

Notice of Meeting:

I hereby give notice that an ordinary meeting of the Dunedin City Council will be held on:

Date: Tuesday 26 August 2025
Time: 9:00 a.m.
Venue: Council Chamber, Dunedin Public Art Gallery, The Octagon,
Dunedin

Sandy Graham
Chief Executive Officer

Council
SUPPLEMENTARY AGENDA

MEMBERSHIP

Mayor
Deputy Mayor

Mayor Jules Radich
Cr Cherry Lucas

Members

Cr Bill Acklin	Cr Sophie Barker
Cr David Benson-Pope	Cr Christine Garey
Cr Kevin Gilbert	Cr Carmen Houlahan
Cr Marie Laufiso	Cr Mandy Mayhem
Cr Jim O'Malley	Cr Lee Vandervis
Cr Steve Walker	Cr Brent Weatherall
Cr Andrew Whiley	

Senior Officer

Sandy Graham, Chief Executive Officer

Governance Support Officer

Lynne Adamson

Lynne Adamson
Governance Support Officer

Telephone: 03 477 4000
governance.support@dcc.govt.nz
www.dunedin.govt.nz

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

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REPORTS

HEARINGS COMMITTEE RECOMMENDATIONS - PROPOSED PARKING CHANGES AUGUST 2025

Department: Transport and Legal Services

EXECUTIVE SUMMARY

- 1 This report presents recommendations of the Hearings Committee meeting (Attachment A - Minutes of Hearings Committee meeting) held on 15 August 2025 on proposed changes to parking, turning and one-way restrictions.
- 2 This report presents proposed parking, turning and one-way restrictions for the Council's consideration in two sections, these include:
 - a) The proposed zone and enforcement hours for paid parking on Sundays in the Central City, and
 - b) Parking, turning and one-way restrictions proposed for the Albany Street Connection Project.
- 3 The Hearings Committee (the Committee) recommends that the proposed parking restrictions relating to the implementation of paid Sunday parking be approved.
- 4 Changes relating to the Albany Street Connection Project are presented for the Council's consideration. The Hearings Committee was split between supporting and not supporting the recommendations and the proposed changes are brought to the Council for consideration without a recommendation.
- 5 Seven people spoke to submissions at the Committee meeting relating to the Albany Street Connection Project parking regulation changes.
- 6 If approved by the Council, the changes presented by the Hearings Committee will be included in the GIS database and become part of the Dunedin City Traffic and Parking Bylaw 2010.
- 7 If the parking regulation changes are not approved regarding Albany Street, then this would have implications for the Albany Street Connection Project itself. The Project would be at risk, particularly given the potential loss of NZTA funding and the window for construction. Staff note that Albany Street needs to be resealed this summer, irrespective of whether the Project proceeds. The reseal of Albany Street cannot be further delayed due to the condition of the road.
- 8 Although 48 carparks will be lost through the Albany Street Connection Project, staff have already worked to reduce this number from 68 carparks and will continue to seek to identify other opportunities in the vicinity of the University to offset parking loss through the Albany

Street Connection Project (e.g. through the implementation of further one-way streets in the vicinity of the University with angle parking).

RECOMMENDATIONS

That the Council:

Decision One: Sunday parking in the Central City:

- a) **Notes** that the Hearings Committee has considered feedback from consultation on the proposed changes and restrictions regarding Sunday parking.
- b) **Approves** the proposed zone and enforcement hours for paid Sunday parking in the Central City.
- c) **Adopts** the proposed changes to parking and traffic restrictions proposed for paid parking on Sundays in the Central City, as shown in this report.
- d) **Notes** that all parking restrictions previously approved by the Council remain unchanged.

Decision Two: Parking changes and restrictions associated with the Albany Street Connection Project:

- a) **Notes** that the Hearings Committee has considered feedback from consultation on the proposed changes and restrictions regarding the Albany Street Connection Project.
- b) **Decides** on the proposed parking and regulation changes for the Albany Street Connection Project.

If council decides to approve the parking and regulation changes for the Albany Street Connection Project, then the Council:

- c) **Adopts** the proposed changes to parking and traffic restrictions proposed for the Albany Street Connection Project, as shown in this report and the August 2025 update of the Dunedin City Council's traffic and parking restrictions database: [Dunedin Parking Controls - August 2025 - TPC 52](#).
- d) **Notes** that all parking restrictions previously approved by the Council remain unchanged.
- e) **Notes** that staff will continue to seek to identify opportunities to offset parking loss through the Albany Street Connection Project.

BACKGROUND

Traffic and parking controls

- 9 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.
- 10 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.
- 11 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 the Council that can approve traffic restrictions and parking controls.

Context for proposed changes

- 12 This report presents changes required to support decisions made through the 9 year plan (9YP).
- 13 The changes include:
 - a) Restrictions to enable paid parking on Sundays, and
 - b) Restrictions to enable the delivery of the Albany Street Connection Project which is part of the Shaping Future Dunedin Transport (SFDT) programme. This project is 51% co-funded by the NZ Transport Agency Waka Kotahi.

DISCUSSION

Sunday Paid Parking Zone – TPC-52

- 14 Currently most metered parking spaces in the city are free and unrestricted on Sundays. However, commercial parking providers in the central city charge seven days per week.
- 15 The Council, through the 9YP process, approved the implementation of paid parking on Sundays in the central city. The Council decisions relating to Sunday parking are included in Attachment B.
- 16 Sunday parking fees are included in the Dunedin City Council's schedule of fees and charges. This means a fee can now be applied in areas where Sunday parking restrictions are implemented through the Traffic and Parking Bylaw.
- 17 Consultation on Sunday charging was conducted in July and August 2025, seeking feedback on the proposed parking enforcement zone and hours of operation. Letters were sent to affected property owners, residents, and businesses, while the proposal was also made available on the DCC website. Signage was installed in the proposed paid area, illustrated in Figure 1.
- 18 Attachment C details the feedback received relating to Sunday Parking. In total, 84 submissions were received.

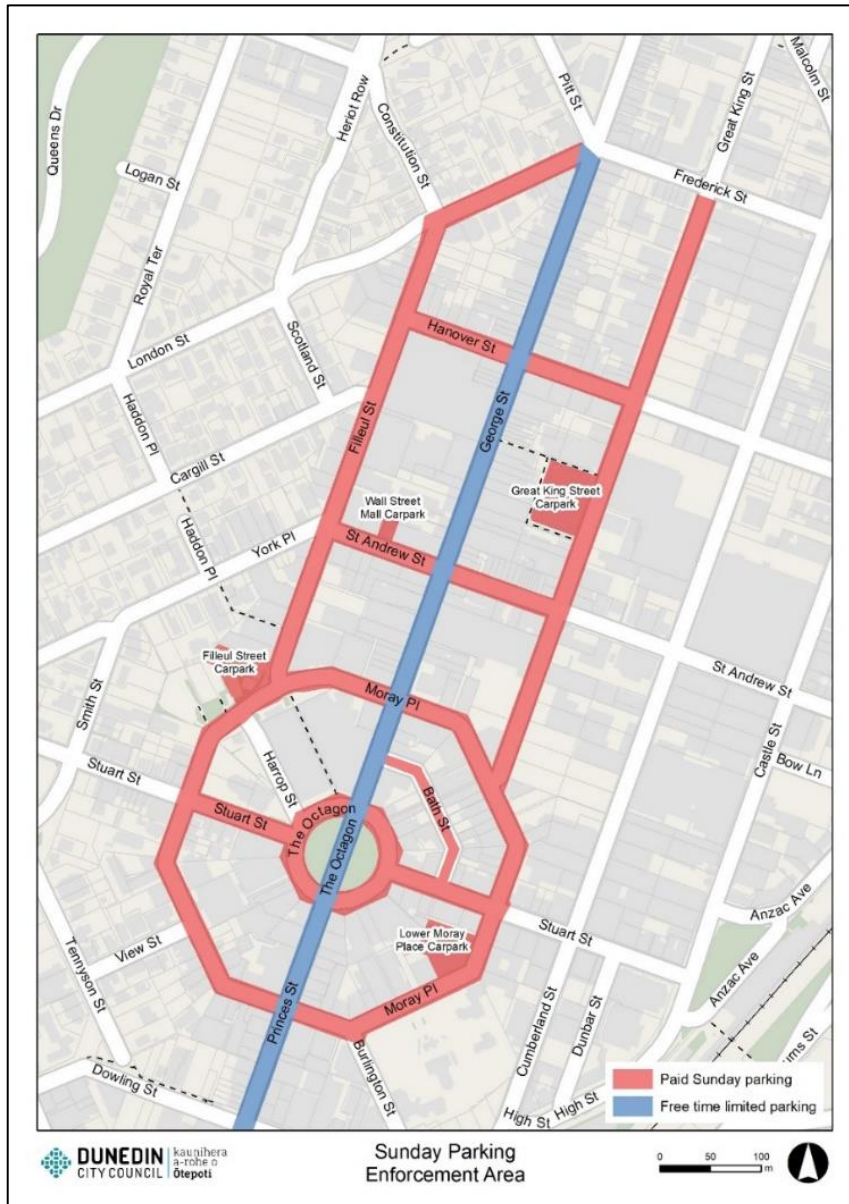


Figure 1 - Proposed Sunday Paid Parking Zone

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

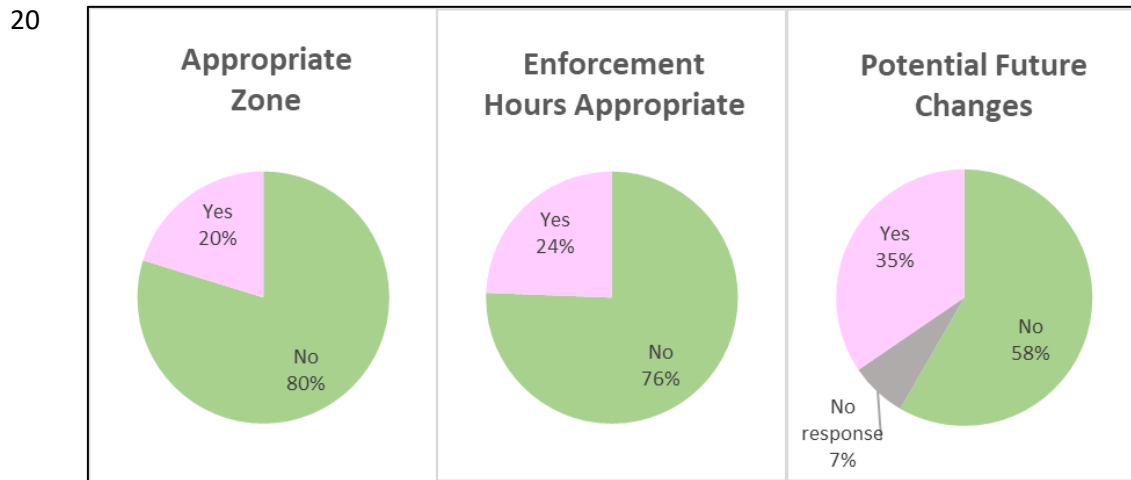


Figure 1- Responses to Consultation Questions (Sunday Paid Parking)

Feedback was received from a range of people including business owners, employees, residents, shoppers, and churchgoers. Most submissions noted their reason for visiting the CBD as “shopping”.

- 21 Nearly half of the submissions received did not directly address the specific questions posed during consultation, instead expressing general opposition to the introduction of paid parking.

22 *Zones:*

- a) 25% of respondents indicated that the proposed zone was appropriate or should be expanded, with several noting that aligning all metered areas would reduce confusion for the public
- b) Around 20% of respondents preferred a smaller enforcement zone, suggesting the removal of off-street locations, certain streets, or limiting the zone to specific areas such as the Octagon.

23 *Enforcement hours:*

- a) 22% of the responses thought the suggested enforcement hours were appropriate
- b) 22% of respondents preferred shorter enforcement hours, recommending alignment with business hours or a later start time.

24 *Potential future changes:*

- a) 33% of responses reiterated a desire for no charges on Sundays

- 25 Staff have not modified the proposal following feedback received. A change in enforcement hours would be inconsistent for weekends, require updated signage, and would be confusing for the public.

- 26 During the Committee meeting on 15 August 2025 staff confirmed that free time restricted parking will remain available on George Street and Princes Street, including 27 30-minute parking spaces.
- 27 Staff could consider increasing the size of the zone to cover all metered areas in the future.
- 28 A review will be undertaken in 2026 to assess the impact of the changes.

Albany Street Connection Project Parking Changes – TPC-52

- 29 Changes relating to the Albany Street Connection Project are presented in Attachments D and E and are shown in [Dunedin Parking Controls - August 2025 - TPC 52](#). The GIS layer includes a bookmark feature which links the numbered cases presented in the tables of Attachment E, to their specific location.
- 30 The Committee presents the changes without a Committee recommendation for the Council's consideration.

Background and context

- 31 Since 2021, the DCC has worked closely with the University of Otago, Otago University Students Association, Otago Polytechnic, the Otago Museum and other key stakeholders and partners to deliver this project.
- 32 The Albany Street Connection Project aims to improve pedestrian accessibility and safety on Albany Street and provide a safe east-west cycle route that connects the Harbour Cycleway with the cycle lanes on State Highway One, the Tertiary Precinct and in the Central City.
- 33 The project will deliver improved bus stops on Albany Street, parking changes as well as one-waying of parts of Riego and Clyde Streets to create new angled parking areas. It also includes new one-way restrictions, raised crossings across side streets and five additional pedestrian crossings.
- 34 The Council regulated some parking changes related to this project in 2023. These changes provided simplified tertiary bus routes, improved bus stops on Union Street East, new and improved crossing points, zebra crossings and other parking regulation changes on adjacent streets.
- 35 Substantial cost and staff time has been invested in the design of the project, including work to add additional parking back onto the north side of Albany Street.
- 36 Not proceeding with the proposed parking changes would impact the delivery of the Albany Street Connection Project and it is not certain that DCC would retain NZTA co-funding if the project was delayed again. If the project is not delivered there is a risk that DCC may be perceived by NZTA Waka Kotahi to be an unreliable delivery partner for future projects.
- 37 The project delivery has been timed to align with the resealing of Albany Street which cannot be further delayed due to the condition of the road. If the project and reseal are not delivered at the same time this will lead to increased overall cost and disruption in the area.

Consultation and engagement

- 38 Initial consultation on the Albany Street Connection Project began in 2021 as part of the Council's 10-Year Plan 2021–31. Further consultation took place in 2022 and 2023, focusing on proposed designs for a separated cycleway, new pedestrian crossings, bus stop and route adjustments, parking changes, and converting some side streets to one-way. The design was refined in response to feedback received throughout these consultation phases.
- 39 In addition to formal consultation there has been engagement with various stakeholders and partners throughout the project lifecycle.
- 40 Consultation on the proposed parking changes was undertaken in 2022 and again in July/August 2025, with letters sent to affected property owners, residents and businesses. The proposal was also published on the Dunedin City Council website and signs were installed in the area.
- 41 Maps of the 2025 proposed changes are included as Attachment D, with specific parking changes tabled in Attachment E. It should be noted that Attachment D reflects what was presented to the public, without subsequent changes. Attachment E reflects the updated proposed changes which reflect changes made following consultation and Hearings.
- 42 Submissions and letters from the 2025 consultation are included as Attachments F and G.
- 43 The 2025 consultation sought feedback from the public on the proposed parking restrictions for nine newly created parks and whether the restrictions (supported in the 2023 Hearings Committee) were still appropriate for the area.

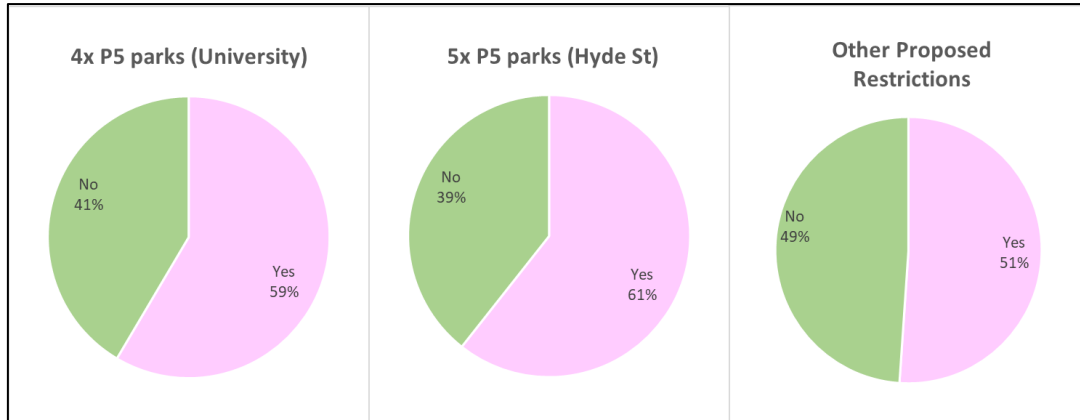


Figure 3 - Responses to Consultation Questions (Albany St Connection Project)

- 44 The most common themes were:
- a) Disappointment that a new consultation was required and that the project had not progressed faster
 - b) Concern that the proposed 5-minute time restrictions are too short or there are too many short-term parks in the area generally
 - c) Support for safety improvements for pedestrians and cyclists and improved public transport access

- d) Disappointment about introducing paid parking in residential areas and close to the University
 - e) Concern for available resident and mobility parking.
- 45 Feedback relating to the nine new carparks included support for the new parks, a desire for longer short-term parking or free long-term parking and some feedback against the implementation of any additional parking. Other feedback included requests for parking restrictions to only be applied at certain times.
- 46 Some feedback expressed concern related to changes to mobility parking. Staff can confirm that the total capacity of mobility parks in the area will increase from four to five. The new mobility parks are located on streets with lower traffic volumes, are larger than standard parks and will provide dropped kerb access to the footpath. The new mobility parks, while on the opposite side of the road, will continue to provide access to the University via improved pedestrian infrastructure with direct access to pedestrian crossings, via raised intersections.
- 47 Some changes were made to the parking restrictions proposed following consultation and during the Committee, these include:
- a) Change of parking restrictions opposite Hyde Street to be 3x P60 and 3x P5
 - b) Change of parking restrictions outside The Flying Squid to be 2x P5 and 4x P30
 - c) Change to the general parking enforcement times across time restricted and paid parking to be Monday – Friday, 8am-6pm, rather than Monday – Saturday, with some exceptions. Exceptions include:
 - i) Authorised Vehicles Only (AVO), mobility and bus stop spaces which are restricted at all times
 - ii) P5s remain restricted at all times, with the exception of the new P5s opposite Hyde Street
 - iii) The changes on Cumberland Street, which remain restricted Monday – Saturday from 8am-6pm
- 48 All changes, including any recommendations by the Committee, are included in detail as Attachment E.
- 49 A review will be undertaken within 12 months of implementation to assess the impact of the parking changes.

Parking Counts

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

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

- 52 Staff will continue to look at other opportunities in the vicinity of the University to offset parking loss (e.g. through the implementation of further one-way streets with angle parking).

