

Notice of Meeting:

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

Date: Friday 27 June 2025
Time: 9.00 am - Proposed Parking Changes
Venue: Council Chambers, Dunedin Public Art Gallery, The Octagon,
Dunedin

Sandy Graham
Chief Executive Officer

Hearings Committee

MEMBERSHIP

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

Wendy Collard
Governance Support Officer

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

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

ITEM	TABLE OF CONTENTS	PAGE
1	Declaration of Interest	4
PART A REPORTS (Committee has power to decide these matters)		
2	Speaking Schedule	7
3	Proposed Parking Changes - June 2025	9

DECLARATION OF INTEREST

EXECUTIVE SUMMARY

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

RECOMMENDATIONS

That the Committee:

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

Attachments

	Title	Page
↓A	Register of Interests	5

Councillor Register of Interest - Current as at 17 June 2025				
Councillors are members of all committees				
Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Cherry Lucas	Trustee	Otago Farmers Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Henderson Lucas Family Trust - Residential Dunedin Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Institute of Chartered Accountants	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Deputy Chair	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Chinese Garden Advisory Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Taieri Airport Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Poāri a Pukekura Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Mandy Mayhem	Chairperson	Waitati Hall Society Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Blueskin News Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Waitati Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Emergency response group, Blueskin area	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	FENZ Local Advisory Committee for Otago	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waitati Music Festival Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin Bay Amenities Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Keep Dunedin Beautiful (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Zone Representative and Board Member	Keep New Zealand Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Member	Coastal Community Cycleway Network	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	West Harbour Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Disability Issues Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Former Refugee Steering Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Music Advisory Panel (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Jim O'Malley	Owner	Biocentrix Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Northern AFC	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Ocho Newco Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Local Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Regional Transport Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waikouaiti Coast Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

PART A REPORTS

SPEAKING SCHEDULE

Department: Civic

EXECUTIVE SUMMARY

- 1 The purpose of this report is to provide the Hearings Committee with a speaking schedule for 10 submitters wishing to present their views at the hearings to be held on 27 June 2025.

Signatories

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

Attachments

	Title	Page
⬇️A	Speaking Schedule	8

Proposed Parking Changes Speaking Schedule as 19 June 2025			
DATE	TIME	SUBMISSION	NAME
Friday, 27 June 2025			
27-Jun-25	09:05 a.m.	1137082	Megan and Cecilia Mickelsen, Fe29 Gallery
27-Jun-25	09:15 a.m.	1134785	Liam O'Neill, Hobby Lords Dunedin
27-Jun-25	09:25 a.m.	1136845	Jimi Higgins, Surfing New Zealand
27-Jun-25	09:35 a.m.	1134691	Katherine Greer, The Hydro Esplanade Appartments & Hydro Surf Shop
27-Jun-25	09:45 a.m.	1133283	Daniel Fitzpatrick (via Zoom)
27-Jun-25	10:00 a.m.	1137083	Bruce Bernasconi, Spa Pools Otago
27-Jun-25	10:10 a.m.	1136854	Mark Stevenson
27-Jun-25	10:20 a.m.	1136658	Kim Hayward, Iconic Tours NZ Limited
27-Jun-25	10:30 a.m.	1136942	Mary O'Brien, CCS Disability Action
10.40 AM - 10.50 AM		BREAK	
27-Jun-25	10:50 a.m.	1135284	Rob Ottrey
27-Jun-25	11:00 a.m.	1137051	Richard Egan

PROPOSED PARKING CHANGES - JUNE 2025

Department: Transport

EXECUTIVE SUMMARY

- 1 This report presents information for the Hearings Committee (The Committee) to consider proposed changes and corrections to parking restrictions.
- 2 The proposed changes in parking and traffic restrictions are presented in two sections:
 - a) general minor parking changes which include requests from residents, changes made to enhance safety or amenity, and suggestions from officers. These changes include:
 - i. the new parking layout for Bath St, following the pipe upgrade works
 - ii. bus stop improvements in South Dunedin
 - iii. introduction of various no stopping areas following safety assessments
 - iv. introduction of time restricted parking in St Clair on Forbury Road, the Esplanade and Second Beach Road
 - b) corrections to the bylaw database to ensure it matches existing marking and signage
- 3 Consultation has been undertaken separately for all the proposed changes discussed in this report.
- 4 As at the writing of this report, 22 submitters wish to be heard in relation to the proposed parking changes in this report.
 - a) 2 submitters regarding North Road
 - b) 1 submitter regarding Ravenswood Road
 - c) 1 submitter regarding mobility park changes for St David Street, Bath Street and St Clair
 - d) 1 submitter regarding King Edward Street (bus stop)
 - e) 17 submitters regarding St Clair

RECOMMENDATIONS

That the Committee:

- a) **Selects** a preferred option for proposed changes in St Clair, to be added to the restrictions database and URL in advance of Council adoption

- b) **Recommends** Council approve the proposed changes to parking and traffic restrictions shown in the June 2025 update of the Dunedin City Council's traffic and parking restrictions database found here: [Parking Changes June 2025](#)
- c) **Notes** that all parking restrictions previously approved by the Council remain unchanged

BACKGROUND

Traffic and parking controls

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

Context for proposed changes

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

DISCUSSION

- 10 The proposed general parking changes are shown in [Parking Changes June 2025](#) and are detailed in Attachment A – Minor General Parking Changes. The GIS layer includes a bookmark feature which links the numbered cases presented in the tables of Attachment A, to their specific location.
- 11 Changes proposed for St Clair are not included in the GIS layer, instead they are included as diagrams embedded into this report. Once The Committee selects a preferred option for parking restrictions in St Clair, these will be added to the GIS layer before being presented to Council for approval.

- 12 Summaries of consultation undertaken with affected parties, including owners, residents and businesses are presented in Attachment B – Consultation Period Feedback.

General Minor Changes – TPC-50

Bath St – New Parking Layout

- 13 Parking restriction changes are proposed for Bath Street and George Street, following the Bath Street upgrade work.
- 14 For Bath Street, the changes include a reduction in 5-minute parking, in favour of 1-hour paid parking and the introduction of an authorised vehicle only (AVO) space for deliveries. Staff designed the Bath Street proposal to be as similar as possible to the previous layout, including the retention of a mobility park.
- 15 For George Street, the introduction of a variable zone is proposed. The variable zone supports coach/bus parking when there is tourism demand and allows the space to be designated as parking for other purposes, including short-medium stay general parking. The current coach stop operates ‘at all times’ and the change would allow the stop to operate as general parking in the evening.
- 16 Consultation was undertaken in May 2025, with letters sent to affected property owners, residents and businesses. The proposal was also published on the Dunedin City Council website and signs were installed in the area.
- 17 During consultation, 19 pieces of feedback were received, with 6 in support, and 13 opposing the proposed changes.
- 18 Feedback centres largely on the new variable zone and removal of the coach park, with support from adjacent businesses and opposing feedback from tour operators.
- 19 No modifications are suggested for the proposed layout following consultation.

Bus Stop Improvements – South Dunedin

- 20 This report presents changes to two bus stops by Cargill’s Corner on King Edward Street. Both changes are to support the Otago Regional Council’s (ORC) public transport network improvements.
- 21 From June 30, 2025, the ORC will increase the frequency of buses travelling from the bus hub to South Dunedin. Almost all buses that currently travel along Andersons Bay Road, will now go along Princes Street and King Edward Street. The buses that would normally travel along Andersons Bay Road will then use Macandrew Road to connect on Andersons Bay Road.
- 22 The change to bus routes and stops will support improved connectivity between the central city and South Dunedin. The map below illustrates the routes the buses will travel after the change and indicates the bus stop locations mentioned in this report.



- 23 This report includes making the trial inbound bus stop on King Edward Street permanent and lengthening of the outbound stop on King Edward Street. The bus stop needs lengthened to accommodate two buses which will mitigate the risk of buses stacking into the intersection with Hillside Road.
- 24 The proposed bus stop changes were initially signalled through the South Dunedin Library consultation. ORC has also discussed the broader network changes with Grey Power, who are supportive.
- 25 Transport undertook specific consultation in May 2025, with letters sent to affected property owners, residents, and businesses. The proposal was also published on the Dunedin City Council website and a sign was installed in the area during the consultation period.
- 26 During consultation, 3 pieces of feedback were received for the outbound bus stop, with 2 in support, and 1 opposing the proposal. No feedback was received regarding the trial stop becoming permanent.
- 27 Staff modified the proposal to include an AVO park because of feedback received.
- 28 It should be noted that ORC are also trialling a range of new stops, and removing some from service as part of the route changes. These trial stops are not presented in this report as they will be in place under Temporary Traffic Management (TMP) for the short-medium term and will only be brought to the Committee for consideration once the final locations are confirmed.

No Stopping Areas – Safety Assessments

- 29 Following safety assessments, new ‘no stopping’ areas are proposed in the following areas:
- a) Lachlan Avenue, near Warrender Street
 - b) Bank Street, near Ramsay Street
 - c) North Road, near Uxbridge Street
 - d) Ravenswood Road, between 113-115
 - e) Highgate, at the intersections of Dunblane and Pacific streets
- 30 Safety assessments were undertaken by Transportation Engineers at each of these locations following staff recommendations or requests from the community, and the installation of no stopping areas is proposed to improve safety outcomes in these locations.
- 31 Changes proposed on Lachlan Avenue also include removal of one unrestricted carpark as part of the safety improvements. Changes in this area were introduced following recent vehicle crashes, and concerns raised by residents and New Zealand Police.

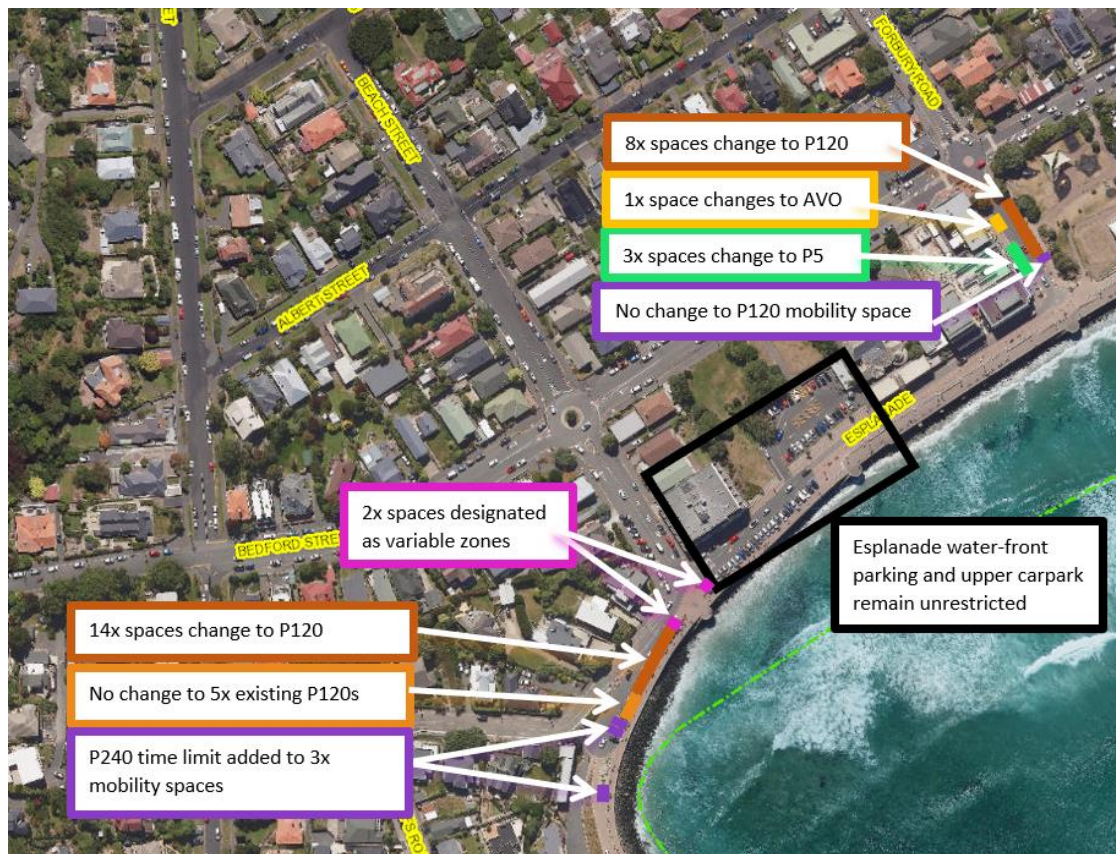
St Clair – Introduction of Time Restricted Parking

- 32 This report proposes to introduce unpaid time restrictions in St Clair, converting unrestricted parking to a mix of P5, P120 and P240 parks, variable parks and an AVO park.
- 33 There are a range of parking demands in St Clair due to its importance as an area for recreation, retail, hospitality, and leisure purposes. The current parking layout, which has few restrictions, does not encourage parking turnover to support businesses or short-term visitors to the area.
- 34 The lack of short-term parking also contributes to dangerous parking behaviour. Vehicles frequently double park, park on yellow lines or on the footpath. They also drive the wrong way along the Esplanade.
- 35 To reduce incidents of dangerous parking, staff propose adding three 5-minute restrictions and an AVO space on Forbury Road.
- 36 Some businesses in the area requested parking options that would cater for a range of visitors, which includes short term parking for takeaways, longer term parking for dining and retail, and AVO parking for deliveries.
- 37 Alongside providing for the businesses, priority is also given to ensuring appropriate provisions for the recreational use of St Clair, with visitors to the refurbished St Clair playground, DCC Hot Salt Water Pool, beach, and surfers.
- 38 Staff are proposing a mix of P120 and P240 restrictions to support hospitality and retail and provide options for recreational activity.
- 39 In addition to the short- and medium-term parking options, two variable parks are proposed, with the potential to be used for mobile trading areas during peak seasons. These parks could be bookable spaces for registered mobile traders.

- 40 Staff are proposing most restrictions apply 7-days a week, from 8am-6pm. The exceptions to this being:, the P5, AVO, and mobility parks, which are proposed as 'at all times'.
- 41 Consultation was undertaken in May 2025, with letters sent to affected property owners, residents, and businesses. The proposal was also published on the Dunedin City Council website, promoted via social media channels and signs were installed in the area during consultation. Staff also spoke with the South Coast Boardriders Committee regarding the proposal.
- 42 During consultation, 177 pieces of feedback were received, with the feedback split as 47% supportive and 53% opposed to the proposal.
- a) Many responses received were not in support or opposition to the proposal, but rather offered other suggestions, or were opposed to specific parts of the proposal (e.g. some thought the entire area should be restricted to 2-hour parking as 4-hours is too long).
 - b) Some themes in the feedback include, a lack of parking, concerns around paid parking, confusion surrounding P5s, concern for resident parking, freedom camping questions, questions about enforcement, and concern for the surfing community.
- 43 Two changes have been made to the proposal following feedback following feedback from the Disabled Persons Assembly and businesses. Those changes are the installation of one AVO space on Forbury Road, a change to the time limit on the Second Beach Road mobility parks to 4-hours.
- 44 Considering the broad range of feedback received, staff have included two options for consideration in report. Staff have not provided an option for 'no change' in this area, as the feedback showed there is a need for at least some level of change.
- 45 Diagrams that were provided for public consultation are included in Attachment A, these differ to the final options proposed, which are highlighted below:
- a) Option 1: Support changes to Forbury Road, Esplanade and Second Beach Road



b) Option 2: Support changes only to Forbury Road and Second Beach Road



46 Other alternative options may also be considered through The Committee.

Parking Counts

47 In total, it is proposed that there will be a loss of approximately 8 restricted parks and a gain of approximately 10 unrestricted parking spaces across the city, resulting in a net gain of 2 car parks. Detail is provided in Table A - Parking Counts.

48 In addition to this, 70 parks are proposed to have a change in restriction type, including 57 parks in St Clair (based on Option 1 of the St Clair proposal).

TABLE A - PARKING COUNTS		
ALL PARKING CHANGES – TPC-50		
Restricted Carparks	Unrestricted Carparks	Change In Restriction Type
-8	10	69

Corrections to the bylaw database – TPC-51

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

TABLE B - CORRECTIONS TO THE TRAFFIC AND PARKING BYLAW		
CORRECTIONS TPC-51		
Number	Location	Detail
1	846 Cumberland St North	Update bylaw layer to reflect missing no stopping lines from when NZTA cycleway was constructed
2	46 Factory Rd (High St)	Update bylaw layer to remove redundant bus stop
3	274 Stuart St	Update bylaw layer to correct location of the Clearway on Lower Stuart Street
4	Andersons Bay Rd (by Mitre 10)	Update bylaw layer to correct location of unrestricted parking
5	260 Cumberland St (by Stuart St)	Update bylaw layer to reflect accurate capacity of 2
6	53 Cutten St Resident Park	Update bylaw layer to remove redundant resident parking space
7	High St (1 Stuart St)	Update bylaw layer to reflect accurate capacity of 2
8	Howden St /Kirkland St intersection	Update bylaw layer to reflect no stopping lines that have been on the road for many years
9	13-27 Napier St Resident Park	Update bylaw layer to remove redundant resident parking space
10	146 Queen St	Update bylaw layer to reflect no stopping/turning area
11	470 Moray Pl	Update bylaw layer to reflect accurate capacity of 1
12	333 Princes St	Update bylaw layer to reflect AVO space in place for many years, and correct P60 capacity to 5

OPTIONS

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

Option One – Recommended Option

- 51 That The Committee supports the proposed changes to the traffic and parking controls database, including selecting a preferred option for St Clair parking changes.

Impact assessment

- 52 Overall, this option is likely to marginally decrease city emissions, with no anticipated impact on DCC emissions.

Debt

- No debt funding is required for this option.

Rates

- There are no impacts on rates.

Zero carbon

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

- Parking changes presented in this report are unlikely to increase city emissions. Changes proposed in St Clair may provide some zero carbon benefits, with a decrease in circling traffic seeking available parks.
- Other proposed changes are unlikely to materially impact city emissions.

Advantages

- Improves safety, efficiency, and access on the transport network by:
 - enabling property access by prohibiting obstructive parking, making existing parking controls clearer, and providing for access to new driveways
 - providing an improved and enforceable framework of parking restrictions
 - providing appropriate length of parking stay according to the surrounding land uses
- Contributes to achieving an integrated, affordable responsive, effective and safe transport network

Disadvantages

- Costs of installation

Option Two – Status Quo

- 54 Do nothing.

Impact assessment

- 55 There are no impacts identified with this option.

