

Notice of Meeting:

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

Date: Friday 12 June 2026
Time: 9.30 am
Venue: Council Chambers, Dunedin Public Art Gallery, The Octagon,
Dunedin

Sandy Graham
Chief Executive Officer

Hearings Committee Proposed Parking Changes

MEMBERSHIP

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

Rebecca Murray
Governance Support Officer

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

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DECLARATION OF INTEREST

EXECUTIVE SUMMARY

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

RECOMMENDATIONS

That the Committee:

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

Attachments

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↓A	Hearings Committee Members for Proposed Parking Changes Register of Interest	5

Hearings Committee Members for Proposed Parking Changes Interest Register 8 June 2026				
Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Cherry Lucas	Trustee	Otago Farmers Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Partner	Southway Enterprises	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Henderson Lucas Family Trust - Residential Dunedin Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Institute of Chartered Accountants	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Shanghai Association (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tūhura Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ōtepoti Dunedin Destination Management Plan Advisory Panel (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Taieri Airport Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Poāri a Pukekura (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Member	Mosgjel-Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.	
Cr Mandy Mayhem	Chairperson	Waitati Hall Society Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Keep Ōtepoti Dunedin Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Emergency Response Group, Blueskin area	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	FENZ Local Advisory Committee for Otago	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin Bay Amenities Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Zone Representative and Board Member	Keep New Zealand Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Coastal Community Cycleway Network	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waitati Music Festival Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Member	Disability Issues Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.	

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Mandy Mayhem (cont)	Member	Dunedin Gasworks Museum Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Keep Dunedin Beautiful (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Performing Arts Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Lee Vandervis	Director	Lee Vandervis, Antonie Alm-Lequeux and Cook Allan Gibson Trustee Company Ltd - Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Bunchy Properties Ltd - Residential and Lifestyle Farm Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Various publicly Audio and Lighting - Hire, Sales and Service Business	May contrace and provide service to DCC	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	District Licensing Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Heritage Fund (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

PART A REPORTS

SPEAKING SCHEDULE

Department: Civic

EXECUTIVE SUMMARY

- 1 This report provides the Hearings Committee with a proposed speaking schedule for five submitters who have requested to present their views at the hearing scheduled for 12 June 2026.
- 2 As this is an administrative report, there are no options or summary of considerations.

RECOMMENDATIONS

That the Committee:

- a) **Notes** the speaking schedule.

Signatories

Author:	Rebecca Murray - Governance Support Officer
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Attachments

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↓A	Hearings Committee - Proposed Parking Changes Speaking Schedule as at 9 June 2026	8

Proposed Parking Changes Speaking Schedule as at 9 June 2026			
DATE	TIME	SUBMISSION	NAME
Friday, 12 June 2026			
12-Jun-26	9:40 am	1294332	Lisa Clifford
12-Jun-26	9:50 am	1295057	Coyla Cameron, Manager Justice Services Otago South Canterbury representing the Dunedin District Court
12-Jun-26	10:00 am	1295341	Marian Poole, Member of West Harbour Community Board, Chair of Deborah Bay Residents' Association
12-Jun-26	10:10 am		
12-Jun-26	10:20 am	1298033	Helen Wright, Rhubarb
12-Jun-26	10:30 am	1298237	Aleisha Clarke, JC Swim School

with more investigation required to scope the wider public transport needs in the area and ensure that community concerns are addressed.

- 7 Overall, proposed parking changes in this report would install 19 restricted car parks, five unrestricted car parks, and change the restrictions on 42 car parks.

RECOMMENDATIONS

That the Committee:

- a) **Recommends** Council approve the proposed changes to parking and traffic restrictions shown in the June 2026 update of the Dunedin City Council's traffic and parking restrictions database found here: [June 2026 Proposed Parking Changes](#), which includes the proposed parking changes that have been updated by officers after consultation for Queens Gardens, Leith Street, Dunbar Street, and 297 Highgate (Roslyn Village),
- b) **Notes** that all parking restrictions previously approved by the Council remain unchanged.