Changes to turning restrictions and one-way restrictions

- 53 As part of the Traffic and Parking Bylaw, the Council may provide for a road, or part of a road to be one-way as well as imposing turning controls and erect signage to control vehicles from turning to the right, or to the left, or from proceeding in any other direction.
- 54 This report includes two changes to turning restrictions and three new one-way restrictions related to the Albany Street Connection Project, as per detail below:
- a) A new one-way restriction is proposed for Clyde Street from Trent Avenue to Albany Street (southbound only)
 - b) A new one-way restriction is proposed for Clyde Street from Albany Street to Frederick Street (southbound only)
 - c) A new one-way restriction is proposed for Riego Street. This is an extension of the existing one-way restriction (which is in place from mid-Riego Street to Forth Street), to the whole length of the street from Albany Street to Forth Street (northbound only)
 - d) The introduction of a “No right turn” and a “No left turn” from Albany Street is proposed to prohibit entry from Albany Street heading south into Forth Street
- 55 These restrictions are proposed to provide additional parking capacity and to reduce vehicle/cyclist and vehicle/pedestrian conflicts.
- 56 A turning circle will be installed on Forth Street to accommodate the removal of entry from Albany Street; however, the street will remain two-way.
- 57 The proposed changes are included in Schedules 1 and 2 of the Traffic and Parking Bylaw shown in Attachment H. The rows highlighted in yellow are the only changes.

Implications if Council does not approve parking changes

- 58 If Council choose to delay the Albany Street project co-funding will be at risk, FY26/27 is the last year of the National Land Transport Programme funding cycle. NZTA operate in a tight funding environment and often look to recover funding where no contracts have been signed.
- 59 The reseal of Albany Street and the project itself have been planned together so as to create efficiency both in terms of costs and disruption to the public. There is a \$300,000 saving in doing both projects at once (in traffic management and overall efficiency costs). The reseal of Albany Street cannot be further delayed due to the condition of the road.

- 60 There is a risk of credibility with our partners who are relying on this work such as the University and the disabled community.

OPTIONS

- 61 The options have been broken into the two decisions here:
- a) Decision One: Sunday parking in the Central City: and
 - b) Decision Two: Parking changes and restrictions associated with the Albany Street Connection Project.
- 62 There are two identified options for each decision.

Decision One: Sunday parking in the Central City:

Option One – Recommended Option

- 63 Under this option, Council would:
- a) Note that the Hearings Committee has considered feedback from consultation on the proposed changes and restrictions regarding Sunday parking.
 - b) Approve the proposed zone and enforcement hours for paid Sunday parking in the Central City.
 - c) Adopt the proposed changes to parking and traffic restrictions proposed for paid parking on Sundays in the Central City, as shown in this report.
 - d) Note that all parking restrictions previously approved by the Council remain unchanged.

Advantages

- Council will be able to charge for parking on Sundays in the selected area.
- This will increase parking turnover in the Central City.

Disadvantages

- Costs of installation and enforcement.

Option Two – Status quo

- 64 Under this option, Council would not apply any changes regarding Sunday parking in the Central City:

Advantages

- There would be no costs of installations and enforcement.

Disadvantages

- Council will not be able to charge for parking on Sundays in the selected area.
- This will not increase parking turnover in the Central City.

Decision Two: Parking changes and restrictions associated with the Albany Street Connection Project:

Option One – Make changes and restrictions

65 Under this option, Council would:

- Note that the Hearings Committee has considered feedback from consultation on the proposed changes and restrictions regarding the Albany Street Connection Project.
- Decide on the proposed parking and regulation changes for the Albany Street Connection Project.

If council decides to approve the parking and regulation changes for the Albany Street Connection Project, then Council would:

- Adopts** the proposed changes to parking and traffic restrictions proposed for the Albany Street Connection Project, as shown in this report and the August 2025 update of the Dunedin City Council's traffic and parking restrictions database: [Dunedin Parking Controls - August 2025 - TPC 52](#).
- Notes** that all parking restrictions previously approved by the Council remain unchanged.
- Notes** that staff will continue to seek to identify opportunities to offset parking loss through the Albany Street Connection Project.

Advantages

- Growing the walking and cycling network by connecting up the SH1's separated cycle lanes, the Harbour shared path, the tertiary precinct and the central city.
- Delivers a consistent level of service by providing a safe, separated cycleway all the way from the harbour into the city centre, enabling increased active transport and improving user experience.
- Enables higher capacity and better passenger flow by upgrading the main University bus stop making journeys faster and more efficient.
- Provides a built environment that is intentionally designed to support the existing 30 km/h speed limit, reinforcing safer travel speeds, and improving safety for all road users.
- Saves approximately \$300,000 through reduced traffic management costs and other efficiency gains through coordinating the Albany Street upgrade with a programmed reseal activity in the area.
- Provides crossings (which match desire lines) enhancing safety and accessibility. This includes providing a safer environment for people with disabilities.

- Completing the Albany Street works in FY 25/26 guarantees access to \$1.5 million in co-funding, securing vital financial support for the project.
- The timing of the Albany Street upgrade aligns with public transport goals identified by the Otago Regional Council, as expressed in their support during the hearings committee, ensuring consistency with regional transport planning.
- Contributes to the Integrated Transport Strategy goals.
- Contributes to the Zero Carbon goals identified in the 2025 9Y Plan which has highlighted the need for a connected network of walking and cycling routes (Ōtepoti Pathways Plan).

Disadvantages

- Costs of installation.
- Loss of parking.

Option Two – Status Quo

66 Under this option, Council would not support proposed changes to the traffic and parking controls presented in this report.

Advantages

- No loss of parking.
- No installation costs.

Disadvantages

- Fails to close a key gap in the walking and cycling network linking the SH1 separated cycleways (and the central city and tertiary area) to the Harbour area.
- Does not support the objectives stated by ORC for faster and more efficient bus journeys in this area (faster public transport journeys and public transport use have a direct relationship).
- Will not realise saving of \$300,000 if the reseal and Albany Street work are not completed together.
- If the project is pushed to the third year (26/27) of the National Land Transport Plan 2024-2027 it is very likely to be at risk given its not committed and due to the pressure on the land transport funding system across the country. This would result in a possible loss of \$1.5M co-funding.
- Safety will not be enhanced and a reduction in deaths and serious injuries (DSI's) is unlikely to be achieved.
- Loss of credibility with the University given the Tertiary Precinct Project has always been on the horizon in the 10Y plan.
- Loss of credibility with other partners, including the disabled community.

- Does not contribute to the Integrated Transport Strategy goals and Zero Carbon Plan.

NEXT STEPS

Decision one: Sunday parking in the Central City

- 67 If the Council adopts the recommended changes to parking restrictions:
- these will be implemented through appropriate signs and road markings and restrictions will be enforced under the Traffic and Parking Bylaw.
 - The updated parking bylaw layer will be updated following the Council meeting.
 - Signs and markings will be scheduled for installation at the appropriate time for the implementation of paid Sunday parking.
- 68 If Council does not adopt the changes, then nothing further is required.

Decision Two: Parking changes and restrictions associated with the Albany Street Connection Project

- 69 If the Council decides to make parking changes and restrictions, staff will:
- Prepare to go out for tender for delivery of the Albany Street Connection Project. The tender will include requirements to work with businesses and affected parties as construction proceeds.
 - Start construction in November.

Signatories

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

	Title	Page
↓A	Attachment A - Minutes of Hearings Committee 15082025	19
↓B	Attachment B - Council direction for Sunday Parking	25
↓C	Attachment C - Sunday Parking Submissions List	27
↓D	Attachment D - Albany Street Connection Parking Consultation Maps	37
↓E	Attachment E - Albany Street Connection Parking Tables	41
↓F	Attachment F - Albany Street Connection - Online Submissions.pdf	51
↓G	Attachment G - Albany Street Connection Feedback - Letters Received	59
↓H	Attachment H - Schedules 1 and 2 - One-way and Turning Restrictions	77

SUMMARY OF CONSIDERATIONS
Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	✓	☐	☐
Economic Development Strategy	✓	☐	☐
Environment Strategy	✓	☐	☐
Arts and Culture Strategy	☐	☐	✓
3 Waters Strategy	☐	☐	✓
Future Development Strategy	☐	☐	✓
Integrated Transport Strategy	✓	☐	☐
Parks and Recreation Strategy	✓	☐	☐
Other strategic projects/policies/plans	✓	☐	☐

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 were consulted as part of the Shaping Future Dunedin programme and 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.

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.

Albany Street is a project in the Shaping Future Dunedin Transport programme which is governed by Connecting Dunedin.

There has been engagement with Otago Regional Council regarding the public transport network and NZTA regarding the State Highway network.

SUMMARY OF CONSIDERATIONS

Engagement - internal

There has been engagement with Transport, Property, Urban Design and Parks and Recreation Services staff.

Risks: Legal / Health and Safety etc.

Many of the proposed changes aim to improve safety of vulnerable road users, particularly the provision of improved pedestrian infrastructure and additional high standard mobility parks.

There have been legal concerns raised regarding DCC's processes, but they have been managed through further consultation and other appropriate steps taken to minimise any legal risk. Staff are satisfied that the process has been thorough and robust.

Conflict of Interest

Legal advice has been provided on any conflicts or perceived conflicts in relation to discussion of this item.

Community Boards

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



Hearings Committee

MINUTES

Minutes of an ordinary meeting of the Hearings Committee held in the Council Chambers, Dunedin Public Art Gallery, The Octagon, Dunedin, on Friday 15 August 2025, commencing at 9.00 am - Proposed Parking Changes

PRESENT

Chairperson	Cr Jim O'Malley
	Cr Cherry Lucas Cr Mandy Mayhem

IN ATTENDANCE	Jeanine Benson (Acting General Manager Climate and City Growth), Simon Spiers (Acting Transport Strategy Manager), Abbey Chamberlain (Senior Transport Planner), Simone Handwerk (Transport Planning Team Leader), Sacha Hatton (Transport Regulation Co-ordinator), Cazna Savell (Acting Manager Compliance Solutions), Jill Simson (Planning and Support Manager), John Rowe (Fleet/Parking Operations Team Leader) and Ian Martin (Principal Advisor Road Safety)
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Governance Support Officer	Wendy Collard
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Councillor Jim O'Malley read a statement recusing himself from this hearing.

Councillor O'Malley left the meeting at 9.06 am and Councillor Cherry Lucas assumed the Chair.

1 DECLARATIONS OF INTEREST

Members were reminded of the need to stand aside from decision-making when a conflict arose between their role as an elected representative and any private or other external interest they might have.

Moved (Cr Cherry Lucas/Cr Mandy Mayhem):

That the Committee:

- Notes** the Elected Members' Interest Register; and
- Confirms** the proposed management plan for Elected Members' Interests.

Motion carried (HEAR/2025/008)

2 SPEAKING SCHEDULE

A report from Civic provided a schedule of submitters who wished to present to the Committee.

The following submitters presented to the Committee:

Te Rangihīroa Te Rehutai on behalf of Christine Smith

On behalf of Christine Smith, Te Rangihīroa Te Rehutai tabled and spoke to her submission on the proposed parking changes for Albany Street.

Mr Te Rehutai commented, as regular customers of businesses along Albany Street with mobility issues, one of their main concerns was the proposed removal of the existing mobility parks on Albany Street (north side) between Ethel Benjamin Place and Hyde Street. He also commented on the importance of these designated spaces for people with mobility permits and his observations of pedestrian behaviour.

Mr Te Rehutai commented on the location of mobility parks within the city and the need to increase the number.

Ms Smith reiterated Mr Te Rehutai's points and commented on her concern regarding the removal of the trees.

Ms Chamberlain provided a background to the installation of the new mobility parks and advised that the proposed parks would be of a higher standard with drop kerbs and were larger. She also confirmed that number of mobility parks were increasing as a result of the proposed parking changes.

In response to a question, Mr Spiers commented on the engagement that staff undertook regarding mobility parking.

Gordon Roy, University of Otago

On behalf of the University of Otago, Mr Roy spoke to their submissions in support of the proposed parking changes in particular the proposed safety enhancements to Albany Street which included new pedestrian crossings. He provided a background to a survey which the University had undertaken which had shown there were up to 3000 pedestrian movements to and from each of the two entrances to the campus off Albany Street.

Mr Roy responded to questions on the proposed parking changes and commented that the safety of pedestrians and cyclists outweighed any loss of parking.

A report from Transport presented information on the proposed zone and enforcement hours for the paid parking on Sundays in the CBD.

There was a discussion on the proposed zone and enforcement hours for the paid parking on Sundays in the Central City.

The Acting Transport Strategy Manager (Simon Spiers) advised that there would be a review of the proposed zone and restrictions prior to the end of 2026.

Moved (Cr Cherry Lucas/Cr Mandy Mayhem):

That the Committee:

- a) **Recommends** Council approve the proposed changes to parking and traffic restrictions relating to the proposed zone and enforcement hours for the paid parking on Sundays in the Central City.
- b) **Notes** that all parking restrictions previously approved by the Council remain unchanged.
- c) **Notes** that a GIS map presenting final proposed restrictions will be available for the Council's review following endorsement from the Hearings Committee.

Motion carried (HEAR/2025/009)

Adjournment of meeting

Moved (Cr Cherry Lucas/Cr Mandy Mayhem):

That the Committee:

Adjourns the meeting.

Motion carried (HEAR/2025/010)

The meeting adjourned at 9.45 am and reconvened at 9.53 am.

Jett Groshinski

Mr Groshinski spoke to his submission on the proposed parking changes and advised that he supported the Albany Street Connection Project as it would create safer, more accessible streets that prioritised people and not just cars. He commented that when considering the parking time restrictions the needs of how people move around needed to be balanced especially those with disabilities, placements, etc.

Mr Groshinski advised that he was disappointed that the proposal included the removal of some mature trees outside the University of Otago Library as they added character along with shade and shelter.

Mr Groshinski requested that consideration be given to the proposed number of P5s as he felt that they were impractical.

Mr Groshinski responded to questions.

The Acting Transport Strategy Manager (Simon Spiers) and Senior Transport Planner (Abbey Chamberlain) responded to Mr Groshinski's concerns.

Otago Regional Council

Jack Cowie (Senior Transport Planner) and Daniel Basubas (Transport Planner) spoke to the Otago Regional Council submission and advised the Albany Street Connection Project delivered a key missing link in the cycle network. Mr Cowie commented that the proposed parking restrictions would support better transport choices in the area by making public and active transport more attractive.

Mr Cowie responded to questions.

Bernice Armstrong

Mrs Armstrong tabled and spoke to her submission in particular the impact the proposed loss of parking would have on the businesses along Albany Street. She commented on the loss of carparking that had already occurred around the city; the behaviour of cyclists; and the discussions she had had with a number of residents and businesses in the area.

Mrs Armstrong advised that she felt that the budget for this project could be used to provide a safe supervised area for students.

Mrs Armstrong responded to questions.

Sharleen Smith, Eureka

Ms Smith spoke to her submission in particular her concerns regarding the proposed P5s in the vicinity of her business. She requested that consideration be given to making these proposed P5 parks have a varying time restriction of P5 Monday to Friday from 8.00 am to 5.00 pm and no time restriction before and after these times which would help cater for users of the restaurants.

In response to questions, Ms Smith advised that she would prefer the time restrictions to be P60 as opposed to P5.

The Acting Transport Strategy Manager (Simon Spiers) and Senior Transport Planner (Abbey Chamberlain) responded to questions and provided clarification that enforcement times could be varied by Council.

Liam Harrison – Pedals Dunedin Ltd

Mr Harrison spoke to his submission in support for the proposed parking changes. He commented that the overall Albany Street Connection project was a crucial step towards building a more connected, healthy and productive city by investing in infrastructure which encouraged people to use alternative modes of transport.

Mr Harrison also commented that a connected cycling network provided a safe and continuous routes for people including his staff.

Mr Harrison responded to questions.

Adjournment of meeting

Moved (Cr Cherry Lucas/Cr Mandy Mayhem):

That the Committee:

Adjourns the meeting.

Motion carried (HEAR/2025/011)

The meeting adjourned at 10.49 am and reconvened at 11.01 am.

3 PROPOSED PARKING CHANGES - AUGUST 2025

A report from Transport presented information on proposed changes to parking, turning and one-way restrictions. It noted that the proposed parking and traffic restriction included the proposed parking restrictions as part of the Albany Street Connection Project.

The Senior Transport Planner (Abbey Chamberlain) clarified that the “No Left Turn” on Albany Street (north side – direction to ANZAC Avenue) should have been “No Right Turn”.

The Acting General Manager Climate and City Growth (Jeanine Benson); Acting Transport Strategy Manager (Simon Spiers) and Senior Transport Planner (Abbey Chamberlain) responded to questions on the proposed parking changes for the Albany Street Connection Project.

As a result of submissions and discussion on the proposed parking changes the Committee recommended that the following changes be made :

- Albany Street (north side) the block between Leith Street to Clyde Street the parking restrictions to be 3 x P60s; and 2 x P5s to be Monday to Friday 8.00 am to 6.00 pm;
- Albany Street (south side) the block from Hyde Street to Clyde Street the parking restrictions to be 2 x P5 and 4 x P30s to be Monday to Friday 8.00 am to 6.00 pm;
- Leith Street West that the 12 x paid P120s the enforcement hours to be Monday to Friday from 8.00 am to 6.00 pm;
- Albany Street (south side) the block from Clyde Street to Forth Street the parking restrictions of 10 x P240 the enforcement hours to be Monday to Friday from 8.00 am to 6.00 pm;
- Albany Street (south side) the block from Forth Street to Riego Street South the 11 x paid P240 the enforcement hours to be Monday to Friday from 8.00 am to 6.00 pm;
- Albany Street (south side) the block from Riego Street to ANZAC Avenue the 4 x paid P240s the enforcement hours to be Monday to Friday from 8.00 am to 6.00 pm;
- Clyde Street (eastern side) the block from Frederick Street to Albany Street (Clyde Street East) the 16 x paid P120s the enforcement hours to be Monday to Friday from 8.00 am to 6.00 pm;
- Clyde Street (western side) the block from Frederick Street to Albany Street the 1 x paid P120s the enforcement hours to be Monday to Friday from 8.00 am to 6.00 pm;
- Riego Street (eastern side) the 15 x paid P120s the enforcement hours to be Monday to Friday from 8.00 am to 6.00 pm.

Moved (Cr Cherry Lucas/Cr Mandy Mayhem):

That the Hearings Committee:

Adjourns the meeting.

Motion carried

The meeting adjourned at 11.47 am and reconvened 12.09 pm.

Cr Lucas recorded her recommendation to Council that she was not in support of the proposed parking changes relating to the Albany Street Connection Project. If changes were to proceed, the Cr Lucas favoured the changes above being made.

Cr Mayhem recorded her recommendation to Council that she was in support of the proposed parking changes relating to the Albany Street Connection Project.

As the Councillors had opposing views and no recommendation could be made, it was agreed that the Albany Street Connection Project Proposed Parking Changes would be presented to Council for their consideration with the inclusion of the suggested changes.

The meeting closed at 12.16 pm.

CHAIRPERSON

Council Meeting – 28 January 2025

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

Cr Bill Acklin returned to the meeting at 4.27 pm.

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

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

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

Moved (Cr Cherry Lucas/Cr Kevin Gilbert):

That the Council:

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

Motion carried (CNL/2025/021)

Moved (Cr Cherry Lucas/Cr Kevin Gilbert):

That the Council:

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

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

Council Meeting – 26 May 2025

Sunday parking charges

9 Council received 13 submissions on Sunday Parking. Seven submissions did not support introducing paid parking on Sundays. Three were neutral and three supported introducing paid parking on Sundays.