Debt

- No debt funding is required for this option.

Rates

- There are no impacts on rates.

Zero carbon

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

Advantages

- Council resources can be allocated to other transport projects

Disadvantages

- Does not improve efficiency and access to the transport network
- Does not improve safety or reduce conflict points
- Does not contribute to the Integrated Transport Strategy goals

NEXT STEPS

- 57 If The Committee recommends the changes to traffic and parking controls, a report of the proposed changes will be brought before Council for approval, including an updated URL link/GIS layer with the preferred option for St Clair.
- 58 If Council approves the restrictions, they will be implemented through appropriate signs and road markings and restrictions will be enforced under the Traffic and Parking Bylaw.

Signatories

Author:	Abbey Chamberlain - Senior Transport Planner
Authoriser:	Jeanine Benson - Group Manager Transport Scott MacLean - General Manager, Climate and City Growth

Attachments

	Title	Page
A	Minor General Parking Changes	21
B	Consultation Feedback Received	32

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

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

Fit with strategic framework

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

Improvements to traffic and parking restrictions supports a safe, efficient and accessible transport network, and supports the social and economic wellbeing of Dunedin communities.

Māori Impact Statement

Mana whenua have expressed support for a safe and efficient transport network.

Sustainability

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

Zero carbon

Parking changes proposed in St Clair will help to marginally reduce city emissions and vehicle circling in the area. DCC emissions would not be affected.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications.

Financial considerations

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

Significance

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

Engagement – external

There has been engagement with affected parties, including residents, landowners and business owners adjacent to changes.
 There has been engagement with Otago Regional Council with regard to the public transport network.

SUMMARY OF CONSIDERATIONS

Engagement - internal

There has been engagement with Transport, Property and Parks and Recreation Services staff. Consultation was undertaken with the i-Site from a local tourism perspective for the George Street changes. Transport staff will work with i-Site on implementing appropriate restrictions based on the time of year should the variable zone be approved. Parks and Recreation staff consider the changes for St Clair to be appropriate and beneficial for the area.

Risks: Legal / Health and Safety etc.

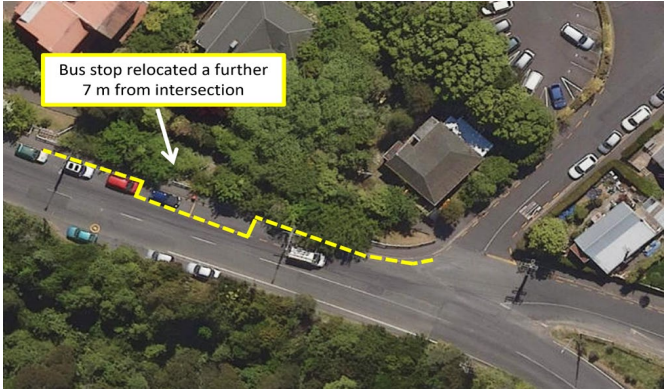
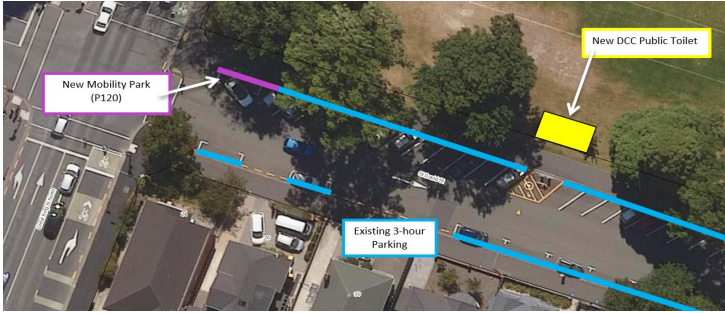

Many of the proposed changes aim to improve safety of vulnerable users of the transport network.

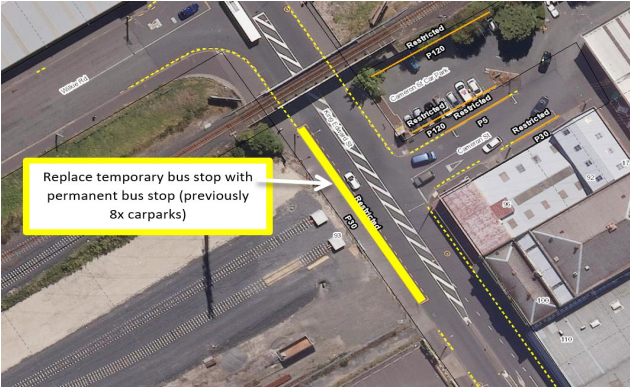

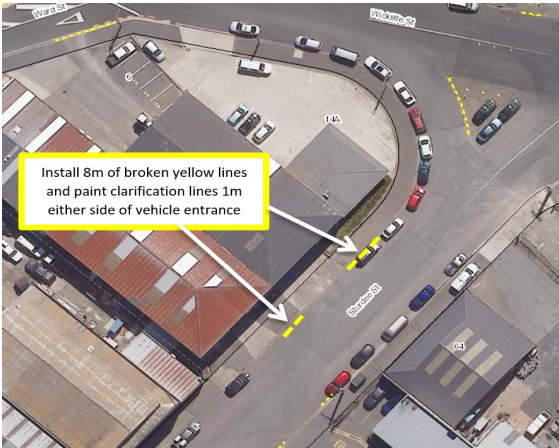
Conflict of Interest

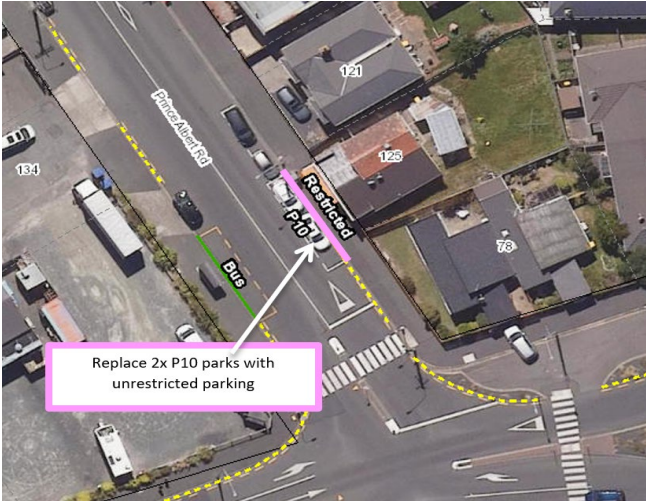
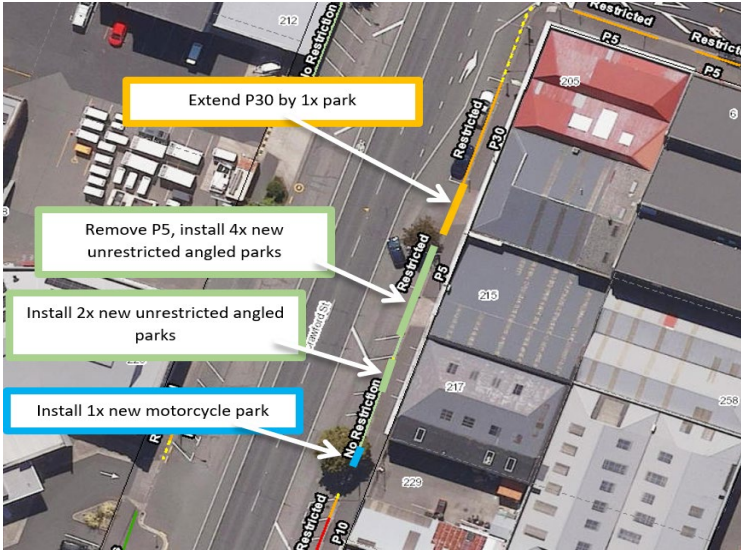
There are no known conflicts of interest.

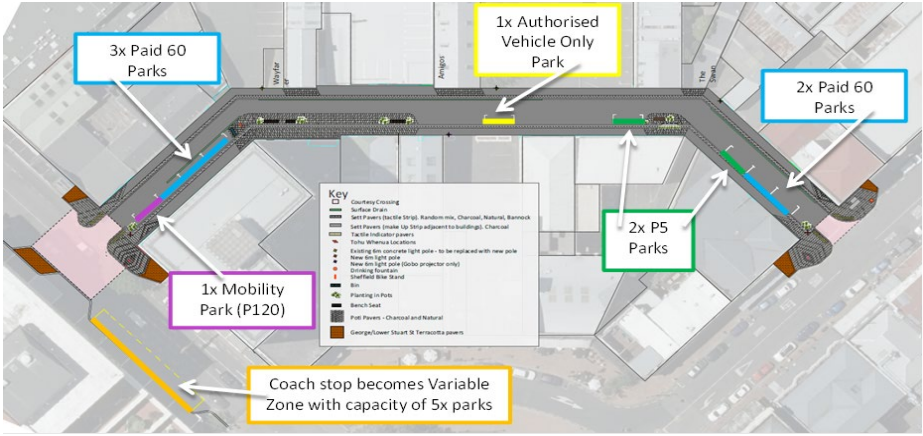
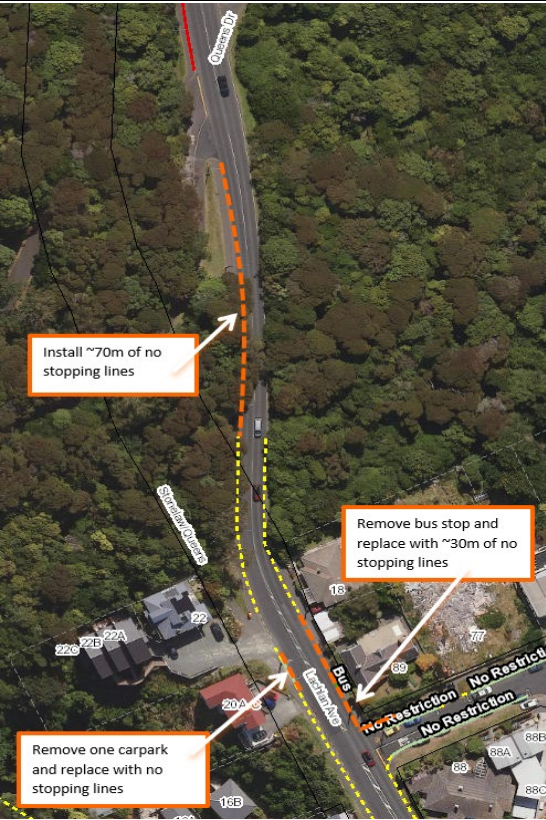
Community Boards


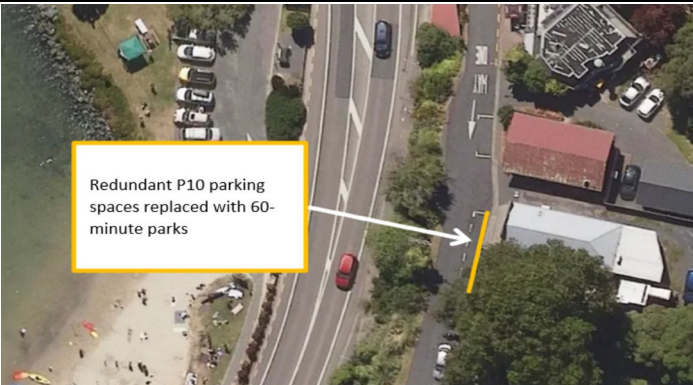
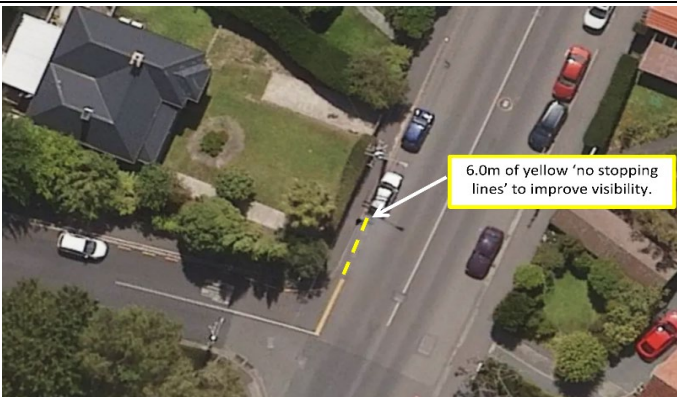
There are no implications for Community Boards as part of this report.

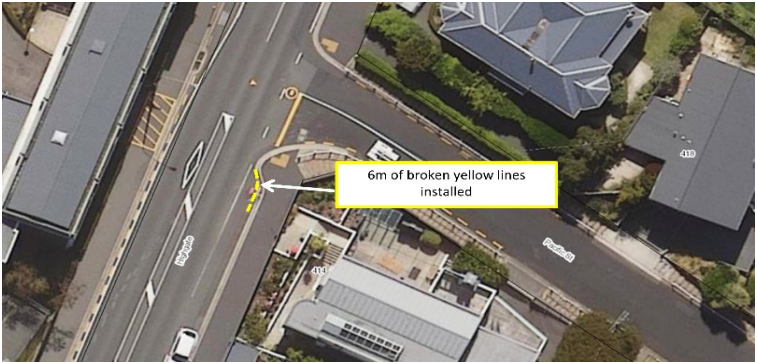
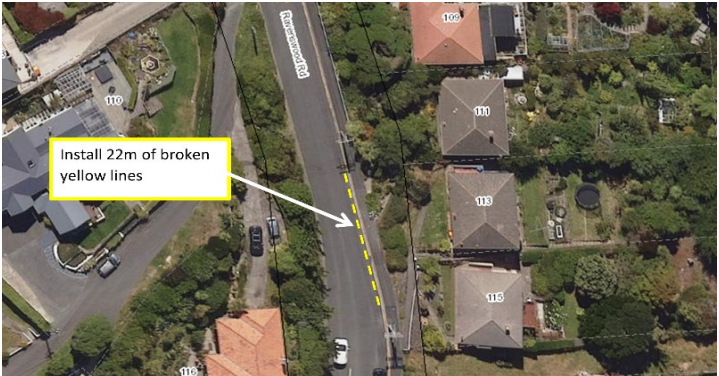

ATTACHMENT A - GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (27-06-2025)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-50						
1	Opoho Road	75 Opoho Road Dunedin	Relocation of bus stop further from intersection to improve sightlines and visibility	Relocation of bus stop 7m from intersection, with addition of yellow no parking lines		Consultation May 2025
2	St David Street	541 Great King Street North Dunedin	New Mobility Park to service to new DCC Public Toilet installation	Replacing 1x paid P180 with new unpaid P120 Mobility Park		Consultation May 2025
3	North Road	North Road, opposite Uxbridge Street	Safety assessment and public enquiries revealed need for need for section of yellow no stopping lines.	~50m no stopping lines installed around North Road Uxbridge Street intersection		Consultation May 2025



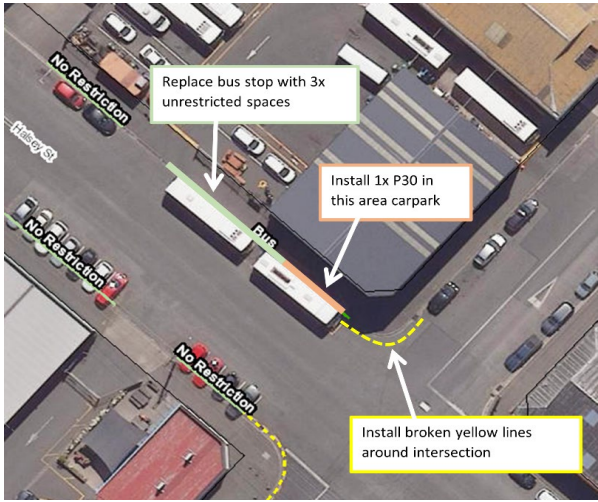
ATTACHMENT A - GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (27-06-2025)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-50						
4	King Edward Street	Opposite Cameron Street	New extended length bus stop opposite Cameron Street, implemented to support ORC bus routes	Making trial bus stop permanent, replacing 7x P30 parks with bus stop		Consultation with Kiwi rail, April 2025
5	Bank Street	Bank Street (near Ramsay Street intersection)	New no stopping area to ensure roadway width is safe for vehicles	New 'No Stopping At All Times' restriction of approximately 150m		Consultation May 2025
6	Sturdee Street	6 Wickliffe Street	Installation of broken yellow lines in industrial area to support large vehicle access and safety	Replacing 1x park with broken yellow lines		Consultation with adjacent properties, February 2025



ATTACHMENT A - GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (27-06-2025)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-50						
7	Prince Albert Road	125 Prince Albert Road	Removing redundant P10 spaces from outside closed dairy	Removing 2x P10 spaces and replacing with unrestricted parking		Consultation May 2025
8	Crawford St	229 Crawford Street	Replace redundant vehicle crossings with new parking spaces	1x new P30 6x new unrestricted parks 1x new motorcycle park		No consultation required, removal of redundant vehicle crossings


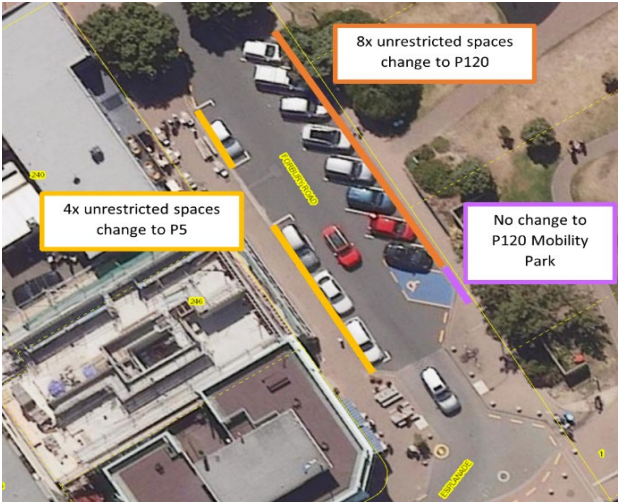
ATTACHMENT A - GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (27-06-2025)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-50						
9	Bath Street	Bath Street and George Street by the Octagon	Redevelopment of Bath Street resulting in changes to parks	Installing 5 paid P60, 2 P5s and Mobility P120, and variable (5 spaces) on George Street		Consultation May 2025
10	Lachlan Avenue/Warrender Street	89 Warrender Street	Safety improvements on Lachlan Avenue (by Warrender Street)	Remove bus stop Install section of broken yellow lines Remove single carpark		Information sent to nearby properties, April 2025


