricted car parks)</p> <p>Remove redundant no stopping lines</p>
13	138 Princes Street	Improvements to high-traffic bus stop to prevent buses from queuing out into the Dowling Street intersection and risking passenger safety.	Removal of kerb and motorcycle parking to extend bus stop, allowing more than one bus to pull into the stop.	Consultation 13 January - 10 February.	<p>Kerb buildout and motorcycle parking removed, and bus stop extended.</p>
14	15 Gladstone Road South Mosgiel	Change of time restrictions following request from business to improve parking turnover	Convert one unrestricted car park to one P5 car park.	Consultation 16 January - 15 February.	<p>GLADSTONE ROAD SOUTH</p> <p>1x unrestricted car park becomes 1x P5 car park</p> <p>No change to 1x existing P5 car park</p>

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#	Location	General Description	Change Proposed	Consultation	Map of Changes
15	165 Eglinton Road	Change of time restrictions following request from business to improve parking turnover	Convert one Pick Up Drop Off park to a P5 park, and convert two P10 car parks to two P5 parks.	Consultation 16 January - 15 February.	
16	428 North Road	Permanently install the bus stop which has been in place temporarily since mid-2023	15 metres of unrestricted car parking changed to 1x bus stop.	Consultation completed by Otago Regional Council.	
17	Stuart Street and London Street intersection	Installation of no stopping lines to provide buses with safe and sufficient space to enter and exit the bus stop	Approximately 6m unrestricted car parking changed to no stopping lines. Approximately 15m unrestricted car parking change to no stopping lines.	No consultation required due to large road reserve as border.	

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#	Location	General Description	Change Proposed	Consultation	Map of Changes
18	115 Taieri Road	Installation of 6m no stopping lines at two bus stops to provide sufficient space for the bus to manoeuvre	<p>6m unrestricted car parking changed to no stopping lines for inbound bus stop exit taper.</p> <p>6m unrestricted car parking changed to no stopping lines for outbound bus stop exit taper.</p>	Consultation 16 January - 15 February.	<p>Existing bus stop</p> <p>Install 2x sections of no stopping lines (approximately 6 metres each)</p> <p>Existing bus stop</p> <p>TAIERI ROAD</p>
19	Between Sunnyvale Community Centre and sports field	Provide better parking access for visitors to the sports fields near the Sunnyvale Community Centre by making the unrestricted parking trial permanent	Remove no stopping lines and install 30x permanent unrestricted parks.	No further consultation required (consultation already completed through October 2025 by Parks & Recreation).	<p>Install 30x new unrestricted car parks</p>

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#	Location	General Description	Change Proposed	Consultation	Map of Changes
20	233 Stuart Street	Introduce no stopping lines to prevent further damage to historic veranda at 233 Stuart Street	Extend approx 12m NSL over 2x P5 parks, convert 1x P240 park to a P5, and shift 5x P40 spaces further up Stuart St (by approx 1 metre). Convert 1x P5 at the top of the parks to 1x P240.	Consultation 30 Jan - 22 Feb. Based on feedback received, officers have updated the proposed parking changes (reflected in map at right). See report for more detail.	
21	Musselburgh Rise and Shore Street intersection	With the trial roundabout becoming permanent, install no stopping lines to allow safe exit of the roundabout on Musselburgh Rise	Install 9 metres of no stopping lines (removing 1 unrestricted car park).	No further consultation required (feedback already received by Transport Safety officers in December 2025, no feedback provided on no stopping lines).	
22	228 Stuart Street	Removal of no stopping lines to make temporary coach stop permanent	Remove 40m of no stopping lines from within coach stop.	Inform letter provided to 228 Stuart Street (St. Paul's Cathedral) (no feedback received).	

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#	Location	General Description	Change Proposed	Consultation	Map of Changes
23	Across from 7 Otaki Street	Change of time restrictions based on safety risks of trucks and trailers parking on Otaki Street	Convert section of unrestricted parks (approx. 49.3 metres / 8 parks) to eight P120 parks based on safety concerns.	Inform letters provided to Mainfreight, Bunnings, Commercial Vehicle Centre, and Carters (no feedback received).	
24	20 Anzac Avenue (Railway Station)	Change of parking restrictions and markings to install mobility park near Changing Places bathroom	Instal 80 metres of no stopping lines, replace 4x private car parks with 1x mobility park, change 2x unrestricted parks to 2x P5 parks, and add a no marking section adjacent to the mobility park.	Broader consultation on the Changing Places project to install the bathroom completed as part of the 9-Year Plan, and inform letters provided to tenants previously using the private parks (noting that those 4x parks are no longer part of the tenants' lease).	

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#	Location	General Description	Change Proposed	Consultation	Map of Changes
25	Macandrew Road near Port Otago	Introduction of no stopping lines as a result of safety assessment.	Install 2x sections of no stopping lines (approximately 60 metres) (replacing 10x unrestricted car parks).	Inform letters provided to nearby properties.	

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Reference	Name	Org. (if applicable)	Support / Oppose	Speaking?	Comments
8 Sturdee Street					
1276681	Lawrie Forbes	Zeal Steel Ltd.	Support	No	Good move to free up access to the trade supplier tenant. Lawrie Forbes Zeal Steel 14 Devon St Next door
335A Kaikorai Valley Road					
1277180	Justin Hobbs	Pedersen Read	Support	No	I work in an near by business and believe that there is ample unrestricted parking in the area and have no objection to a new 5 min carpark to help support this new business.
1278908	Amanda and Gareth Lea	Salmac Insulation	Support	No	We support the proposed parking changes at 335A Kaikorai Valley Road. These changes will help support a great local business and make access easier for customers.
1279814	Julie-Ann Ross	Design Arc Limited	Support	No	design arc Limited supports the proposed changes. However, we feel that there should be 2 P5 parks on either side of the Kai Mocha driveway - see attached file. Having a park on the other side of the driveway would make it easier for drivers to pull into the park & not slow down the traffic. The Kai Mocha cafe is a great asset to the local businesses around it and with plenty of unrestricted parking in the area there is no real impact to the community by having 2 P5 carparks outside the cafe. [See attachment at the end of this document]
1279815	Tony Ross	Pedersen Read	Support	No	Pedersen Read supports the proposed changes. It would be great to have 2 P5 parks as the drivers tend to be wanting to stop at the same time & if there isn't a park they won't stop & the cafe misses out on custom. There is plenty of unrestricted parking in the area there is no real impact to the community by having 2 P5 carparks outside the cafe.
1281029	Julie-Ann Ross	Jethro Developments Ltd.	Support	No	I support this proposed change & would also be happy with an additional P5 park on the other side of the Kai Mocha driveway so that there would be 2 P5 parks. Thanks
27 North Road					
1275406	Nicky Gibbs	Night 'n Day Foodstores Ltd.	Support	No	I am providing feedback as a new business coming into the area. Having short term parking will give us the ability to provide a new convenience option for locals, with parking right outside the property turning over at a much quicker rate than the current situation. Parking is at a premium at the Gardens, often seen outside the likes