BACKGROUND

Traffic and parking controls

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

Context for proposed changes

- 11 The Council often receives requests from individuals and businesses to change parking restrictions. When considering these requests, officers assess a range of factors including safety concerns, commuters' needs, commercial users' needs, road width and topography, traffic flow, neighbouring on-street parking spaces, visibility concerns and crash statistics. Where a proposed change is supported by officers, consultation is undertaken with affected residents, businesses, and property owners to assess their level of support for the requested change.
- 12 The proposed changes in parking and traffic restrictions are presented in two sections:
 - a) minor general parking changes that include requests from residents, property owners, or business owners; changes made to enhance safety or amenity; and recommendations from officers. These changes include:
 - i. changes to time restrictions to encourage more parking turnover, supporting better access to local businesses and recreation areas for communities,

- ii. improvements to enable more efficient public transport services, and
 - iii. introduction of various no stopping areas following safety assessments
- b) corrections to the bylaw database to ensure that it matches existing markings, parking restrictions, and signage, and clarifications of markings on the road to reflect restrictions in the Land Transport (Road User) Rule 2004.
- 13 Consultation on proposed minor general parking changes occurred on a rolling basis from March-May 2026. The 74 submissions received related to 11 of the proposed parking changes and represent 48 individuals, 17 businesses, and the West Harbour Community Board.

DISCUSSION

- 14 The proposed general parking changes are shown in [June 2026 Proposed Parking Changes](#) and are set out in **Attachment A – Minor General Parking Changes**. The GIS layer includes a bookmark feature that links the proposed change numbers presented in the Attachment A tables to their specific location.
- 15 Submissions received during consultation undertaken with affected parties, including owners, residents and businesses, are presented in full in **Attachment B – Feedback Received**. In addition to the parking changes submission form being made available online, officers mailed and delivered consultation letters to affected residents and property owners where necessary.
- 16 Officers followed up on actions from the previous Hearings Committee meeting on 20 March as follows ([Minutes of Hearings Committee - Friday, 20 March 2026](#)):
- a) For 1 Fern Road Maia, Transport staff have reached out to Dunedin Rudolf Steiner School to request that they remind parents and staff about appropriate parking when picking up and dropping off students.
 - b) Parking enforcement officers have added in a short-term patrol around the school during pick-up and drop-off hours to increase the enforcement of appropriate parking during these times (noting however that continuous patrols are not possible based on limited staffing numbers).
 - c) In terms of wider parking changes in the area, Transport staff will continue to follow up with the school and request a time to discuss where other opportunities for regulatory improvement may arise, including a site visit to the school to review potential locations for a pick up drop off area. Transport staff have followed up with the speaker at the March Committee with this update.
 - d) For 165 Eglinton Road, Transport officers have reviewed the area and find that the current number of short-term parks in front of the Night 'n Day to be sufficient and on par with short-term parking amenity near similar businesses. Other businesses near 165 Eglinton Road provide services that require longer-stay parking to be available, e.g. for veterinarian and hair appointments and grocery shopping. As a result, Transport staff do not recommend converting any more sixty-minute parks to short-term parks. Transport staff have followed up with the speaker at the March Committee with this update and a request that evidence be provided if the short-term parking amenity proves to be insufficient.

- e) For Macandrew Road (Careys Bay), Transport officers have brought a renewed proposal to this Hearings Committee for consideration, after an additional period of consultation and additional safety assessments.

Minor General Parking Changes – Traffic or Parking Change (TPC)-55 (Attachment A)