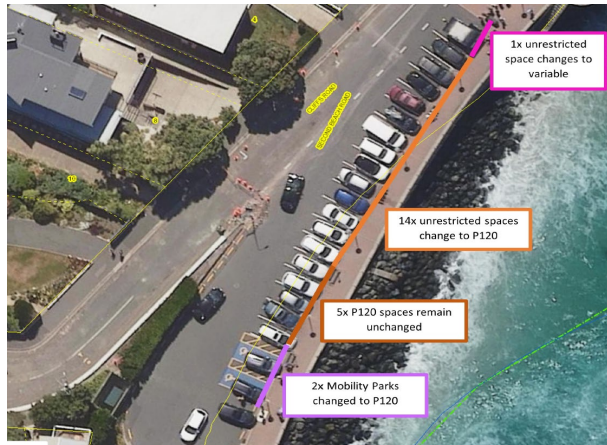

ATTACHMENT A - GENERAL PARKING CHANGES							
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (27-06-2025)							
N	Location General	Location Specific	General Description	Change Proposed	Diagram		Consultation/Reference
MINOR CHANGES TPC-50							
11	Harbour Terrace (Carey's Bay)	48 Harbour Terrace	Installing broken yellow lines after request from residents	Installing 7m broken yellow lines opposite 51 Harbour Terrace			Consultation May 2025
12	Macandrew Bay School Road	488-491 Macandrew Bay School Road	Replacing redundant P10 spaces with P60s	Replacing 5X P10 parking spaces outside Macandrew Bay School with 60-minute parks			Consultation May 2025 Proposal modified following feedback from unrestricted parking to P60s.
13	Dunblane Street/ Highgate Intersection	449 Highgate	Installing broken yellow lines to improve visibility around an intersection	Installing 6m no parking yellow lines outside 449 Highgate			Consultation May 2025

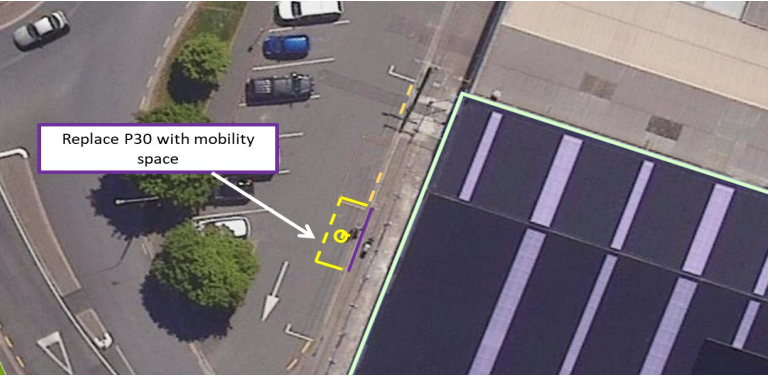

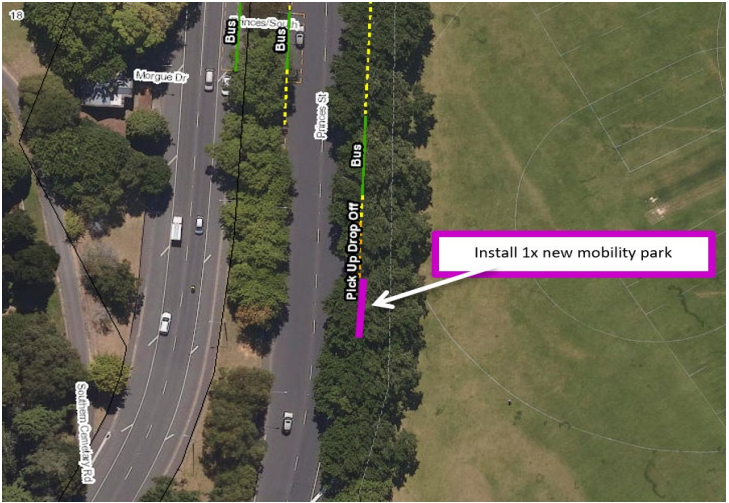
ATTACHMENT A - GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (27-06-2025)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-50						
14	Highgate/Pacific Street Intersection	414 Highgate	Installing broken yellow lines to improve visibility around an intersection	Installing 6m no parking yellow lines outside 414 Highgate		Consultation May 2025
15	Ravenswood Road	111-113 Ravenswood Road	Installing broken yellow lines to provide passing space on a narrow road	Installing 22m of broken yellow lines outside 113 Ravenswood Road		Consultation May 2025
16A	Highgate/Roslyn Resident Parks	339 Highgate	Removal of out-of-zone resident parking spaces in Highgate	Removing Residents only car park outside 339, replacing with 1x unrestricted space		Current permit holders notified

ATTACHMENT A - GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (27-06-2025)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-50						
16B	Highgate/Roslyn Resident Parks	Merlin St Intersection	Removal of out-of-zone resident parking spaces in Highgate	Removing Residents only car parks outside 376 and 384 Highgate, replacing with 3x unrestricted spaces		Current permit holders notified
16C	Highgate/Roslyn Resident Parks	Burwood Avenue	Removal of out-of-zone resident parking spaces in Highgate	Removing 2x resident only carparks outside 9 Burwood Avenue, replacing with unrestricted parking		Current permit holders notified
17	Halsey St Sturdee St intersection	7 Halsey Street	Bus stops to be replaced with 3x unrestricted and 1x P30 space	2x bus stops replaced with 3x unrestricted spaces and 1x P30 Yellow lines installed as a clarification around intersection		Consultation with Ritchies Transport

ATTACHMENT A - GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (27-06-2025)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-50						
18	Harbour Terrace - extend P120	Opposite 51 Harbour Terrace	Removal of redundant vehicle crossing resulting in increase of 1x space.	Increase parking capacity of P120s by 1x space		No consultation required, removal of redundant vehicle crossings
19	Forth Street	133 Union Street (on Forth Street)	Modification of parking alignment from angled parking to parallel as a safety measure	capacity reduced by 1x space		No consultation required

ATTACHMENT A - GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (27-06-2025)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-50						
20	King Edward St Bus Stop	134 King Edward Street	Extend bus stop to be double length to support ORC route changes and increased frequency in the area	4x P30 carparks replaced with bus stop & AVO		Consultation May 2025 Proposal modified following feedback to include an Authorised Vehicle Only (AVO) park
21A	Saint Clair	Forbury Road	Introduction of time restrictions following requests from businesses to improve turnover Support by transport to improve parking availability, and reduce instances of dangerous and illegal parking in the area	8x unrestricted angled spaces become P120 4x unrestricted parallel spaces become P5		Consultation May 2025 Proposal modified following consultation - updated version is in Hearings Report body

ATTACHMENT A - GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (27-06-2025)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-50						
21B	Saint Clair	The Esplanade	<p>Introduction of time restrictions following requests from businesses to improve turnover</p> <p>Support by transport to improve parking availability, and reduce instances of dangerous and illegal parking in the area</p>	<p>1x unrestricted mobility park becomes P240 mobility for consistency with other changes</p> <p>25x unrestricted spaces become P240</p> <p>1x unrestricted space becomes a variable zone, primarily for mobile trading</p>		<p>Consultation May 2025</p> <p>Proposal modified following consultation - updated version is in Hearings Report body</p>
21C	Saint Clair	Second Beach Road	<p>Introduction of time restrictions following requests from businesses to improve turnover</p> <p>Support by transport to improve parking availability, and reduce instances of dangerous and illegal parking in the area</p>	<p>1x unrestricted space becomes a variable zone, primarily for mobile trading</p> <p>14x unrestricted spaces become P120 (5x existing P120 spaces remain unchanged)</p> <p>2x unrestricted mobility parks become P120 mobility parks</p>		<p>Consultation May 2025</p> <p>Proposal modified following consultation - updated version is in Hearings Report body</p>
22	Church Street motorcycle parking	Church Street Carpark 2, Mosgiel	<p>Removal of a lined parking bay too small for a car</p>	<p>1x carpark replaced with 2x Motorcycle parking bays</p>		<p>Consulted with DCC Property and Mitre 10 Mosgiel</p>

ATTACHMENT A - GENERAL PARKING CHANGES						
GENERAL PARKING CHANGES-HEARINGS COMMITTEE (27-06-2025)						
N	Location General	Location Specific	General Description	Change Proposed	Diagram	Consultation/Reference
MINOR CHANGES TPC-50						
23	Ward Street extension mobility park	2 Ward Street	Relocating mobility park following installation of a new vehicle crossing	Relocating mobility park, reduction in parking capacity of 1x P30		No consultation required, change due to a new vehicle crossing
24	170 Rattray Street	170 Rattray Street	Removal of carparks as required for 2x new vehicle crossings to access the new carpark.	Removal of 4x P60s and 1x AVO space		No consultation required, changes required due to vehicle crossing. Surrounding restrictions can be reviewed at a later date if required.
25	The Oval (by South Road)	Southern end of the Oval	Install 1x new mobility space	replace 1x unrestricted park with 1x mobility park		Consultation with DCC Parks and Recreation

Opoho Rd					
Reference	Name	Org (if applicable)	Support/Oppose	Speaking	Comments
1133686	Richard Dennison	n/a	Support	No	I agree this would be a safer option as a bus user and a motorist using this road.
1134837	Haidee Mowat	n/a	Oppose	No	<p>I am writing in response to the proposal to relocate the bus stop currently positioned outside my home, moving it approximately 7 metres further downhill. I strongly oppose this change due to the direct and significant impact it would have on my daily life.</p> <p>I live next to the current bus stop and rely heavily on the public transport system to maintain my independence and access essential services. I live with physical mobility issues that already make short distances “ particularly uphill walks “ very challenging. The current location, being just outside my home, allows me to continue participating in my community and manage everyday tasks like shopping, attending medical appointments, and staying connected with friends and family.</p> <p>Relocating the stop seven metres further down the hill might not seem like much on paper, but for someone with mobility limitations, every additional metre “ especially uphill “ is a real barrier. What’s being proposed is for me, a reduced change in accessibility. It’s asking me to struggle further for something that is currently just within my reach. This minor move will have a major effect on my wellbeing, safety, and ability to live independently.</p> <p>From a planning perspective, I ask that the council also consider that this area is not flat terrain. The incline plays a big role in determining how accessible a location is, and I urge those reviewing this proposal to try walking the route themselves “ especially imagining it with limited mobility, or even while using a walking aid or crutches. That short seven metre move becomes a real physical obstacle for people like me.</p> <p>I also worry that this change de-prioritises accessible planning. Councils have a duty to protect vulnerable community members and make decisions through the lens of inclusivity and equality. Although I am understanding of the reason for the proposal, I believe those concerns must be balanced against the real and immediate human cost to residents like me.</p> <p>I ask that you please reconsider the proposal and leave the bus stop where it is.</p> <p>Thank you for taking the time to consider this feedback. I hope the council chooses to uphold accessibility and fairness in its decision-making process.</p>
1134730	Stewart Hibbert	Knox College and Salmond Colleges Incorporated	Support	No	<p>Thank you for the opportunity to comment on this proposal.</p> <p>My name is Stewart Hibbert, and I am the General Manager of Knox College and Salmond College Incorporated. I have been concerned for some time about the roading layout in this area. Each year, we receive several reports from staff and residents about near misses, and to date, only minor accidents have occurred. However, I have always feared that it is only a matter of time before a serious incident takes place.</p> <p>During the academic semester, we have over 500 residents in our care, many of whom have their own vehicles. I believe that the proposed changes, if adopted, would significantly reduce the risk of harm to the general public.</p> <p>For what it is worth, I wish to express my full support for this proposal.</p>
1136809	Anonymous	n/a	Oppose	No	Loss of carparking, there isn't enough caroarks available in this area now without taking more away.
1137943	Julian Phillips	Otago Regional Council	Support	No	The Opoho stop is supported due to increased safety at the nearby intersection and bus accessibility of the stop itself.

St David Street New Mobility Park					
Reference	Name	Org (if applicable)	Support/Oppose	Speaking	Comments
1133613	Gareth Clarke	n/a	Support	No	Great idea, there are no enough mobility parks around.
1136856	Anonymous	n/a	Oppose	No	Mobility park should be right in front of toilets
1136942	Mary O'Brien	CCS Disability Action	Support	Yes	St David St - we support the proposed Mobility Park in St David St

North Road (by Uxbridge Street)					
Reference	Name	Org (if applicable)	Support/Oppose	Speaking	Comments
1133614	Gareth Clarke	n/a	Support	No	Great idea. It would make it safer to get into and out of Uxbridge Street and for driving around there in general. Parking enforcement would need to also check and ticket vehicles parked on the foothpath there which is very common. I imagine they would still do that even with yellow lines.
1134513	Todd Forrester	n/a	Oppose	No	This will remove the on-road parking options for which were a consideration of when I purchased 521 North Road. Additionally, if this does indeed remove the parking options - does it come with compensation? i.e. I pay rates for which existing conditions apply - on road parking. Is there an option to widen the road, or slow the speed through this area?
1134538	Bryn Massey	n/a	Oppose	Yes	On behalf of the residents of 525 North Road we strongly oppose these changes. Both my brother and myself who live at this address suffer from both physical and psychological disabilities which necessitate close parking as the property is already quite challenging in terms of access and there is little to no other nearby parking available. During our residence at this address having parked along the stretch of road now proposed for changes there have been no accidents, no hindrance to the access of Uxbridge or any issues raised. The area proposed for change is several hundred meters before the intersection so I cannot understand how anyone’s access to uxbridge could be effected and if I’m being honest this feels targeted to both our properties and our neighbors If this proposal goes ahead we would ask that the 200m before our property be left alone or three designated resident parks created
1134606	Kim Forrester	n/a	Oppose	Yes	Respectfully: Your changes will remove all on-street parking for 521 North Road which has been there for 30+ years and was purchased 10 months ago by my daughter. The property was purchased on the understanding, and at a price point that reflected, that parking was permitted at the house. I understand the need for safety - I do not understand the timing of this decision. If the yellow lines were in place last year, my daughter would not have purchased that home, at that price. If yellow lines are installed, I would anticipate the council will work with my daughter to find a parking solution - perhaps adding a 'crossing' at the footpath outside her home and widening the paved area so that 2 cars can be parked off the road, parallel to the road, in the top area of her property. It is incredibly difficult for young people to buy their own homes these days and I would anticipate, due to the 30-year delay in placing these yellow lines in situ, the council would work in good faith to ensure my daughter is not negatively financially impacted. Thank you.
1135588	kaitrin mcmullan	n/a	Support	No	good for cyclists and pedestrians, unlike current system with cars on pavement

Bank St					
Reference	Name	Org (if applicable)	Support/Oppose	Speaking	Comments
1133436	Ruth Barton	n/a	Support	No	I strongly support the proposed changes.
1135875	Anonymous	n/a	Support	No	We have been residents of Bank Street since 2017, and in recent years the number of cars parking on the side of the street, effectively blocking other cars being able to come up or down Bank Street has been horrific. In 2024 we welcomed our first child and there has been multiple instance of being unable to drive up or down Bank Street due to people parking on both sides, narrowing the street. with a small child this has been extremely frustrating, as it means having to park away from our house and try get baby home. In the last few weeks several wing mirrors have been taken out due to how narrow the street has been with parking on both sides.

Bath St					
Reference	Name	Org (if applicable)	Support/Oppose	Speaking	Comments
1133607	Stacey Hitchcock	n/a	Support	No	n/a
1134532	Ying Sun	antidote octagon pharmacy	Support	No	coach stop park on George St - a mixture of 5 min and 30min/1 hour parks would be excellent for access to the pharmacy to collect prescriptions and for health appts (various dental practices and Sexual Health) in Burns house. We receive feedback at the pharmacy from especially our elderly and customers with mobility issues that they struggle to get in to us due to a lack of close-by parking. What seems like a short distance or easy walk can be a major barrier for some of our clients.
1134743	Andrew Rutherford	Exploring New Zealand	Support	No	I am an operator that uses the park outside the isite and it is important to the business that is retained but from what I understand the change is to have it variable and that would be suitable so long as it is clearly marked so cars don't park there on cruise ship days.
1134639	Lyndon Perriman	Blue Penguins Pukekura	Oppose	No	As a tourism operator that often works outside of the 6pm parking time period the current bus park on George Street is essential for us to pick up and set down passengers. We run 365 days of the year and anytime we are in the area after 6pm (or near 6pm) the authorised parking outside the visitor centre is almost always full with cars, leaving the current bus park around the corner our only option. Between September 2024 and end of March 2025 (main period when we are there after 6pm) we carried a total of 2001 people and used this area for pick up/set down. The parking is a major problem and we can't set down people on the other side of the Octagon (even if there was a P5 available) for safety of our guests (drunk or near-drunk people make it an uncomfortable experience for our guests to our city after dark, not an image we want our guests here thinking). All other proposed changes we are fine with
1134967	Jessica de Heij	n/a	Oppose	No	We dont need long term parking (p60) in bath street. We just need parking for loading. In the rest of the city centre there is already enough parking.
1135382	Casey Burchett	Leisure Time Group	Oppose	No	The proposal to convert a single coach stop on George Street into a variable zone with five general parking bays outside of cruise ship season raises several concerns regarding urban function, tourism management, and public transport priorities. 1. Undermining Coach Access and Tourism Support George Street serves as a key access point for coaches transporting tourists to the central business district, particularly during high-traffic periods. Reducing dedicated coach infrastructureâ€”even seasonallyâ€”risks discouraging large tour operators from including the area in their itineraries. Coaches offer a high-capacity, low-emission alternative to multiple individual vehicles. Restricting coach access in favor of general parking sends the wrong signal about prioritizing group transport and efficient visitor movement. 2. Inefficient Use of Space While the proposal aims to improve flexibility by creating general parking in the off-season, the gain is minimalâ€”only five car parksâ€”and fails to outweigh the functional value of a permanent coach stop. General parking is abundant in nearby areas, and five spaces are unlikely to significantly ease parking pressure. In contrast, the loss of a coach stop can cause congestion and drop-off confusion during peak tourism times, especially if coaches begin using undesignated areas. 3. Safety and Traffic Flow Concerns Switching the function of the zone throughout the year increases the potential for confusion among drivers and pedestrians. Without strict enforcement and clear signage, the variable use could result in vehicles parking illegally during cruise season or coaches attempting to use the stop when it is designated as general parking. This would hinder traffic flow and potentially compromise pedestrian safety on a busy street. 4. Precedent for Erosion of Transport Infrastructure Allowing a coach stop to be partially removed for general parking, even temporarily, sets a precedent that public transport infrastructure is negotiable. In a time when cities are encouraged to reduce car dependency and enhance public and group transport infrastructure, this proposal risks undermining those long-term strategic goals. Conclusion Retaining the coach stop on George Street year-round affirms a commitment to sustainable transport, supports the local tourism economy, and avoids the operational inefficiencies of variable-use zones. Instead of converting the stop, efforts should focus on better managing existing parking resources and improving signage and enforcement in adjacent areas. The long-term benefit of supporting high-capacity transport modes far outweighs the short-term convenience of five general parking spaces.
1135364	Mark Dixon	Awesome Tours NZ	Oppose	No	I am writing to express concern regarding any potential reduction in authorised parking outside the Dunedin i-SITE. Our tourism business has been operating in the city year-round for the past 19 years, serving not only cruise visitors but also independent travellers (FITs) and national coach line passengers. The i-SITE location is critical for our operations, providing a safe, convenient, and centrally located pick-up and drop-off point. Its proximity to amenities such as public toilets adds to its suitability. Even under current conditions, it is often difficult to find available parking in this area. Any further reduction in authorised parking spaces would significantly impact our ability to operate effectively from the city centre and would diminish the experience for our guests. We respectfully request that the current number of authorised parking spaces in and around the Octagon be maintained or, ideally, improved to support tourism operators and the visitors we serve. Thank you for your consideration. Regards Mark