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					of Beam Me Up Bagels. Customers are in and out, usually with a very quick turnaround. To be able to firm up parking outside 27 North Road so that it works the same way would be wonderful.
1275458	Susie Gardyne	Orphans Aid International	Oppose	No	We would like it left 'as is' for the benefit of our customers and other shops in this area. I am the manager at Orphans Aid Op Shop, 21 North Road. We want people to be able to shop for longer than 5 minutes. I feel this will have a flow on effect to our shop if it changed to 5 minute parking.
1275462	Paul Lowe	Night 'n Day Foodstores Ltd.	Support	No	As a small business owner, I support the proposal to change the parking from 30 minute parking to 5 minute parking. The majority of customers stop briefly to make quick purchases, and shorter term parking encourages better turnover of spaces and improves access for these customers. I believe the proposed change will reduce long stay parking, make parking more efficient, and better reflect how the area is used on a day-to-day basis. Improved vehicle turnover will support local businesses and create a more accessible and convenient environment for customers. Introducing five minute parking will benefit the wider area by improving space turnover and making short stay parking more readily available. This change supports all local business businesses that rely on quick customer visits, reduces long-term vehicle occupation, and makes it easier for locals to stop in for essential errands. Faster parking turnover will improve access, reduce congestion caused by drivers searching for spaces, and contribute to a more efficient, welcoming, and pedestrian friendly shopping environment for everyone in the area.
1276048	Raewyn Alexander	Cat Rescue Charity Shop	Oppose	No	Cat Rescue Charity Shop will be adversely affected by the proposed change to two 5 minute parks. Customers stop in the current 30 minute ones to drop off donations, which always takes more than 5 minutes. We also have a number of disabled customers and customers with small children , who rely on using the parks outside 31/33 North Road to access the shop. If any change was made one of the parks should be made a Mobility Park. Because one new, as yet unestablished business, should dictate a change is unreasonable and unfair to the two businesses whose customers use these parks - Cat Rescue and the Fish and Chip Shop, both of which require longer parking spaces. Local businesses, such as ours, are not better accessed by a 5 minute

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Reference	Name	Org. (if applicable)	Support / Oppose	Speaking?	Comments
					park. As Manager/ Co-ordinator of the Cat Rescue Charity Shop this submission is to state very clearly that we oppose this proposed parking change as it would not work for us. We would lose customers, which as a Charity which receives no government or DCC funding, we cannot afford to have happen. Last year we had to raise funds towards over 640 rescued cats and kittens, as well as 900 desexing operations. Much of this money was raised through our shop customers.
1276723	Janine Ingham		Oppose	No	This area has a number of shops that require more than 5 minutes of parking eg second hand stores, coffee and bagels etc. Perhaps if there were more 30 minute parks available further up north road instead of the the street being full of vans from the electrical it would be ok to have a few 5 minute parks but unless that happens I do not support this.
1277388	Francisco Javier Araya		Oppose	No	To the Dunedin City Council, I am writing to formally voice my strong opposition to the proposed parking changes at 27 North Road. Replacing two 30-minute (P30) car parks with 5-minute (P5) spaces is a counterproductive move that ignores the practical realities of urban mobility and local commerce. A five-minute limit is effectively useless for anything beyond a literal "drop-and-run" scenario; it does not provide sufficient time for a driver to park, exit the vehicle, conduct even the simplest transaction, and return before risking a fine. By the time a parent unbuckles a child or an elderly resident safely exits their car, the clock has practically run out. Furthermore, these ultra-short-term parks create unnecessary traffic friction. Constant turnover in such a tight window increases the frequency of cars pulling in and out, which raises the risk of accidents for cyclists and pedestrians in an already busy area. It also discriminates against those with limited mobility who require more than five minutes simply to navigate the distance between their car and a shop entrance. While a new business may desire rapid turnover, the Council must prioritize the accessibility and safety of all road users over the convenience of a single commercial entity. I urge the Council to maintain the P30 designation, which strikes a far more reasonable balance between supporting business turnover and providing citizens enough time to actually use the services on North Road.

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Reference	Name	Org. (if applicable)	Support / Oppose	Speaking?	Comments
1277504	Gina Love		Oppose	No	I would support one park being changed to a 10 minute spot. Keeping the longer parks encourages shoppers to visit other shops in close proximity. 5 minutes would not allow this, just one quick pick up for which there are no shops you could visit in 5 minutes except perhaps the butcher. It seems like a dramatic response to one business owners request.
1277875	Pam Robertson		Oppose	No	I am disabled and it takes me more than 5 minutes to get out of my car let alone get to the fish and chip shop to get my order. I park there very regularly and I am getting rather angry over these decisions being made without thinking of less abled people. If this new business feels that people only need 5 minutes to pick up from them they obviously don't want disabled or elderly to be buying from them and there are a lot of elderly living down there as we won't be able to.
1280155	Anchorage Properties Ltd.	Anchorage Properties Ltd.	Support	No	As per the attached submission should go further with adding more P-5 parks. [See attachment at the end of this document]
1 Fern Road					
1281040	Jason Gray		Support	No	Whilst in support, without adequate enforcement the proposed changes may prove futile. This is because of recurring observations of the disregard for parking laws in the vicinity, particularly around school drop off/pick up times. Unfortunately the risk to public safety increases when sight lines, safe manoeuvring space and access for traffic are all negatively affected by behaviours such as ignoring yellow lines and straddling the footpaths with vehicles. To mitigate this, the Transport Department might consider (in consultation with the school) restricted parking zones targetting drop off/pick up times of the day, or other measures to help everyone using the streets of this part of Maia safely (both pedestrian and road users). For residents, it is a source of frustration that parking frequently occurs on footpaths (with or without yellow lines) for protracted periods of time, blocking pedestrian right of way (especially those with wheelchairs, prams or walkers) and damaging kerbs and underlying pipes. This forces folk to walk on the road, an even more dangerous practice than usual at these busy times of the day.