10 It is proposed to charge for and enforce parking restrictions, on Sundays, in the central business district. The area being proposed is illustrated in the image below.

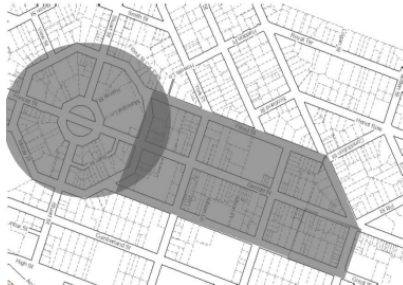


Image 1. Proposed Sunday parking area

11 If Council adopts Sunday parking charges, Transport staff will undertake a consultation process to change the parking restrictions in the proposed area, to make Sunday charging enforceable. A parking changes report will be brought to Council in August 2025 so that the restrictions can be approved into the GIS database and become part of the Dunedin City Traffic and Parking Bylaw 2010.

12 If Council adopts Sunday parking charges, Customer and Regulatory staff will consider the implications for enforcement operations. It is likely to take between 3 – 6 months to operationalise the change. Regular updates will be provided in Quarterly Activity Reports to future committee meetings.

13 If Council adopts Sunday parking charges, and following the subsequent consultation process, the schedule of fees and charges will be updated to reflect the charges (commencement date to be advised).

Adoption of 2025/26 Fees and Charges Page 322 of 388

21 ADOPTION OF 2025/26 FEES AND CHARGES

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

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

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

Moved (Mayor Jules Radich/Cr Kevin Gilbert):

That the Council:

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

Motion carried (CNL/2025/160)

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

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

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

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

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

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

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

Tēnā koutou,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

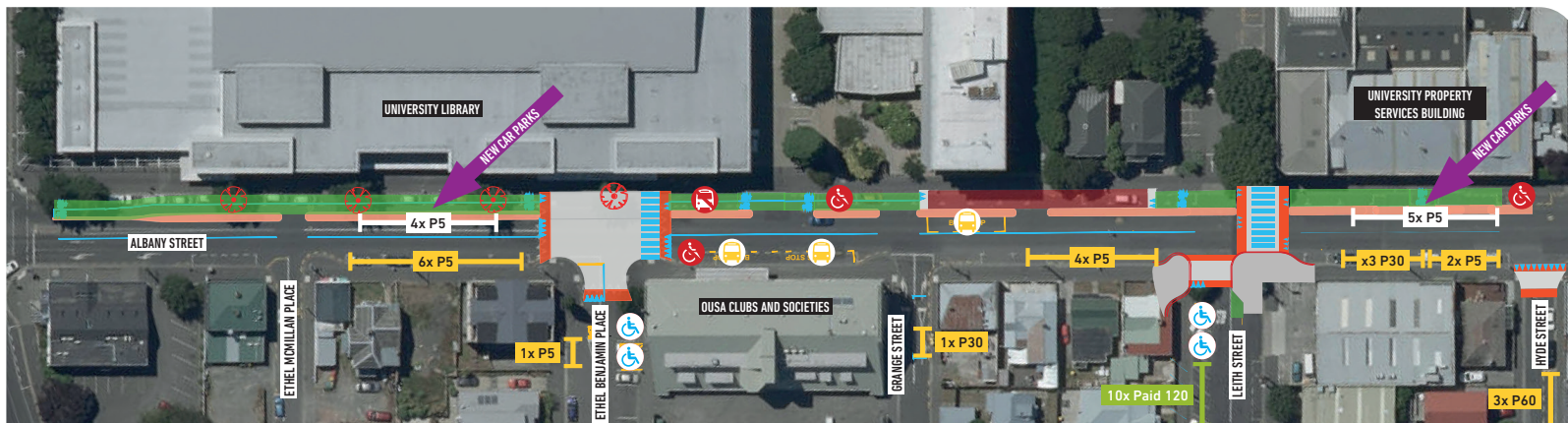
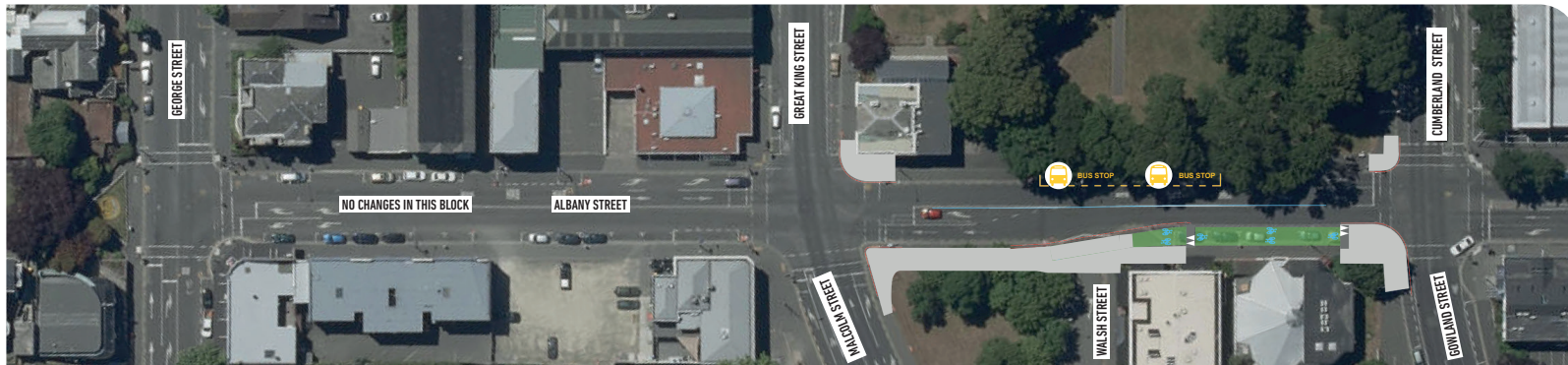
In conclusion, OUSA supports the goals of climate resilience, accessible public spaces, and smart city design. However, we believe those goals cannot be achieved through pricing policies alone. Without investment in alternatives, without equity mechanisms, and without meaningful consultation with affected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

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

Ngā mihi,
Otago University Students' Association

ALBANY STREET CONNECTION

Parking restriction changes for feedback – July 2025



Key

New cycleway	Remove bus stop	Remove mobility park	Raised crossing	One way
 New bus stop	 New mobility park – P120	 Ramp with marking	 Kerb separator	 Tree removal

ALBANY STREET CONNECTION

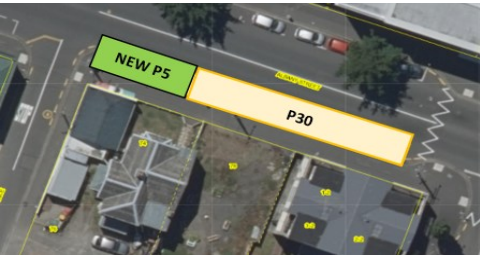
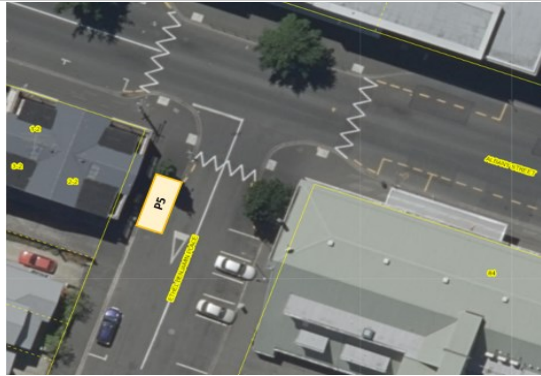
Parking restriction changes for feedback – July 2025



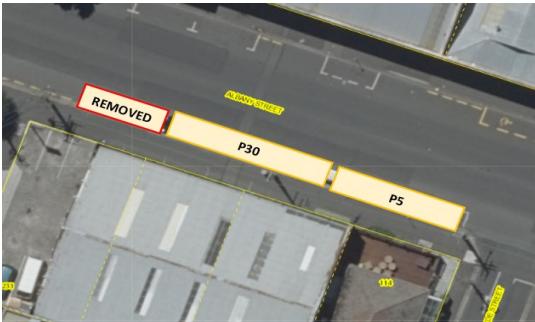
ALBANY STREET CONNECTION

Parking restriction changes for feedback – July 2025



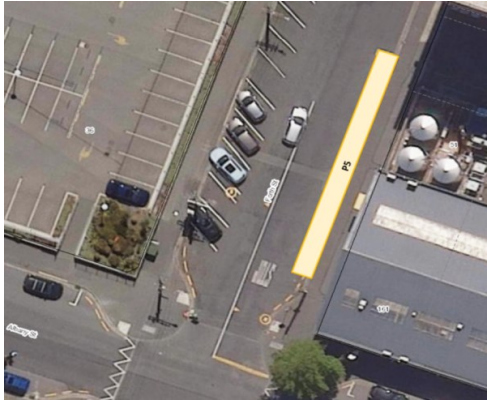
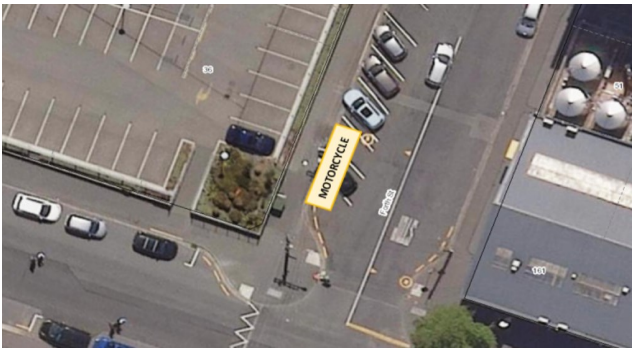
ALBANY STREET CONNECTION PARKING CHANGES- COUNCIL (26-08-2025)								
N	Area	Road	Side of the road	Location	General Description	Change proposed	Diagram	Details & Modifications
ALBANY STREET TPC-52								
1	Block from Walsh Street to Cumberland Street North	Albany Street	South	58 Albany Street	Lane adjustments requiring parking removal to accommodate northern side shared path	6x Paid 240 removed		
2	Block from Cumberland Street to Ethel Benjamin Place	Albany Street	North	65 Albany Street	Cycleway to be installed on the northern side of Albany Street, existing metered parking removed. 2x trees removed, and 4x new parks installed.	13x Paid P240 removed 4x P5 installed		Retaining as P5s following consultation to support pick up and drop off facilities for the library
3	Block from Ethel McMillan Place to Ethel Benjamin Place	Albany Street	South	78 Albany Street	Infrastructure changes to the intersection Ethel Benjamin Place/Albany Street and changes to the parking layout because of feedback from businesses	1x new space created, designated as P5 5x Paid 240 become P30		Revised design following feedback to provide some P30s instead of P5s
4	Ethel Benjamin Place	Ethel Benjamin Place	West	2 Ethel Benjamin Place	Infrastructure changes to the intersection Ethel Benjamin Place/Albany Street and changes to the parking restrictions because of feedback from businesses	1x Paid 240 converted to a P5		

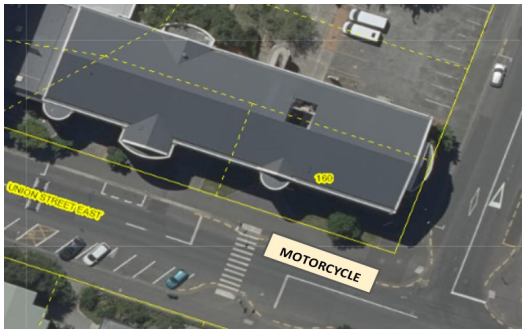
ALBANY STREET CONNECTION PARKING CHANGES- COUNCIL (26-08-2025)								
N	Area	Road	Side of the road	Location	General Description	Change proposed	Diagram	Details & Modifications
ALBANY STREET TPC-52								
5	Ethel Benjamin Place	Ethel Benjamin Place	East	84 Albany Street	Infrastructure changes to the intersection Ethel Benjamin Place/AlbanyStreet and changes to the parking layout	1x Paid 240 removed at intersection 2x Paid 240 converted to 1x mobility		Initially proposed as 2x mobility parks, however width does not allow appropriate length angled parking for mobility parks Now 1x parallel mobility park is proposed
6	Block from Ethel Benjamin Place to Leith Street	Albany Street	North	95 to 99 Albany Street	Cycleway to be installed on the northern side of Albany Street, all existing parking removed and bus stop relocated to be in-lane	1x bus stop relocated from 65 to 95 Albany Street 1x mobility park removed 10x Paid 240 removed		
7	Block from Ethel Benjamin Place to Grange Street	Albany Street	South	84 Albany Street	Changes to parking layout on the southern side of Albany Street, to provide improved public transport access for both buses and users	1x bus stop extended 1x mobility park removed		
8	Block from Grange Street to Leith Street	Albany Street	South	98 and 100 Albany Street	Changes to parking layout on the southern side of Albany Street because of feedback from businesses	1x Paid 240 removed due to intersection changes 4x Paid 240 converted to 4x P30		Final design modified from 2025 consultation to provide P30s instead of P5s, reflecting consultation feedback

ALBANY STREET CONNECTION PARKING CHANGES- COUNCIL (26-08-2025)								
N	Area	Road	Side of the road	Location	General Description	Change proposed	Diagram	Details & Modifications
ALBANY STREET TPC-52								
9	Grange Street (intersection with Albany Street)	Grange Street	East	71 Grange Street (intersection with Albany Street)	Infrastructure improvements at intersection Albany Street/Grange Street because of feedback from businesses	1x P30 space installed as result of feedback from businesses in the area		
10	Block from Leith Street to Clyde Street	Albany Street	North	111 to 119 Albany Street	Cycleway to be installed on the northern side of Albany Street, all current parking removed New parking bay created with 5x spaces	4x Paid 240 removed 1x restricted P5 removed 2x mobility removed 4x unrestricted removed 5x new parks installed, 2x P5s and 3x P60s		2025 redesign provides 5 new carpark Hearings Committee 15 Aug nominated these spaces as 2x P5s and 3x P60s
11	Block from Leith Street to Hyde Street	Albany Street	South	114 Albany Street	Infrastructure improvements at intersection Albany Street/Leith Street (including zebra crossing) and changes to parking layout on the southern side of Albany Street because of feedback from businesses	2x parks removed (5 parks remain) Existing Paid 240 and P5 parks changed to: 3x P30 and 2x P5		
12	Block from Hyde Street to Clyde Street	Albany Street	South	118 and 122 Albany Street	Changes to parking restrictions on the southern side of Albany Street because of feedback from businesses	3x P10 and 3x unrestricted replaced with 2x P5 and 4x P30		Hearings Committee 15 Aug nominated these spaces as 2x P5s and 4x P30s

ALBANY STREET CONNECTION PARKING CHANGES- COUNCIL (26-08-2025)								
N	Area	Road	Side of the road	Location	General Description	Change proposed	Diagram	Details & Modifications
ALBANY STREET TPC-52								
13	Frederick Street to Albany Street	Hyde Street	East	33 Hyde Street	Changes to parking restrictions on the eastern side of Hyde Street because of feedback from business ('Eureka') Removal of 1x park to allow for raised crossing at intersection.	1x P60 removed Existing AVO relocated further south 2x unrestricted converted to P60		Following feedback, AVO relocated further south and general parking toward Albany St intersection
14	Leith Street	Leith Street	West	102 Albany Street	Leith Street remains as a two way street and there are changes to parking restrictions on the western side of the street as a result of feedback from businesses	2x P30 and 1x unrestricted converted to 1x mobility park 12x unrestricted converted to Paid 120		2025 incorrectly details this as 10x paid spaces when it should be 12x
15	Block from Clyde Street to Forth Street	Albany Street	North	141 Albany Street	Cycleway to be installed on the northern side of Albany Street, all current parking removed	13x unrestricted removed		

ALBANY STREET CONNECTION PARKING CHANGES- COUNCIL (26-08-2025)								
N	Area	Road	Side of the road	Location	General Description	Change proposed	Diagram	Details & Modifications
ALBANY STREET TPC-52								
16	Block from Clyde Street to Forth Street	Albany Street	South	130 to 160 Albany Street	Cycleway to be installed on the northern side of Albany Street and changes to parking layout on the southern side	3x unrestricted removed 10x unrestricted converted to Paid 240		
17	Block from Forth Street to Riego Street	Albany Street	North	161 to 183 Albany Street	Cycleway to be installed on the northern side of Albany Street, all current parking removed	7x unrestricted removed 4x P30s removed		
18	Block from Forth Street to Riego Street	Albany Street	South	175 Albany Street (Opposite to)	Changes to parking layout on the southern side of Albany Street. This includes installation of a coach bus stop to support Te Rangihīroa College Change of current restrictions of the remaining spaces on the block according to original consultation and feedback received	1x redundant bus stop removed 11x parks (Paid 240)		Coach stop and P30s removed following feedback from the University
19	Block from Riego Street to Anzac Avenue	Albany Street	North	5 Riego Street	Cycleway to be installed on the northern side of Albany Street, all current parking removed	5x unrestricted removed 1x P30 removed		

ALBANY STREET CONNECTION PARKING CHANGES- COUNCIL (26-08-2025)								
N	Area	Road	Side of the road	Location	General Description	Change proposed	Diagram	Details & Modifications
ALBANY STREET TPC-52								
20	Block from Riego Street to Anzac Avenue	Albany Street	South	182 Albany Street	Changes to parking layout on the southern side of Albany Street	4x unrestricted converted to Paid 240 3x unrestricted removed to allow improvements related to pedestrian crossing and intersection Albany Street/Anzac Avenue		
21	Block from Albany Street to Minerva Street	Anzac Avenue	North	115 Anzac Avenue	Parking layout reviewed on the north side of Anzac Avenue removing a redundant bus stop. The stop will not be replaced with parking due to driveways and access for traffic turning left from Albany Street.	1x redundant bus stop removed		
22	Block from Albany Street to Union Street	Forth Street	East	161 Albany Street	Intersection improvements and change in parking layout to accommodate buildouts at intersection Albany Street/Forth Street	4x P10s changed to P5 (Includes correction of capacity from 7 to 5 on layer)		2025 consultation resulted in P10s being converted to P5s, following feedback from the University
23	Block from Albany Street to Union Street	Forth Street	West	36 Forth Street	Intersection improvements and change in parking layout to accommodate buildouts at the intersection with Albany Street	2x unrestricted parks converted to motorcycle parking		

ALBANY STREET CONNECTION PARKING CHANGES- COUNCIL (26-08-2025)								
N	Area	Road	Side of the road	Location	General Description	Change proposed	Diagram	Details & Modifications
ALBANY STREET TPC-52								
24	Block from Albany Street to Harrow Street	Forth Street	East	15 Forth Street	'No turning' restriction and turning circle installed from Albany Street to Forth Street Intersection improvements and parking layout reviewed near intersection Forth Street/Albany Street	2x unrestricted removed to allow for kerb build-out and turning circle 3x unrestricted added due to changes to infrastructure related to Te Rangihīroa College (vehicle entrance removed) 3x unrestricted converted to P5 to provide for a short-term pick-up and drop off area for Te Rangihīroa College No stopping lines added for turning circle		Review of design with changed infrastructure also requires some no stopping lines to be installed adjacent to the P5s proposed
25	Block from Forth Street to Harbour Terrace	Union Street	North	160 Union Street	Change of current parking restriction	2x unrestricted converted to 6 angled motorcycle parks <i>(Includes correction of incorrect capacity of 5 to 2 on layer)</i>		Installed as part of Union St infrastructure upgrades in 2024
26	Block from Union Street to Trent Avenue	Clyde Street	East	111 Union Street	Changes to parking layout on the eastern side of Clyde Street	1x redundant bus stop converted to 2x P30		Parking changes as a result of Union St upgrades already complete - consultation was done as part of the Union St project Not included in 2025 consultation diagram but presented for review before being taken to Council for endorsement