1136133	Dane Wall	The Swan	Oppose	No	Please consider the business' needs carefully, takeaway stores and cafes rule Stuart Street and with fewer P5 or P10's it is likely they could suffer, however, adding more paid P60's would make for a minimal, if any, increase. Add more P10's, business in the area will increase. Decrease the P10's and add an insignificant amount of paid parks, businesses will hardly notice. Adding more paid P60 parks makes little commercial sense. The nature of the bulk of businesses do not require 60 minute parks, with multiple cafes and takeaway stores on Stuart Street, your typical customer of convenience is not parking on Bath Street go attend anything that would take longer than 5 - 10 minutes. A P10 would be better suited, and would create more business in the area. The proposal is highlighted below: 1x Mobility space (P120 restricted) 1x Authorised Vehicle Only space 2x P5 spaces 5x Paid 60-minute spaces Convert 1x Coach stop on George Street to a variable zone, with a capacity of 5x parks (to be designated as general parking outside of cruise ship season) "Good idea"
1136244	Russell Caradus	Tourworks NZ	Oppose	No	The current parking arrangement here works well for tour operators. Any changes would a disaster for us and our visitors. Please do NOT change the current arrangement.
1136658	Kim Hayward	Iconic Tours NZ Limited	Oppose	Yes	I'm writing to strongly urge DCC to re-consider the proposed "variable parking" change to the currently "Authorised Tour Vehicle" bus parks on George Street outside the I-Site information centre. Tour vehicle parking in and around the Octagon is already limited and problematic. The only dedicated bus parking near the Octagon is on upper Stuart St outside St Pauls Cathedral. These are often full during the summer time. The existing Authorised vehicle parking directly outside I-site and City Council entrance is often full of other Authorised cars and vans making it impossible for our buses to stop there. Last summer we relied heavily on the George St bus stop for our 20 and 40 seater buses to use as a pickup and drop off zone, specifically for our passengers can have free time in the Octagon for 45 minutes to an hour at midday. This supports local Octagon businesses with our passengers shopping at gift shops, visiting cafes and bars for lunch. In my professional opinion as a tour bus driver and local tour operator, the proposed change to variable parking for the George St bus stop is short sighted and completely un-workable. Making it available as general car parking for the majority of the time, and only available for tour vehicles on cruise ship days, it is very likely people will not notice the digital bus stop sign on cruise ship days and continue to park their cars there. This will limit our ability to drop off and pickup large groups of tourists who spend money in the Octagon. There may also be further safety issues with having a bus stop merged with carparking, as it could cause confusion and lead to cars parking on bus stops in other parts of Dunedin. Other tour operators also use this area outside of cruise ship days for their pickups and drop offs, often after hours when there's nowhere else to park. Afterall the I-site doesn't close down on non-cruise ship days! The Octagon is right now the centre for tourists to visit and enjoy the vibrancy, arts and culture that represents Dunedin so well. We get super positive feedback from our passengers after visiting the Octagon. It is also the gateway to George St which is now looking fantastic after the upgrade. When using our cars, we personally have not had any issues finding a park on the new improved George St. I think most of the parking complaints happened before it was finished. I would be interested to know if DCC has undertaken any feedback or research on local's perceptions of car parking availability in George St now that the revamp has been completed. There are already plenty of car sized parks available throughout our city centre, yet large vehicle parking is extremely limited. Please do not take this essential tour vehicle parking away.
1136880	Lou Turnbull	Dunedin Railways Ltd	Oppose	No	We do not want to see ANY bus parks removed from the city centre. Despite the proposal suggesting a move [Bath Street is narrow for large vehicles] we need to think about what lays ahead for Dunedin and its tourism. There is already a lack of bus parking at Dunedin Railways where buses double park reducing SH1 down to one lane on cruise ship days. A full review needs to be carried out to ensure the safety of our visitors.
1136879	Anonymous	n/a	Oppose	No	n/a
1136841	Mackey Vogler	Beechwood Boutique Accommodation	Oppose	No	n/a
1136831	Mateo Winter	untamedNZ tour company	Oppose	No	I am in favour largely of the of the proposal apart from the variable coach stop. This should remain as a permanent coach stop year round. There are very few coach stops in Central Dunedin and surely this is where we would like passengers loading and unloading from tours all year round to ensure they are in the heart of the city and patronising local hospitality and retail businesses. It is also the logical pick up destination for tours booked through Dunedin isite. Thanks for your time
1136714	Rachel McGregor	port to port cruises	Oppose	No	If it must change to be variable parking, make it variable only during certain months and certain times. Etc May-September, 6pm-9am. As people cant be expected to know 'when cruise ships are in'. Or when the coaches need to use them.
1136942	Mary O'Brien	CCS Disability Action	Support	Yes	Bath Street. The Mobility Park will benefit permit holders using disability services in and around Burns House.
1137048	Athol Parks	City Walks	Oppose	No	Whatever happens in Bath Street, please keep the dedicated coach park on George Street as it is. As a local tour operator, I can tell you that this coach park is needed - and not only on cruise ship days. If the space must be shared with other traffic during the winter months, then make it a coach park and authorised/ delivery park only - not a regular car park. Regular motorists should not be encouraged to park there anytime, as they'll get into the habit of parking there all the time.
1137186	Chris Ford	Disabled Persons Assembly (DPA) New Zealand	Support	No	n/a
1138353	John Marrable	Livingwell Disability Resource Centre	Support	No	Livingwell Disability Reesource Centre supports the provision of the 1x Mobility space (P120 restricted) at the George Street end of Bath Street. which reinstates the accessible park that was removed duing the work undertaken on the Bath Street pipe upgrades. There has been many instances where the people vising our premises have commented that they had hoped the park would be reinstated.

Macandrew Bay School Road					
Reference	Name	Org (if applicable)	Support/Oppose	Speaking	Comments
1134705	Mark Williams	n/a	Oppose	No	I propose the parking is amended to 120 minutes parking.

1134963	Veronika Morgan	Artifolk	Oppose	No	I totally oppose the proposal to remove 10 min parking at Portobello Rd for a number of reasons; 1. It is directly in front of my store, Artifolk, and will directly impact my customers ability to park and support my small business 2. It is the only limited parking in front of the Primary School where parents can safely drop off and pick up their children without being on the main thoroughfare of Portobello Rd 3. Customers from the thriving Duck cafe use these parks frequently for takeaway coffee Presently there is very limited parking (a few in front of the dairy) In very busy times/ weekends/events it is very hard for people to park for a short time to support the businesses/school in this thriving community Many people park in driveways, yellow lines etc for these small errands when there is no short term parking available. As these parks aren't monitored anyway, what is the harm in keeping the status quo as a gentle reminder for people to use these parks for short term parking only. I would like to know why there is a need to remove these parks that benefit so many at present. There is plenty of unrestricted parking in the surrounding area for longer term parking. Veronika Morgan
1136288	Jenny Flack	Macandrew Bay Holdings	Oppose	No	As Directors of Macandrew Bay Holdings who owns the properties at 490 (prev Macandrew Bay Pharmacy) and 491 Portobello Rd (Artifolk) we would not like the parking to be unrestricted .There is still one retail space here & unrestricted parking would most likely mean the area is used by teachers . A P30 or P60 would be more suitable ,this would also allow parking for The Duck Cafe . Small businesses need all the support possible.

Highgate/Pacific					
Reference	Name	Org (if applicable)	Support/Oppose	Speaking	Comments
1133434	Ruth Barton	n/a	Support	No	Strongly support; this will make it safer and easier.
1137092	Ken and Jennifer Franklin	n/a	Support	No	As owners and residents of the adjacent property, we would like to provide the following feedback: 1. General Comment Whilst we have no objection to the change as proposed, it is our experience that existing sight lines from Pacific Street easily facilitate a right-hand turn on to Highgate. 2. Residents' Only Parking We note there is significant congestion around this intersection due to school drop-off and pick-up traffic mixing with the arterial thoroughfare, as well as additional competing parking requirements for school staff and students, and local residents. We suggest the addition of some residents' only reserved parking spaces would assist those persons faced with these congestion issues every day.

Highgate/Dunblane					
Reference	Name	Org (if applicable)	Support/Oppose	Speaking	Comments
1133435	Ruth Barton	n/a	Support	No	Strongly support, this will make it safer for everyone.

Ravenswood Rd					
Reference	Name	Org (if applicable)	Support/Oppose	Speaking	Comments
1133897	Jordan Gush	n/a	Oppose	No	I understand why it would need to change, narrow and blind corner restricting flow. Always having to slow. In that sense I agree, but unsure if it has been taken into consideration what will happen to the cars that park there normally. They'll most likely shift upwards to where the intersection of ravenswood and Aberdeen intersect. Creating another narrow road with that being a main turning point from suburbs like St Clair Park, Corstophine etc.. down to St Clair esplanade. Living close by for 2/3 years I know the road well and have noticed different things at different hours.
1134619	Steph Bremner	n/a	Oppose	No	All residents in the stretch of houses from 109 to 113 Ravenswood Road rely on street parking as all but one of these homes do not have off street parking, and the one home that does only has parking for one car with numerous residents at this address. Several residents are elderly with mobility issues, and would not be able to safely navigate parking further away from their homes should a closer park be taken by a member of the public (as often happens on this stretch with people stopping for a time to check the surf or take photos of the view. The issue with this stretch of Road is not the width of it, but the speed at which people are driving down hill. A much more suitable option would be speed bumps.
1134780	Matthew White	n/a	Oppose	No	I believe these changes are totally irrelevant in solving the 'safety issues' and only cause the local residents more issues in the parking situation on our street. The problem is not the parking, nor the width of the road but the actions of the drivers who use this road. Constantly speeding, driving dangerously and ignoring road safety etiquette. I propose that speed bumps or a safety camera are installed on this section of road instead of putting a bandage over the problem with your proposed changes. Parking for residents is already limited on the street and 90% of those who live on this street are not functioning at high mobility. Therefore, telling us that we cannot park outside our properties and that we will now have to battle for a park on our street and have the additional risk of walking up/down a steep hill is really quite ignorant. Think about those who live here and our safety and comfort, not the few who ignore basic road safety measures. If changes are brought in our Ravenswood Rd then I truly believe that you should also be addressing the issues on Allandale road and the first section of Ravenswood Rd prior to Earls road. This is a real safety concern with thin, winding roads and cars parking on both sides of the road illegally making it dangerous to drive along.

1136660	Lloyd Palmer	n/a	Oppose	No	<p>I was the instigator of the realignment of road markings on Ravenswood Rd, from Bedford St to 115 Ravenswood Rd and also the now regular cutting back of tree branches, shrubs and grass by the tractor/mower. This work has vastly improved what was a bad corner with speeding downhill traffic cutting the corner, and uphill traffic driving wide in an effort to see around the corner. There was a proposal to place a 30kph speed limit on this section of road at that time.</p> <p>Now, I estimate 95+% of uphill traffic travels inside the road markings, however there are still a number of speeding downhill vehicles that are lined up to cross/do cross the center line, with last minute corrections required.</p> <p>I have lived at 115 Ravenswood for 55 years and in all that time, there has only been one head on accident ... outside 121 Ravenswood. A Navel vehicle, the occupants intoxicated.</p> <p>The proposed yellow lines will not really serve any purpose as this is where the road widens. Uphill traffic that rounds the corner and is faced with an oncoming downhill vehicle on the narrow section of road ahead, slows or stops in a safe manor to let the approaching downhill vehicle past, negating the need for the proposed broken yellow lines.</p> <p>The area where most minor altercations occur is in the vicinity of 109 and 111 Ravenswood. Most of these incidents could be avoided if the downhill vehicles pulled over before reaching the area of 109 Ravenswood.</p> <p>The majority of downhill vehicles do pull over and give way, but as you can imagine there are always the few that don't, and they are usually travelling at a speed not suitable for the area.</p> <p>There actually is room for vehicles with confident drivers to pass, but the many drivers don't share that confidence.</p> <p>In my opinion, the main areas of concern are:</p> <p>A: Inconsiderate downhill drivers travelling too fast and not giving way to uphill traffic especially in the vicinity of 119/103 Ravenswood.</p> <p>B: Speeding traffic veering towards the center line (because of their speed) in the wider section of road in the 115/121 vicinity. These vehicles cause concern to uphill vehicles but it would be too late for down hill vehicles to pull into to where the yellow broken are proposed to be installed and most would be travelling to fast to safely do so.</p> <p>I would suggest, to make this area safer, install:</p> <p>A: a road sign "Narrow Road with red and black arrows, red indicating downhill vehicles should give way" and</p> <p>B: strategically placed speed humps to force traffic, in both directions to slow down.</p> <p>Also, parking in this area is increasingly becoming a problem, with a number of Air BnB's and some residents having "Woofers" staying. The proposed broken yellow lines would probably force residents or BnB visitors to park further downhill of 121, where the road narrows once again, which would create new problems for traffic and elderly residents!</p> <p>Thank you.</p>
1137087	Anonymous	n/a	Oppose	No	<p>Speed and inconsiderate drivers are the issue.</p> <p>Maybe speed bumps or reduced speed limit would be a better option.</p>
1137085	Suzanne Young	n/a	Oppose	No	<p>Speed is the issue. not residential parking. Stop punishing the residents by taking away their parking and deal with the issue at hand. That is non residents who speed on the road. The only way you can do this is by putting speed bumps in. It's logical and not rocket science</p>
1137084	Darryn Buist	Otago Draughting Services Ltd	Oppose	No	<p>Regular user and only fast drivers cause issues. Stop punishing residents for behaviour of others. There's limited parking already. Could put speed humps in. DCC should widen road as they have another 3 metres of boundary. Future proof not a sticking plaster.</p>
1137083	Bruce Bernasconi	Spa Pools Otago	Oppose	Yes	<p>I'm the resident at 109 Ravenswood Rd since 2001. The main problems with safety in that stretch is due to cars speeding and downhill drivers being aggressive and not giving way to uphill traffic. Eliminating car parks will not help the issue but only may it worse. It is the very fast drivers and the solution is to slow them down with either speed bumps and signing that shows downhill drivers give way to uphill drivers. Several residents along that stretch are elderly and having issues with walking mobility and it is important that can park as close as possible to their footpath as no one on the off number house are allowed off street parking. parking is already at a premium along the stretch and eliminating spaces will force cars to park further down on the curve or higher up which will also make that area more dangerous</p>
1137290	Lynette Palmer	n/a	Oppose	No	<p>I oppose the proposal to install broken yellow lines for safety reasons simply because they are not going to serve the purpose they are intended for.</p> <p>Since a roading engineer accepted my husband's proposal to have to centre line realigned a number of years back, followed by an arrangement to have the plant growth on the bank regularly trimmed, the corner in the area of 115/121 has become a safe corner with vehicles no longer driving wide to gain visibility. The only problem that occurs occasionally is caused by downhill vehicles travelling to fast causing them get close to (and sometimes cross) the centre line outside 121 Ravenswood (see jpg attached). This could be resolved by reducing the speed of traffic. There is still plenty of space on their left. The yellow broken lines wont help this problem.</p> <p>The main are of concern is the narrow section of road outside 111/109 Ravenswood, give or take a few meters. The problem here is impatient downhill drivers not waiting to give way to approaching uphill traffic and travelling too fast. Passing there is quite tight. I have witnessed a stand off between two vehicles. Once they have passed, the speeders pick up more speed before the corner by 121.</p> <p>In my opinion this could be easily resolved by:</p> <p>Firstly, attaching a road sign "Road narrows" with red and black arrows like before a single lane bridge. This would put the onus on the downhill driver and prevent arguments.</p> <p>Secondly strategically placed speed bumps between 109 and 115 to force vehicles to travel at a safe speed for the condition of the area.</p> <p>There are few incidents occur in this area in reality, with only one head on collision in 50 odd years although there is the potential for an accident. The root cause of any incidents is impatience and speed!</p> <p>Regarding the broken yellow lines, during the day/week this area is more often than not unoccupied and I have never seen a vehicle pulling in that area for safety reasons, further more the vehicles that normally park here on this wider section of the road, would be forced to park down the hill past 121 Ravenswood where the road narrows again, creating yet another safety problem.</p> <p>Thank you in advance for your consideration, my husband would be happy to meet safety engineers on site to discuss this issue.</p>
1137239	ROCHELLE BUIST	n/a	Oppose	No	<p>The issue is cars speeding down the hill and not giving way to uphill cars</p>

1138679	Sarndra Smith	n/a	Oppose	No	Residents' parking is at a premium in this part of Ravenswood Road. I am 75 and disabled and need to have a park available close to my path at 111 Ravenswood Road - as do the others who will be directly affected. I have lost 3 wing mirrors and had my car hit twice while parked here, but it has nothing to do with cars parked on the road but the speed of the traffic coming down the road, and sometimes speed of cars coming up around the bend. I think a far more effective move would be to place peed bumps at the top of Ravenswood Road and/or speed limit of 25mph - and/or signs at the top (as narrow bridge signs) with red arrows telling the down traffic to move aside for the up coming traffic. But speed bumps at 2 or 3 places down the road - with 25mph signs, would be my preference
---------	---------------	-----	--------	----	---