Changes to support public transport efficiency

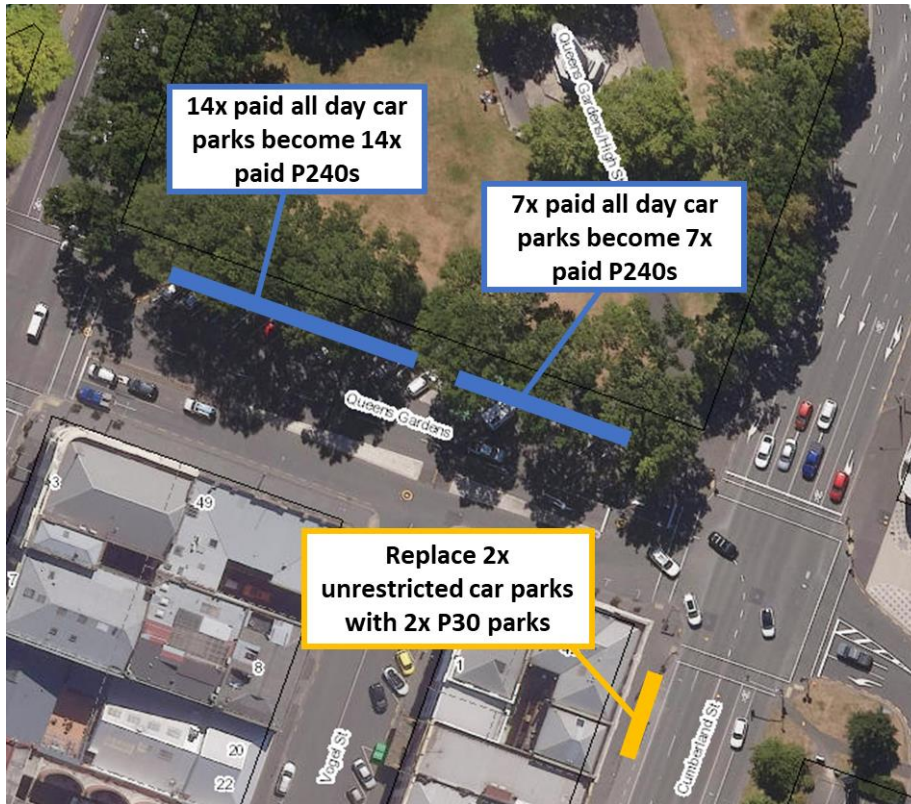
- 17 Effective 30 June 2025, Otago Regional Council (ORC) implemented changes for some Dunedin bus routes and timetables. These changes provide better connections for passengers from southeastern areas of the city into South Dunedin, along with timetable changes to other routes to improve reliability, and are summarised in full on the ORC website: [Changes to Dunedin bus routes after 30 June 2025](#).
- 18 To ensure that parking restrictions formally reflect where these public transport changes have made bus stops redundant or require new stops, proposed changes would replace 10 redundant bus stops with 21 car parks (with a mix of restrictions reflecting customer and business needs in the surrounding area) and no stopping lines (see the diagrams under PC #7 in Attachment A). The temporary bus stop near 203 King Edward Street would become permanent, formally replacing five five-minute (P5) car parks. Two submissions were received in support of the proposed bus stop changes.
- 19 Other proposed parking changes that contribute to improved public transport efficiency and safety are:
 - a) Installing a new bus stop and shelter in the road reserve near 6 Coast Road to serve route 1 bus services, which will stop in Warrington from October 2026 (PC#9 in Attachment A). Currently, there is no northbound bus stop in Warrington for passengers travelling from Dunedin or Waitati, and installing one on the northbound side of the state highway presents feasibility and safety issues. No feedback was received from the adjacent residents and property owners.
 - b) Converting a redundant bus stop near 574 Andersons Bay Road to two unrestricted car parks and three metres of no stopping lines (to provide adequate visibility near a crossing point) (PC#5 in Attachment A).
- 20 The Otago Regional Council and Dunedin City Council ran a consultation on a proposal to extend the bus stop at 237A Main South Road (Green Island) to a double capacity stop with associated improvements. Twenty-two submissions were received, with nineteen submissions opposed from both businesses and individuals who cited concerns about safety and property access. The feedback highlighted the popularity of the nearby stop near the Runciman Street path. On reviewing feedback, the ORC and DCC agreed that more investigation was needed to understand wider public transport needs in the area, and to be able to address community concerns. The proposal has been withdrawn from this Hearings Committee and will undergo further scoping and analysis before progressing further.