ALBANY STREET CONNECTION PARKING CHANGES- COUNCIL (26-08-2025)								
N	Area	Road	Side of the road	Location	General Description	Change proposed	Diagram	Details & Modifications
ALBANY STREET TPC-52								
27	Block from Union Street to Trent Avenue	Clyde Street	West	60 Clyde Street	Changes to parking layout on the western side of Clyde Street	Parallel parks converted to angled parks (from 3 to 5 parks) 2x additional P5 installed 3x P5 remain with same restriction because of feedback from the Otago University		Parking changes as a result of Union St upgrades already complete - consultation was done as part of the Union St project Not included in 2025 consultation diagram but presented for review before being taken to Council for endorsement
28	Block from Union Street to Trent Avenue	Clyde Street	West	58 Clyde Street	Changes to parking layout on the western side of Clyde Street	18x unrestricted converted to P120		Parking changes as a result of Union St upgrades already complete - consultation was done as part of the Union St project Not included in 2025 consultation diagram but presented for review before being taken to Council for endorsement
29	Block from Albany Street to Trent Avenue	Clyde Street	West	54 Clyde Street	One-way restriction installed from Trent Avenue to Albany Street and rearrangement of the parking layout to include angled parking on the western side	Parallel parks converted to angled parks (from 4 to 6 parks) 4x parks assigned as Pick-Up/Drop-Off (PUDO) at certain times and P120 outside of those hours 2x parks assigned as P120 2x additional P120 angled parks created		2025 consultation displays Paid 120, presented instead for approval as time restricted parking Additional 2x parks to be included following design review

ALBANY STREET CONNECTION PARKING CHANGES- COUNCIL (26-08-2025)								
N	Area	Road	Side of the road	Location	General Description	Change proposed	Diagram	Details & Modifications
ALBANY STREET TPC-52								
30	Block from Frederick to Albany street	Clyde Street	East	1-45 Clyde Street	One way restriction installed from Albany Street to Frederick Street along with intersections improvements Rearrangement of parking layout and restrictions on the eastern side of the street	16x unrestricted parks converted to Paid 120 outside properties 29-45 Clyde Street (originally consulted as Paid 240)		
31	Block from Frederick Street to Albany Street	Clyde Street	West	155 Frederick Street to 126 Albany Street	One-way restriction installed from Albany Street to Frederick Street along with intersection improvements Parking layout remains as is but includes changes to parking restrictions on the western side of Clyde Street	1x unrestricted converted to Paid 120 outside 126 Albany Street (on Clyde Street side and originally consulted as Paid 240) 4x unrestricted converted to Paid 120 outside of 36-40 Clyde Street (originally consulted as Paid 240) 10x unrestricted and 4x P60 parallel change to 23 unrestricted angled (new parks created)		Proposal modified since previous consultations due to change in road use, removal of resident park and P60s
32	Riego Street	Riego Street	West	6 Riego Street	One way restriction installed from Albany Street to the end of Riego Street along with intersection improvements Rearrangement of parking layout from parallel to angled parking on both sides of the road	7x additional angled parks installed		

ALBANY STREET CONNECTION PARKING CHANGES- COUNCIL (26-08-2025)								
N	Area	Road	Side of the road	Location	General Description	Change proposed	Diagram	Details & Modifications
ALBANY STREET TPC-52								
33	Riego Street	Riego Street	East	5 Riego Street	One way restriction installed from Albany Street to the end of Riego Street along with intersection improvements Rearrangement of parking layout from parallel to angled parking on both sides of the road 1x P30 and 1x Mobility installed because of feedback received	2x unrestricted removed due to kerb buildout 1x unrestricted converted to mobility 1x unrestricted converted to P30 15x unrestricted converted to P120		
34	Cumberland St (One-way southbound), Museum reserve	Cumberland Street	East	363 Great King St (Cumberland St, by signalised pedestrian crossing)	Relocate mobility park to be more accessible to both Museum and University entrances, including installation of a new dropped kerb for footpath access.	1x Mobility park becomes 1x Paid 180 2x Paid 180 become 2x mobility parks 2x Paid 180 become 2 unpaid P60		Mobility park relocated and additional instated following feedback received through consultation, including with Tūhura Transport engineers support safety improvements with the new mobility park locations This space wil also provide greater access for larger mobility vehicles

N	Ref	Name	P5 restrictions for 4 new carparks by the Library are appropriate?	If not, what restriction/s suggested?	P5 restrictions for 5 new carparks opposite Hyde Street are appropriate?	If not, what restriction/s suggested?	Parking restrictions (as shown in the map) still appropriate?	If no, what restriction changes recommended?	Why do you park in this area?	If other, why?	Other comments about the proposed restrictions on Albany Street and surrounding streets?	Supporting documents
1	1144927		Yes		Yes		Yes				It's great that this project is still being worked on and I hope the new cycle way will soon be implemented. The parking restrictions are a good compromise.	No file uploaded
2	1144984		Yes		Yes		Yes		Hospitality/shopping		Totally supportive of the new cycle lane and associated parking restrictions! Just a concern with the new eastbound in-lane bus stop on Albany St, NE of Grange St. What's the chance of traffic backing up into the SH1 intersection, has this been modelled at peak traffic flow times? Whilst we know that you should not enter the intersection until the exit is clear, in reality this does not really happen. If there is a chance of this, the bus stop should be moved further eastward please.	No file uploaded
3	1144998	Gina Glass	Yes		Yes		No	I am writing to express my strong objection to any proposal that seeks to charge for parking on Clyde Street, and the proposal to make Clyde Street a one way street. The introduction of parking fees and timing restrictions would create unnecessary hardships for residents, visitors, local businesses, members of Al Huda Mosque, and staff members and students of both the Polytechnic and University of Otago, without any tangible benefits for the community. For years, free parking has been a vital aspect of the quality of life and basic necessities for residents, particularly students - seeing as Clyde Street residents are predominantly only students. Imposing a fee would disproportionately affect those who rely on street parking, particularly in this neighborhood where alternatives are non-existent, and where free parking for residents is already hard enough to find. Furthermore, the cost burden of paid parking would exacerbate already existing challenges for lower-income individuals, again, mainly students. It is unreasonable to impose additional financial strain and timing restrictions on residents who already contribute to the neighborhood through taxes, university fees, and community involvement, already in the face of our constant increasing living costs and hardships as is. Additionally, there is no clear evidence or justification to support the idea that paid parking would solve any problems. Parking for residents of Dunedin is already hard enough; there should instead be plans to "increase" parking availability without the need for monetization, especially for us living here.	Resident		I urge you to reconsider any decision that would charge for parking or restrict timing on Clyde Street; it would undoubtedly harm the local community and undermine the spirit of accessibility and fairness that this area has long stood for. Thank you for your attention to this important matter. I look forward to a resolution that reflects the needs and concerns of the residents. I would also like to ask, what is the current problem with Clyde Street being a normal two way street? All this wasting millions of dollars seems unnecessary for a street that works fine as is, particularly for us residents. The road works for turning Clyde Street into a one-way is a waste of money, and will cause major disruptions for students who are trying to study and get to university - Save the money and spend it on something useful. I imagine these road works would take weeks. Do you even care about us common people - residents and students - at all? Just a question I am pandering whilst writing this feedback.	No file uploaded
4	1145003		Yes		Yes		No	Not on Riego Street, there are three five bedrooms flats with majority of us having cars for personal use. A lot of people park down our street as they work at the University or Polytech and with the parking restrictions on one half of the street people will avoid using the restricted parking as they are normally there for majority of the day meaning there will be less parking for residents as people will be more inclined to park in the non-restricted areas. It will make it more difficult for residents on this street to have a place to park there cars	Resident		I agree with the rest of the parking restrictions but down more residential areas I don't feel as though there needs to be restrictions as there are many residents around the University area and it will make it a lot harder to find parking	No file uploaded
5	1145040	Liam Sparrow	No	What is the purpose of 5mins? Dropping off a library book? P15 better	Yes		No	Where are the residents going to park? You plan to convert 16 free spaces into paid, 4 free spaces into a coach stop, 8 free spaces into P30. Plus you are removing 24 free spaces on Albany between Clyde St and Riego St because of the cycleway hardly anyone will use. Where will the students of Te Rangihiroa college park? They currently use up all the free spaces on Albany and Forth St 24/7, are you forcing them to park in Uni or council paid carparks?	For work, Resident, Study		Why so many raised crossings when we already have reduced speed limits? Are adult students not capable of crossing the road by themselves, do we have to send them back to Kindergarden to learn? You also have a bus stop next to the cycleway. Do you not see the potential for bus passengers to step out into the path of a speeding cyclist or scooter? Spending \$3M to raise what \$60k a year? Save our money.	No file uploaded
6	1145062		No	I think you should make it free parking for the residential areas on Ethel Benjamin, we almost pay more for parking than rent	No		No		Resident		MAKE IT FREE PARKING or free at least for the residents	No file uploaded
7	1145073	Thomas Leov	Yes		Yes		Yes					No file uploaded
8	1145080		Yes		Yes		Yes					No file uploaded
9	1145106		No	there is already such little parking around the university, why do you want to make it even more difficult for students?	No	No restrictions, bad idea	No	Please don't do this! The residents of albany st already fight for parking spots outside our homes which means it's impossible for us to leave during the day in hopes of returning and finding a park even in the connecting streets. Forcing us to pay to live in our own homes or have to park miles away it's completely unfair and disproportionate to any action you are trying to achieve. Please think about how this would affect the people you represent	Resident		Dont be like the Wellington Council, they took away all the parks and now everyone hates them!	No file uploaded
10	1145010		Yes		Yes		No	Not on Riego Street, there are three five bedrooms flats with majority of us having cars for personal use. A lot of people park down our street as they work at the University or Polytech and with the parking restrictions on one half of the street people will avoid using the restricted parking as they are normally there for majority of the day meaning there will be less parking for residents as people will be more inclined to park in the non-restricted areas. It will make it more difficult for residents on this street to have a place to park there cars	Resident		I agree with the rest of the parking restrictions but down more residential areas I don't feel as though there needs to be restrictions as there are many residents around the University area and it will make it a lot harder to find parking	No file uploaded
11	1145076		No	I think you should make it free parking for the residential areas on Ethel Benjamin, we almost pay more for parking than rent	No		No		Resident		MAKE IT FREE PARKING or free at least for the residents	No file uploaded
12	1145192		Yes		Yes		No	Having paid parking on Clyde street I believe is not appropriate as there is already minimal free parking around the university for both students and residents. I flat on Clyde street and already struggle to get a park down my own street or any surrounding streets so adding paid parking will make this even more difficult. It gets to the point that I am already having to park 10-20 minute walk from my house.	Resident, Study			No file uploaded
13	1145194		Yes		Yes		No	The North Dunedin university area is already heavily comprised of paid parking zones, of which students who live on these roads cannot afford. It is already incredibly difficult to find a free, non time restricted place to park. This change will cause a shift left, meaning those that live in the area can no longer keep their cars in a secure area outside their house overnight or during the day.	Resident			No file uploaded
14	1145291		No		No		No	Unpaid parking as street houses don't have off street parking	Resident			No file uploaded
15	1145320		Yes		Yes		No	The North Dunedin university area is already heavily comprised of paid parking zones, of which students who live on these roads cannot afford. It is already incredibly difficult to find a free, non time restricted place to park. This change will cause a shift left, meaning those that live in the area can no longer keep their cars in a secure area outside their house overnight or during the day.	Resident			No file uploaded
16	1145332		No		No		No	Unpaid parking as street houses don't have off street parking	Resident			No file uploaded

N	Ref	Name	P5 restrictions for 4 new carparks by the Library are appropriate?	If not, what restriction/s suggested?	P5 restrictions for 5 new carparks opposite Hyde Street are appropriate?	If not, what restriction/s suggested?	Parking restrictions (as shown in the map) still appropriate?	If no, what restriction changes recommended?	Why do you park in this area?	If other, why?	Other comments about the proposed restrictions on Albany Street and surrounding streets?	Supporting documents
17	1145338		No	No less than 120 minutes. Who needs to park in this area for 5 minutes only?	No	No less than 120 minutes. People using this area need longer not shorter parking times.	No	We have already lost a large number of parks outside the Bill Robertson library to buses. These spaces are unnecessarily large. Since these have already been created, let's not put in any more bus stops or extend the size of the ones in the Albany St project. We actually need more not less parking around campus. What can you do to make this happen for us? Perhaps angled parking and one way streets? Or build us a large car park so those of us who choose not to ride the bus, walk or bike have somewhere to park. Finally, why are you (yet again) running a bike path up a major route (who on earth in their right mind puts a bike path on a dual carriage way?!!!!) Why not run the bike path up one of the other quieter roads or take it across campus?	For work		This will only make parking in the area harder. For me, with a lengthy bus ride from Mosgiel or a drive and pay for parking, this will put yet more pressure on the paid parking in the area. If you are going to remove yet more parking, PLEASE replace and even increase parking in the area - knock down an old house and build a 3 story car park.	No file uploaded
18	1145341		No	This bike lane should have been build already. Why does this project keep being delayed, just because a few business owners arent happy despite majority of people agree with this project. Please build it now.	No	This bike lane should have been build already. Why does this project keep being delayed, just because a few business owners arent happy despite majority of people agree with this project. Please build it now.	Yes	This bike lane should have been build already. Why does this project keep being delayed, just because a few business owners arent happy despite majority of people agree with this project. Please build it now.	Other	I cycle here, because why do we have massive roads around the university.	This bike lane should have been build already. Why does this project keep being delayed, just because a few business owners arent happy despite majority of people agree with this project. Please build it now.	No file uploaded
19	1145498		No	There is no way you can check out a book in 5 minutes! 30minutes would be a better idea. Also there is far more demand for parking for the schools and flats, don't make it harder.	No	5 Minute parks are for outside a retail business, academic things take more time. Also there is far more demand for parking for the schools and flats, don't make it harder.	No	The demand for parking around the schools is extreme. Public transport doesn't suit everyone, personally I travel from out of town and work at the Polytech. I have to pay for a space to guarantee a spot that is reasonably walking distance to my office.	For work		I don't understand why car parking has become so offensive to the council. Leave the crumbs we have, don't restrict it even more than it is!	No file uploaded
20	1145504		Yes		No	No, the paid parking works for university students wanting to study and needing more time to go in to their classes otherwise you are taking more parks away from these areas making it harder to park to study. I think the 4, 5 min parks are enough	No	The parking around Riego street should stay the way it is, this is due to houses and residential areas needing places to park with minimal parking options if you take all of these parks away especially if you take the albany away as well				No file uploaded
21	1145505	Benjamin Nuttall	Yes	5 mins is appropriate for short term pick up - takeaway pickups for Albany street businesses	Yes		Yes		Other	Pick up partner from Uni	I don't think the additional parks are needed but I support the fact that they are short spots for pick up for local business. Less parking would encourage people to take other forms of transport and give more road space to walking, cycling and public space for seating/trees/planting. If this was less busy with cars people would use this space more to sit outside and eat food from the local businesses here. I would like the cycleway to be built as there have already been so many delays!	No file uploaded
22	1145577	Leighton Jones	Yes		Yes		Yes		Hospitality/shopping		The new plan looks excellent and should allow for enough parking for those that need it. The bike path here is sorely needed to connect the university, CBD with the existing bike paths which serve as arterial routes to the city from South Dunedin, the peninsula and the West Harbour. But there is a lack of safe connecting routes to those key destinations. The Albany Street will fill the gap that the bike paths on the one way system has failed to do. It will be efficient and safe which the ones on the one way system are neither.	No file uploaded
23	1145603	Noela Wilson	Yes	And more car parks should be retained	Yes		No	Car parks should not be removed.	Hospitality/shopping, Other	Visiting medical professionals	Counter Delivery, Karitane Postal Centre, Karitane	No file uploaded
24	1145621	Zin Khant Aung	Yes		Yes		Yes		Other	very rarely. And it is for when we want to go for a walk around the university.		No file uploaded
25	1145626		Yes	Should be drop off pick up area	Yes	Should be drop off pick up area			For work			No file uploaded
26	1145627		Yes		Yes		Yes		Study			No file uploaded
27	1145628	Dave	Yes		Yes		Yes		Hospitality/shopping	I'd visit the area more often, and spend more with local businesses, if there was a safe cycling lane		No file uploaded
28	1145631	Stacey Hitchcock	No	I think they are unnecessary given the number of P5 carparks on the opposite (south) side of the road. I guess some people heading east on Albany st might want to stop, but they can turn into the side streets to park in other p5 or other time restricted carparks to access the businesses. However, if accepting these changes will make the project happen sooner - then just do it.	No	I think these are unnecessary given how many other p5 and other shortterm carparks are being offered in the area - plenty for the businesses in the area, especially given so many businesses are serviced by students who live nearby and can walk or bike to them. However, if accepting these changes will make the project happen sooner - then just do it.	Yes		For work		I really want this project to happen - there will be some grumbles from uni workers and students who currently make the most of ample free parking in the area, but the parking changes will be an improvement for the businesses being able to better service customers from outside the area who drive. The project in general will be an amazing improvement for the area, given the number of people who walk in the area and the number of vehicles who are not complying with the new 30km/h speed limit, the additional protection for pedestrians is needed. Additionally, it is a key part of the city's core cycle network, addressing this huge gap between the harbour link, the tertiary precinct, and the central city will be a massive win for the council and the community. Please just get it done.	No file uploaded