King Edward St					
Reference	Name	Org (if applicable)	Support/Oppose	Speaking	Comments
1134785	Liam O'Neill	Hobby Lords Dunedin	Support	Yes	Liam O'Neill - Managing Director - Hobby Lords Dunedin. We support some of the proposal, but request a change, 2 bus stops is ok but busses turning left on that corner is a huge problem for us as our building has been routinely hit with no ownership by the ORC/Busses. Also, we absolutely 100% need a loading zone parking spot, there is ALWAYS couriers parking in those bus stops because there is no loading zones very close to that corner, we have significant shipments coming in every day (Aswell as other retailers), there needs to be a loading zone at the end of the bus stop. If this is done then we would not oppose the change. We have even shown council staff this (Literally it happened right in front of them) of couriers parking in the bus stop because they had no choice.
1136863	Anonymous	n/a	Oppose	No	It's a terrible idea. Car parking spaces should be added, not removed. People actually want to park their cars when providing customer to the many local business in that area, many of which are local eateries. If the bus stop is extended you will simply find people parking in it anyway whenever there is an opportunity to do so without consequence. Please move away from your thirst to remove car parking in busy areas such as this an accept that people drive cars and need areas to park them.
1137944	Julian Phillips	Otago Regional Council	Support	No	For South Dunedin, this stop is vital infrastructure to support higher service frequencies in and out of the area, whilst delivering accessibility to important local facilities such as the new Library/Hub. Our network requires safe and accessible infrastructure that meets local needs whilst adapting to the increased patronage levels that we are experiencing

St Clair/Esplanade					
Reference	Name	Org (if applicable)	Support/Oppose	Speaking	Comments
1133156	Ryan Kim	Hotel St Clair	Oppose	No	Currently, there is no reason to change all parking to restricted parking. I have told The Esplanade restaurant, as they have asked our opinion on this a couple of months back, that I appreciate the beach parking is free and unrestricted so people can come and go as they please. There are plenty of parking around St Clair and within a block or two that it is not an issue. They are greedy and want better access for their business only and so they have proposed this to you, DCC. My customers all appreciate the free parking around St Clair and I am sure many others do too. Should this go ahead, I am sure many locals and tourists alike will be unhappy.
1133283	Daniel Fitzpatrick	n/a	Support	Yes	Strong support for the changes. The proposed restrictions will allow for a completely functional utilisation of the area and ensure that turnover is properly managed. The offer of P240 ensures that surfers and walkers will be able to find parks easier than what it is currently and P120 is more than enough to support the businesses in the area and other recreational users. The increase of turnover and proper parking management would successfully allow more people to access the parking area and I wholly support the changes.
1133405	Samantha Wilson-Cruden	n/a	Support	No	Great to support local cafes, we take our 2 year old out for lunch and can never find a park, then when we do its dangerous as there are so many others trying to race around and get parks, most of them are consumed by surfers whom are out all day. I support these changes.
1133410	Anonymous	n/a	Oppose	No	The changes to the parking are going to have the opposite affect than what the council wants them to have. By putting time limits on the parking you are limiting the people who will come down to the area. 5 minute parks proposed on Forbury Road will never work, you can't even order a coffee in 5 minutes much less order it and have it made. As someone who is a born and bred Dunedinite and has lived here my whole life, parking has never been an issue for me or my family nor has it been an issue for anyone I know. If it's not broken don't fix it!
1133417	Shannon Grant	n/a	Support	No	I have support for the change parking spaces around the esplanade. However, if tourism is your focus and getting people into these areas, can the surrounding streets be considered. Primarily Bedford St's oversized/underused spaces. Bedford Street parking needs some attention, you only have to look at Google Maps to be confused, is it 2 parks or 1? Given there is only Bus #8 that travels to this area, the need for an oversized bus (2 buses long) needs addressing also.
1133424	Anika Fletcher-Zirke	n/a	Oppose	No	No need for this, works very well as is. Waste of money
1133430	Lyndon Fairbairn	n/a	Support	Yes	Hi DCC I live at 2 Cliffs Road, which is right on the Seconds Beach Road planned changes area. I think it's a good thing as the mobile food stalls definitely need managed and I have a lot of surfing friends that are concerned with the parking situation too. I would like to see this evolved residents. Can we please have full availability with no timing restrictions for residents of the area? My house is right there and I often park my car in those spaces during the day and overnight. Many thanks for your consideration and feel free to call or email me to discuss. Warm regards, Lyndon
1133433	Ruth Barton	n/a	Support	No	It sounds great!
1133464	Dave Eymor	NZ Post Courier	Support	No	How well will this be monitored by the council, as a Courier in the area it seems that P5 parks are constantly being flouted. Is there a possibility of 1 loading zone, this would be handy as I am often delivering and picking up from Salt, Starfish, Hydro Surf and now the two new businesses Piccolo and the Gelato ice creamery. It would also be useful to be able to have a loading zone park outside spirit house and the wander & sons gift shop as there is no option other than to stop on yellow lines to deliver here. I am one business amongst many who deliver in this area.
1133481	Jackson Kerr	n/a	Support	No	Great proposal, I support
1133503	Matt Suszko	n/a	Support	No	I own a property very close to the proposed changes and I believe this is what's needed as it is very hard to get a park these days with the esplanade being more and more popular. I think it's also very good that the parks remain free of charge.

1133504	Ina Bercinkas	n/a	Support	No	I think it is fair and generous.
1133505	Roger Johnson	n/a	Oppose	No	I am writing to express my strong opposition to the proposed parking changes along Forbury Road and the Esplanade. While I appreciate the intent to improve pedestrian access and safety, these changes fail to account for the significant and ongoing impact they will have on Dunedin's surf community—a group that has long been an integral part of the character, vibrancy, and daily rhythm of St Clair. The current parking availability is critical for surfers, many of whom need to transport boards, wetsuits, and other equipment—often in cold, wet conditions and at early or late hours that do not coincide with regular public transport or pedestrian flow. Reducing nearby car parks or limiting time allocations directly restricts access to the beach, especially for families with children, older surfers, and those who travel from outside the immediate neighbourhood to make the most of Dunedin's world-class surf breaks. The surf community contributes positively to local businesses, the tourism image of the city, and the responsible stewardship of this coastal area. Curtailing access in this way sends a message that regular, active users of the beach—those who rely on flexibility and proximity—are less valued than casual visitors. It also risks increasing illegal parking in surrounding streets and undermining goodwill between local residents and surfers. I urge you to reconsider these changes and actively consult with representatives from the local surf clubs and broader beach-going community before finalising any long-term plans. A shared space solution that balances safety, accessibility, and community use is not only possible—it is essential.
1133528	Kirsty Fairbairn	n/a	Oppose	No	Could you please include two 'residents only' car parks on Seconds Beach Road and two 'residents only' car parks on Beach Street near the Esplanade? It's impossible for our kids to park their cars overnight where we live - at the bottom of Cliffs Road. All local residents could apply for a permit for their dashboard. We would probably only need one permit for occasional use. We have been struggling to find car parking space ourselves on busy days - as most are these days. Other than my concern for residents longer term parking I think it's a great transition!
1133582	Geoff Smith	n/a	Support	No	Good idea. I actually normally oppose the kinds of restrictions around town that are being proposed here! But there does need to be some kind of "encouragement" to keep parking moving in this area. At first glance, it seems a fair compromise: 2 hours should be enough for cafe diners and 4 hours should be enough for surfers. Go for it.
1133585	Lauren Otterman	n/a	oppose	No	Putting time limits on parks by the surf could really impact surfers who want to be out in the water without worries we'll be slapped with a hefty parking fine. 2 hours usually isn't long enough. If these changes go into place, I'd suggest making all the parks P240 instead of some P120.
1133604	Anonymous	n/a	Oppose	No	Not a good idea - I have two kids under 3 and we often go to the park then for lunch at cafe or to the beach, limiting the time frame would mean we would have to park further away so we can park longer than 2hrs and lug everything across multiple roads while also keeping kids safe.
1133605	Rebekah McGregor	n/a	Oppose	No	The esplanade area is primarily used for shopping and recreation, with popular restaurants and the public swimming pool. I support restrictions in some situations however, given the activities of those primarily accessing the area, there is no value whatsoever to limiting any more 5 minute parks where spaces are already in high demand - a large majority of people won't be able to use these at all as even waiting for a coffee on average takes 10 to 15 minutes from surrounding cafes. Limiting access does not promote use of the space and will negatively impact businesses there. The 120 and 240 parking spaces are reasonable when factoring in the surrounding amenities
1133606	Stacey Hitchcock	n/a	Support	No	I think this is a great idea, more turn over will make the area and local businesses easier to access. There might be some flow on effects in the surrounding residential streets, so there might be an increase in requests for residential parking permit/zones that could lessen the impact for residents in the area. Additionally, the off-street esplanade carpark above the beach if it remains unrestricted could end up being the de-facto employee/resident parking for the area.
1133608	Anonymous	n/a	Oppose	No	I Work at a business in st clair, our clients are with us for more than 2 hours, the problem with the parking is the numerous amount of tradies that have been taking up most of the parking for the past 2 years, since they have been gone, the parking availability has definitely improved for the better, I do not think putting time limits on a space where beach goers would visit a restaurant in st clair after/before they spend time at the beach is a good idea.
1133609	Renee Gordon	n/a	Oppose	No	Dont bother. Not enough of a problem to warrant any financial expenditure. Fines will likely not recoup wages and take staff away from problematic central areas. Plus the 5p parking opposite the park is ridiculous. Noone "drops in" there to pick up a take away coffee and even if they did it would take longer. People go there to play with their kids at the park or sit down for brunch. If it aint broke, dont fix it. Please.
1133610	Lorraine Johnston	n/a	Support	No	I support all the proposed changes on Forbury Rd, the Esplanade and Second Beach Rd. A mix of 120 and 240 parks should be plenty of time for enjoyment of the beach while ensuring some turnover to give everyone a fair go
1133616	Trev Garrett	n/a	Support	No	I generally support the changes. While considering the changes to the area, it could be worth considering no parking areas in the surrounding locations. Up along cliffs road, there are places where it would be good to add no parking to allow people to access their driveways - while this may seem irrelevant, people living from vans already park up along the street and it would be expected this would increase with this change. Fileattached shows indicative areas where it would be useful
1133618	Gareth Clarke	n/a	Support	No	Mostly a good idea. Not sure about P5, P30 sounds better or P60, can't do much in 5 minutes, even getting a takeaway drink. I think the 2 mobility parks on Second Beach Road should change to P240, P120 doesn't seem long enough for a swim or walk\wheel around the area. I think the Second Beach Road parks should change to P240 for beach and pool users and the Esplanade parks to P120 for diners.
1133619	Anonymous	n/a	Support	No	I agree that time limits on these spaces will help with visitor requirements and access to businesses. The area is so popular now that if there's a chance to create more parking then that would be amazing as it is definitely a problem at peak times trying to find a space.
1133620	Mika Young	n/a	Support	No	I think that bringing in restrictions is reasonable, but I think parks along the Esplanade and second beach road should all be p240. If not all, then at least the majority, and just a few p120 to ensure some turnover.
1133632	Emerson McGregor	n/a	Oppose	No	I oppose some changes and support others: A: Converting the unrestricted parks to 120/240 is a good idea, as are the guaranteed bookable parks for food carts. B: The five minute parks in these areas are completely unnecessary. This area of town is not for errands, nobody goes there to grab a bottle of milk or post a letter. Even getting a takeaway coffee takes longer than five minutes. This area is used for meals and recreation. If anything, any existing five minute parks should be converted to 120/240 parks as well. Parks that are five minutes, at present, are either not used or are used by people parking far longer than five minutes who roll the dice on getting a ticket or not because there are no other parks available.
1133633	Maike Wakelin	n/a	Support	No	I think that the proposed changes are good. Because I am pregnant and have a toddler. If we want to go for a walk, cafe, or park we often have to park a block away because people are parked for hours on end. And if a park does become available often a surfer is immediately waiting behind to take it. Time limits would give others wanting to enjoy the area a chance to park closer.
1133635	n/a	n/a	Oppose	No	n/a
1133639	Tom Leov	n/a	Oppose	No	The esplanade as it is suffers from excessive vehicle traffic in a highly pedestrianised area. At present on any given weekend it is normal for a continuous flow of cars to drive around these narrow roads in a loop looking for parks. Reducing the time limit of these parks will just encourage more vehicles to filter through the esplanade. What the esplanade desperately needs is to be closed to private vehicles from the forbury rd roundabout end. Vehicles should only have access from the beach street end for parking.

1133641	Jeff Skipper	n/a	Support	No	Why not make all parks outside the cafes P5 or Mobility only? There's no reason we need to park there for 2hrs. Save these prime spots for people who need to park close, and the rest of us can walk a bit further. I avoid this road entirely, because I would rather walk than get stuck in all the traffic. It would be even better to reduce the traffic through here significantly. Close off the road half way down, and make the Forbury road part a dead end. This would be safer for everyone, and make the area way nicer. Nothing ruins a view worse than a busy main road!
1133644	Sue Scott	n/a	Support	No	Great idea, 2 hours is long enough for a meal or walk or play at the playground. 5 minute parks - perhaps 10 minutes would be better, long enough to get an ice cream or coffee and eat or drink it on a seat looking at the sea. P240 and p120 will give good options for going for a walk or swim or dining, or just enjoying the view. It's currently hard to find a park, so this should help.
1133645	Kacey McKernan	n/a	Support	No	What about the carpark itself as well for between hours of business times in the area as there seems to be many campers that stay night and day.
1133646/1133663	Joanna Fernandez	n/a	Oppose	No	I often park here to go for a coffee and walk on the front and leave I observe many others doing the same these spaces are not abused for lengthy periods please let us park in peace of not stressing about the length of time we are parked for it's bad enough paying to park in town the expenses and the stress to rush back to your car st Clair is my happy space don't make it stress related experience. Most people don't overstay in these spaces don't take away our freedom to park n walk on the front for a bit of sea air st Clair is my happy space stress free walking and enjoying the views and a meal or coffee don't make me stressed by having to check my watch every 5 minutes then to rush back to my car let me and others have a stress free experience and enjoy out time there stress free. Most people don't overstay in these spaces don't take away our freedom to park n walk on the front for a bit of sea air st Clair is my happy space stress free walking and enjoying the views and a meal or coffee don't make me stressed by having to check my watch every 5 minutes then to rush back to my car let me and others have a stress free experience and enjoy out time there stress free
1133696	Anastasia Strydom	n/a	Oppose	No	We need more free parking to stimulate business. Charging to parking at St. Clair will put me off eating there or going there. Business will suffer as usual to line the councils pockets. The city centre need to extend parking to 2 hours. We cannot attend meeting or do shopping in 1 strict hour and are forced to use private parking and pay extra. Stop taking our hard earned money. Your strategy will stagnate development and is not viable. Find other smarter ways of revenue. You are finally killing us.
1133713	Jesse Te tau	n/a	Oppose	No	What is the point of a 5 minute park there. What can you do with 5 minutes of parking. Just make them all 4 hour parks if you have to.
1133718	Roseanna Gamlen-Greene	n/a	Support	No	n/a
1133731	Anonymous	n/a	Oppose	No	Making everything pay for parking makes it less accessible and affordable for a lot of people. Keep some spots that allow for free parking for up to an hour will help with freeing up the parks, but still encouraging people to come to the beach and cafes.
1133732	Stacey Johnston	n/a	Support	No	This is great, keep them free but encourage more turnover. Would also love to see the area outside Salt and Starfish become pedestrian only with a connection to the playground across the road!
1133734	Isaac Chadwick	n/a	Oppose	No	This is just a shameless money grab disguised as "keeping the Esplanade safe." Parking officers are already predatory enough in the rest of this city; no need to extend that to such a beautiful part of Dunedin.
1133735	Anonymous	n/a	Oppose	No	Please leave it how it is or provide more parking.
1133737	Desiree Raukura	n/a	Oppose	No	I think the current parking conditions should remain as is. I do not think it is necessary to change this
1133738	Danielle Musgrave	n/a	Oppose	No	n/a
1133741	n/a	n/a	Support	No	Agree but think that the 5 minute parks should be 15-30 mins. Assume the purpose is for people to pop into Hydro Surf or the gelato shop so need a bit more time to actually do something.
1133742	n/a	n/a	Support	No	Would prefer unlimited but 240 is a good compromise
1133743	n/a	n/a	Oppose	No	Prefer unlimited, however if you insist on limiting the time then 240 is better - allow people time to actually enjoy the beach/go for a surf. Need to consider that if you drive surfers away they will likely go to Blackhead that already can't handle to amount of cars on a nice, day, has no bins, no lifeguard patrol and a lot of wildlife that already gets harassed by the many people who go there.
1133744	Lisa	n/a	Support	No	n/a
1133750	Olive McRae	n/a	Support	No	Yes I agree with the changes. I often visit the beach with my tangata whaiora for mahi and it's very hard to get a park, and I do think time restrictions would help. Please don't make this as a first step to introducing paid Parker down the track 😊 parking rage is real 😊👮🏻🚔 think there is a lot of unnecessary hate directed at everything the council try to do. Yes you may have to pay parking officers wages, but that is helping local employment. I feel for parking officers and the level of abuse. I hope that they are paid fairly and get adequate support to deal with the daily abuse.
1133796	Tamara Tarapi	n/a	Oppose	No	Leave as is
1133826	Emanuel Silva	n/a	Support	No	Add those businesses in that area to turn over patrons
1133827	Emanuel Silva	n/a	Oppose	No	Its just far to short for beach parking
1133828	Emanuel Silva	n/a	Oppose	No	Far to short for beach and pools
1133850	Keo Morrison	n/a	Oppose	No	Absolutely, here's a paragraph focusing on the impact of a 2-hour parking limit on surfers at St Clair: For surfers, the proposed 2-hour parking limit presents a significant obstacle. Surfing is a sport that is heavily dependent on conditions, with the best waves often arriving at unpredictable times. A surfer might spend well over two hours in the water, waiting for the perfect set or enjoying the thrill of riding waves. The constant worry of exceeding the parking limit and incurring fines would be a major distraction, detracting from the enjoyment and safety of the sport. It would force surfers to choose between cutting their sessions short, risking penalties, or constantly returning to their vehicles to move them. This change would create an unnecessary burden on a group of people who already face the challenges of unpredictable weather and ocean conditions. Let's be smart here guys and think about the community instead of your paychecks
1133851	n/a	n/a	Oppose	No	To be honest. This is terrible. Us surfers don't want to be forced to surf for a certain amount of time and what about when a contest is on and we are down there from 8-4.
1133852	n/a	n/a	Support	No	Good idea to get turnover
1133857	Imo Macalister	n/a	Oppose	No	Kia ora DCC, I would really appreciate if the parking at the esplanade could remain free and unrestricted / left as is. I use the area almost every day and have not had issues finding parks (sometimes have to park a couple streets over but not an issue for me) It is not typical behaviour for people to hang around after a surf. I think this reference in the ODT article/fb comments is actually about freedom campers (some of which surf). I would be interested in no longer allowing freedom camping over changing the parking spots - and I wonder if that's what the real issue is. If there was a bus that went between the esplanade and saint clair hill (where I live) I might drive less. Changing the parking would not incentivise me to walk more than i usually do Happy to provide more detail Ngā mihi