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Reference	Name	Org. (if applicable)	Support / Oppose	Speaking?	Comments
1281044	Lucy Gray		Support	Yes	I support the changes as I am in favour of improved safety. Illegal parking in Fern Road is a significant source of frustration for me, and I am pleased to provide feedback. I seriously doubt the efficacy of the proposed action as there are already yellow dotted lines along parts of Fern road which are ignored daily. I have observed motorists parking by straddling the footpath and dotted yellow lines outside my house (sometimes facing the wrong way!) as well as either side of my driveway, and over the yellow dotted lines and footpath between my property at 2 Fern Road and 4 Fern Road. I have never seen any enforcement. I have left notes on windscreens and been ignored. I am not comfortable approaching drivers. When the lines were repainted at the end of last year, the next day I observed cars parking over these lines. At peak times cars can be parked both sides of my driveway (where there are existing dotted yellow lines) and I am unable to safely exit my property as I do not have clear line of sight up and down the street. Due to the parking on the footpath, the road is significantly narrowed which is a safety issue in the event of emergency services trying to get through, and there is no footpath for pedestrians, such as myself, to safely walk around the neighbourhood. Cars are often parked on the footpath on the Manapouri Street on my property boundary, resulting in damage to the footpath, and the water main beneath it which has resulted in water entering our property. My husband has submitted a number of Fix-a-grams relating to this matter. Due to the footpath being obstructed, children and caregivers have to use the road, or the berm outside the 139 Manapouri Street, which is not suitable or designed for this purpose. For these reasons, while I am in favour of improved safety, I would like to make the following suggestions: Teachers park their vehicles in Isabel road. I rarely see cars parked in Isabel Road during the day, but there are always cars parked in Fern Road, outside the school. This would free up spaces for cars to park for pick-up/drop off Rudolph Steiner school, the DCC and the community work collaboratively on improvement to parking for the safe enjoyment of Fern Road during term time, and also when there is a school fair. Implementation of a time limit, like at other schools eg 5 minute drop off/pick-up. I regularly see cars parked illegally for more than half an hour indicating this is more than a simple pickup/drop off An enforcement programme implemented by the

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					DCC to ensure that parking is monitored, and infringements are issued, and residents are able to safely enter and exit their properties. Improved signage about the legality and etiquette of parking in this area. [See attachment at the end of this document]
194B Main South Road					
1276070	Anna Yuen	Jackie's Takeaways	Oppose	No	To whom it may concern, I am writing as the daughter of the owners of Jackie's Takeaways and am making this submission on their behalf, as they have limited English proficiency. We wish to formally express our opposition to the proposed parking changes on Main South Road near 194B Main South Road. In particular, we are concerned about the proposal to change the existing P10 car park located directly outside our business to a P5 car park. This car park is essential to our operation and to our customers. Our business requires the cooking of raw ingredients, which means customers often need to wait more than five minutes for their orders. Unlike businesses that sell pre-prepared food, a five minute parking limit is not practical for our customers and does not reflect the nature of our service. We have already received multiple complaints from customers regarding this proposed change, many of whom have stated that five minutes is insufficient and would discourage them from stopping at our business. This is particularly concerning as this is the only car park directly accessible to Jackie's Takeaways. We also do not support the proposed change of the remaining seven car parks on the street from P15 to P5. These parking spaces are regularly used by our customers and reducing the time limit will further limit accessibility and negatively impact our small business. Retaining these parks as P10 or P15 would be far more appropriate and would better support local businesses and their customers. Overall, we believe the proposed changes will have a detrimental effect on Jackie's Takeaways and do not adequately consider the operational needs of small, family-owned food businesses. We respectfully request that the current parking time limits be retained. Thank you for considering our submission. Kind regards, Anna On behalf of the owners of Jackie's Takeaways
1277125	Chris Willett		Oppose	Yes	I have some questions regarding this parking change proposal. 1/ how will it better meet the needs of the community and local businesses?

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					<p>2/ Who thought of this idea? Was it council staff? Or do you employ a parking infringement company who gave you the idea? 3/ how much is this little exercise, costing the rate payer? Me....</p> <p>4/ your letter of 16th January was unsigned.....but , I see was attributed to the whole of the Regulation Management Team? Who is the Boss of this Team?</p> <p>There are three businesses on that side of the road, not counting the police station, which has a car park. The park Outside the excellent Jackies Takeaway is one park, there is room for two if you allow the police, who are seldom in attendance, to only have one road access. Takeaways have fast food, but, 10 minutes is even faster!</p> <p>The Dairy has 99% car traffic. They are self service and takeaways, at certain times, usually associated with high traffic hours, there will be a line of people at the counter waiting to be served.</p> <p>Five minutes would allow a driver just enough time, to : wait until it is safe to open his door on a blind curve, get out of his car, walk to the shop door, walk to the counter, turn around and go back to his car without being able to purchase anything! Q/ How will that help local business?</p> <p>The other business is The Hairdresser next to the police station.</p> <p>It will be interesting to receive your answers to all of my questions.</p> <p>I am only too pleased for you to supply my name and the unaltered contents of this email to: media and the public.</p> <p>On the face of your proposal, given the fact that, you have not given any tangible</p>

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					<p>reason how it " Will better meet the needs of the community and local businesses" I can only assume that someone in your outfit had an idea how to make more revenue from parking infringements!</p> <p>Yours, very sincerely</p> <p>Chris Willett</p>
1277522	Antony Duthie	Night 'n Day Green Island	Support	Yes	The P15 definitely need's reduced to P5 to keep vehicles moving, which will help business. The P10 outside the fish and chip doesn't need replacing. The parking over the road needs reduced in limits to please to P5 and P30 to aid business and the bowling club with pick up and drop off of players.
1278242	Katie Little		Oppose	No	There is no way that I could be served in 5 mins at the Night n Day. Whenever I am there there are at least 3 other people I. There being served so there is a wait. Its ridiculous. There is no benefit to the community for proposed changes to the 15 min parks. Its actually detrimental. You would be punishing the businesses as well as if I got a ticket outside the night n day just because it took longer than 5 mins to get served i would stop going there. The only benefit i can see is to you. Doesn't help the community or the businesses. Being able to give tickets to more people helps you.
1278250	Sue Cunningham		Oppose	No	It takes longer than 5 minutes to get an ice cream for one person , let alone 3 people. First you have to get to the front of the queue of people waiting. Fish and chips takes 20 mins at the minimum . A hair cut can take 30 minutes minimum. Your organisation is out of touch with real living.
1278251	Gemma Todd		Oppose	No	Takes longer than 5 minutes to do anything at any of the shops here. Night and day as an example, if there are a couple people in line in front of you, you can be waiting for more than 5 minutes if they are getting ice creams or milkshakes
1278367	Karina Sidaway		Oppose	No	The current parking time of 15 mins outside the night'n'day and Jackie's Takeaways is a sensible amount of time. The proposed new parking time of only 5 minutes doesn't allow for there being more than one customer in the shop at a time. Ive had to wait more than 5 minutes to be served at the Night'n'Day most times Ive been there,