Changes to better serve local businesses and communities

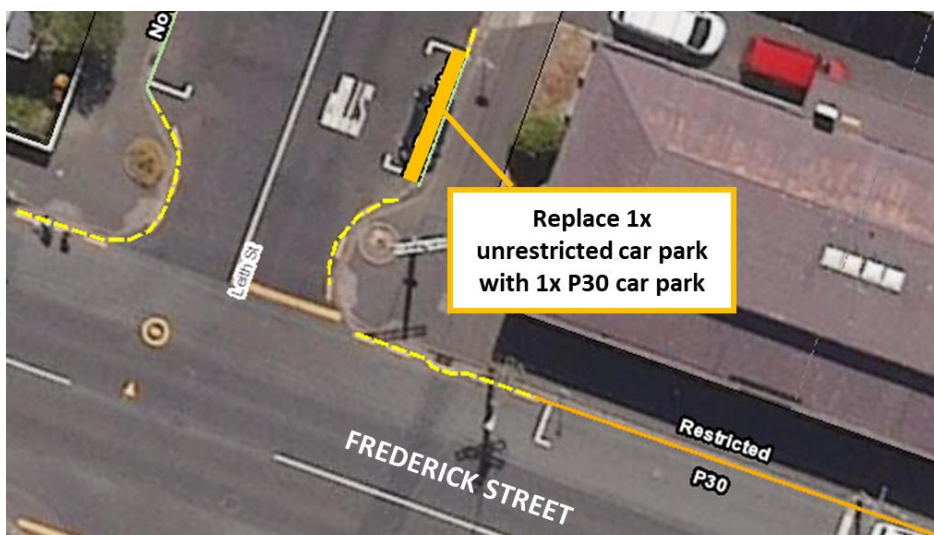
- 21 Most proposed parking changes in this report involve changing the time restrictions on parks to better serve businesses and communities. Reducing the time restriction on a park supports more parking turnover, meaning more people can use the park to access local businesses and amenities. Changes to parking time restrictions are proposed near 205 Andersons Bay Road, 428 Andersons Bay Road, Bond Street between Jetty and Police Street, Hanover Street (near Dunedin

Hospital Early Childhood Centre), Queens Gardens and Cumberland Street, 214 Main South Road (Green Island), Leith Street (near 135 Frederick Street), and Opoho Road and Great King Street North (near the Dunedin Botanic Gardens).

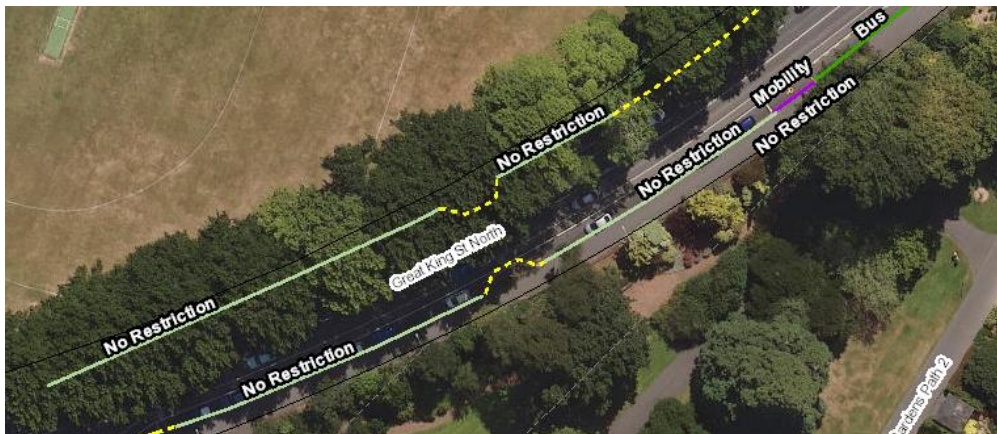
- 22 At 205 Andersons Bay Road (PC#1), the proposed parking change would replace five unrestricted car parks with five two-hour (P120) car parks. This change will support better access to surrounding businesses in an area frequently occupied by trailers and other vehicles left in the road reserve for long periods of time. No feedback was received on this proposal.
- 23 Near 428 Andersons Bay Road (PC#2), the proposed parking change responds to a request from a local business would replace two sections of three unrestricted car parks with two sections of thirty-minute (P30) car parks (6 total parks), improving access to a dense section of shops along that stretch of road. Eight submissions were received on this proposal, with six in support of the change.
- 24 On Bond Street between Jetty Street and Police Street (PC#3), 10 unrestricted car parks are frequently occupied all day or longer. This was confirmed by site monitoring conducted by Transport staff. The proposal would replace these parks with 10 paid P120 parks to align with the parking restrictions on the opposite side of Bond Street, providing more opportunity for other vehicles to use these parks when visiting nearby businesses and residences. Ten submissions were received on this proposal, with 8 against. On reviewing feedback, Transport staff have not recommended a change to this proposal.
- 25 On Hanover Street near the Dunedin Hospital Early Childhood Centre (ECE) (PC#4), Transport staff have worked with Health NZ to propose a new parking configuration and provide safer short-term parking for parents picking up and dropping off their children at the ECE. Currently, two vehicle crossings on Hanover Street provide access to an off-street parking bay in front of the ECE. To improve safety and reduce congestion, the proposal would close off the parking bay and remove the no stopping lines currently in place around the vehicle crossings. Four five-minute (P5) car parks would be installed in front of the ECE, and an existing section of two paid P60 car parks would shift six metres further down Hanover Street (see Attachment A for the diagram). Four submissions were received, with two in support and two opposed.
- 26 At Queens Gardens and Cumberland Street (PC#8), Transport staff originally consulted on a proposal to replace 21 paid all-day car parks to 21 paid P240 car parks along Queens Gardens, and to replace two unrestricted car parks with two P30 parks on Cumberland Street Gardens (original consultation diagram below). This change was proposed to standardise the parking restrictions around Queens Gardens. Twenty-three submissions were received on the proposal, with 21 submissions opposing the change to the all-day car parks. Transport staff reviewed feedback and based on the level of need from commuters using the all-day parks, have withdrawn the proposal to change the restriction on the 21 all-day car parks (see Attachment A for the updated diagram). The updated proposal therefore only proposes to replace the two unrestricted car parks on Cumberland Street with two P30 parks.