1133860	n/a	n/a	Oppose	No	Putting time restrictions at St Clair will make visitors less relaxed. For example, if someone is meeting up with a friend and that friend is late, the catch-up is shorter & more stressful for both parties because the first person will have to leave earlier. I usually always find a space (and I go at various times) and in all the times I have been to the area, i have never parked there more than 3-4 hours even with unrestricted time; I think most other visitors are similar. I believe putting restrictions will make people more greedy for spaces (especially if some are a greater time length than others) and will in general make people feel more agitated than they would currently if all the spaces were taken. It's also important to consider the disparity in fiscal wealth of your visitors - people who earn a lot may be more likely to ignore the restrictions because to them it is worth paying the fine if it means staying longer. It would be interesting if DCC had resources to scout the area for a week and look at how many cars are currently staying beyond the time restrictions you are suggesting. If it is equal or more than 33% of spaces then the changes seem worthwhile, otherwise I would wonder why the change is needed. If other people are in support and you go through with this proposal, may I suggest that you enact the changes for forbury road and esplanade, but leave second beach unrestricted - it is already an area fewer people like to park in because it is more awkward to exit, further away from St clair beach, and people who use it for the cafe/pool usually leave after they have finished anyway. I also suggest that perhaps only one variable street vendor space is needed - I only ever see 1 van at a time.
1133886	Ani Alpern	n/a	Oppose	No	I have never had a problem with parking at St. Clair. On busy days I may have to walk a few blocks, but that's par for course. I feel parking limits will limit the amount of people who visit St Clair and the Esplanade.
1133887	n/a	n/a	Support	No	n/a
1133890	Rhys Owen	n/a	Oppose	Yes	Oppose time restrictions. 1. Surfing - Kids Safety. My kids surf for 3 or 4 hours in summer. They need a car to go back to, to drink water, re-apply sunscreen. It's safe with a car next to the beach where we can see them. In bad weather My kids can take shelter where we can see each other. Surfers can't phone each other on cellphones - it's about safety being able to see each other. We need a car parked where we can see it. 2. Restaurant customers don't need cars on the waterfront, they can walk. They don't have safety issues. 3. Surf comps - shelter. It's often cold, windy, raining during surf comps. Kids (and adults) competing get really cold. They need shelter. We need cars and vans parked along the waterfront to take shelter in. To get changed. 4. The waterfront car parks are far more important for surfers than anyone else. It's about safety for surfers and their kids. It's about shelter from the elements. People going to restaurants can park on the next streets back - they don't have safety issues.
1133891	Wayne Faasega	n/a	Support	No	I personally think all of it should be 2 hours. That is heaps for a meal, a sit and watch, just enough for a surf. What more do people want? I would say though that the 6 odd disability carparks round the area should at least 2 and more likely 4. The purpose is for a Impaired persons to mobilize around the Esplanade and water front. These carparks need to have a regular turnover so as people can gain a park.
1133892	Steph Cardno	n/a	Support	No	On ALL of the streets around the beach that are being proposed for change; I think there should be at a maximum of two hours. I think that if anyone needs longer than two hours that they should be parking further away. Two hours would give people plenty of time to either visit the beach, the pool or a restaurant for a meal . Then the turn over would be higher and more people could get to use the car parks.
1133896	n/a	n/a	Oppose	No	The council has plenty of time restricted carparks around the city stop spending ratepayer money just to put up some bloody signs so you can pay one of your moody arrogant parking goons more ratepayer money to ticket people for revenue leave the esplanade free for struggling young familes to take kids to the beach without having to worry about parking nazis givong them tickets they cant afford.
1133898	Simon Burrough	n/a	Support	No	Great. Should have done it years ago. Too hard to get a park there on a quiet night even.
1133901	Katie B	n/a	Oppose	No	I've not had issues parking there. I love the way it's set up now, and I'm already paying \$8-10 per day as a public servant while I'm at work. It's so wonderful being able to go to St Clair, park anywhere along the area and be at the beach while not worrying about parking. It will push so many toward the free parking and Victoria/surrounding neighbourhoods will become a nightmare. Please don't add MORE paid parking.
1133902	Sara Richardson	n/a	Oppose	No	We go to the St Clair beach area daily in the summer and once a week in the winter for surf life saving. In the 7 years we have been doing this we have never had an issue finding a park. When we go down to St Clair for other reasons (pool, cafe, dog walking) - also never had issues finding a park. Putting in time allocated parking will prevent parents joining the surf life saving club as it will get to hard to get their kids to junior club days and impact the future of developing life guards for the area. They will join other clubs where parking is easy. Additionally, it will make St Clair feel even more exclusive to sectors of our Dunedin community than it already is. Create equity DCC, not exclusion
1133912	Rebecca B	n/a	Oppose	No	I use this area a lot and love being able to head down to this incredibly beautiful beach area. I also frequent the restaurants for both eat in and take out. I know that to order, wait and/or pick up takeaways takes far longer than 5 minutes so a P5 isn't helpful for anyone in the community. These proposed P5 parks need to either be P10 or P15. The parks along Second Beach should be P240 for surfers, I notice that it's mostly surfers who park along there and (not being a surfer myself) would think they'd possibly be longer than 2 hours. I also think the raised car park on the Esplanade should be a P240 but its location should be swapped with the St Clair Reserve behind it and accessed from Bedford St. The Reserve is always empty of people, it would be utilised far more by people for picnics and potential market days etc if the two were swapped around so that the Reserve had beach front views. I love this area of our city and have a visceral connection to it. I want to see it continue to be a community friendly space for everyone.
1133913	Alex Ryde	n/a	Oppose	No	I go to the beach often and have never had a problem finding a park, at all hours of the day. Adding times to parks would penalise people wanting to enjoy the beach for long periods. There are plenty of parks always available in the neighbouring streets too.
1133916	Tamara Thomas	n/a	Oppose	No	120min and 240 min parks fine - don't agree with 5min parks - these are useless
1133926	Stephen Parker	n/a	Oppose	No	Hi there, I live at St Clair and what makes it vibrant and exciting for me, are the different food vendors and saunas. I think only 1 commercial zone for operators like that is a backwards step, I would be encouraging more, to make the place more like a vibrant market, at least 6. Also for surf competitions, car spaces are needed for judging and for people to park that come from out of town. I support putting limits on the parks by Hydro Surf and Salt. Living here I am more concerned about the freedom campers in vans, no overnight parking on the top car park would be good. So from me, a no to limits parking on the foreshore at St Clair and stifling growing businesses like food trucks and innovative health start ups like the Sauna...these are way more exciting than people just parking there, people can always walk...St Clair is a destination, not a car park.
1133928	Craig Preston	n/a	Oppose	No	Leave as is, too many knockon effects problems will arise. Surfers are the issue, perhaps invite them for a meeting to chat about this?
1133936	Tim Barton	n/a	Oppose	No	Keep the parking as is. No need to change it.
1133937	Sebastian Ruehorn	n/a	Support	No	I think that is a good idea because when I go down there sometimes to meet up with mates for a coffee or for a walk on the beach sometimes it's really hard to find a park. People take advantage of it being unlimited timing parking and when you have got plans to meet people down their at times it's hard to find a park and sometimes have to park on neighbouring streets or far away from the esplanade.
1133946	Allison Dodds	n/a	Support	No	Seems sensible to restrict the time people can park for, and the proposed time limits seem fair. I wouldn't suggest having as many 5 min parks, as I think having more longer term parks would work better. Having time restrictions means more people can enjoy the area. Having the flexibilty of being able to have longer term parking when surf comps are on would be worthwhile too.
1133948	Nika Schroeder	n/a	Oppose	No	It is good how it is. If I can't find a park it's not long until I do find one. I think the area is fine as is.

1133950	Sarah Bug	n/a	Oppose	No	Not sure what you can do in 5 minutes, not even enough time to grab a takeaway coffee or go to a shop, find a product, pay, and walk back to the vehicle? I think these P5s will be either 'lost' spaces or people will over spend their time in them. Thanks
1133957	Hannah Chamberlain	n/a	Support	No	I live near this area and frequently visit the restaurants/cafes. I often find it hard to get a park in the area, and I think the proposed time restrictions will make it easier. The proposed changes make perfect sense and I'm surprised that these restrictions haven't been in place already! It is also great that parking will remain free. I think the P5 spaces will make it safer because drivers of taxis, rideshares, food delivery and couriers etc will have a safe place to park instead of on yellow lines. (I go down there several times per week, and every time I see someone parked on yellow lines.) I think this will be great for people who want to come to the beach and shops/restaurants but can't walk as far so need a park that's not too far away, and I think it will be great for the businesses because there will be a higher turnover of people arriving and leaving the car parks, so more potential customers. I support all of the proposed changes.
1133959	Michael Dean Thurlow	n/a	Support	No	None, this looks good to me
1133961	Ayesha Horley	n/a	Support	No	Fully support time restrictions being implemented. One comment I have is that there could be more disability parks located near the esplanade shops/bars/cafes. I know of elderly that avoid the area for fear of not being able to get a park close enough which is a shame
1134012	Donna Hayes-Cox	n/a	Oppose	No	When I take my grandkids to the beach or the hot salt water pool I do not want to be walking for miles to enjoy a day at that beach or pool
1134014	n/a	n/a	Oppose	No	Just leave it as it is, people are there to enjoy themselves and not have to worry about making it back in time. The streets nearby will always have parking, with them also being very easily within walking distance. There are more important things to worry about than time restrictions on parking in certain area. Not that this will stop you as the expected answer will be "We've heard your responses and as a majority think this is a good idea, we will be going ahead with the proposed plans" Thanks for the read and ignoring, just leave the parks as is.
1134055	Lee Paterson	n/a	Support	No	Seems like a good idea Provided there is ample evidence that this will solve the problem. And provided the costs of policing it are likely to not be onerous as an additional site.
1134056	Sarah Nutsford	n/a	Support	No	I strongly support the proposed introduction of parking time restrictions. The parking in this area is out of control. However, I do not support changing 3 disabled parks to standard parks. There should be at least one disabled park at the pool given the number of people with low mobility using the pool. I also propose a restriction on campervans in this area. For example, no parking for campers in one section. On numerous occasions I've struggled to get my children out of the car seats due to campervans.
1134078	Colin Brown	n/a	Support	No	Great idea. Should also have 240 minute limit on the car park off The Esplanade on the north side.
1134081	n/a	n/a	Support	No	Parks along the esplanade are extremely narrow and tight. It's it hard to get in and out of cars along here and difficult to get children out of their car seats without hitting other vehicles.
1134090	Crystal Skinley	n/a	Oppose	No	As a user of salt water pool with the kids and a surfer such limited times aren't really useful. As someone who when pregnant had mobility card the mobility parks where a lifesaver removing them doesn't feel inclusive & in Dunedin we are future focused and the future is inclusive! Changing parking for businesses at the cost of ppl who might be walking from Saint Clair to lawyers head and back for fitness and mental health (& need the steps to access the beach is super restrictive if you put limited timing) ppl with fused ankles and struggle to access beach via John Wilson drive ect Dunedin should be about ppl The ppl using the businesses will park further away to access the businesses- your usually meeting others so have no choice but to drive around searching for a park. Going to the beach or the pool is more of a choice and limiting kiwis time to access the beach doesn't wash with me
1134129	n/a	n/a	Oppose	No	I don't think there should be time restrictions on parking. Most people are respectful, and these limits reduce how long we can enjoy local spots like cafes, shops, or parks. Personally, I often work from cafes, and having to leave to find more parking makes it not worth staying—so I end up supporting those businesses less. Introducing time restrictions on parking feels like a step closer to enforcing paid parking in the future, rather than a decision made with locals in mind.
1134130	Vicky Murphy	n/a	Oppose	No	There is enough neighbouring parks. Its a beach this needs to be relaxed. People go to cafes most of the day with current parking. Not needed.
1134286	Rosa Marden	n/a	Support	No	I am supportive of changes to parking within the Saint Clair - Esplanade area as it will assist mobility parking having dedicated spaces. I would assume most parking takes place within the proposed p120 timing already so it may as well be enforced. It wasn't clear if this would be enforced 24/7 or just until 6pm - I think it's worth making that clear
1134338	Theo Smith	n/a	Oppose	No	n/a
1134373	John Griffin	n/a	Support	Yes	I support changes to existing time use, however your proposal is vague in the sense that it does not advise the times that these restriction's will be in place. ie 9am to 6pm daily (7days). I do not support 4 x 5minute parks on Forbury rd, 1 x 5min would be plenty; and other 3 by 30min would allow people to actually do something when stopped, who wish to go into shop and pick up something, discuss bookings with restaurant and accommodation, spa, hairdresser, shops etc Restaurant staff and locals should be able to park after 6pm, these rules will only push permanent parking further into the neighbor hood and this limited parks for residents and there guests. Resent inbuilt housing has already placed more pressure on parks in the area with reduction in parks and increase in people wishing to use parks who are residents. Existing parks especially those that can take more than 1 vehicle need simple line to show spaces available, as some people are very inconsiderate in how they park ie one car taking 2 potential spaces. I support changes as outlined above. John Griffin (Resident) 021301707
1134378	n/a	n/a	Support	No	Not sure the 120 minute parks make sense, 240 minutes would be best. What about the car park, shouldn't that move to 240 minutes too? Why can't you close the esplanade as a drive through road, pedestrianise on weekends if it can't be done the whole time. parking could be accessed from the beach st end by the hotel/cafe
1134385	Diego Santagati	n/a	Oppose	Yes	This is just sad revenue gathering and will result in the policing and monitoring of people at one of dunedins most popular spots. It will ruin the sense of ease and calm people feel while parking there and enjoying their day. It will cause people to not stay long in the area, and not have as positive feeling towards the area which will hurt local buisness and the culture of the area. The problem of a few people staying to long is over stated and being manipulated to justify another area with which to extract money from the public. Please reject these ideas and keep them on the shelf. What is actually more important than turnover is the comfort people feel, and people having a place they can be assured is a stress free area. Theres a reason Dunedin was found to be one of the happiest places and it wasnt due to having heaps of monitored parking zones.
1134392	Elizabeth Hanham	n/a	Oppose	No	There is sufficient parking in the area to accommodate for the regular high visitor numbers at the Esplanade, there is regular and sufficient turn over of car park visitors during peak hours . The imposed parking time limit would disadvantage people who come to the beach to surf regularly on weekends. The time limits are unnecessary in a recreational area that people go to to relax, the addition of time limited parking removes the relaxing element of being able to go to the Esplanade. People are simply not driving and parking up at the Esplanade for the whole day to warrant this.