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					especially if we are ordering ice creams for our family for example, as these take time to make.
1279472	Trudy Cunningham		Oppose	No	Dont change the parking timezones in green island at all. Supporting our local community shops is important but you need the time to be able to do so.
1278169	Anonymous		Oppose	No	[REDACTED] why? How about you stop wasting rate payer money for a change? You realise there’s almost always a car parked in one of those spots 24/7, and that’s not going to change even with an adjacent police station (and [REDACTED] with bringing parking wardens into the equation) so this is a pointless waste of money.
1281235	Troy		Oppose	No	Notes from phone consultation: Calling on behalf of the owners of Jackie Takeaways. There is a request in at the moment from the night and day to change the P10 to a P5 outside their shops. The owner has spoken to Troy and asked him to ask us to not change it to the 5minutes as he cannot get the food cooked fast enough for that.
2 Broadway					
1276456	Paulien Leijnse	Broadway Medical Centre	Support	No	This change is absolutely in the best interests of the users/patients who visit the health services available both on Broadway and within 200m of Broadway. It enables drop-offs and pick-ups and ensures we have a mobility park available that does not require the user to cross any roads. We strongly agree with this change.
1276483	Paul Bennet	Toitu Investments	Support	No	Agree with proposed changes
1279211	Anita Rae	Physio Performance	Support	No	We are a business located at 8 Broadway, Physio Performance, and have been happy with the temporary changes and agree with the proposal for them to become permanent.
20 Fox Street					
1278253	Ian Hobson	Kido Hobson Ltd.	Oppose	No	Thanks for you letter 16.1.26. I disagree with the information supplied and having owned 18 Fox street for around twenty years without these two parks being of any issues over this period. To my knowledge my tenant nor the owners of 20 Fox street have not complained that thier is an issue with these two parks. Fox Street is an industrial area with bussiness clients and staff parking throughout the street, removal will result in 2 parks less (not correctly stated in your letter). I have attached a photo taken 27.1.26 with two larger vehicles parked in these parking areas and you can

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					clearly see that they are not obstructing either 18 or 20 Fox St driveways. You mention that the areas concerned do not meet a standard DCC on-street parking space. Not knowing what your DCC specifications are, one would presume that common sense should prevail and the parking space should remain as it has been for many years without change. [See attachment at the end of this document]
1278443	Clint Jeffery		Support	No	Great idea as the vehicles parked there obstruct the entry and exit into the building making it dangerous for customers coming in and out. Also the street at the back of this building (19 Reid road) is also very dangerous with similar issues around cars parking on under sized parks obstructing the driveway.
138 Princes Street					
1276257	Charlotte Peters		Support	No	I think it would be good to extend the bus stop area. Though it is sad to lose a tree in the area. Could potentially more motorcycle biking be put on the corner of Dowling St (by the steps) to offset the loss of motorcycle parks on Princes Street.
1276811	Kaila Dobson	Otago Regional Council	Support	No	<p>The Otago Regional Council (ORC) welcomes the opportunity to provide feedback on the proposed changes to the bus stop located at Princes Street, 138. ORC manages and operates the Otago public transport network and has a particular interest in ensuring that bus infrastructure supports safe, efficient, and reliable services.</p> <p>1. Health & Safety Considerations ORC notes that the current configuration of the bus stop at Princes Street, 138, presents potential health and safety risks for drivers and passengers, including: • Insufficient space for buses to safely stop without impeding traffic flow. • Limited visibility for drivers merging in and out of the stop, particularly during peak periods. • Passengers boarding and alighting in close proximity to moving traffic, which may increase the risk of incidents. We strongly encourage that any redesign addresses these risks to improve driver and passenger safety. This is consistent with ORC’s commitment to the Health and Safety at Work Act 2015, and our broader operational safety obligations.</p> <p>2. Bus Stop Extension To support the efficiency and reliability of services on the Princes Street corridor, ORC recommends that the bus stop be extended to</p>

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					<p>accommodate multiple buses at peak times. This extension would: • Allow buses to stop without blocking the main traffic lane, improving flow and reducing congestion. • Reduce dwell-time pressures on drivers, lowering stress and fatigue. • Enhance reliability for the network, particularly for services connecting with the central city and key interchanges.</p> <p>3. Alignment with Network Improvements Extending and upgrading the Princes Street, 138 bus stop is critical for maintaining network efficiency, particularly given increased patronage on key routes. This stop is currently ranked 25th for busiest boardings in Dunedin, with approximately 30,000 boardings and 92,000 passenger disembarks per year, highlighting its importance within the public transport network. ORC supports infrastructure that enables smooth operations, timely services, and safe passenger access at high-use locations such as this.</p> <p>Conclusion ORC strongly supports measures that improve driver and passenger safety and enhance bus stop infrastructure to support the network, including the proposed extension of the Princes Street, 138 stop. We request that DCC consider these points in the final design and implementation of the project.</p> <p>Please do not hesitate to contact ORC’s Transport Operations Team if you require further information or clarification on our submission.</p>
1277960	Michelle Anderson	Pact	Support	No	Is often difficult using pedestrian crossing currently as buses in and out. Very busy space and will make things much better :)
1278491	Anna Leslie		Support	No	will definitely help with buses sitting in middle of dowing st princes st intersection or sitting over the pedestrian crossing areas while they wait for the bus in front of them to move off the stop. It happens daily.
1278763	Jeremy Lemmens	Jeremy Lemmens Peripheral Services	Oppose	No	The proposed alteration pertains to a critical section of pedestrian infrastructure, specifically a footpath that significantly enhances pedestrian safety by creating a secure buffer from vehicular traffic. This location serves as a designated meeting point for myself and my associates, as well as for my child when we rendezvous in the city

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Reference	Name	Org. (if applicable)	Support / Oppose	Speaking?	Comments
					<p>after their bus commute. It facilitates pedestrians in safely observing approaching traffic without encroaching upon the roadway.</p> <p>Furthermore, this vicinity hosts several essential public services, including a medical center and a dental practice, in addition to various dining establishments. A substantial number of individuals employed in the lower Princess Street and south of the exchange areas frequently utilize this location for lunch and dinner following their workdays, as well as for accessing the medical center. The area also accommodates motorcycle parking, addressing a notable deficiency in secure motorcycle parking options within the immediate vicinity.</p> <p>A comprehensive upgrade for Princes Street, similar to the successful George Street project, is essential before allocating ratepayer funds to this area. Unlike international cities, urban traffic congestion is not a significant issue here, and the brief delay a bus experiences at a green light is a minor inconvenience, as traffic can readily flow around it. This was the rationale behind the original design of our city's intersections, featuring double lanes. The more recent implementation of single lanes, which do not effectively manage traffic volume, leads to extensive queues. This shift may be the primary cause of traffic congestion, as the removal of double through-lanes in favor of single through-lanes, often with an underutilized turning lane, forces vehicles into intersections before the light changes, thereby creating genuine traffic jams. Consequently, I cannot endorse these proposed changes without a complete upgrade of Princes Street, as they do not adequately address the needs of all road users, particularly pedestrians and those requiring access to critical services.</p>
1280055	Dawn Stanton		Support	No	My partner and I use this BUs Stop every day to get to work and there is frequently another bus witing at the stop or behind out bus, these changes will make it safe for people getting on and off. My partner also has mobility issues and it will be helpful to him to know he has a safe space to get off the bus without feeling stressed about how far out from the pavement he is going to be.