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29	1145632	Antonius Limburg	No	No carparks in that space. It is already a busy pedestrian area and this will make it worse for cyclists.	Yes		Yes		Other	Cycle through the area regularly	Make it as safe as possible. I regularly have cars backing out of a diagonal park with no thought for a cyclist. Car drivers and passengers still throw open their doors with no regard for cyclists.	No file uploaded
30	1145637	Rachel Wallace	Yes		Yes		Yes				I'm really excited about the proposed changes to this area. Transitioning to more of a pedestrianized scheme with increased transit options will really improve the safety and accessibility of the area. As far as I can see from the maps, there remains an excessive amount of parking. I'd support even fewer parks in the future which would allow narrower streets to slow traffic and further improve safety.	No file uploaded
31	1145706		No	please do not make any changes to Albany St and the surrounding streets. There are not necessary, and are not a core function of the council in the current economic environment	No	please do not make any changes to Albany St and the surrounding streets. There are not necessary, and are not a core function of the council in the current economic environment	No	please do not make any changes to Albany St and the surrounding streets. There are not necessary, and are not a core function of the council in the current economic environment	Business owner/management, For work, Resident, Study, Hospitality/shopping, Other		please do not make any changes to Albany St and the surrounding streets. There are not necessary, and are not a core function of the council in the current economic environment	No file uploaded
32	1145712	Colin Brown	Yes		Yes		Yes		Other	I don't use them because I cycle to work and I'd like to feel safe		No file uploaded
33	1145715	Nigel Gardiner	Yes		Yes		Yes		Study			No file uploaded
34	1145718		Yes		Yes		Yes		Hospitality/Shopping		Great to see cycleway finally being built	No file uploaded
35	1145870	Nick	No	Give residents their carparks.	No	Give residents their carparks.	No	If you are going to go ahead with making all of these spaces pay and display, make an appropriate permit for residents to avoid being ticketed in these areas - it is incredibly hard to have a car as a resident on any of these neighbouring streets and it is just getting harder by lack of car parks && having a maximum pay and display for a park on your own street!	Resident		The parking situation is deplorable. Residents have no space to park and are being shoved to the side in favour of University students & staff who the University should be catering too - not the council removing residential parks.	No file uploaded
36	1145874		Yes		Yes		Yes		Hospitality/shopping			No file uploaded
37	1145922	Ralph-Peter Hendriks	No	A cycleway there is unnecessary there. No changes to parking are necessary. Please see comment below.	No	A cycleway there is unnecessary there. No changes to parking are necessary. Please see comment below	No	A cycleway there is unnecessary there. No changes to parking are necessary. Please see comment below	Other	I do not park in this area	The idea of having a cycleway on a minor street is fundamentally flawed. Cycleways are for busy streets, like the one-way system, Princes Street, Crawford Street, Andersons Bay Road, Hillside Road. Those are streets that need cycleways, not a minor street like Albany Street. If you want to create a safer street, there are better ways of doing this. You create a slow street. You slow the traffic down to 20-30 km/h and you don't need a cycleway. I note that in the Netherlands, they have moved right away from cycleways on minor streets. Instead, they build "fietsstraten" (bicycle streets), where cars are guests. In my view, a slow street would be much safer than having a cycleway, which involves lots of crossings and points of conflicts between cyclists and other road users. A slow street would also be much safer for pedestrians. It also negates all the conflict around parking because they can all be retained. You do need to touch them. Please note that I write this someone who is a avid cyclist, who has been biking for 56 years, and 23 of those growing up in the Netherlands. You need send someone to the Netherlands to see how it's done.	Saved to folder
38	1145923		Yes		Yes		Yes		Hospitality/shopping		Fully support the implementation of the cycleway. Sometimes that means we need to lose parking. Tired of having these conversations. We need progress and transport choices for people in the community.	No file uploaded
39	1145926	Angela Clark	Yes		Yes		Yes		Hospitality/shopping		Great to have the cycle paths connected at last!!! Awesome proposal!	No file uploaded
40	1146145	Riki Cambridge	Yes		Yes		Yes		Hospitality/shopping		Go for it - make Albany Street a better street environment for people walking and cycling - the number of pedestrian crossings will enhance opportunities for local businesses with better connectivity for the students/ staff at university. This is a great start for what the future of this road corridor could be. It is a vital link between the harbour cycleway and the city!	No file uploaded
41	1146208		Yes		Yes		Yes		Other	I don't park there, I am a cyclist and bus user on that street. My comments below apply to the shared use of this space.	The P5 carparks are extremely dangerous in those spots for passing cyclists. People nip into and out of them quickly, and without checking for cyclists there. They also do dangerous U-turns to get into and out of the carparks. I support creation of necessary car parks, but think they need to be accompanied by standard signs saying "watch for cyclists" and "no U-turns" in those sections of the streets.	No file uploaded
42	1146211		Yes		Yes		Yes				Making the University campus biking-friendly is key for Dunedin. Making sure students are able to get around safely without a car directly creates lots of extra parking around town.	No file uploaded
43	1146217	Teena Rohtmets	No	I would suggest a minimum of 30 minutes for these parks - at the very least.	No	This area has a number of eateries, if people are dining in they would need at least 60 minutes (plus) to order their food and eat/enjoy it	No	These parking restrictions will affect businesses in the area, and staff and students at the University of Otago and Polytechnic. The parking restrictions that are indicated in all these areas will cause stress to people who have no other option than to drive to work or study, or want to use the local businesses. Many of the parks that are proposed to be on very short time restrictions are often parked in by students who live in the area and have no parking provided on their house site. They are also used by students visiting the library for study purposes, of which would not be completed within short time restrictions. Clyde Street - proposed 4 x pick up/drop off parks / paid 120 and 2 120 paid parking, query why these are 120 parks and why the all day parks on the opposite side of the road appear to have been deleted/disappeared? Would suggest these parks are all retained as all-day parking or minimum of 4 hour parking zone. Leith Street - Query why there are 4 x 120 paid parking? Retain all day parking in this area as it currently is or minimum of 4 hour parking zone.	For work, Hospitality/shopping		The current parking arrangements are fully utilised, changing these for short term parks is not conducive to assisting people in the everyday working and other activities. Will create stress and seems like a money grabbing exercise.	No file uploaded
44	1146259	Donna Jones	Yes		Yes		No	I strongly believe these areas should have all day free parking. Students and staff attending the University of Otago and other businesses around this area require parks. Yes, I encourage the use of public transport and cycling however, often the buses aren't efficient, students have complained the buses don't even turn up at the designated place and time.	For work	I am also writing on behalf of the many students and business owners in this area.	Where possible leave car parks and I hope full consultation is taking place on this venture. Minimum loss of our beautiful trees PLEASE.	No file uploaded

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45	1146356		No	I assume these are for 'takeaway food'? 5 minutes is not adequate for food to be prepared!	No	Depends what business the parking car is looking to frequent.	No	Why are you removing parks? Businesses need car parks for patrons to pull up outside of. This businesses actually contribute significant dollars into the DCC coffers.	For work		Can you honestly tell me Dunedinites cycle into dunedin via Port Chalmers. St Leonards etc. Dunedin is too damn cold for cycling to & from Uni or Work.	No file uploaded
46	1146438		No	We need MORE parking, not more restrictions on parking	No	We need MORE parking, not more restrictions on parking	No	We need MORE parking, not more restrictions on parking	For work		We need MORE parking, not more restrictions on parking! 3 million could be spent on a much needed parking building for the city (Mall + Great King ARE.NOT.ENOUGH) This expectation everyone will move to biking in one of the southern most cities in the world is ignorant. Provide parking, fix those damn awful buses, make bus hubs safe again, and rebuild the train systems to and from other cities. Then worry about this vanity cycleway project.	No file uploaded
47	1146487		No	P120 free parking at least. 5 minutes is too little and takes away valuable parking for staff and students in an already extremely busy area. Additionally, 2 of the 3 businesses on the opposite side of the street do not open until 12pm - meaning people will not be popping in to pick up food for the first half of the day, and there is already short-term parking outside those businesses.	No	P120 free parking at least. 5 minutes is too little and takes away valuable parking for staff and students in an already extremely busy area.	No	Free parking or P120 free parking at least in all areas. Restricted parking takes away valuable parking for staff, students and residents in an already extremely busy area.	For work		I am strongly against the proposal to remove the unrestricted parking on Albany, Leith, Clyde and Reigo Street. This is an extremely busy area that staff, students and residents in the area are constantly competing for parks in. Additionally, I am interested in the rationale for replacing the unrestricted parking with paid parking rather than P120s.	No file uploaded
48	1146489		No	Our students are using the car parks as they are currently, paying around \$15 for a four hour stay. Absolutely ridiculous.	No	There are not enough parks as it is, stop trying to get more money out of hard working folks	No	Do you realise how many staff work at the University have to pay close to \$100 a week, just to get to work and park? Little own our valuable students who barley have enough to survive? If you're going to make it harder to have a car around the city; INCREASE THE PUBLIC TRANSPORT!!! It is absolute insanity to expect people to pay out the nose so they can go about their day and work in society, when you're not offering suitable public transport as an alternative. Add more buses, more routes & locations and more times!	For work		Either stop charging for the parks, add far more parking at a discounted rate (\$10 a day is too much) or increase public transport. None of us have money to be paying this council to steal from us. You will see an increase in parking tickets and no one will pay them.	No file uploaded
49	1146536	Martin Fronius	No	there are quite a few P5 carparks in close proximity (see following question). P30 or P60 seems more appropriate	No	P30 As previous questions' response - not sure if there is sufficient demand in the area for P5 (drop-off zone?).	No	there is quite a number of P5 carparks which makes one wonder what the anticipated use for these carparks is.	Hospitality/shopping		The amount of short term parking places (P5) seems excessive. However, these changes should not interfere with the principle layout which is favourable. The ability to visit the area (Uni campus) via bicycle will be much appreciated.	No file uploaded
50	1146537	Matt Hall	No	A P5 is useless, what are you going to get done in 5 minutes, 90 minutes.	No	A P5 is useless, 30 minutes minimum.	No	There are way too many Car parking spaces lost in this project for business visitors, university and polytech staff and students. Give us all a break, we come to classes for 1/2 or a full day not 120 minutes. Do a better job of it, get rid of some of the trees, shrink the already oversized footpath outside the library & make space for both cars and bikes / pedestrians. Make one side angled parking all the way down Albany St if need be. Make some of these seasonal or smarter as the whole area changes from Sept-Feb. Stop with the excessive curb buildouts that make near misses with buses a constant stress. Like at the new poorly designed Forth / Union St intersection. It's just a matter of time before someone gets injured there with the stupid 'right of way' design. There's a huge pointless grass verge on both sides of Anzac Ave outside the Polytech, get rid of that and make some of it all-day angled parking for the tertiary precinct.	For work		There are way too many Car parking spaces lost in this project for business visitors, university and polytech staff and students. Give us all a break, we come to classes for 1/2 or a full day not 120 minutes. Do a better job of it, get rid of some of the trees, shrink the already oversized footpath outside the library & make space for both cars and bikes / pedestrians. Make one side angled parking all the way down Albany St if need be. Make some of these seasonal or smarter as the whole area changes from Sept-Feb. Stop with the excessive curb buildouts that make near misses with buses a constant stress. Like at the new poorly designed Forth / Union St intersection. It's just a matter of time before someone gets injured there with the stupid 'right of way' design. There's a huge pointless grass verge on both sides of Anzac Ave outside the Polytech, get rid of that and make some of it all-day angled parking for the tertiary precinct. Build us a Tertiary Precinct Parking space that Students / Staff of OP / Otago Uni / Hospital Staff can all use at fair prices.	No file uploaded
51	1146538		No	What can you realistically do in 5m when parking there? There are already quite a few P5 parks. Make them P30 or more, maybe paid to discourage car use and to allow those who really need the car to park long enough for what they need to do. IAlso, having lots of P5 parks next to the cycleway means a lot of drivers will hastily jump across the cycle way all the time.	No	What can you realistically do in 5m when parking there? There are already quite a few P5 parks. Make them P30 or more, maybe paid to discourage car use and to allow those who really need the car to park long enough for what they need to do. IAlso, having lots of P5 parks next to the cycleway means a lot of drivers will hastily jump across the cycle way all the time.	No	Longer parking restrictions and paid parking would be preferred, since it will result in less cars being used and fewer overstayers.	Other	I don't think I have ever parked there or felt the need to. I usually commute to the campus by bike.	I am supportive of any change that contributes to the appeal and safety of a cycle way and to disability parking. Car parks can remain where they don't impact the cycle way or disability parks or require the removal of trees. Longer parking (P30+) and paid parking are preferred to discourage people from using the car.	No file uploaded
52	1146684	Ben Cravens	No	More restrictions. Please remove all car parks	No	More restrictions. Please remove all car parks	No	More restrictions. Please remove all car parks			I am a young local ratepayer. I walk to work everyday from opoho to dunedin CBD. I care a lot about Dunedin's future development as I am planning with my wife to start a family here. I love the pedestrianization of george st. The vibe has been completely different and I notice a lot of people hanging out at the cafes and little seats. I think we should remove as much car infrastructure as possible and invest in cycling, walking, and buses. There's no reason for people to drive 15 min to work. I was just in Europe where I took public transport and walked to get everywhere. They have very low rates of obesity and lower carbon emissions. Young professionals and students that make the lifeblood of the town would appreciate a space less dominated by cars. It's the future. You're only delaying the inevitable. Please dedicate the space to walkers, cyclers, and busses as much as possible. Thank you.	No file uploaded
53	1146732	John Corcoran	Yes		Yes		Yes		Other	stopping for brief periods to go into shops. If I am needing to be in the vicinity for longer I either park further away, bike, or catch the bus.	this is a high traffic, urban area. Safety for pedestrians and cyclists should be the priority. If businesses are reliant on their customers being able to park for longer periods, they should provide the appropriate facility as park of their business model.	No file uploaded
54	1146781	Logan	No		No		No	There should be no parking restrictions for student areas. Believe it or not, the street immediately next to a university campus is a student area.	Resident, Study		I have lived on Ethel Benjamin Place for 2 years, and my flat has 6 residents and 1 off-street park. I find it ridiculous that the parks on my street are \$4.50 per hour, considering Leith and Grange street are both without paid parking. I think parking costs on Ethel Benjamin place should be reduced/removed. I have also noticed that people park there without paying year round, and because the parking wardens visit so infrequently(~2 times a year) there is no consequence.	No file uploaded
55	1147042	Andrew Douglas	Yes		Yes		Yes		Other	Meetings at Uni	Someone needs to develop a proper public car park in the area (the current one is always full).	No file uploaded
56	1147009		No	30 minutes to an hour	Yes		No	No changes as many students live in these surrounding streets and do not have the funds to constantly pay for parking	Resident, Study			No file uploaded
57	1147195	Katherine Morris									Oppose changes, Already super expensive and terrible parks	No file uploaded
58	1147213		Yes		Yes		Yes		Other	I dont park here I either walk or cycle in the vicinity	I would prefer to see the trees retained in favour of car parks. I would strongly encourage the DCC to plant natives if trees are removed to make up for the loss of greenery. In general I agree with parking restrictions as there is a mix allowing those staying longer to eat/drink in the vicinity if they choose to drive and also the option of P5 for those to pick up from shops and make short transactions if they choose to drive.	No file uploaded

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59	1147409	Newington Properties Ltd (Jason La Hood)	No	P15	No	P10	No	Dunedin's CBD retailers—including those on Albany Street—have already endured years of punishing disruption. First COVID-19, decimated foot traffic and saw numerous long-standing businesses close their doors. Those who survived were then subjected to the drawn-out George Street redevelopment, which drove shoppers away from the city center for over a year. Many businesses suffered losses of up to 75% in revenue, with some barely staying afloat. Now, with a cost-of-living crisis squeezing every dollar, Council is proposing to plunge many of these same retailers into yet another round of upheaval. If the Albany Street upgrade proceeds this year as planned, local retailers will be hit with a devastating trifecta: soaring rates, collapsing consumer spending, and the prolonged disruption and uncertainty of street works. For many, this will not be a mere inconvenience—it will be the final blow. What's worse is the growing perception that Council is indifferent to the suffering it's causing. As one retailer put it: "It feels like councilors are torturing us." That comment may sound emotional—but it is born from real exhaustion, fear, and frustration from people who are simply trying to survive and support their families. These are not large corporations with deep reserves. These are small, family-run businesses—many of which have been part of the community for decades—now hanging by a thread. Council has a duty of care, not just to infrastructure, but to the people and livelihoods that infrastructure affects. There is a simple, empathic alternative: delay the Albany Street upgrade by 24 months. Give retailers a chance to recover. Let them trade through this economic storm without another round of chaos being dumped at their doors. A delay is not a retreat—it's a responsible and compassionate decision in extraordinarily difficult times.	Business owner/management, Hospitality/shopping		Dunedin's CBD retailers—including those on Albany Street—have already endured years of punishing disruption. First COVID-19, decimated foot traffic and saw numerous long-standing businesses close their doors. Those who survived were then subjected to the drawn-out George Street redevelopment, which drove shoppers away from the city center for over a year. Many businesses suffered losses of up to 75% in revenue, with some barely staying afloat. Now, with a cost-of-living crisis squeezing every dollar, Council is proposing to plunge many of these same retailers into yet another round of upheaval. If the Albany Street upgrade proceeds this year as planned, local retailers will be hit with a devastating trifecta: soaring rates, collapsing consumer spending, and the prolonged disruption and uncertainty of street works. For many, this will not be a mere inconvenience—it will be the final blow. What's worse is the growing perception that Council is indifferent to the suffering it's causing. As one retailer put it: "It feels like councilors are torturing us." That comment may sound emotional—but it is born from real exhaustion, fear, and frustration from people who are simply trying to survive and support their families. These are not large corporations with deep reserves. These are small, family-run businesses—many of which have been part of the community for decades—now hanging by a thread. Council has a duty of care, not just to infrastructure, but to the people and livelihoods that infrastructure affects. There is a simple, empathic alternative: delay the Albany Street upgrade by 24 months. Give retailers a chance to recover. Let them trade through this economic storm without another round of chaos being dumped at their doors. A delay is not a retreat—it's a responsible and compassionate decision in extraordinarily difficult times.	No file uploaded
60	1147423	Daniel B	No	There should not be any new carparks on Albany St. This is among the most valuable land in the city, and it shouldn't be dedicated to cars. It should be available to everyone—people walking, cycling, etc.	No	There should not be any new carparks on Hyde St. This is among the most valuable land in the city, and it shouldn't be dedicated to cars. It should be available to everyone—people walking, cycling, etc.	No	More parking restrictions over a wider area. The city centre should be free and open for everyone and not wasted on private car infrastructure.			DCC needs to have a broader Central City strategy which focuses on opening up streets for everyone to use, and continually investing in car infrastructure so drivers can get to their destinations 15 seconds faster while putting everyone else at risk.	No file uploaded
61	1147424	Steffi	Yes		Yes		Yes				The cycle path through Albany Street is a great project and I fully support it. It's time to get that done.	No file uploaded
62	1147429		Yes		Yes		Yes		For work		The parking restrictions don't matter. What does matter is that the separate cycle line will be provided. At the moment, the university cannot be reached safely on a bicycle from any direction. The same goes for the hospital.	No file uploaded
63	1147685	Sharleen Smith	No	If during the day on weekdays (Mon-Fri)	No	Again if these get available for customers heading out to restaurants at night would work ok Also maybe 1 park be a disability park as the closes park for Eureka or Formosa would be a block away on Leith Street....disability people like dining out also with closer convenience to the restaurants and takeaway premises	No	P5 and P30 should be opened up at night to help restaurants and takeaway premises have parking for customers Mon-Fri 8am-5pm Albany Street is very subdued at night once congestion from people finishing work has eased. Saturdays/Sundays Albany Street becomes very quiet with traffic.	Business owner/management, For work, Hospitality/shopping		Have already discussed the option of moving the AVO further down Hyde Street and having 4 parks north of the AVO (Cnr of Albany and Hyde Streets)they have replied and would like to say I would be happy with option 3	No file uploaded
64	1147690	Chirag Kantharia	Yes		Yes		Yes		Hospitality/shopping		Can you please get this proposed parking done as soon as possible. It will be very helpful for the businesses in this area.	No file uploaded
65	1147724		No	You need parks near main University buildings for Shuttle Van's and taxis	No	As above	No	Allow the flow of traffic as much as possible abd consider business in Albany by personally speak to thej		Dropping oax of in a shuttle van	University pax on business and students living in the street going to and from the airport Also agree on a shuttle pak at 15 Forth street for the same reason	No file uploaded
66	1147737	Chris Hart	No	I would look at the footpath and ask why it needs to be 1.8m	No	As above the road and footpath are wide enough to suport both cycles and car parks	No	You use the term considered and supported when in fact that wasn't the case.	Business owner/management, Resident, Hospitality/shopping		This whole process has been a PR walk over by those who think this project is the best for rate payers, when in fact it is driven by idiots	No file uploaded
67	1147774	Greg Paterson	No	I refer to my attached letter	No	I refer to my attached letter	No	I refer to my attached letter	Business owner/management, For work		Business owner/management, For work	Letter included
68	1147789	Warren Hanley	Yes		Yes						For any specific questions on ORC's submission, please contact Jack Cowie in the ORC Transport Team, jack.cowie@orc.govt.nz	Letter included
69	1147795	Mary O'Brien	Yes		Yes		Yes		Hospitality/shopping		It is important that the Council proceed with this project to complete the Te Aka Ōtākou (Harbour Shared Path) and improve facilities for walking and cycling. It is also important that the Council complete this work within the planned time frame to secure the NZTA funding.	No file uploaded
70	1147815	Elliot Weir	Yes		Yes		Yes		Study		Please stop catering to loud business owners who are scared of change. This connection between the SH1 and harbour cycleway is necessary and long overdue. The vast majority of students do not drive and none expect valuable public spcae to be wasted on carparks servicing private businesses. Please just get on with building the cycleway:)	No file uploaded
71	1147816	Kel Fowler	Yes		Yes		Yes		Other		To visit the university or functions there.	No file uploaded
72	1147818	Adrien Auvray Matyn	Yes		Yes		Yes				Improved cycling connections is fantastic. Would like to have a focus on more greenery given some trees are being removed. The crossing from University Library to clubs and socs is great- hard to cross at the moment	No file uploaded
73	1147829	David Vincent	Yes		Yes		Yes		Hospitality/shopping		It's really important that the hospitality and retail businesses on and around Albany Street have sufficient short-term parking to allow drivers to visit them. These businesses gain nothing from long-term car parks where drivers leave their cars for multiple hours, preventing many others over the same period of time from easy access to these businesses. The proposed Albany Street changes strike a good balance between different modes of transport, while allowing plenty of parking, especially the short-term parking that is so important here.	No file uploaded
74	1147832	Christine	No	refer attached	No	refer attached	No	refer attached	Other	refer attached	refer attached	Letter included
75	1147833/1148008	Bernice Armstrong	No	Too short for students to be able to student fully	No	too short as well, ridiculous	No	the Restriction is wasting money, a change i would suggest is scrapping the plan, and focusing the millions of dollars onto improving Dunedin for the better.	Business owner/management, For work, Resident, Study, Hospitality/shopping		Most people do not want this project going forth, it would negatively interfere with business, students and many others days. Additionally i have made a petition that can be found on change.org, under the title of "Don't take our car parks away from Albany Street", where it has gained over 190 signatures.	Letter included
76	1147844	University of Otago (Gordon Roy)	Yes		Yes		Yes		Other	I dont park in this area	Refer attached document / submission	Letter included
77	1147851	Ruth Barton	Yes		Yes		Yes		For work		The proposed restrictions are fine.	No file uploaded