- 27 At 214 Main South Road (PC#12), the proposed parking change responds to a request from a local dairy owner, and would replace three fifteen-minute (P15) car parks with three P5 parks to improve parking turnover and support more short trips to the dairy. No feedback was received on this proposal.
- 28 On Leith Street adjacent to 135 Frederick Street (PC#15), the proposed change originally would replace one unrestricted car park with one P30 car park to support better access to a local cafe and other nearby businesses. Three online submissions were received in support of the change. In addition, Transport staff delivering the consultation letters to the nearby businesses received two requests to convert the unrestricted park in front of 177 Leith Street to a P30 park. The proposal has therefore been updated to propose replacing two unrestricted parks with P30 parks (see Attachment A for the updated diagram, and below for the original proposal).



- 29 On Opoho Road and Great King Street North (PC#16), proposed changes would convert:
- seven unrestricted parks on Great King Street North to P120 parks;
 - one unrestricted park adjacent to 21 Opoho Road to one P120 park;
 - where the Book Bus stop is, two unrestricted parks to P120 parks (outside of the Book Bus stop's hours of operation, which are from 11am-12:15pm on Friday);
 - two unrestricted parks near 17 Opoho Road (which are erroneously marked as having no stopping lines on the Bylaw layer) to P120s; and
 - near 21 Opoho Road, converting two unrestricted parks to P120 parks (outside of the school bus stop's hours of operation, which are from 9am-3pm, Monday to Friday).
- 30 These changes would improve parking turnover and availability in an area with a large amount of unrestricted parking. Eleven submissions were received on the proposal, with eight submissions against, citing the impact on staff working in the area needing access to all-day parking. On reviewing the feedback received, Transport staff have not proposed an amendment to the original proposal in Attachment A, based on the significant number of unrestricted car parks that will remain in the area (particularly on Great King Street North pictured below, where more than 20 unrestricted car parks would remain available).