1134442	Lucy Lucy Greenfield	n/a	Support	No	I support the time limits but I think the more progressive option is also available. It would be amazing to pedestrianise Forbury Road and Esplanade up until the parking sections to make a great place to hang out without the risk of getting hit by cars. It's such a popular area for people to visit and hang out. Plus cafes could extend seating for customers in the area. The Esplanade parking could then be accessed by Beach Street and Bedford Street. Dunedin needs to start making popular hang out areas pedestrianised. It is crazy that this area and George street till allow through traffic with no need and it ruins the whole experience for people using those areas.
1134444	Liam O'Neill	n/a	Support	No	I recently went there to walk my dog, and spent 15 minutes trying to find a park, far worse than Dunedin CBD So i support the changes.
1134454	Zoe Frood	n/a	Oppose	No	Please leave as is it currently. Im not opposed to a couple of P5 carparks beside the hydro shop for those wanting to stop in to pick up takeaway coffees etc. Please leave the remaining parks as is. Thanks
1134494	Meg McLaughlan	n/a	Oppose	No	
1134495	James Duke	n/a	Support	Yes	I support the changes, but they must also be supported by an increase in enforcement. I live in Cliffs Road and have seen the effect of the increase in penalties for parking on disabled parks, these parks are now mostly left to be used by disabled. A majority of the people that can't find a park now park on the yellow lines on Second Beach Road and Cliffs Road knowing that the chance of getting a ticket during the week is small and at the weekend nil because of the absence of enforcement officers
1134570	Peter Nees	n/a	Support	No	Time restriction is needed. But the crazy thing is the raised car park, and the grass area behind it to Bedford St are round the wrong way. The grass area is wasted and not used by anyone, have the grass area facing the beach, with the car park behind. More car parks, better for everyone. A council member suggested this years ago, nothing happened. Such a waste of good space now.
1134577	Cathy Weatherston	n/a	Support	No	I would rather see 180 on the Esplanade.
1134580	Maryline McDowell	FFRFIC	Support	No	I think it would be better if the 2x mobile trading spots at the Esplanade will be rented out by the vendors like the ones from Exchange, Union St, etc.. The reason for this suggestion is that, i notice some vendors would just leave their private vehicles there for a week to reserve the spot for the next busy day/s (public holiday, weekend). Those trading spots should be booked in advance at DCC with a little fee, to be fair for everyone. Weekend trading/booking days should be included as there is always people around St Clair. Hopefully this suggestion would be considered
1134582	Kat	n/a	Oppose	No	Just don't think it's necessary
1134600	Madeleine Gabbusch	n/a	Oppose	No	I go frequently and it is rarely an issue to find a park. As a surfer it is rare for me to be there for more than 3 hours but every now and then you lose track of time so it would suck to get a ticket
1134670	Shirley Fraser	n/a	Support	No	Great idea as it would increase turnover. I don't bother going at busy times as never parks available. I use the area for a 30 min walk for daily exercise and sometimes even on quieter days there are no parks available on the esplanade. Would love to see the constant stream of cars driving past cafes stopped as have seen some close calls when people and dogs step out onto the road. Any option for entry to the esplanade area just from Beach St and maybe the infrequently used park behind the top level carpark? The area is a gem but just crazy busy with cars and pedestrians on beautiful days and could be a much more functional safer area if upgraded. Great destination area but certainly needs restricted parking (maybe 2 hours?) at the very least.
1134673	David Mckinlay	n/a	Support	No	a better solution to improve parking and traffic movement on the Esplanade would be to shift the carpark to the grassed area on Victoria road and replace carpark with grassed area for children and families to play or picnic. by bringing all traffic in from Victoria Road would decrease the Traffic Movement on the Esplanade by at least 50% making it much safer traffic could still exit onto the Esplanade to stop any congestion on Victoria road.. the current Grassed area from what i can tell has never been utilized as you are looking into the road instead of the Beach.
1134691	Katherine Greer	The Hydro Esplanade Apartments & Hydro Surf Shop	Oppose	Yes	I oppose the changes if the restriction times apply overnight. The overnight status of the proposed changes have not been made public and needs clarification. We have 3 short term apartments on the top floor of The Hydro rating ref (<i>Number redacted</i>) these short term apartments are popular and the guests need to be able to park somewhere close over night.
1134712	Mark Walton	Frankies flower farm ltd	Support	No	Great idea to allow more visitors to access the area and business's
1134865	Frederique Gulcher	n/a	Oppose	No	It works fine the way it is. There's a bus stop right there. Maybe another mobility park would be good. I think you should pedestrianise the road from Forbury/vic roundabout to the end of the esplanade cobblestones (not sure how you would make the tarmac part of Esplanade two-way to provide access, though). There are so many people walking and kids running and on bikes that making this area car free seems like it should be the priority.
1134937	Ripeka Hakopa	n/a	Oppose	No	leave it alone, itâ€™s okay as it is. Put a sign up to not stay till the next day otherwise towed. But itâ€™s good as it is.
1134906	Barbara Turnbull	n/a	Oppose	No	Going to St Clair Beach /Esplanade should be an enjoyable experience I assume the proposed parking changes will need to be enforced to me having wardens on bikes scooting along may lessen the enjoyment of the visit for some
1134841	Anonymous	n/a	Support	No	These are sensible changes, Moving from all day parks to limited parking which still allow time for people to have lunch, surf etc, is a good idea and will better serve the area.
1134965	Jessica de Heij	n/a	Support	No	Totally support it. We need to restrict parking, and this will lead to high turnover. We also need to make sure there are parking officers there though to manage the parking. Or otherwise have devices that detect if a car is parked too long, which then sends out a parking officer or send an enquiry to a tow truck.
1135220	Russell Drinnan	n/a	Support	No	I have been going here for years and for sometime it's been impossible to get parking and most of the time there is hardly anyone on the Esplanade so not sure who's parking there but it seems like the visitors or customers using the shops. The surfers do take over. I know they are right to be there but not for hours at a time taking parks for others to use.
1135216	philip hurring	n/a	Support	Yes	Please understand that the width of the carparks along the waterfront are TOO NARROW. The amount of space given by the road designers here is pathetic. See attached photo. If you are fat, old, have trouble getting in and out of a car, you CANNOT get in OR out of our car!!!! Sorry but whoever designed this parking is not thinking. We have seen on a number of occasions people returning to get in their car - and they can't get in!!! There is sometimes NO space to even walk up alongside their car. What do we do if this happens??? Get a tow truck and send the invoice to DCC?? Why should we accept damage to our car's paint and panels from people unable to squeeze into their car doors?? Can your parking planning people please THINK about the practicalities of parking spaces. This is not the only area where parks are too narrow. Many people drive larger SUVs and Trucks now - meaning they NOR the people parked next to them have any room to open their doors. Make the parks wider please ASAP so that we can actually fit our car in them and actually use them safely. Thank you.

1135208	Martin Spinks	n/a	Support	No	Seond Beach: I support the proposed parking changes on Second Beach Road. However, unless these restrictions are regularly policed and enforced, they will be ineffective. Esplanade: I support the proposed parking restrictions on St Clair Esplanade, although I would propose that P120 restrictions, rather than P240, would be more appropriate to increase the flow of visitors to the area. Also I would comment that unless these restrictions are regularly policed and enforced, then they will struggle to be effective. Forbury: P120 Time limits on angled parking is supported. I would comment though that the one disability park is often abused by non card displaying vehicles and also in the evenings by Uber Eats type cars picking up pizzas from The Esplanade restaurant. The 5 minute parks are a splendid idea to resolve this latter issue and to allow regular access for cafe pick ups generally.
1135388	Anonymous	n/a	Support	No	n/a
1135328	Melissa	n/a	Oppose	No	Alot of people park in those car park spaces for access to surfing and the swimming pool during summer, and beach walks. The changes do not allow enough time for people to use the local facilities. Surfers xan be in the water for hours and hours. If these parking spaces become timed the public will then start parking in other areas around st clair on street parking near houses when there is no off street parking for those houses. There is no issues with how the parking is now and it should be left as it is so people can use the businesses and facilities as they please.
1135284	Rob Ottrey	gelato junkie	Support	Yes	Hi, I am from gelato junkie and operate our mobile trading vehicle at St Clair. We appreciate our needs and that of other mobile traders have been considered in the proposed changes with the two variable zones. The sales we make at St Clair are very important to our business and it is so much fun to be enjoying great Dunedin sunny days with everyone at the beach. The traders offer high quality affordable refreshments to a wide range of customers but also many from the lower socio-economic groups of our community that may not easily/regularly afford the 'bricks and mortar' offerings. I am concerned that the two available spaces will not be enough for the number of vendors currently using this area or potentially trade here in the future! Can you please consider creating 2 additional mobile trading spaces on the brick paving area also? Between the Esplanade and Seconds Beach Road. The model would be the same as how mobile traders conduct business in 'The Exchange.' 1. Plate Steel would cover the curb/gutter for entry and exit of vehicles just like what exists currently for many Dunedin homes. Traders can drive up, park (with hand brake) and trade. 2. This would be available to use for fully motorised vehicles and not trailers. 3. This will create additional DCC income and more choice customer choice while not reducing the number of car parks available. I will be happy to speak at the hearings to support the concept in more detail if you need? Thank you for your consideration and please see a picture of the space unused and available (Brick Area) and also of our operation. Kind regards Rob Ottrey
1135475	William Bishop	n/a	Support	No	These are all reasonably generous and shouldn't impact the majority of users of these areas.
1135655	Espie ayson	n/a	Oppose	No	Leave the car spaces as they are. They support a culture of day trips and surf comps. Business who are requesting this should have supplied additional parking space for customers and staff when they opened their doors. Use what is available around the neighbourhood. If you introduce time slots this will simply push all the staff out to parking their cars in Bedford St and surrounding streets and take up residential parks. Getting parking outside or near our own house is already a big problem and this proposal will make it worse. Leave parking around the esplanade as it is, it isn't a problem when St Clair is really only busy on a sunny weekend, which doesn't happen that much
1135657	Jill Rubython	n/a	Support	No	Second Beach: In order for these changes to be effective, adherence needs to be strictly monitored and enforced. Esplanade: In order for these changes to be successful, the parking will need to be actively monitored and fines or whatever be implemented. Forbury: Overall I support the proposed changes. However, suggest consider making the 5 minute spaces into 10 minutes - hard to actually get a takeaway coffee/pizza in under 5 minutes In order for these changes to be successful, this policy will need to be actively monitored and implemented
1135834	Anonymous	n/a	Support	No	n/a
1135810	Andrew Mason	Southern GeoEx Ltd	Support	No	I'm a regular user user of the parking in the area as a surfer. I think the 2 hour limit is the right amount of time, anything less and it would mean you would have to cut short surf sessions in the summer to move the car. As it's often difficult to get a park in the area I think it's a good idea to get a bit of rotation going.
1135794	Jane Healey	n/a	Oppose	No	Please leave things the way they are. This is just another example of over-regulation. Once timed zones are installed, (and once the public have got used to it) then, the council will come along and add parking meters. It's all about money and what is in the interest of the council - not about the interests of the public.
1135730	Jeremy Dubrulle	n/a	Support	Yes	Changes are somewhat supported for 5 mins (allows quick hop in/off businesses) and p240 but NOT for p120. No 120, only 240 as surfers and beach-goes are likely to stay for longer. I live on the otherside of the esplanade (albert st) and this 120 will make it difficult to park at our house since these streets will be overcrowded with surfers and beach goers.
1136187	Henry Belt	n/a	Oppose	no	Let public enjoy their time at a beach
1136292	Gary Tansey	n/a	Oppose	yes	People planning on dinning at the esplanade eateries don't expect a park at the door. So they park around my house walking dogs surfing ect ect. we have trouble getting a park outside our home but mostly weekends. Rest of week not a big deal.my neigh thinks its good leaving his 2 cars and a caravan outside my house. Theres a Kindy with mums dropping kids twice a day here.StClair school down road. all these restrictions will drive congestion in the neigh hood turn the unused park in Bedford st into carpark.ITS NOT USED AT ALL.Who will police it.What about the surfing comps They are watched internationally. ps im not a surfy .WHY TRY AND FIX SOMETHING THAT AINT BUST. FIX THE ROUNABOUT ITS BUST.
1136429	Ursula Keogh	n/a	Support	No	I agree with your proposed changes to parking at st Clair beach. However , if you do remove parking down there then camper vans etc will park up Cliffs Road which is extremely narrow carriageway. I propose that yellow lines be placed up Cliffs Road, particularly on the corners as it's going to be very dangerous situation for cars driving down this street.

1136667	Bec Pearson	n/a	Oppose	No	While I acknowledge it can be difficult to find parking in peak season, the reason I enjoy escaping to St Clair is because I donâ€™t have to exist within the stressful time limits of the city. I enjoy being able to go out with friends for a drink, out for a surf or a beach walk without being stressed about coming back for a ticket. 120 minutes isnâ€™t enough time for these activities generally. And I hate when quality time is cut short just because you need to be thinking about the potential fine youâ€™ll receive.
1136655	george varsanyi	n/a	Oppose	No	How about closing the the road between the cafes/restaurants and the playground to make it a pedestrian only area-it was so much nicer when it was closed off for roadworks last year. A new road from forbury road up through the park to the top carpark could be an alternative car route so people could still do a drive by the beach-that park is hardly ever used and already has a drive way up it so why not expand that and connect it with the top park.
1136875	Annalisa McConachie	n/a	Oppose	No	As a student who needs a job on the side to get through uni and pay bills I Know this would turn my life into hell with more unnecessary tickets. I try to walk to work as much as possible but when weather is bad or I get called in last minute I need to drive taking away these unrestricted parks will lead to parking officers going crazy on tickets that I will have to pay and with these fine prices going up in the past year I am so scared of my whole pay-check going to stupid parking tickets! I've already had this issue when I worked in town and I couldn't do it hence the job change. I love working here please don't start making the cost of living even worse.
1136859	Mark Stevenson	n/a	Oppose	Yes	I oppose your changes as I feel parking should be P180 on the Forbury Road, Esplanade and Second Beach Road, giving users 3 hours to eat/drink or swim/surf or to build sand castles/walk along the beach, the park out side Starfish should be for motor bikes only, as unsafe for cars/vans etc as people sit on tables right by the road (HEATH AND SAFTEY issue!) the other three P5 min parks by Hydro is a good idea. NO commercial food vendor parks in the public car parks please, put one park on the footpath between Esplanade and second beach rd (lots room as per ice cream van photo) and the other park opposite the upper car park on the esplanade by the rubbish bins area (like the surf van in St C and Uni + areas in town are now), is there going to be a ban on mobile vendors using other public parks in the block, like the red zones in town?. Most mobile operators use 2 cars and 2 parks ! is this still going to happen ? Also the second beach proposed mobile area there clients regular block the accesses ramp ! I have more images to show but only allowed to add 2 below ! hence why id like to talk and show current issues with photos
1136858	Raja Ramanathan	n/a	Oppose	No	The whole point of going to that area will be detracted from by having to worry about getting a ticket. Parking fraught with peril as it is everywhere else in Dunedin. Keep the ticket writers somewhere else and burn all the ticket books.
1136857	Anonymous	n/a	Oppose	No	n/a
1136845	Jimi Higgins	Surfing New Zealand	Support	Yes	We would like to thank the Dunedin City Council for the opportunity to provide feedback on the proposed changes to parking restrictions along the Esplanade, Forbury Road, and Second Beach Road in St Clair. We support the overall intent of the proposal. As organisations involved in surfing at St Clair, we know firsthand that parking is a challenge, particularly during busy periods. Increased turnover through time restrictions is likely to make it easier for local surfers and visitors to access the beach, which is a positive step for the community and for the sport. However, we do have concerns about how the proposed changes may impact the running of major surf events at St Clair. Our events - particularly the South Island Surfing Championships held over Easter - draw hundreds of competitors and spectators from across the country. These events typically run for several days and require competitors, officials, and support teams to park for extended periods at the Esplanade. Under the proposed time restrictions (particularly the 2-hour and 4-hour limits), it would be unfeasible for participants to find suitable all-day parking. This could affect not only the smooth running of these events but also the ability of visitors to attend, compete, and enjoy the area - ultimately impacting the local economy and the reputation of St Clair as a premier surf destination. To support both day-to-day needs and special events, we respectfully request that Council consider: - Event exemptions allowing extended parking during approved major events. - Designating a portion of parking for event-specific use during peak periods. - Working with event organisers in advance to provide logistical solutions that preserve accessibility and compliance. We are very happy to engage with Council to discuss how best to balance the needs of the local community with those of national-level sporting events. Thank you for your consideration. Sincerely, Jimi Higgins South Island Director Surfing New Zealand
1136844	Anonymous	n/a	Support	No	Great idea! Will help keep people moving. 2 hours is heaps of time.
1136840	Chris Hays	n/a	Oppose	No	As there is ample of parking at the esplanade and there is no need for the council wasting tax payers money on something that isn't needed keep it how it is currently
1136838	Melanie van de Klundert	n/a	Support	No	There are many campers that park here, some seem to live in the car park permanently. I walk my dogs every day and the same cars are parked there. During Summer people cook, drink , have unregistered dogs, and dry their clothes on the Esplanade through the summer. What are the rules around freedom camping? It is not fair on people who want to park for a couple of hours, it is not safe in the morning some people seem to be on benders and drink through the night. If these changes are made, please monitor it. It should be the same for all campers, including surfers, even during surf comps. I think the car park also needs some updates.
1136828	Brittany Laing	n/a	Oppose	No	Just leave it be. What if you're out for a surf? (I don't even surf myself) or enjoying the cafe, walks in this area and now there is the rush of timed parking. I've never had an issue of finding a park in the esplanade area or surrounding streets in my 15 years of driving.
1136816	Abigale Catterall	n/a	Oppose	No	I think 240 minute time parking isn't a great idea in that area. I think thats too long for busy periods .There already isn't enough parking in this area at times. Gets very congested in St Clair in summer especially . I think 120 min parking so more flow can happen for others to park would be better .People may get confused by lots of different parking times to try and remember. Many thanks

1136808	Kayla Dobson	n/a	Oppose	No	Finding parking for beach days or walks on the beach or even work in the surrounding area is already extremely hard, going to the beach is an activity that many families and support workers with disabled clients enjoy that is free and affordable for all, many families struggle and disabled people's struggle and need close parks without paying, working 8+hour days and then waking to the car is not safe at night and they should be able to park close to work where good lighting is. Guests with cars should be able to park close to for free and not park outside surrounding houses. Cafes and restaurants are crazy busy in that area and you need a park for a meal that is free, 5 minutes is not long enough to even grab a coffee
1136803	Anonymous	n/a	Oppose	No	The current system is working and doesn't require changing
1136860	Anonymous	n/a	Oppose	No	n/a
1137017	Pamela Kumate	n/a	Oppose	No	Could the proposed 5 minutes for 4 parks be extended to 10 or 15 minutes. Assuming the purpose is to run in and get takeout coffee or food, I question that 5 minutes is long enough. It often takes longer than that to get coffee, especially when there is a queue. Probably 10 minutes would be enough. All other changes seem reasonable.
1136990	Jordyn Winiata	n/a	Oppose	No	Don't support this change as i frequently surf for 4 hours + at a time and would hate to get a ticket after out surfing
1136985	Anonymous	n/a	Oppose	No	Limited car spaces most close to St Clair's beach fails to take into account use of beach goers and surfers - particularly a 120 time limit on second beach road. It is not enough time and isn't a fair penalty for those using the beach as it should be used. As a frequent business visitor in this area I have always managed to find a carpark and think it is more imperative that people don't have to worry about their parking running out when enjoying the beach and its nearby businesses.
1136971	Anonymous	n/a	Oppose	No	Youâ€™ve already made parking in town a nightmare, now St Clair too? Maybe instead of spending all this money on parking restrictions no one wantsâ€¦} spend it on the balustrades that have gone rusty due to â€”your lack of fundingâ€” or whateverâ€¦}
1136943	Fraser Hannon	n/a	Support	No	makes sense to make most of these parks time restricted otherwise it can be hard to find a park in this area at busy times. I would think some of the parks eg forbury road ones could be P60 as you don't normally need longer than a hour to get a coffee/lunch etc. Probably makes sense for the esplanade 25 parks to just be P120 as you don't need longer than 2 hours to go for a walk on the beach/surf or have dinner. If you want to be at the beach all day then should have to just park further away which is normally only a block or two which isn't that far.
1136942	Mary O'Brien	CCS Disability Action	Support	Yes	St Clair. St Clair is popular with all people, and the wide flat paths, availability of seating, create a safe place where disabled people can walk, enjoy the pleasant environment, and access the shops and cafes. We continually receive feedback regarding from disabled people that they cannot find an available Mobility Park (even though there are already four Mobility Parks in the area). This often means that they are unable to access the area and go home. We recommend that the Council install more mobility parks, this includes -X1 park opposite the Salt Cafe - Mobility Park here would be well used by families using the playground, particularly following the playground upgrade. -X1 Additional Mobility Park along the Esplanade.
1136930	Krystal Cameron	n/a	Oppose	No	Not required
1136969	Anonymous	n/a	Oppose	No	No enough information fo meaningful feedback. How much will it cost. How much annual revenue. How much annual cost How will 240min parks help ease congestion. How much did this info campaign cost. Why not move the balls and increase parking spaces? How will you respond to this feedback. Why dont you give a feedbakx option for insufficient information>
1137098	Richard Wingham	n/a	Support	No	Agree with need to support local business who are paying rates and employing staff. Given the high amenity value of the area, it should be more accessible and addressing that through parking changes is a sensible low cost option that can be quickly implemented. The parking options provided match to the intend uses of the area by most people. If people need to park longer than 2 hours then they should find alternate parking. As a local resident living on Forbury Road, we regularly have issues with people parking across our driveway or in unsafe places directly on the corner of Forbury Road because they want to have a quick coffee but can't get a park.
1137095	Katrina Toovey	Piccolo Bar / The Esplanade Restaurant / Sorella Gelato	Support	No	I own the Esplanade Restaurant, Piccolo Bar and Sorella Gelato. I am also a resident / owner of 8 Cliffs Road, opposite the proposed Beach Rd parking changes. I propose the following changes: - Adjust three of the Forbury Rd P5 to P10 or P30 - Remove one P5 and adding a loading zone. - Allow over night parking outside of the proposed daytime restrictions. I support all other proposed changes.
1137082	Megan & Cecilia Mickelsen	Fe29 Gallery	Support	Yes	While in principle we support the changes proposed to assist the businesses on the Esplanade and Forbury Rd, we have grave concerns regarding the impact on our business (Fe29 Gallery). We have already put in a proposal for a 30 minute park outside our gallery, due to existing serious impacts caused by long term parking by those visiting the esplanade. We were granted resource consent (2015) to operate an art gallery from our home at 30 Sandringham St, St Clair and have been in operation, 6-7 days a week since then. Parking is already a problem, particularly on the weekends when people come to St Clair to go to the beach or one of the cafÃ©s or restaurants in the area. For lack of closer parking spaces, people will often park in front of our gallery for hours. Also, tradies will often park outside our place for many days. All of these vehicles block visibility to our signage and our premises, and leave no place for our customers. This seriously impacts our business and the proposed parking changes will result in even more serious impacts to our business, 7 days a week. The problem affects our customers wanting to load large and heavy artworks (framed paintings, bronze or stone sculptures). It also affects couriers coming to pick up or deliver shipments of art, which can be large and heavy, some requiring hand trolleys, pallet jacks or even on occasion, a Hiab. Fe29 Gallery is a destination for out-of-town visitors. We have been written up in numerous publications including, but not limited to; The Auckland Herald, Life and Leisure magazine, Kia Ora in-flight magazine and the Otago Daily Times. We support charities, offering works for auction, holding dinners for Ronald McDonald House and raising money for Breast Cancer research by opening our home and gallery for the House and Garden Home Tour. We have been interviewed on Radio NZ and on local TV Channel 7. We have become a community hub, where people come at difficult times. The 30 minute parking space we have requested would help alleviate the risk to our business from current long term parking issues, and also the more serious impacts on our business caused by the proposed parking changes being put in place to assist other businesses in the area, While we support other local businesses and therefore the proposed changes, our support can only be conditional on the granting of our requested 30 minute park, as to do otherwise would be self-defeating and likely cause the demise of our business. We have attached photos of just a few of the vehicles that have been parked outside our property for many hours, and in some cases all day, even for many days.