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78	1147852	Robert Orchiston	No	These should be P10 rather than P5.	No	Again these should be P10 rather than P5.	Yes		Study		1. https://www.sciencedirect.com/science/article/abs/pii/S0001457518303981 Shows that "dooring" from cars is significant cause of injury to cyclists. You should carefully consider whether angle parks or parallel parks are safer for cyclists. A significant buffer should be placed between any parked cars and cyclists to prevent reversing and dooring injuries. 2.The bike lanes should be painted red or use Red aggregate to indicate it is a bike lane. My observation is that most road users see a green area as favorable to vehicle occupation rather than avoiding it. "Green means go for it". the Red color is an indication to pedestrians that they should not occupy the bike lane. My observation is that pedestrians obey red pathways as "no go area". Red bike paths are very common in Europe. 3. While this is an improvement on current infrastructure, it is imperative that the George Street Cycle lanes join with the university and 1 way system pathways. Therefore to avoid the 'island effect' the missing link outside Rob Roy dairy to Captain Cook must be completed in both directions. Unfortunately, you have this currently marked as "no change this block". As a cyclist I have found this section of road particularly hazardous when moving between George Street and the university - a very popular but dangerous option for cyclists	No file uploaded
79	1147853	Kate Stephens	Yes	I would prefer no parking at all, or high parking charges to reflect the land use, safety and environmental cost of cars driving in the area.	Yes	I would prefer no parking at all, or high parking charges to reflect the land use, safety and environmental cost of cars driving in the area.	Yes	I would support less parking, and minimising traffic in the area to improve safety for pedestrians and cyclists, in particular university students and school children.	Other	I travel to work and transport children to school and activities in the area by bike.	I support anything which supports cycling, walking, active travel and use of public transport. I have children at Logan Park who also use university areas - it is too dangerous for them to cycle independantly, and I worry about them walking. Ideally low traffic neighbourhood with traffic calming and preventing through traffic with modal filters. But a cycle way and parking restrictions is a good start.	No file uploaded
80	1147854		Yes		Yes		Yes				Removing the car parks may encourage more people to travel by bike there by reducing parking requirements in the rest of the city. There were 14 bikes outside the University Library this afternoon, that would require 91 metres of road for single occupancy motor vehicles.	No file uploaded
81	1147855		No	Apart from loading zones I believe the whole street should be on 2h parking metres. This allows patrons to visit businesses far easier.	No	See my previous comment.	No	Refer to my previous comment.	Hospitality/shopping		Unmetered parking in that whole area is not conducive to the needs of the businesses and the student population.	No file uploaded
82	1147856	Katherine M	Yes	I think people should pay for parking if they choose to drive. This should cost more than the bus.	Yes	People should have to pay for parking as above. If it was less convenient more people would use public transport.	Yes	Parking should be less convenient and cost more. Then more people would use the bus or walk. People driving around looking for short term parks is dangerous to all the school kids and students in the area.	Other	I drive for music when transporting large instruments - I would happily pay for this. I sometimes drop children off because it's too easy - but they could get the bus or walk.	I support the proposals if they allow the proposed improvements for pedestrians and cycleway to go ahead. It needs to be safer for kids to walkor cycle between Logan Park and university areas. This needs speed reduction, speed bumps and reducing cars driving around looking for parks. International evidence shows this helps businesses.	No file uploaded
83	1147861	Liam Harrison	Yes		Yes		Yes		Business owner/management, Other	The OUSA Sauna	I think the transition of Albany to a safe cycling connection will be great! Fewer cars in the area will benefit both residents and businesses.	No file uploaded
84	1147873		Yes		Yes		Yes				You didn't ask about choice of vehicles when parking. When I want to park on Albany Street, I'll'm doing it on a bicycle--and the businesses on the street offer no bike parking at all, as far as I am aware. The proposed improvements to Albany Street are important for increasing the safety of all road users. The bike lanes will provide the only protected route for cyclists approaching the CBD from the harbour area, and they will also cater to large numbers of university students and staff. The business owners complaining about loss of a few parking spaces on the street ignore an important point: making the entire street safer for cyclists and pedestrians will make it easier and more attractive for people in cars to visit the businesses even if they have to park a slightly longer distance away. (Before the George Street improvements, I was very reluctant to cross the street, since it meant either dodging cars or walking to the end of a long block and waiting at a crossing. These days I am much more likely to visit shops on both sides of the street.) Please avoid yielding to disingenuous delaying tactics and get this project built.	No file uploaded
85	1147874	Sigurd Wilbanks	Yes		Yes		Yes	Parking provisions following regular consultation were appropriate. The additional spaces following extraordinary consultation are unnecessary.	Other	Drop off/pick up passenger. Drop off books at library.	I and many other cyclists regularly use this cross-town connection. There is no good alternative for cyclists as there is for cars. Making Albany Street safe for cyclists and pedestrian is the clear priority for this project and should not be compromised to increase the already numerous car parking resources. In contrast, there is a lack of bicycle parking close to businesses along Albany Street - there are sufficient spaces on the University side, for now.	No file uploaded
86	1147900	Alan Halstead	Yes		Yes		Yes		For work			No file uploaded
87	1147972	Charles	Yes		Yes		No	Maintain as current status	Resident		I am writing to raise serious concerns about the proposed changes under the Albany Street Connection Project — specifically, the removal of free car parks in favour of time-limited paid parking and the reduction of spaces to accommodate a cycle lane. As a resident of Albany Street, I can confirm that parking availability is already extremely limited. Most residents rely on street parking, as off-street options are scarce or non-existent. The current number of parks does not meet demand, and reducing them further — while introducing paid, time-restricted alternatives — will significantly worsen the situation. This proposal risks making Albany Street unliveable for its residents. The combination of fewer parking spaces and increased restrictions will create daily stress and inconvenience for people who live here and those with mobility needs. While we support sustainable transport initiatives, they must be balanced with the practical realities of residential life. We ask the Council to seriously reconsider the scale of parking reductions and explore alternative designs that maintain resident access while still achieving improved cycling and pedestrian outcomes. Proper consultation and consideration of local voices is essential before proceeding further. Thank you for your attention to this matter. I would welcome the opportunity to engage further and provide input as a directly affected resident.	No file uploaded
88	1147978	phillip day	No	same as now	No		No	it was a flawed process you know that	Hospitality/shopping		The cost and lack of accidents there is know need for it	No file uploaded
89	1147979		Yes		Yes		Yes		Hospitality/shopping			No file uploaded
90	1147985	James Gribble	Yes		Yes		Yes		Other	I dont park in this area, I cycle there. This question is predetermining a pro-parking answer	Albany St is in the middle of a walkable neighbourhood which includes the university campus. We should be encouraging walking and cycling and discouraging the use of on street parking which creates more congestion as people drive around searching for a street park.	No file uploaded
91	1148014		Yes		Yes		Yes		Other	I usually bike so don't use these car parks	I think if we are serious to support a change of transport modes I am in favour of restricting parking in that area to encourage people to come by bus, on foot or bike. In this area we have so much foot traffic as students move between their houses and their classes. I see Albany Street as a quiet street where raised crossings, the separated cycle lane as well trees lead to a very inviting space - you want to sit out these restaurants and enjoy tranquility.	No file uploaded
92	1148031	Liam White (OUSA)	No	refer attached	No	refer attached	No	refer attached	For work, Study		refer attached	Letter included
93	1148039	Jett Groshinski	No	refer attached	No	refer attached	No	refer attached	Study		refer attached	Letter included

N	Ref	Name	P5 restrictions for 4 new carparks by the Library are appropriate?	If not, what restriction/s suggested?	P5 restrictions for 5 new carparks opposite Hyde Street are appropriate?	If not, what restriction/s suggested?	Parking restrictions (as shown in the map) still appropriate?	If no, what restriction changes recommended?	Why do you park in this area?	If other, why?	Other comments about the proposed restrictions on Albany Street and surrounding streets?	Supporting documents
94	1148066		Yes		Yes		Yes		Hospitality/shopping		The parking adjustments in the Albany Street Connection project strike a balance delivering safer, pedestrian- and cycle-friendly infrastructure while maintaining access for local businesses and library users. The addition of new car parks, smart use of adjacent streets, and refined restrictions all contribute to a transportation outcome that is both equitable and future-focused. I support these measured parking changes and encourage additional user-focused refinements, especially related to turnover, accessibility, and clarity for visitors. Thank you for prioritizing both mobility and community needs.	No file uploaded
95	1148069	John Parker	No	No carparks here at all, remove enough carparks to reduce the number of driving and parking lanes and keep the trees, reduce the road footprint and increase cycle lane width.	No	No carparks here at all, remove enough carparks to reduce the number of driving and parking lanes and keep the trees, reduce the road footprint and increase cycle lane width.	No	I support a drastic reduction in the number of carparks in this area, far beyond what is mooted here, and for this street to be traffic calmed and to be a quiet street, safe and pleasant to walk and cycle along. Street trees, slow traffic, pleasant quiet street.	Study, Hospitality/shopping		I wholeheartedly support changes to Albany Street and surrounding streets, but these changes do not go far enough. These streets should be made into quiet, traffic-calmed streets safe for walking and cycling, with carparks removed and more street trees and features.	No file uploaded

Submission ID: 1147774

[REDACTED]

[REDACTED]
[REDACTED]

06.08.25

Dear Sir/Madam

The purpose of this letter is to set out my comments in relation to the Albany Street Connection.

Before I do so, I would like to firstly thank [REDACTED] and [REDACTED] of the DCC for the proactive and professional approach they have taken to try and mitigate the disastrous outcome along with the very public fallout resulting from the unfortunate decision made by the Infrastructure Services Committee chaired by councillor Jim O'Malley. This decision was to remove every carpark (approximately 70) on the northern side of Albany Street from the one-way right down to the Anzac Avenue intersection.

The decision was bewildering given the negative impact the removal of approximately 70 carparks was always going to have on the many small business owners in Albany Street.

The small business owners had neither been consulted about the intended carpark removal or indeed properly notified about the proceedings. The committee's decision can only be viewed as extreme and punitive to those whose livelihoods are derived from their small businesses. There is absolutely no doubt about this complete lack of consultation - no "ifs buts or maybes". The small business owners have been treated very poorly by the DCC and are deserving of a public apology.

My initial position was to plead for the retention of all of the carparks. The latest plan allows for 9 carparks to be saved. Whilst I would have wished for more, I understand the difficult position the council is now facing with the closing of the window to get partial funding from the government for the project and 9 carparks is a big improvement on none. For that reason, I do not intend to object any further.

I would however ask the council to consider adopting a position whereby if there is a possibility of some flexibility to be built in for a reinstatement of carparks in the future, should it be deemed best for the city that more parking is required in Albany St.

It is important that any future decision making in relation to Albany Street be made by a committee which is made up of fair-minded objective councillors.

To that end, I would submit Jim O'Malley should recuse himself from not only chairing but also being a member of the committee as it is clear from his many somewhat ill-judged comments/outbursts in the press as of late that he is no longer able to apply or display any objectivity in relation to the decision-making process. The public perception certainly is that he is determined to "ram home" the complete removal of all of the carparks as this accords with his personal position as a cycleway advocate.

It is vital for the ratepayers of Dunedin and for the future of the city that important decisions are seen to be made in a fair, considered and balanced manner to which due process has been properly followed and for that reason I believe Jim O'Malley must recuse himself from any further involvement in the decisions going forward as to the Albany Street Connection.

Your sincerely

Greg Paterson



Submission ID: 1147789

1 August 2025

Dunedin City Council
Dunedin

Via: online submission form

Otago Regional Council submission in support of the Dunedin City Council Albany Street Connection Project Parking Restrictions

Otago Regional Council (ORC) appreciates the opportunity to provide a submission to the Dunedin City Council (DCC) on the Albany Street Connection Project Parking Restrictions. This project delivers a key missing link in the cycle network. We value the collaborative work we undertake with DCC to deliver public transport infrastructure and the continued collaboration with DCC and the University of Otago in the tertiary precinct.

Paired with a protected cycleway and improved bus stops, the proposed parking restrictions will support better transport choices in the area by making public and active transport more attractive.

We support the in-lane bus stop on the north side of Albany Street. The in-lane design is appropriate to the street's function and is a thoughtful solution to the challenges of the interface between the bus stop, separated cycleway, and local parking.

We support the proposal's alignment with the Zero Carbon Alliance's goal of becoming a net zero carbon city by 2030.

We support the proposal's reduction of unrestricted parking to reduce private vehicle travel to the university area. The frequent public transport services we provide along Albany Street and the surrounding area offer a sustainable transport option.

We note that in the time the project has taken from conception to implementation, ORC Transport staff have been effectively engaged, both earlier in the project and more recently.

Thank you for the opportunity to make this submission in support of the Albany Street Connection Project Parking Restrictions and look forward to our organisations' continued collaboration to provide high quality public transport in Dunedin.

Yours sincerely



Gretchen Robertson
Chairperson

Submission ID: 1147832

Albany Street Connection Project - Parking Restrictions (17 July – 7 August)

Submission: 4 August 2025

Kia ora

In making this submission, my most pressing concern is the proposed removal of the existing four mobility parks in Albany Street between Ethel Benjamin Place and Hyde Street - 3 on the northern side (1 opposite Grange Street, and a space accommodating up to 2 outside the University Property Services Building) and 1 outside OUSA on the southern side.

As regular customers of a business in Albany Street (4 days a week for a couple of hours) and frequent users of the University Library, my partner and I rely on these parks.

The importance of these designated spaces for people with mobility permits cannot be underestimated. The relatively recent escalation of the financial penalty for using such spaces incorrectly to \$750 emphasises this point loudly and clearly.

I would like to think that the existing parks were created based on science, careful consideration and planning. I have my doubts that the same can be said for the current proposal that sees them removed (albeit with new mobility parks in Ethel Benjamin Place and Leith Street).

This brings me to my second point. From what I can tell, the 9 new car parks on the northern side of Albany St that have recently been included to provide more parking near businesses are all 5 minute parks. What is the rationale for them being 5 minute parks? Has the Design Team ever had the benefit of data from a survey of the current patterns of use of existing car parks in Albany Street? Now that would be helpful!

I have followed the recent stories in the Otago Daily Times about the consultation or lack thereof with business owners and other stakeholders in Albany Street. I hope that this can be righted now.

And finally, to me it is not a small matter to fell a mature tree, much less three.

Please, think again.

Ngā mihi
Nā Christine



University of Otago Submission on Albany Street Connection Project – Parking Restrictions

To: Dunedin City Council

50 The Octagon

PO Box 5045

Dunedin 9054

F.A.O. Transport Regulation Team

Name of submitter:

University of Otago

PO Box 56

Dunedin 9054

6th August 2025

Contact Phone: 020 111 3009

Contact Email: gordon.roy@otago.ac.nz

This is a submission on the consultation documents for the **Albany Street Connection Project – Parking Restrictions**

We note our previous submission of 22nd November 2023 (appended) in relation to the proposed changes to Albany Street which was in broad support of the proposals. We also note our further support in our 29th April 2025 submission on the Dunedin City Council's 9-year plan where the proposed works were budgeted to be undertaken over 2025/26. We appreciate the ongoing involvement and dialogue on the project, which now spans several years.

In the interests of expedience and without re-stating our 2023 submission, the core themes of which are still relevant, we have detailed below a summary of some understood changes over the last 20 months which have occurred through our ongoing dialogue with your team.

1. We understand that some changes have been made to incorporate additional parking (4x P5s) directly outside of the library. We understand this is intended to mitigate some of the wider loss of parking spaces – we are in support of this move in an effort to support surrounding businesses.

Property & Campus Development
PO Box 56, Dunedin 9054, New Zealand
+64 020 111 3009
gordon.roy@otago.ac.nz
otago.ac.nz



2. Similarly, we are in support of the additional parking outside the current property services building (5x P5s), noting that this parking can only be implemented following the University vacation of the building which is currently planned for the second half of 2026. We are in support of this move in an effort to support surrounding businesses.
3. We note that there are no planned changes to "Restricted P10" parking directly outside of the Uni Print building on the east side of Forth Street close to the junction with Albany Street. Should it be beneficial, these could become P5's rather than P10's.
4. Through recent dialogue with your team, we agree that the 1 x coach stop directly outside of Te Rangihīroa college on the South side of Albany Street (as per the proposed plans), close to the junction with Forth Street, can be changed to P5 parking spaces, or an alternative restriction as DCC see fit.
5. We are supportive of the proposed turning circle on Forth Street at the junction with Albany Street and the proposed short-term drop-off zone for shuttle buses to the college which is proposed on the east side of the street.
6. We request 1 or 2 parking spaces directly outside the entrance to Te Rangihīroa college on the east side of Forth Street to facilitate courier drop-offs and the like. Ideally these spaces would be P5 spaces, reflecting the short-term nature of drop-offs.