15 Gladstone Road South

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Reference	Name	Org. (if applicable)	Support / Oppose	Speaking?	Comments
1275467	Chris Henderson	Midway Motors	Support	No	I would add that this area is now fully utilised as a retail space, McGrath Benchtops, Spelt Bakery and ourselves Midway Motors. P 60 is needed for the remainder of this area. The parks are generally taken by all day parkes when there is plenty of parks available on the other side of the road. P60 for the remaining would allow the longer visitors to these retail business's to do their thing and move on without fear of overstaying. We also have many deliveries by truck who currently have to double park whilst unloading which is also Dangerous
165 Eglinton Road					
1277875	Matthew Lane	Night 'n Day Foodstores Ltd.	Support	Yes	Please see attached, suggested amendments to the proposed parking in the Mornington area. [See attachment at the end of this document]
1280162	Anchorage Properties Ltd.	Anchorage Properties Ltd.	Support	No	See attached.
428 North Road					
1283512 [feedback provided to ORC 12 June 2025]	Bronwyn Macgregor and Ben Wolken		Oppose	Yes	Dear Sumit Saini (Implementation Advisor- Transport), This is our feedback regarding the proposed change of the bus stop at 428 North Road from Temporary to Permanent. We are adamantly opposed to this change for the following reasons. 1. Placing the bus stop next to our garage on the street will now mean it is dangerous for us to back out of our garage onto North Road. A bus stopped at 428 North Road blocks our vision of cyclists coming down North Road in the bike lane and also blocks our view of traffic turning left out of Birchfield Avenue onto North Road. If a car parks on the other side of our garage as well as the bus parked at 428 means we have to drive straight out, across North Road and into the lane of traffic coming North along the road as well. If we hit another car or cyclist this now becomes our liability. 2. There was no consultation prior to placing the temporary bus stop at 428 North Road with us or the owner of 428 North Road. We feel this was a rushed decision with no consideration for the people that would be affected the MOST by the change. 3. Since the buses have been parking outside 428 North Road our quality of life has been

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Reference	Name	Org. (if applicable)	Support / Oppose	Speaking?	Comments
					<p>significantly affected. The noise of the bus is continuous and we are often woken by buses starting up their engines or idling for long periods before leaving the stop. The buses run from early morning 6.30am -11:30 pm at night every 15 minutes!! There are also often many more buses parked than are needed according to the timetable. 4. We have been told that the buses are supposed to park up at the Normanby terminus, and when it is time to leave, turn around and pick up people waiting at the bus stop at 428 North Road, then leave immediately. This clearly does not happen and we have had to continually ring Transport services to complain about buses waiting for long periods of time. Especially at evening time when they often sit at the bus stop for up to half an hour. 5. The bus stopping at 428 North Road, also infringes our privacy. Now everytime we walk out our front door, or even look out of it, there is a bus waiting in clear view. The bus driver and people on the bus can look straight up at us. We value our privacy and this has now been taken. Not to mention we have our garage used as a bus shelter for anyone who is standing at the bus stop. It is not their property NOR a bus shelter for the ORC. 6. I have lived at our property at 424 North for nearly all my life since I was six. The bus stop was at 440 North Road and there had never been a problem with it. A shelter is there for people getting on the bus. Why the change now? Nobody informed us! If it is because of the cyclists coming down North Road, you have now shifted liability to us. Is that fair??? We certainly do not think so!! If the bus stop is no longer to be at 440 North Road, then it could be on the other side of the road at the Terminus. People could board there, and the next stop would be the one closest to Dalkeith Street. This would solve a lot of problems. The buses have always stopped at the Terminus, as they have to, to turn around and come back down North Road. There would be no need for another stop OR bus shelter outside 428 North Road. People from Mount Mera and Norwood Street could still board the bus at a convenient spot for them, (the Terminus) and those from Birchfield Avenue could choose either the stop at the Terminus or the one near Dalkeith Street. Please consider our points of view. I think they are all very valid. Before you go any further, I think there would have to be a submission process where we can formally put forward our objections. We would like to be kept informed about this (not at the last</p>

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Reference	Name	Org. (if applicable)	Support / Oppose	Speaking?	Comments
					minute but in plenty of time to submit!). Yours sincerely Bronwyn Macgregor and Ben Wolken (Home owners for 20 years at 424 North Road). [See response from Otago Regional Council at the end of this document]

115 Taieri Road

1281108	Kaila Dobson	Otago Regional Council	Support	No	<p>The Otago Regional Council (ORC) welcomes the opportunity to provide feedback on the Dunedin City Council’s proposal to install two sections of no stopping lines (approximately 6 metres each) in front of the inbound and outbound bus stops near 115 Taieri Road. ORC is responsible for planning, funding, and operating the Otago public transport network, and therefore has a direct interest in ensuring that bus stop infrastructure supports safe, efficient, and reliable services for passengers and drivers.</p> <p>Support for the Proposal: ORC supports the proposed installation of no stopping lines at both bus stops near 115 Taieri Road. From an operational perspective, the proposed changes will improve bus access to the kerb by providing sufficient clear space for buses to safely manoeuvre, pull in parallel to the kerb, and depart without obstruction. Operational and Safety Benefits: Clear kerbside space at bus stops is critical to the safe operation of the public transport network. Vehicles parking or stopping too close to bus stops can result in buses being unable to fully access the stop, requiring drivers to stop in the traffic lane or at an angle. This can create safety risks for:</p> <ul style="list-style-type: none"> • Bus drivers, due to constrained manoeuvring space and reduced sightlines • Passengers, particularly those boarding or alighting, including people with mobility impairments, prams, or limited vision • Other road users, due to buses stopping partially within the traffic lane <p>The proposed no stopping lines will help ensure buses can align correctly with the kerb, improving accessibility, reducing dwell times, and supporting more consistent and reliable services along Taieri Road. Network Efficiency and Accessibility: Reliable access to bus stops is essential for maintaining service efficiency across the wider network. Delays or operational difficulties at individual stops can have flow-on effects to service punctuality and passenger experience. ORC considers that the proposed changes will contribute positively to network performance while also improving the customer experience at these stops.</p> <p>Conclusion: ORC supports the proposed parking changes near 115 Taieri Road and</p>
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Reference	Name	Org. (if applicable)	Support / Oppose	Speaking?	Comments
					considers them an appropriate and proportionate response to address current operational and safety issues at these bus stops. The installation of no stopping lines will enhance safety, accessibility, and efficiency for public transport operations and aligns with best practice for bus stop design. ORC appreciates the opportunity to provide feedback and looks forward to continued collaboration with Dunedin City Council to support a safe and effective public transport network.
1275769	Riana Da Silva		Oppose	No	The bus stop directly in front of 115 -117 Taieri Road, with the green bus shelter, is not at all affected by parked cars at 115-117 Taieri Road. There is sufficient room for any bus to stop BEFORE it reaches the green bus shelter. Parking is required for at least 3 vehicles at 115-117 Taieri Road, for the following reasons: Tenants / Ambulance / Taxis, family and friends picking up elderly getting around with walking aids.
233 Stuart Street					
1278894	Kacey Smith	Halo Hair Boutique	Support	No	We do support the changes it will be a shame to lose the 5min parking for the couriers outside our building Etc However if it protects the building than that is more important.
1281238	Property Owner		Support	No	Alternative recommendation: need somewhere for the couriers to drop off something so can there be a P5 on the uphill section to allow couriers to drop off things. [See attachment at the end of this document]
1282292	Fiona McCrimmon	McCrimmon Law	Oppose	No	1. We agree with the removal of the 2 P5 parks outside the historic verandah . 2. However if these 2P5 parks are removed we need two replacement P5 parks to cope with daily reasonable demand and use. 3. We propose that in addition to retaining the existing P5 park further up Stuart St that two current P240 parks are redesignated as P5 parks to retain the existing number of P5 parks. Ideally there should be one redesignated P240 park on each side of the road. It would work best if the P5 on our side of the road (on LHS if travelling uphill) was located immediately uphill from the two P5 parks that are to be removed. 4. The current P240 parks are grossly abused on a daily basis by local residents parking their cars almost permanently on this stretch of road. This has persisted for a year or more. If that parking wasn't abused there would be less pressure on the current number of P240 parks, as these residents are taking