1137068	Mike Crawford	n/a	Oppose	No	I support the majority of the changes. However, I believe the Second Beach Rd car parks should also be 240 minute time limits not 120. Both of those sections of parking are used mostly by beach goers, walking, swimming, surfing etc. The time to walk the beach and return for a coffee or food will more than likely be longer than two hours. It would really be a shame to be ticketed by the dcc for this. It will also force many to park in the residential streets which I'm sure the residents don't want also. Please ensure that Second Beach Rd is also included in the four hour max carparking limit.
1137058	Anonymous	n/a	Support	No	The Esplanade has become commercialised and now it seems itâ€™s the workers of those businesses that are taking up a lot of the parking spaces. I find Bedford St is worse to find a park than the Esplanade itself. Because of this is why I partly support a park 180-240. While I would like it to stay how it is I feel people are just not shifting and freeing up space at peak times. I do think there is always parking close by and always eventually find a park but for people just wanting to stop in along the Esplanade and watch the beach for a short time itâ€™s difficult to do that.
1137054	Barbara Newton	n/a	Support	No	All very well having time limits, but who is going to police and enforce this? Iâ€™m not against their presence, and most usually add to the experience of the beach environment but If food / ice cream / sauna trucks etc are permitted to take over valuable parking spaces then they should have to pay for this privilege. They should also be relegated to non prime parking positions, and numbers kept numbers to a minimum, providing services not already catered for by the local businesses who are committed to the area, pay rates and have developed their premises and businesses over many years.Plus they do this 24/7. Parking Provision / leanancy should be made for events being held on or around the beach environs. The people who attend these are usually regulars, not one offs, as is the case with tourists. There is plenty of parking on John Wilson drive for them to view the ocean.
1137053	Katrina Secord	n/a	Oppose	No	I strongly oppose the proposed parking changes. These changes would further erode parking availability for local residents, who are already struggling to find space near their own homes. The real issue isnâ€™t with the current parking systemâ€™itâ€™s with the increasing number of freedom campers who occupy valuable public parking for long periods, often without contributing to the local community. Instead of punishing residents by altering a system that largely works for us, efforts should be focused on addressing the misuse of public parking by non-residents. Freedom campers often stay well beyond acceptable limits, creating an unfair burden on those of us who live here and pay rates. This problem has been growing, and local authorities should be prioritizing effective enforcement and regulation of campervan staysâ€™not redesigning parking at the expense of residents. Donâ€™t fix what isnâ€™t broken. Keep the current system, crack down on freedom camping abuse, and protect the rights of residents to access parking in their own neighborhoods.
1137052	Johnny Simmons	n/a	Oppose	No	I am writing to strongly oppose the proposed changes to the current parking system in our area. These changes are unnecessary and risk making the situation worse for local residents, particularly when it comes to access to parking near their homes. The main issue impacting parking availability is not the current structure of the system, but the ongoing problem of freedom campers occupying residential parking spaces for extended periods. These vehiclesâ€™often large vans or campervansâ€™remain parked in the same spots for days or even weeks, treating public roads as free campgrounds. This behavior significantly reduces the availability of parking for those of us who live here and pay to be part of this community. The frustration this causes cannot be overstated. Residents are being pushed out of their own neighborhoods by individuals who contribute nothing to the area but take full advantage of public resources. It's unacceptable that locals, many of whom rely on street parking due to limited off-street options, are forced to compete with non-residents who use our streets as temporary housing. The answer is not to change the parking systemâ€™which works well for the people it was designed to serveâ€™but to confront the real issue head-on. Whatâ€™s urgently needed is effective enforcement to prevent freedom campers from monopolizing residential streets. This means actively moving them on and ensuring they do not return, not creating new parking rules that make life harder for residents while doing nothing to address the root cause of the problem. I urge the council to focus its efforts where they will have the greatest impact: restoring parking access to the people who live here by addressing the misuse of residential streets by freedom campers. Leave the current system in place and instead take meaningful steps to protect local residents from an issue that is only growing worse.

1137051	Richard Egan	n/a	Oppose	Yes	<p>The Dunedin City Council (DCC) is currently proposing significant changes to parking regulations around the St Clair Esplanade, a move that has sparked both interest and concern among locals. The proposal includes converting many currently unrestricted parking spaces into time-restricted zonesâ€”ranging from 5-minute (P5) to 4-hour (P240) limitsâ€”along Forbury Road, the Esplanade, and Second Beach Road [1](https://www.dunedin.govt.nz/services/roads-and-footpaths/projects/parking-changes/forbury-road-and-esplanade-parking-changes). While these changes are intended to improve turnover, safety, and accessibility, they also raise broader questions about the future of this iconic coastal area.</p> <p>St Clair is more than just a beachâ€”it's a vital community hub, a tourist attraction, and a cherished natural space. The proposed parking changes, though seemingly minor, touch on deeper issues about how the area is managed and developed. The DCC notes that the changes are in response to increased demand from both residents and businesses, as well as ongoing upgrades like the refurbishment of the St Clair Playground [1](https://www.dunedin.govt.nz/services/roads-and-footpaths/projects/parking-changes/forbury-road-and-esplanade-parking-changes). However, focusing solely on parking risks missing the bigger picture.</p> <p>Whatâ€™s needed is a comprehensive, community-led consultation that looks beyond just parking. The Esplanade and its surroundings include green spaces, public toilets, showers, stairs, railings, and other infrastructure that are all in varying states of upkeep. For example, the back green spaceâ€”currently underutilizedâ€”could potentially be reimaged as a landscaped car park or multi-use area, balancing the need for parking with the preservation of open space.</p> <p>The current public amenities, such as toilets and showers, are often cited as inadequate, especially during peak times. Improving these facilities should be part of any broader redevelopment plan. Likewise, the condition of the stairs and railings, which are essential for accessibility and safety, deserves attention. Planting and landscaping also play a crucial role in the area's aesthetic and environmental value and should be integrated into any future planning.</p> <p>Rather than implementing piecemeal changes, the DCC should consider launching a full-scale master planning process for St Clair. This would involve robust community consultation, including input from residents, business owners, surfers, walkers, and visitors. It should also include environmental assessments, traffic flow studies, and urban design expertise to ensure that any changes enhance the area's character and usability.</p> <p>St Clair is a jewel in Dunedinâ€™s landscape. Its future deserves thoughtful, inclusive planning that respects its unique identity while addressing practical needs like parking and infrastructure. The current proposal may be a step in the right direction, but it should be part of a much larger conversation about how we want this treasured space to evolve.</p>
1137050	Lorne Secord	n/a	Oppose	No	<p>I oppose the proposed parking changes as they will negatively impact residential parking availability nearby. The current system should remain unchanged, as it supports local residents. The only adjustment needed is better enforcement to prevent freedom campers from occupying spots for extended periods, which reduces parking for those who live here. Please focus on moving them on rather than altering a system that otherwise works well.</p>
1137047	Annabelle Cullinane	n/a	Oppose	No	<p>I oppose the proposed introduction of 5-minute parking zones on Forbury Road, St Clair. This change risks significant harm to the local economy and the viability of businesses in the area.</p> <p>Forbury Road is home to popular hospitality and retail venues that rely on customers being able to park for extended periodsâ€”typically 30 minutes or more to dine or shop. A 5-minute limit is too short to support these activities and would instead favour low-value, quick-stop visits that contribute little to the areaâ€™s vibrancy.</p> <p>This proposal would displace genuine patrons, reduce local spending, and potentially encourage unsafe parking behaviour. A more balanced approachâ€”such as 30- or 60-minute time limitsâ€”would better support business needs while still encouraging turnover. The lack of parking in the area already makes the esplanade a less attractive destination to visit, I believe taking a significant number of parks away through the implementation of 5 minute parking would undoubtedly reinforce this.</p> <p>I urge the council to reconsider and implement a parking strategy that sustains both economic activity and practical use.</p>
1137042	Craig Higgins	n/a	Oppose	No	<p>I think this needs to be reviewed. I think the timing of parking areas is a good idea to move traffic on , but there should be areas to allow 6-10 motor homes to park over night 2-3nights max (maybe upper car park corner by toilets) .</p> <p>And I think a better solution of a set 15-20 car parking area built on the grass area, behind the wall of the upper car park, with a barrier arm with payed parking , and maybe make the restaurants/hotels use that parking , as their workers take up cars parks 4-10 employees for 4hr to 10hr shifts. Itâ€™s not the general public taking up car parking for more than 2/3 odd hours at most.</p>
1137032	Jasmine Byfleet	n/a	Oppose	No	<p>When i wanna go to the beach or cafe the last thing I wanna think about is parking</p>
1137291	Peter Haslemore	n/a	Support	Yes	<p>Make sure there is a drop area for people using the Salt Pool. Remove the scrubby piece of garden at the start of the entrance to the Salt Pool and convert it into disability parking. Monitor people using disability cards by the pool to ensure they are entitled to use them. Put angle parking in Bedford Street and remove one bus stop. Remove concrete balls on Esplanade and put parks there.</p>
1137215	Adam Haslemore	n/a	Oppose	No	<p>Revamp Esplanade at same time as sorting parking.</p> <p>Get rid of balls on Esplanade and have 10min parking in their place.</p> <p>Shorten bus stop on Bedford st. Have more angle parking in it's place.</p> <p>Change parking on Bedford to to angle parking as it is wide enough.</p> <p>Create drop off zone for people going to pool.</p> <p>Get rid of small planting area near pool and create further disabled parking on this site.</p> <p>No time limits on existing parks.</p>
1137198	Hayley Kettings	n/a	Oppose	No	<p>I often go to the beach by car or walk- people go there to relax and spend time with people and it's really nice having the ability to not have to worry about parking. Also, I think a majority of the parks are used by people visiting the area and on the whole; used responsibly. There is no need to have parking changes. I also think having a free area for all people to have the ability is really good for mental health - I would hate for children/ young people to miss out on seeing our beaches because parents/caregivers don't have the money for parking/ the ability to risk getting a ticket. times are tough, I don't think adding a small other task to peoples mental load would do good</p>

1137189	Melissa Davis	Wander And Sons	Oppose	No	<p>I understand in having a business I should be pushing for more turnover of people being able to park up but I love St Clair the way it is - I love the relaxed feeling and natural beauty of it, I really do think locals and visitors should be able to park up and be carefree to spend time in it.</p> <p>Most weekends I get customers saying they can never find a park in the St Clair area but its really only during weekends or if Dunedin has an event on that parking is an issue. Its not like they have to walk far if people have to park a couple of streets away, which I will politely tell them.</p> <p>My first thought when I heard about the restrictions was families unpacking their car getting their kids down to the beach, an undertaking, knowing they have to move their car in 4 hrs or 2hrs. It removes the casualness of a beach day out and I suppose it worries me that it may deter people coming out to St Clair when they are on a time limit. Keep it relaxed, keep it as easy as can be for families and the elderly. That goes for families having a day at the pool too keep it they way it is.</p> <p>Also having lunch/dinner out or socialising the thought of moving the car after a certain time just doesnt appeal. We are at the beach not in a city centre, this is where people come out to relax and unwind not to be on a time restriction.</p> <p>I'm for 2 x P5 outside busy cafes and restarants not 4 - taking away parking for customers.</p>
1137186	Chris Ford	Disabled Persons Assembly (DPA) New Zealand	Support	No	n/a
1137168	Matthew Gatenby	n/a	Support	No	<p>Long overdue, will increase turnover of parking spaces, better utilisation. As a frequent visitor to St Clair (many times a week) it is frustrating (in particular) that short stay (P5, P10) spaces are currently thin on the ground.</p> <p>Does require better enforcement though, as (particularly on a weekend) there is often general traffic in the mobility spaces and parked up on yellow lines (when there is plenty of parking available on local streets in the area)</p>
1137166	Patrick Mahoney	n/a	Oppose	Yes	<p>I oppose the proposed changes.</p> <p>Reasoning and feedback:</p> <p>Living locally I am down at St Clair most days.</p> <p>During the travel restrictions with covid - parking at the esplanade was 100% fine. Since the lifting of restrictions on travel the freedom campers have returned to NZ and especially the South Island. Some days there will be 15+ vans parked up and cooking their food / taking up parks (all day and for many days in a row). Additionally these freedom campers pile into the St Clair Tennis court parking (6+ at a time), and get up and pee / poo in the bushes there. I see them each morning I walk my dog there. It's really gross and needs to stop, as do all freedom camping opportunities on our coast, including the esplanade area being discussed.</p> <p>We need to turn the entire Dunedin coast roads into no-freedom camping zones. We have a perfectly good camp ground (Tahuna) that is purpose built to accommodate these people. They add absolutely no value to our community, and drop their waste / excrement throughout our beautiful coastline.</p> <p>Additionally the parks get taken up by the ice cream trailers / saunas etc etc. reducing the available parking further.</p> <p>Restricting parking for Dunedin residents who enjoy the beach is ludicrous. The sunny days enjoyed by families at the beach, and spending time at the cafes / bars restaurants is an amazing local experience. Surfers coming down and parking at the beach - watching the waves and deciding to go out (or not) should never have their parking restricted. This is our coastline and we should be rewarded by being able to enjoy it unrestricted.</p> <p>If you restrict parking where you say, all side / back streets (Albert St / Norflok St / up Bedford St / down Victoria Rd / down Forbury Rd) will overflow and cause major road issues with minimal safe crossings available. Local residents will have their current parking taken up, punishing them for a problem that has nothing to do with them.</p> <p>Summary: We need to restrict the improper use of the area (and all coastal surrounding areas), and not punish Dunedin residents wanting to use their beach, or local surfers who want to park and view the waves (which is such a wonderful part of the surf experience of St Clair).</p> <p>Patrick Mahoney</p>
1137163	Rex Askerud	n/a	Support	No	I support 180 minute limit but do not support reserving another 2 parks for commercial operators.
1137121	Dianne Davey	n/a	Oppose	No	<p>The changes for parking on the Espanade to 240 is too long. These are prime spots and four hours to be occupied by one vehicle is too long. Should be 120. Also at present these parks are too narrow to open car doors safely. There should be time restrictions on the parks up the ramp by the toilets too. Any changes to the angle park will just push long term users (mostly surfers) to monopolise that space for long periods (as they do now on the angle parks) while they sit on surfboards for hours on end in the ocean.</p>
1137115	Johnny De Graaf	South Coast Boardriders and St Clair action group.	Support	No	I like them, but there is still not enough parking in the area. Round about at Longdog area doesn't work.
1137277	Ann Stevenson	n/a	Oppose	No	<p>The Esplanade by cafes needs more than 5 mins as it takes longer to get a coffee and the beach front doesn't need three hours at one section I think two is enough to eat surf walk etc so two hours all the way along and in beach St up to the roundabout. Days of surf comps should allow longer as we have prestigious competitions especially at Easter and if Nationals are here in January bringing lots of spectators and tourists.</p>
1138349	John Marrable	Livingwell Disability Resource Centre	Support	No	<p>In my role of Access Consultant and Educator at Disability Information Service Inc. T/A Livingwell Disability Resource Centre I am regularly hearing that members of the Disability Community are having trouble accessing either accessible parks and/or standard parks due to vehicles being parkied in the spaces for what appears to be many hours. Sometimes if a park is not available the person will just return home. Having parks with time restrictions will ensure that the use of the parks will be turned over and more people will be able to enjoy the Espanade and Saint Clair area.</p>