We are generally in support of the other parking restrictions proposed in the consultation document and more importantly, we remain in support of the proposed alterations, specifically the safety enhancements to the street which will be a benefit for our students, staff, visitors and the wider public.

I would commend the consultative approach your team has taken with the University over the many years we have been discussing the proposals and I am now extremely hopeful that the works can progress in the short-term to realise a vision that has been in the making since the inception of the tertiary precinct planning work commenced over 10 years ago.

We wish to be heard at the hearing on 15th August 2025.

The University would like to thank DCC for the opportunity to comment on the draft plan and would be available to discuss any of the above matters further at the appropriate time.



Gordon Roy

Associate Director Planning & Development

Enc:

University of Otago 2023 submission on Albany Street consultation

Property & Campus Development
PO Box 56, Dunedin 9054, New Zealand
+64 020 111 3009
gordon.roy@otago.ac.nz
otago.ac.nz



Paula Barragan
Dunedin City Council
50 The Octagon
PO Box 5045
Dunedin 9054

22nd November 2023

Dear Paula,

Albany Street Cycleway and Street Alterations

I write on behalf of the University of Otago to note our general support in relation to the above noted project. Discussions on this project stem back a significant number of years, commencing initially with the Tertiary Precinct upgrade project which was subsequently deferred several years due to budget reallocation. The proposal then moved to the introduction of a cycleway, connecting Anzac Avenue elements of the cycle network with the central city. The University is broadly supportive of this proposal, not specifically because of an anticipated high volume of University users of the cycleway, but as a means to facilitate better connections across the city for all users of the network and supporting mode shift in the precinct and central city.

There are a number of other areas of this proposal that the University is supportive of:

1. **The width reduction of the carriageway:** The University has been supportive for some time of the proposal to reduce the speed limit in the tertiary precinct which we understand is progressing as part of a separate discussion, but is near to resolution. Supportive of this move is the reduction in the carriageway width which will naturally slow vehicles down on Albany Street. This is particularly important around this edge of the campus where high student numbers are present with high road crossing numbers over to the OUSA clubs and socs building. Reduction in carriageway width will assist improve safety in this part of the precinct.
2. **Improved Junction build-outs:** Several of the side street junctions entering Albany Street are proposed to be altered as part of the works. This will improve pedestrian sightlines and safety as well as facilitating the cycle way.
3. **Pedestrian Crossings:** The introduction of several mid-block crossings will support the above noted high pedestrian numbers in the tertiary precinct. This is particularly relevant at the Eastern end of Albany Street where the introduction of the new 450 bed Te Rangihīroa College will see a significant increase in pedestrian movements travelling to and from central campus.

Property and Campus Development Division
111 Albany Street, Dunedin, 9054
gordon.roy@otago.ac.nz
020 111 3009
www.otago.ac.nz



4. **Alterations associated with new Te Rangihīroa College:** The introduction of the new college has forced consideration of some operational issues associated with the day to day running of the building. We have worked with the DCC Transport Team to arrive at mutually agreeable solutions which ensure that vehicle movements in the area, associated with or servicing the college, do not become a hinderance in the precinct. The 2 key areas of consideration being:
 - a. the turning circle and P5 pull in area on Forth Street – this will allow airport shuttles, couriers and taxis to service the college without causing increased safety concerns with the newly created one way no-entry from Albany Street onto Forth Street (South). Were this not to be created, we would have some safety concerns around pick up and drop off on Forth Street which would likely make the no-entry onto Forth Street from Albany Street unviable, and as a result jeopardise the success and safety of the Albany Street Cycle way.
 - b. The creation of a coach / bus pull in bay on Albany Street to assist manage the anticipated number of college events that happen throughout the year. This proposed bay on Albany Street would be desirable to allow for one to two coaches to pull in off street without causing blockages to the rest of the carriageway. Were this not to be provided it is likely that coaches would sit on the West bound carriageway for loading and unloading which would be less than ideal for other vehicle movements. Whilst the University can and will make use of the off street parking which forms part of the college grounds there will be instances where several coaches are in attendance, hence the spill-over to the street. We feel this is a prudent means to remove the issues in conjunction with the narrowing of the carriageway on Albany Street, part of the wider approach being put forward.

One area of concern that has been highlighted to us by the DCC project team is the net loss of some parking spaces on Albany Street. We note that from a University perspective some of this will inevitably result in a loss of parking amenity (in part) for the University. Whilst this is unfortunate, we feel that the wider benefits being put forward as part of this proposal far outweigh the loss of some parking. We note that the issue of parking has and will continue to be a polarising subject matter for both the University and the likely the DCC. We are however committed to working towards mode shift in this space and have been working closely with ORC to increase public transport patronage over the last 2 years as well as considering other means of reducing parking load in the precinct, such as the trialling of the Parkable app in the Property Services Car Park. This has proved successful and will likely be rolled out to other University parking in the short to medium term, thereby reducing load on surrounding streets. As such, it is our view that the benefits in terms of pedestrian and cyclist amenity and safety in the precinct far outweigh the loss of some parking.

We are therefore in overall support of the proposed works for Albany Street and thank the DCC Transport Team for their efforts and collaboration in this endeavour.

Property and Campus Development Division
111 Albany Street, Dunedin, 9054
gordon.roy@otago.ac.nz
020 111 3009
www.otago.ac.nz



Should you require any further information or clarification of our views in respect of the above we would be happy to oblige.

Yours Sincerely,



Gordon Roy
Head of Campus Development

Property and Campus Development Division
111 Albany Street, Dunedin, 9054
gordon.roy@otago.ac.nz
020 111 3009
www.otago.ac.nz

SUBMISSION ON ALBANY STREET CONNECTION PROJECT – PARKING RESTRICTIONS (JULY–AUGUST 2025)

From the Otago University Students' Association

Introduction

We write to express our support for the overarching goals of the Albany Street Connection project while raising serious concerns about some aspects of the current parking restriction proposals. We believe in building a city that is sustainable, inclusive, and accessible to all, and that means balancing infrastructure improvements with the lived realities of Dunedin's student population.

Students make up a significant portion of the inner-city and North Dunedin population, with tens of thousands living, studying, working, and volunteering in the area affected by this project. Albany Street is one of the most heavily used corridors by students, and any transport, streetscape, or urban development proposal must therefore carefully consider its impacts on student life, affordability, and equitable access.

We acknowledge and appreciate the intent behind this project. Enhancing pedestrian and cyclist safety, improving connectivity between the tertiary area and the central city, and supporting a low-emissions transport future are goals that align with broader climate and urban resilience strategies. We also recognise the importance of encouraging mode shift as part of national and local efforts to meet emissions targets and improve wellbeing.

However, these goals must not come at the expense of essential public access, nor should they deepen existing inequalities. The design and rollout of urban infrastructure must consider both current users and future aspirations. We are concerned that aspects of this project do not adequately reflect the lived experience of students and may lead to increased costs, stress, and displacement for those already struggling with housing, transport, and living costs.

We urge the Council to ensure that the voices of students are taken seriously in this consultation and that final design choices reflect a strong commitment to affordability, access, and community wellbeing.

Support for Modal Shift and Public Realm Improvements

We support the overall direction of the Albany Street Connection project, particularly its emphasis on making active and public transport safer and more accessible. Investments in raised pedestrian crossings, separated cycleways, bus stop upgrades, and visual enhancements to the street corridor are long overdue. Albany Street is central to the student experience in Dunedin. It links residential flats, lecture halls, libraries, cafes, and clubs, and is a corridor where students walk, bike, and gather daily.

The proposed changes will reduce conflicts between modes, especially between cyclists and heavy traffic. In recent years, there have been growing concerns about near misses and a lack of protection for cyclists along this route. Students are some of the most frequent riders in the city, and they often cycle on tight schedules or under pressure. Creating safe, continuous cycleways is not only a matter of sustainability but also one of public safety.

We also welcome the raised courtesy crossings and narrowed intersections. These features will make it safer for pedestrians crossing busy side streets and reduce the speed of vehicles in what is fundamentally a residential and educational area. The more the street environment is

designed for people rather than cars, the more welcoming and accessible it becomes for those who do not or cannot drive.

We also acknowledge and appreciate the inclusion of new trees in parts of the design. Green infrastructure has many benefits beyond aesthetics, from managing stormwater to improving mental health and providing shade. In a climate-challenged world, streets that combine transport function with environmental resilience must become the norm. However, as outlined later, we are concerned that this benefit is undermined by the removal of mature trees elsewhere in the project.

While we applaud this shift in vision, we caution that mode shift must be implemented in a way that brings the community with it. Students cannot be expected to absorb the costs of this transition on their own, especially when many are already facing high rents, food insecurity, and precarious work. Good urban design includes social equity at its core, and we hope the Council will reflect that in its decisions.

Concerns about Reduction of Unrestricted Parking

We are seriously concerned about the scale and nature of parking changes proposed as part of this project. While the introduction of nine new short-term carparks near the University Library is noted, this does not meaningfully compensate for the substantial loss of unrestricted or flexible-duration parking throughout the Albany Street corridor. The conversion of free or unrestricted spaces into P5, P30, P60, P120, and paid P240 spaces will severely restrict access for many students and residents who rely on on-street parking for daily life.

The reality is that many students do not have access to off-street parking. They often rent older flats that lack driveways or garages, live in overcrowded housing, and work irregular hours to make ends meet. They depend on being able to park close to where they live or study. For many, this is not about convenience, but about having the freedom and security to get to their job, placement, or class without adding another cost to an already strained budget.

This concern is particularly acute for students who fall into one or more of the following categories:

- Students with disabilities or long-term health conditions, for whom accessible and reliable parking is essential
- Student parents or caregivers, who need to transport young children and manage competing demands
- Students on professional placements, especially in healthcare, education, and social work, which often require driving to sites far from campus
- Students who work night shifts or outside public transport operating hours, such as in hospitality or security roles

These are not fringe cases. They reflect the everyday reality for a significant portion of the student population. By removing or heavily restricting parking without offering an accessible, affordable alternative, the Council risks making Albany Street and its surrounds functionally unliveable for many students.

We are also concerned about the cost of residential parking permits, which currently sit at \$237.43 per year. For a full-time student living on a low income, this is an unaffordable expense.

The cumulative impact of increasing costs across housing, food, and utilities has already left many students struggling. Adding a new cost simply to continue parking near one's home may lead to further displacement or increased stress.

We urge the Council to freeze or reduce permit costs for full-time students and to consider a needs-based approach for residential parking schemes. In addition, we recommend that at least the current number of unrestricted or all-day parking spaces be retained in the residential sections of Albany Street and adjoining streets. Any changes to parking must reflect the real needs of residents and not simply be based on theoretical traffic models or design preferences.

Equity and Accessibility for All Transport Modes

We support the long-term goal of reducing car dependency, but we reject any approach that forces mode shift by simply removing access. Mode shift must be supported, not imposed. Students and other low-income residents should not bear the brunt of change through the loss of essential services or increased cost. True equity means recognising that people use different modes of transport for different reasons and that structural barriers still limit many students' ability to walk, cycle, or take the bus.

It is important that the Council takes an integrated and compassionate approach to planning. Not all students can cycle. Not all jobs and lectures are close enough to walk to. Not all homes are connected to reliable public transport. These factors should not be treated as individual choices or failures. They are a reflection of the current urban and social landscape, which must be addressed gradually and inclusively.

Concerns about Tree Removal

We are disappointed to see the proposed removal of three mature trees outside the University Library to create new parking spaces. These trees contribute significantly to the street environment. They offer shade, shelter, and biodiversity, and play a vital role in stormwater management and cooling during hot weather. They are also part of the familiar and much-loved landscape students associate with the central campus area.

While the proposal includes planting native trees elsewhere, we note that newly planted trees take decades to match the ecological and aesthetic value of mature trees. In a time of intensifying climate challenges, the removal of healthy trees for car parking, even short-term parks, appears shortsighted and inconsistent with the project's stated goals of sustainability.

We urge the Council to explore alternative layouts that allow for tree retention, and where removal is unavoidable, commit to high-quality native replacement planting, including ongoing care, watering, and protection until maturity. Trees should never be treated as design inconveniences. They are critical urban infrastructure.

Engagement and Transparency

We thank the Council for reopening consultation on this phase of the project. However, we note that many students remain unaware of the full scope and implications of these proposed changes. The original hearings process in 2023 did not reach a wide student audience, and while the current consultation is an improvement, it remains too dependent on passive communication channels such as Council websites or media releases.

We encourage the Council to develop stronger partnerships with student organisations, the University of Otago, and local residential colleges to proactively engage young people in

decision-making. This is particularly important in a city like Dunedin, where students represent a significant and enduring demographic presence.

Additional Safety and Accessibility Concerns

As part of our wider support for a more accessible and sustainable Albany Street, we believe further changes are necessary to ensure the safety and usability of the corridor for pedestrians, cyclists, and public transport users. We highlight the following concerns, which we believe must be addressed before the final design is implemented.

Bus Stop Placement and Pedestrian Safety

The current location of a major bus stop directly adjacent to a pedestrian crossing poses a serious safety concern. When buses pull in and passengers disembark, they are immediately deposited into a space of high pedestrian activity, with many choosing to cross the street directly rather than using the formal pedestrian crossing. This encourages risky behaviour, such as stepping out from behind or in front of buses, and creates a dangerous mix of foot traffic in an already congested area. Such design flaws can lead to confusion among drivers, cyclists, and pedestrians alike, increasing the likelihood of accidents and near misses.

We recommend that the relevant bus stop be relocated at least one block further east. This would create more separation between where passengers disembark and the designated crossing area, encouraging safer pedestrian behaviour and reducing the risk of people darting into traffic. It would also provide better sightlines for drivers and cyclists, helping all users of the street make more informed and timely decisions. A small change in placement can have a significant impact on overall street safety, and we urge the Council to take this matter seriously.

Cycleway Conflicts Near Bus Stops

A related concern involves the proposed cycleways running adjacent to bus stop locations. Under the current design, pedestrians exiting buses are expected to step directly into a live cycle lane. This creates a dangerous point of conflict between vulnerable pedestrians and oncoming cyclists, particularly during busy hours when both modes are heavily used. It is an accident waiting to happen, and one that could seriously undermine the project's otherwise commendable focus on safety and connectivity.

Cycleways should never cut directly across the path of disembarking bus passengers. This design creates split-second decision-making situations that put both cyclists and pedestrians at unnecessary risk. Instead, we recommend that the cycleway be rerouted via Frederick Street or another nearby route where adequate space exists to provide clear separation between pedestrian zones, cycleways, and bus infrastructure. Such a shift would not significantly compromise the overall connectivity of the cycle network, but it would dramatically improve safety for all users and help reduce friction between transport modes.

Visibility and Night-Time Safety at Pedestrian Crossings

Another critical issue we wish to raise is the need for adequate lighting along the length of Albany Street, particularly at pedestrian crossings and other high-footfall areas. This area is not only used throughout the day but often late into the night, with students walking home from study, work, or social activities. Many students live in flats spread across North Dunedin, and crossings along Albany Street are a vital part of their daily routes.

At night, visibility can be poor, and current lighting levels do not always provide the clarity needed for drivers or cyclists to safely see pedestrians, especially in bad weather. We urge the Council to ensure that all raised and painted crossings are accompanied by strong, focused street lighting that clearly illuminates waiting pedestrians from both directions of traffic. In a university precinct such as this, it is essential that active transport is not just encouraged during the day but made safe and welcoming at all hours. Ensuring that pedestrian crossings are well-lit is one of the simplest and most effective ways to prevent injury and increase trust in new infrastructure.

Relocation of Disability Parking and Increased Risk

We are also deeply concerned about the impact of relocating existing disability parking to Ethel Benjamin Place. While it is important to ensure there is designated accessible parking within the vicinity, the new location significantly increases the travel distance and introduces several barriers for disabled users trying to access the University campus. To reach lecture theatres, libraries, or the main campus hub, users of these disability parks must now cross Albany Street, a busy road with high levels of vehicle, cycle, and foot traffic.

This is not just an inconvenience — it is a serious accessibility and safety issue. For people with mobility impairments or chronic conditions, even short distances can become major obstacles. Crossing busy intersections introduces the risk of slips, falls, and collisions, especially when visibility is limited or traffic is moving unpredictably. In some cases, this change could make attending campus in person impossible or unnecessarily distressing.

We urge the Council to reconsider the location of disability parking in this corridor and to ensure that a safe, direct, and accessible route is available to all key campus destinations. Disability access should be viewed not as an afterthought or a box to be ticked, but as a fundamental element of inclusive urban design.

Recommendations

We recommend that the Dunedin City Council:

1. Retain a meaningful proportion of unrestricted or affordable all-day parking for students living on or near Albany Street
2. Expand access to residential parking permits and significantly reduce the cost for students and low-income residents
3. Preserve mature trees wherever possible and ensure any replacements offer genuine long-term ecological and aesthetic value
4. Commit to transport equity by considering the needs of students with disabilities, caregivers, shift workers, and placement-based students
5. Partner with student organisations in future transport and infrastructure projects to ensure that consultation is timely, inclusive, and reflective of student realities
6. Monitor the impact of these changes post-implementation and commit to adjusting them if hardship or displacement is evident

Conclusion

We support the goals of a connected, sustainable, and people-friendly city, but it must be a city for everyone. That includes the thousands of students who live, study, work, and contribute to the cultural and economic life of Dunedin every day. Infrastructure should not only improve safety and reduce emissions, but also protect affordability, preserve nature, and reduce hardship.

We urge the Council to take a balanced and student-conscious approach to the final stages of this project.

Ngā mihi,
Otago University Students' Association

**PERSONAL SUBMISSION ON ALBANY STREET CONNECTION PROJECT – PARKING
RESTRICTIONS (JULY–AUGUST 2025)***Submitted by: Jett Groshinski*

Kia ora,

Thank you for the opportunity to make a submission on the Albany Street Connection Project. I am a student living and studying in Dunedin, and I regularly use Albany Street as part of my daily routine. I support the goal of creating safer, more accessible streets that prioritise people, not just cars. I appreciate the direction of the project and the commitment to improving infrastructure for walking, cycling, and public transport.

That said, I believe some elements of the proposal could be better refined to ensure they genuinely support the people who live, study, work, and travel through this area every day.

Support for a Safer, More Accessible Albany Street

Albany Street connects student flats, lecture theatres, cafes, and libraries. It is one of the most used streets in the student area, and making it safer for pedestrians and cyclists is a good step. Raised crossings, better lighting, more trees, and separated cycle lanes will make the area feel more welcoming and less dominated by traffic.

I particularly support the efforts to improve safety at intersections and create more greenery. Projects like this are important for making Dunedin a more liveable and climate-resilient city.

Parking Restrictions and the Need for Balance

I understand the need to reduce car dependency, and I support long-term strategies to encourage walking, biking, and public transport. However, this needs to be balanced with how people actually move around now. Many students still need to drive, especially those with placements, disabilities, caregiving duties, or shift work.

I do not think removing every unrestricted parking space is necessary, but I also do not think the answer is to replace them with extremely short-term parks. Five-minute parking spaces are impractical and largely pointless. Most students and residents need longer than five minutes to do anything meaningful in this area. These spaces should be reconsidered, and a more useful mix of time-restricted and residential parking could be introduced.