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Reference	Name	Org. (if applicable)	Support / Oppose	Speaking?	Comments
					<p>those parks out of circulation almost permanently. 5. We need to retain a total of 3 x P5 parks in this stretch of road (i.e retain the existing P5 and relocate , not lose, the two P5s that are to be taken away). This would provide for:- - frequent courier vans for deliveries to businesses - including our law practice - on both sides of the road - people dropping in to our business who will often pop in briefly to arrange things and sign documents, it being rare that a P240 would be available to facilitate that - there are no disability parks in this block and the P5 enables elderly clients to be dropped off and picked up -due to the gradient of this stretch of road the P5s are well utilised by those with mobility issues. The P5 further up the hill is not well positioned for that use -due to the removal of DCC rubbish collections to businesses and residents in this stretch of road, and many separate rubbish collection agents, these trucks need to be able to stop to collect the various bins on various days -I also operate a flower business from my premises for locally grown flowers for which people need to be able to stop on a P5 near the historic verandah . -the P5 that is further up this stretch of road is not well positioned for any of the above purposes due to the 3 lanes of traffic at that intersection - and specifically is not well positioned for the elderly or those with mobility issues -To this end my business and other businesses and services need to retain the uphill P5 and have two current P240 parks immediately uphill from the current verandah parks redesignated as P5s. The only people who would be disadvantaged by that solution would be those currently abusing the P240 parks who are treating them as resident parking.</p>

ATTACHMENTS TO SUBMISSIONS

335A Kaikorai Valley Road

Attachment to Submission 1279814	Julie-Ann Ross

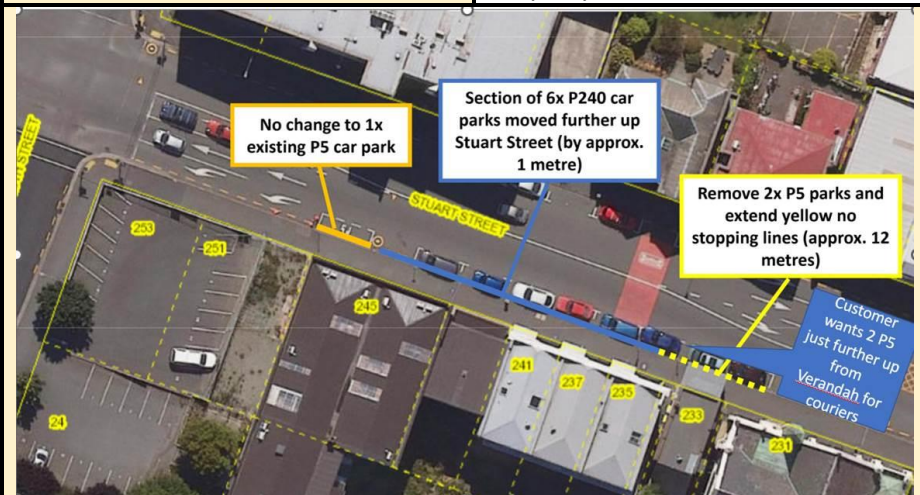
1 Fern Road

Attachment to Submission 1281044 [licence plate numbers have been removed for privacy reasons]	Lucy Gray

20 Fox Street

Attachment to Submission 1278253	Ian Hobson
	

233 Stuart Street

Attachment to Submission 1281238	Property Owner
	

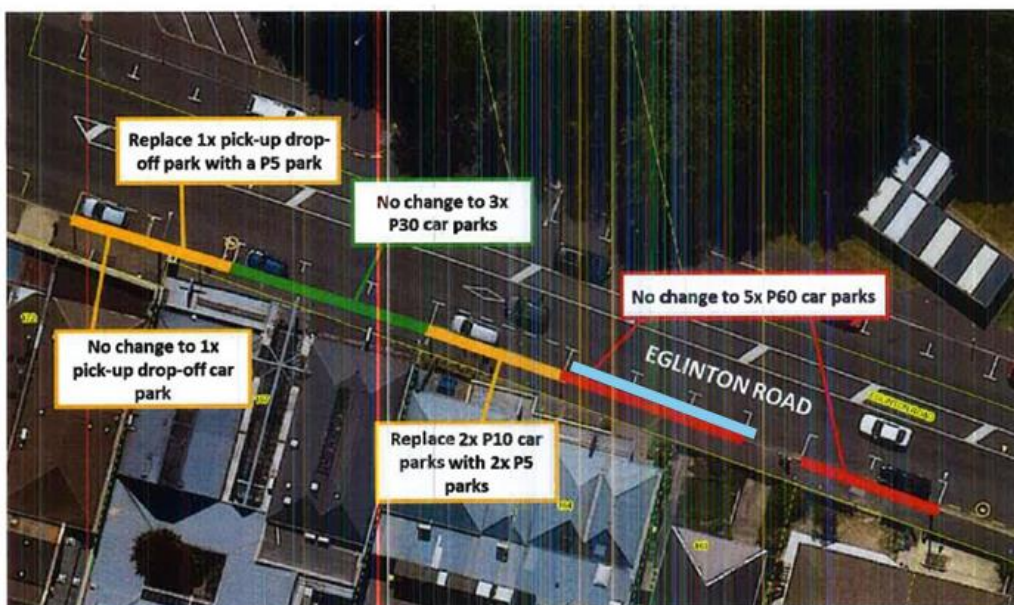
165 Eglinton Road

Attachment to Submission 1277875	Matthew Lane
Attachment to Submission 1280155	Anchorage Properties Limited

See PDF file on next page – the two submissions listed above attached the same PDF file.

Submission – changes of parking restrictions on Eglinton Road

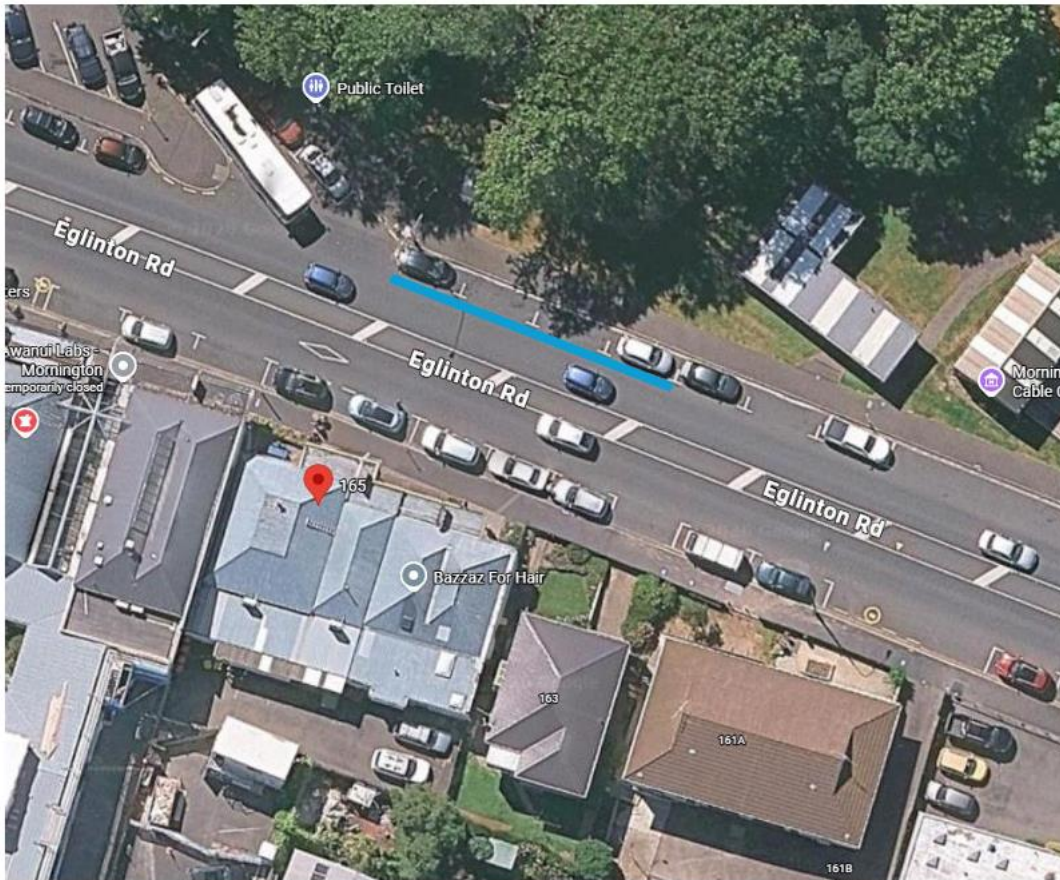
We support the proposed changes at 165 Eglinton Road. However, we believe this review could be extended to better support local businesses and, more importantly, the general public.



Consideration should be given to converting the newly added blue line to short-term parking. This change would significantly improve both safety and traffic flow on Eglinton Road. Under the current proposal, the 5-minute parks are positioned between 60-minute and 30-minute parking. When these longer-stay parks are occupied—often for extended periods—motorists are left with little option other than parallel parking.

By designating the blue line as short-term parking, drivers would be able to pull directly into available spaces. This would generally result in front car parks being utilised first, reducing uncertainty for following traffic regarding a vehicle’s intentions. In contrast, parallel parking often requires motorists to pull alongside an occupied space, and if the following vehicle does not allow sufficient room, the manoeuvre is interrupted. Traffic is then brought to a standstill while multiple attempts may be required to complete the park.

Furthermore, while changes are being considered in this area, strong consideration should be given to providing short term parking on the other side of the road. The following parks highlighted in blue (or part there of) would significantly improve traffic flow and public demand.



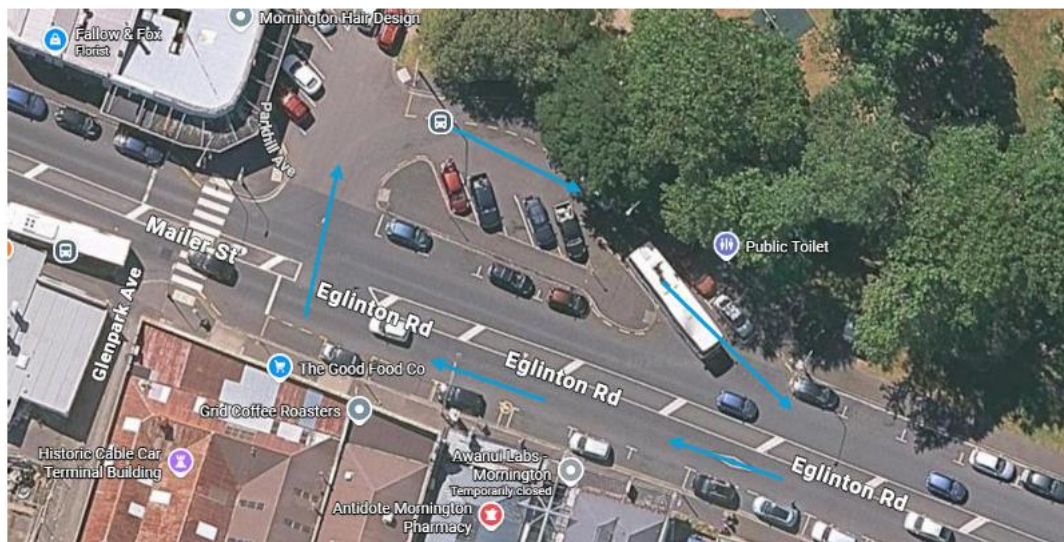
As with the suggestion above, this approach allows for a direct pull-in, pull-out parking arrangement. At present, there is no short-term parking on this side of the road, once again leaving motorists reliant on both available space and the need to parallel park.

The frequent lack of available parks—compounded by comparatively reduced parking enforcement in Mornington—means these spaces currently serve a limited number of motorists, often for extended periods, when they could instead be used by a much larger number of users on a more regular basis.

The current reliance on short-term parking located on the opposite side of the road creates negative traffic effects for vehicles travelling downhill on Eglinton Road. An example of typical motorist movements toward South Dunedin is outlined below:



Compounding this additional impact on traffic movement, to continue their journey the motorist then must turn right across the traffic, and then rejoin the road as per the following. Alternatively a U-turn is undertaken



Traffic can also be delayed when a bus is stopped at the bus stop. When adjacent car parks are occupied, it is not possible for vehicles to pass through, as the remaining gap is too narrow to safely accommodate an average-sized car. This results in traffic being held until the bus departs, further contributing to congestion and impeded traffic flow along Eglinton Road.