There is also a wider affordability issue. With the cost of living rising across the board, paying over \$230 for a residential parking permit adds unnecessary pressure. I suggest the Council consider a student discount or hardship-based pricing for parking permits to avoid forcing people to choose between paying for parking and other essentials.

Safety and Accessibility Concerns

There are a few parts of the proposed design that I believe need further attention:

- **The bus stop near the pedestrian crossing** should be moved at least one block east. At present, it encourages unsafe crossing behaviours and creates visibility issues for drivers and cyclists.
- **Cycleways running directly behind bus stops** pose risks to people getting off buses. Cyclists and pedestrians should not be forced into conflict with each other.

- **Lighting at pedestrian crossings** must be improved. Students often walk home late at night, and poor lighting puts them at risk. Every raised crossing should have strong, directional lighting to make pedestrians clearly visible.
- **Relocating disability parks** to Ethel Benjamin Place increases risk for people with mobility issues. These individuals should not be made to cross a busy road just to access campus. Accessibility must be a core part of design, not an afterthought.

Tree Removal

I was disappointed to see the proposal to remove mature trees outside the University Library. These trees are part of the character of the street and provide shade, shelter, and ecological benefits. Replacing them with short-term car parks does not seem like a smart tradeoff. If removal is unavoidable, there should be clear plans to replace them with well-maintained native trees that will eventually match their value.

Final Thoughts

I support the vision of a safer, more connected Albany Street. However, I encourage the Council to ensure the final design reflects how the space is actually used by the community. That includes keeping the street accessible and practical for people who still rely on cars, and making sure changes improve safety rather than introduce new risks.

Please consider rethinking the use of five-minute parks, prioritising accessibility, and engaging more directly with the student community throughout this process.

Ngā mihi,

Jett Groshinski

Ōtepoti Dunedin Resident and Student

Council Candidate for Dunedin City Council

Submission ID: 1147833

4 August 2025 Re Albany Car parks
Cc Mr O'Malley, Ms Mayhem and Ms Benson
plus a copy to be shared (hopefully) with CEO and all present Councillors

Re ALBANY ST

I, along with many others, am completely baffled as to why a few "know it all" leaders continue to force their unwanted and ridiculous projects onto the people of Dunedin. Why was thorough consultation not done with Business people, student tenants and those who will be ruined by the Albany Street proposed changes.

I have spoken to numerous students (with cars) who live in flats and hostels and last week I (along with one of my student granddaughters) started an online petition which I intend to present before the Consultation ceases on Thursday.

DO SOME RESEARCH BEFORE YOU DECIDE. YOU ALL MUST:

- Drive around the University and Campus and endeavour to get a park.
Even in the weekends many parking areas are filled.

I already know what student tenants think so I questioned business owners recently. Anger, despair and stress are very obvious while speaking to these hard working people. They know that cycle lanes and the George Street /CBD projects have already robbed several hundred much needed parks. The overflow from Cycle Lanes, the CBD and Hospital, as well as University personnel and others use any available Albany Street carparks. One drives out – another filled the space. Many customers and clients are unable to find parks so drive past. Revenue is already lost because of a lack of parking spaces.

In the past 9 years our city has been, (and is still being ruined) often by the decisions made by leaders, CEOs and staff. It appears that consultants, town planners and transport planners (who have no experience of living in our already successful city) can be employed by the DCC. These powerful people frequently bring ideas and plans which are most unsuitable for our unique city. I can list several unwise (and permanent) decisions made in the past. Past decisions have affected (and will affect) most of our residents and rate payers for all time. Permanent structures and projects, which have been forced on the people cannot be reversed by present or future wise thinking leaders. Think of the number of business people and workers, (from the 26 empty George Street buildings) whose livelihoods have been ruined by 6 elected and 2 unelected Councillors.

Time to consult thoroughly with those who will be affected by your decisions.

Get out of the buildings. Walk and drive around this city.

NOW YOU ALL HAVE A CHANCE TO SAY "SORRY. WE MADE MISTAKES".

PLEASE TAKE HEED OF THE PEOPLE WHO COULD BE RUINED BY YOUR DECISIONS. STOP ROBBING CARPARKS FROM ALBANY ST & the city areas
We all are being affected in a negative way.

I trust that you will rethink, discuss and reverse your thinking.

Regards Bernice Armstrong


B. Armstrong

TRAFFIC RESTRICTIONS			
SCHEDULE 1: ONE-WAY RESTRICTIONS			
ONE-WAY ROADS			
ROAD	FROM ROAD	TO ROAD	AREA
Albert Rd	Bradley Rd	Bayview Terrace	Osborne/Purakaunui
Albertson Ave (Cnr Wickliffe Tce)	Wickliffe Tce	Wickliffe Tce	Port Chalmers
Alexander St	Paterson St	Exmouth St	Abbotsford
Bath St	George St	Stuart St	Dunedin Central
Bayview Terrace	Albert Rd	Rowland St	Osborne/Purakaunui
Bishops Rd	Cnr Elm Row/Brown St	Elm Row	Dunedin Central
Bradley Rd	Rowland St	Albert Rd	Osborne/Purakaunui
Brownville Cres	Highgate	Spylaw St	Maori Hill
Burwood Ave	Highgate	Newington Ave	Maori Hill
Bute St	Royal Terrace	Duchess Ave	Dunedin Central
Carey Ave	King Edward St	Glasgow St	South Dunedin
Cemetery Rd	Macandrew Rd	Harbour Tce	Careys Bay
Charlotte St	Highgate	City Rd	Dunedin Central/Roslyn
Clarendon St	Gowland St (SH 1)	Frederick St	Dunedin Central
Clyde St	Albany St	Frederick St	North Dunedin
Clyde St	Trent Avenue	Albany St	North Dunedin
Columba Ave (Near Riselaw Rd)	Loop Columba Ave	Loop Columba Ave	Calton Hill
Craddock Pl (Cnr Fiednship Dr)	Craddock Pl (Loop)	Friendship Dr	Waldronville
Devon St	Fryatt St	Cresswell St	Dunedin Central
Duke St (North Dunedin)	Castle St North/Brook St	SH1 North	North Dunedin
Dunbar St	Stuart St	SH1 (Queens Garden)	Dunedin Central
Elm Row	York Pl	Arthur St	Dunedin Central
Elm Row (Division)	Halfway Elm Row (coming from Brown St)	Arthur St	Dunedin Central
Erin St	City Rd	Sligo Terrace	Dunedin Central/Roslyn
Esplanade	Forbury Rd	Beach St	St Clair
Forbury Rd	Victoria Rd/Bedford St	Esplanade	St Clair
Freyberg Ave (Loop)	Cnr Station Rd-Near Duke St	Station Rd (Neat Rohais Pl)	Sawyers Bay
George St	Frederick St	Moray Place	Dunedin Central
Gladstone Rd	North Rd	Glencairn St/Dolphin St	North Dunedin/Dalmore
Glasgow St	Hillside Rd	Macandrew Rd	South Dunedin
Glendevon Pl (Loop)-End of Glendevon Pl	Glendevon Pl (Loop)	Glendevon Pl (Loop)	Vauxhall-Andersons Bay Inlet
Gordon St	SH1-Crawford St	SH1-Cumberland St	Dunedin Central
Grange St	Frederick St	Albany St	North Dunedin
Grey St-Division of (Cnr Scotia St)	Scotia St	Constitution St/Grey St/Island Tce	Port Chalmers
Harbour Tce	Cemetery Rd	Coombe Hay Terrace	Port Chalmers
Harop St	Moray Pl	The Octagon	Dunedin Central
Harris St (Cnr Seaforth St)	Seaforth St	Roneval St	Karitane
High St	Manse St	Princes St	Dunedin Central
Howden St	Main S Rd	Shand St	Green Island
Hyde St	Albany St	Frederick St	North Dunedin
Jessie St	Manapouri St	Rotoiti St	Maia
Jessie St-Bus roundabout	Ravensbourne	Ravensbourne	Maia
Kenilworth St (Cnr Sahndon Rd)	Cnr Kenilworth St and Shandon Rd	Glenyle Street	Waverley
Laing St (Cnr Harrington St)	Harrington St	Wickliffe Tce	Port Chalmers

TRAFFIC RESTRICTIONS			
SCHEDULE 1: ONE-WAY RESTRICTIONS			
ONE-WAY ROADS			
ROAD	FROM ROAD	TO ROAD	AREA
Landreth St	Beaconsfield Rd	Portobello Rd	Portobello
Lauder St	Luss Rd	Hinkley Tce	Company Bay
Leithbank St	Forth St	Clyde St	North Dunedin
Logan Park Dr	Anzac Av	Butts Rd	North Dunedin
Logan Park Highs school-Loop Bus route	Butts Rd	Butts Rd	North Dunedin
London St strip	London Street	Stuart st	Dunedin Central
Macandrew Bay School Rd	Portobello Rd (Near Greenacres St)	Portobello Rd (Near Marion St)	Macandrew Bay
Mackenzie St	SH1-Great King St. North	SH1-Cumberland St	North Dunedin
Melbourne St (Cnr King Edward Street)	King Edward St	Fingall St	South Dunedin
Moat St	SH1-Great King St. North	Duke St	North Dunedin
Oxford St	Anderson's Bay Rd	Hall St	South Dunedin
Pilkington St	Balmacewen Rd	Passmore Crescent	Maori Hill
Queens Dr (Loop)	Lachlan Ave-Queens Dr	Lachlan Ave	Maori Hill
Riego St	Half Way Riego Street	Forth St	North Dunedin
Riego St	Albany St	Forth St	North Dunedin
Roneval St	Harris St	Sulisker St	Karitane
Rowland St	Bayview Terrace	Bradley Rd	Osborne/Purakaunui
Royal Cres-Car Park-Parallel Strip	Royal Cres (Near Marlow St)	Royal Cres(Ravelston St)	St Kilda
Rutherford St	Thorn St	South Rd	Caversham
Silverton St (Strip)	Somerville St	Musselbergh Rise	Andersons Bay
Sim St	Balmacewen Rd	Highgate	Maori Hill
Sulisker St (Roneval St)	Roneval St	Seaforth St	Karitane/Puketeraki
Sullivan Ave (Glasgow Ave)	Glasgow St	King Edward St	South Dunedin
Tanner Rd	Rockside Rd/Leithon Cl	Rockside Rd	WoodHaugh
The Crescent (Cnr Stephenson St)	Stephenson St	Station Rd	Warrington
Titan St	SH1-Great King St. North	George St	North Dunedin
Union St West	SH1-Cumberland St	SH1-Great King St. North	North Dunedin
Ventnor St	Elgin Rd	Springhill Rd	Mornington
Wallace St (narrow)	Newington Ave	Wallace St	Maori Hill
Wallace St North	Newington Ave	Wallace Street	Maori Hill
Ward Street	Halsey St	Wickliffe St	Dunedin Central
Wickliffe Tce (Cnr Ajax Rd)	Ajax Rd	Borlases Rd	Port Chalmers
York Place	Rattray St	Elm Row	Dunedin Central
York Place (Loop)	Arthur St	Rattray St	Dunedin Central

SCHEDULE 2: TURNING RESTRICTIONS				
TURNING RESTRICTIONS				
* Turning restrictions that prohibit entry to a one way street do not show in this schedule as the restriction in those cases is already recorded under the one-way road restrictions' schedule.				
ROAD	SIGN TYPE	COMING FROM	NO TURN INTO	REASON
ALBANY STREET (NORTH)	No Left Turn	Albany Street - Direction to Clyde Street	Forth Street	Safety Measure - Turning Restriction
ALBANY STREET (NORTH)	No Right Turn	Albany Street - Direction to Anzac Avenue	Forth Street	Safety Measure - Turning Restriction
ANDERSONS BAY RD RIGHT (EAST)	No Right Turn	Andersons Bay Rd- Direction to the North	No entrance to Andersons Bay Rd opposite direction lane	Safety Measure-Turning Restriction
ANDERSONS BAY RD RIGHT (EAST)	No Right Turn	Andersons Bay Rd-Direction to the North	No entrance to Andersons Bay Rd opposite direction lane	Safety Measure-Turning Restriction
ANDERSONS BAY RD RIGHT (EAST)	No Right Turn	Andersons Bay Rd-Direction to the North	No entrance to Andersons Bay Rd opposite direction lane	Safety Measure-Turning Restriction
CANONGATE - LOWER (CEN)	No Right Turn	Canongate- Direction to Rattray	Rattray St	Safety Measure-Turning Restriction
CUMBERLAND ST O/B - MAIN SPAN (CEN)	No Right Turn	Cumberland Main Ramp- Direction to Cumberland St	Ramp up from SH1/Cumberland St	Safety Measure-Turning Restriction
CUMBERLAND ST O/B - MAIN SPAN (CEN)	No Right Turn	Cumberland Main Ramp- Direction to Wharf St	Ramp down to SH1/Cumberland St	Safety Measure-Turning Restriction
CUMBERLAND ST O/B - WHARF STH RAMP (CEN)	No Right Turn	Cumberland/Wharf South ramp-Coming Up from Wharf St-Direction to the North	Wharf North ramp Coming down to Wharf St. North	Safety Measure-Turning Restriction
FILLEUL ST (CEN)	No Left Turn	Filleul St-Direction London St	London St	Safety Measure-Turning Restriction
FITZROY ST (EAST)	No Right Turn	Fitzroy-Direction to Hillside Rd	Hillside Rd	Safety Measure-Turning Restriction
GEORGE ST (NORTH/CEN)	No Right Turn	George St-Direction to the Octagon	Upper Octagon	Safety Measure-Turning Restriction
GEORGE ST (NORTH/CEN)	No Right Turn	George St-Direction to Princes St	Lower part of to the Octagon	Safety Measure-Turning Restriction
GREAT KING ST (CEN/NORTH)	No Right Turn	Coming out from car park	Opposite lane of Great King Street	Safety Measure-Turning Restriction
GREIG ST (EAST/R)	No Left Turn	Greig St-Direction to Portobello Rd	Portobello Rd	Safety Measure-Turning Restriction
HARROP ST (CEN)	No Right Turn	Harop St- Direction to The Octagon	Upper Octagon (Stuart St)	Safety Measure-Turning Restriction
HIGHTGATE (WEST/CEN/NORTH)	No Right Turn	Hightgate-Direction to Stuart St	City Rd	Safety Measure-Turning Restriction
HILLSIDE RD (EAST)	No Right Turn	Hillside Rd-Direction to Andersons Bay Rd	Rankeilor St	Safety Measure-Turning Restriction
KAIKORAI VALLEY RD LEFT (CEN/WEST/GI)	No Right Turn	Kaikorai Valley Rd-Direction to Main South Rd	Main South Rd	Safety Measure-Turning Restriction
KOREMATA ST (GI)	No Right Turn	Koremata St-Direction to Main St Rd	Main South Rd	Safety Measure-Turning Restriction

SCHEDULE 2: TURNING RESTRICTIONS				
TURNING RESTRICTIONS				
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ROAD	SIGN TYPE	COMING FROM	NO TURN INTO	REASON
MARION ST (EAST/R)	No Right Turn	Marion St-Direction to Portobello Rd	Portobello Rd	Safety Measure-Turning Restriction
MELROSE ST (CEN)	No Left Turn	Melrose St-Direction to Littlebourne Rd/Queens Dr	Queens Dr	Safety Measure-Turning Restriction
MORAY PL (CEN)	No Right Turn	Coming out from Library car park	Moray Place-Direction to George St	Safety Measure-Turning Restriction
MORAY PL (CEN)	No Right Turn	Moray Pl or Burlington St-Direction to Princes St	Princes St-Direction to The Octagon	Safety Measure-Turning Restriction
MORAY PL (CEN)	No Left Turn	Moray Place-Direction to Filleul St	Library's garage Exit ramp	Safety Measure-Turning Restriction
OPOHO RD - LOWER (NORTH)	No Left Turn	Opoho Rd-Direction to Arden Street	Opoho Loop Rd	Safety Measure-Turning Restriction
PORTOBELLO RD (EAST-EAST/R)	No Right Turn	Portobello Rd- Direction to Peninsula	Mc Taggart St	Safety Measure-Turning Restriction
PRINCES ST (CEN/EAST)	No Right Turn	Moray Pl or Burlington St-Direction to Princes St	Princes St-Direction to The Octagon	Safety Measure-Turning Restriction
PRINCES ST (CEN/EAST)	No Right Turn	Princes St-Direction to Stuart St	Upper part of The Octagon	Safety Measure-Turning Restriction
QUARRY RD (GI)	No Right Turn	Quarry Rd-Direction to Main South Rd	Main South Rd	Safety Measure-Turning Restriction
QUEEN ST (NORTH)	No Left Turn	Queen St-Direction to Warrender St	Lachlan Ave/Warrender St	Safety Measure-Turning Restriction
QUEENS DR (CEN/NORTH)	No Left Turn	Queens Dr-Direction to Stuart St	Stuart St	Safety Measure-Turning Restriction
QUEENS DR (CEN/NORTH)	No Right Turn	Queens Dr-Direction Stuart St	Stuart St	Safety Measure-Turning Restriction
QUEENS DR (STK)	No Right Turn	Queens Dr-Direction to Andersons Bay Rd	Andersons Bay Rd	Safety Measure-Turning Restriction
QUEENS GARDENS CONNECTOR SH1 (CEN)	No Right Turn	Dowling St-Direction to SH1/Crawford St	SH1/Crawford St	Safety Measure-Turning Restriction
RANKEILOR ST (EAST)	No Right Turn	Rainkelor St-Direction to Hillside Rd	Hillside Rd	Safety Measure-Turning Restriction
RATTRAY ST (Corner with Dowling St)	No Left Turn	Rattray Street-Direction to Dowling St	Canongate	Safety Measure-Turning Restriction
ROYAL CRES (STK)	No Left Turn	Royal Cres-Direction to Rugby St	Rugby St	Safety Measure-Turning Restriction
ROYAL CRES (STK)	No Right Turn	Royal Cres-Direction to Rugby St	Rugby St	Safety Measure-Turning Restriction
STRATHALLAN ST (EAST)	No Right Turn	Andersons Bay Road-Direction to Wharf St	Portsmouth Drive	Safety Measure-Turning Restriction

SCHEDULE 2: TURNING RESTRICTIONS				
TURNING RESTRICTIONS				
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ROAD	SIGN TYPE	COMING FROM	NO TURN INTO	REASON
STUART ST RIGHT (CEN)	No Right Turn	Stuart St-Direction Queens Dr	Queens Dr (Right side of Queens Dr)	Safety Measure-Turning Restriction
THE OCTAGON (CEN) (On Princes Street)	No Right Turn	Princes St-Direction to the North	Lower part of the Octagon	Safety Measure-Turning Restriction
THE OCTAGON (CEN) (On George Street)	No Right Turn	Princes St-Direction to the North	Lower part of The Octagon	Safety Measure-Turning Restriction
THE OCTAGON (CEN) (On George Street)	No Right Turn	George St-Direction to the South	Upper part of The Octagon	Safety Measure-Turning Restriction
THE OCTAGON (CEN) (On Princes Street)	No Right Turn	George St-Direction to the South	Upper part of The Octagon	Safety Measure-Turning Restriction
YORK PL (CEN)	No Right Turn	York Pl-Direction to Rattray St	Rattray St	Safety Measure-Turning Restriction