Mornington is a well-established commercial hub that has continued to grow over time. In recent years, new businesses such as Grid Coffee and Patties Ice Cream have opened, and alongside existing services including Night 'n Day and the local pharmacy, the area is characterised by predominantly short-term visit destinations. However, the current proportion of short-term car parks relative to longer-stay parking is unbalanced and does not align with the actual demand of the area.

The Mornington Night 'n Day alone catered to an average of 61 customers per hour during standard business hours in the week ending 25/01/2025, with the majority of customers arriving by car. When considered alongside other short-term businesses, the proposed parking changes do not adequately accommodate the public's need for short-term parking. This shortfall contributes to unnecessary congestion, increased safety risks, and overall dissatisfaction for motorists and pedestrians alike.

EMAIL RESPONSE FROM OTAGO REGIONAL COUNCIL TO SUBMISSION ON 428 NORTH ROAD (1283512)

From: Sumit Saini <Sumit.Saini@orc.govt.nz>
Sent: Monday, October 20, 2025 8:06:52 AM
To: [EMAIL REDACTED]
Subject: Feedback regarding 428 Noth Road Bus stop- Bronwyn Macgregor, Ben Wolken

Good Afternoon Bronwyn and Ben,

I hope you had a good weekend and are keeping warm.

Thank you for taking the time to provide feedback regarding the proposed change at 428 North Road. I sincerely apologise for the delay in responding. We have been short-staffed, and I was also monitoring the Route 8 bus movement since the recent timetable adjustments. These changes mean drivers are no longer waiting for extended periods at North Road, and breaks are now being moved to St Clair Terminus.

I really appreciate your feedback and please see the response below to your concerns:-

1. Safety when exiting your property-

Your safety is important to us. I will be discussing this matter further with DCC's road engineering team to ensure the shelter is positioned in a way that maintains visibility when you exit your garage. Installing a glass shelter closer to the intersection is one option we will be considering, and similar setups elsewhere in the city have worked successfully.

2. Consultation process-

I apologise that the original installation of the temporary stop at 428 North Road was not informed, but I do not hold any information on what measures were taken at that time. The stop was introduced as an urgent interim measure because the previous stop at 440 North Road posed safety concerns for passengers, bus drivers and other road users.

3. Bus noise and idling-

I acknowledge the disruption you experienced. Since 30 July, with the updated timetable, buses are no longer waiting or idling at the 428 North Road stop. They now stop only briefly to pick up passengers before continuing toward the city. Looking longer-term, we are working with operators to transition the fleet from diesel to electric by the end of 2026, which will further reduce noise impacts.

4. Buses waiting for extended periods-

As above, this issue has been resolved with the new timetable. Drivers are no longer allowed to wait to take breaks at this location.

5. Privacy and passengers using your garage-

I completely understand your concerns. A key reason we want to install a bus shelter is to provide passengers with a safe, designated waiting area, so they are not tempted to stand on or near your property. This will help preserve your privacy and ensure passengers remain in an appropriate space.

6. Alternative locations-

While the former 440 North Road stop had historically been used, the current road layout makes it unsafe. Visibility is poor, and buses making U-turns after leaving the terminus cannot service the stop safely. The terminus also cannot accommodate a shelter due to space limitations, and the stop near Dalkeith Street is already at capacity, with passengers waiting outside the existing shelter. For these reasons, 428 North Road is the most viable and safe option.

I do understand that there may occasionally be a short wait of a minute or two when a bus is at the stop as you exit your driveway. However, this is minimal compared to the broader safety and accessibility benefits for the community.

Addition to all above, we have received strong support for making this stop permanent, particularly from older residents in the local area who rely on Route 8. The addition of a shelter at 428 North Road will provide them with safety, comfort, and accessibility that other nearby stops cannot currently offer.

I completely understand that this change has an impact on you, and I want to reassure you that your concerns are being taken into account. At the same time, providing safe and accessible public transport for the wider community is a responsibility we must balance.

Thank you again for providing us your feedback.

Have a Great Day!

Kind Regards,
Sumit Saini



Sumit Saini

Implementation Advisor - Transport

Transport

[MOBILE PHONE REDACTED] Sumit.Saini@orc.govt.nz

ATTACHMENT C – CORRECTIONS 20 March 2026 Hearings Committee		
#	Location	Detail
1	19 Timaru Street	Update bylaw layer to remove redundant no stopping lines
2	Dunedin City Library car park (230 Moray Place)	Update bylaw layer to reflect metered parking onsite
3	Dunbar Street	Update bylaw layer to remove redundant P240 restriction
4	95 Hanover Street	Update bylaw layer to reflect onsite P60 parks and remove redundant no stopping lines
5	103 York Place	Update bylaw layer to remove redundant Authorised Vehicles Only park
6	292 York Place	Update bylaw layer to remove redundant P30 restriction
7	670 Cumberland Street	Update bylaw layer to reflect P5 parks onsite
8	346 Great King Street	Update bylaw layer to correct no stopping line location
9	45 Brighton Road	Update bylaw layer to reflect correct bus stop location
10	Main South Road roundabouts	Update bylaw layer to reflect historic no stopping lines
11	South Road (184 Mornington Road)	Update bylaw layer to reflect historic no stopping lines
12	Henderson Street	Update bylaw layer to reflect onsite no stopping lines
13	129 Tomahawk Road	Update bylaw layer to reflect historic bus stop
14	165 Stuart Street	Update bylaw layer to reflect paid P60 parks
15	62 George Street	Update bylaw layer to reflect P5 hours of operation (At All Times)
16	1 Princes Street	Update bylaw layer to reflect P5 hours of operation (At All Times)
17	8 The Octagon	Update bylaw layer to reflect mobility park hours of operation (At All Times)
18	255 Great King Street	Update bylaw layer to reflect P30 hours of operation (At All Times)
19	110 Princes Street	Update bylaw layer to reflect P30 hours of operation (At All Times)
20	109-123 Princes Street	Update bylaw layer to reflect P30 hours of operation (At All Times)
21	168-192 Princes Street	Update bylaw layer to reflect P30 hours of operation (At All Times)
22	169 Princes Street	Update bylaw layer to reflect P30 hours of operation (At All Times)
23	82 Filleul Street	Update bylaw layer to reflect P5 hours of operation (At All Times)
24	Dalmore Loop (ORC)	Update bylaw layer to remove historic bus stops on Orbell, Falkirk, and Gladstone
25	Railway Station north car park	Update bylaw layer to reflect onsite no stopping lines
26	Liberton Loop (ORC)	Update bylaw layer to remove historic bus stops on Hislop, Pryde, and Wilkinson
27	229 Crawford Street	Update bylaw layer to remove motorcycle park and reflect correct onsite no stopping lines
28	41 Tennyson Street	Update bylaw layer to replace no stopping lines with 1x P240 to reflect correct onsite restriction