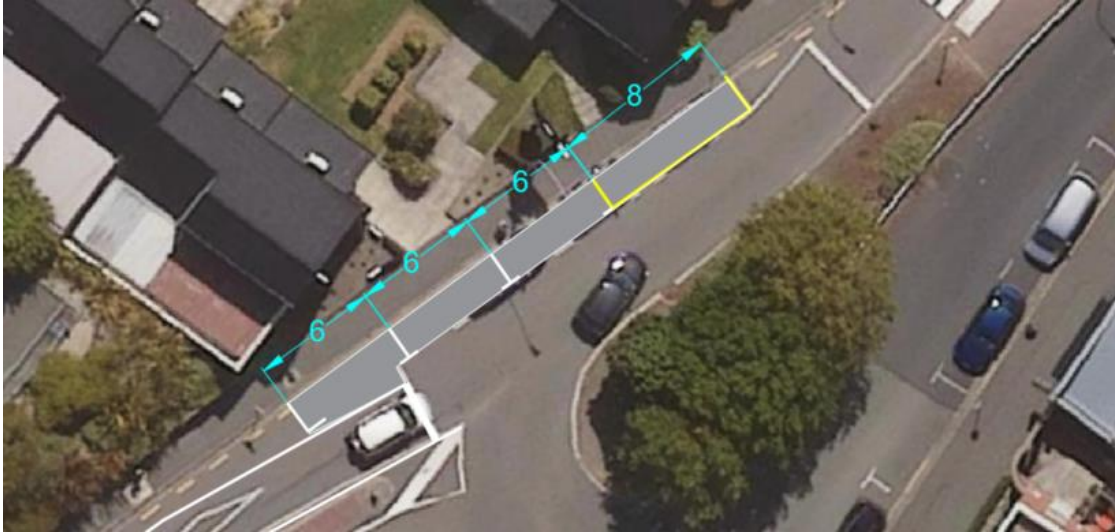


- 31 Two proposed changes would provide better access for the disability community and mobility permit holders. Proposed changes would install mobility parks on Dunbar Street (Dunedin City) and near 297 Highgate (Roslyn Village), after requests made by the community.
- 32 On Dunbar Street (PC#10), the proposal would replace two paid four-hour (P240) car parks with a two-hour (P120) mobility park located across from the accessible entrance to the Dunedin Ōtepoti District Court. The original diagram provided with the consultation stated that the P240 parks would be replaced with two P120 mobility parks, and this has been corrected in the diagram in Attachment A to clarify that the park is one area that will extend over both spaces and be able to provide enough room for one larger vehicle, such as a wheelchair accessible van, or two standard-sized vehicles. Two submissions were received in support of the change (including from one speaker to the Hearings Committee), with one submission opposed.
- 33 In Roslyn Village (PC#6), the proposal would replace one P30 car park in front of 297 Highgate with one P120 mobility park. Two locations were assessed by Transport safety and regulatory staff for where to locate the mobility park: one near 297 Highgate, and one near 290 Highgate. The location at 297 Highgate was identified as preferable based on improved visibility, better

access to drive in and out of the space, and the option to lengthen the space to accommodate longer mobility vehicles. On the other side of Highgate, the parking spaces are narrower, with limited options to extend a mobility park without replacing two car parks. From a regulatory standpoint, the ten-minute (P10) car parks near 290 Highgate are in frequent use by adjacent businesses (such as the local takeaway) that rely on short-term parking amenity.



- 34 Five submissions were received (three opposed, two in support, with three speakers at the Hearings Committee). On reviewing feedback and concerns raised about the loss of the P30 park for couriers and delivery drivers, Transport staff reviewed the wider parking amenity along Highgate, and identified an area where no stopping lines were overextending near the intersection and could be replaced by an additional park. Transport staff have therefore amended the original proposal to propose also installing an eight-meter Authorised Vehicle Only (AVO) car park that will provide access near the businesses for service vehicles and shifting the existing three P30 car parks by eight meters to replace the unnecessary no stopping lines. Transport safety officers have mapped that there is sufficient and safe road reserve capacity per the below, and the diagram in Attachment A has been updated with the amended proposal.



Changes as a result of safety assessments

- 35 As a result of the recommendation of the Hearings Committee on 20 March to provide an additional safety assessment and consultation, Transport safety officers re-assessed the proposal to install two sections of no stopping lines along Macandrew Road near the Port of Otago and the intersection with Cemetery Road (PC#13).
- 36 Based on the narrow width of the live lane (which measures only three metres wide) and the solid white centre line on this section of Macandrew Road, Transport safety officers note that the proposal to install no stopping lines at the location indicated in Attachment A is rather a clarification that the traffic lane is not wide enough to allow parking and safe passing, and is a dangerous place to park. Solid white centre lines indicate hazards such as corners, intersections, and crossings, and all three of these are present along this stretch of Macandrew Road. The installation of no stopping lines would therefore be classed not as a removal of unrestricted parking, but as a clarification of section 6.1 of the Land Transport (Road User) Rule 2004, which sets out that vehicles must be parked with due care and consideration.
- 37 One submission was received in support of the proposed change from a representative of the West Harbour Community Board, who is also speaking to the Committee.
- 38 A safety proposal would install no stopping lines over a vehicle crossing on Dunbar Street (adjacent to 252 Cumberland Street) as a clarification of section 6.9 (Obstructing vehicle entrances and exits) of the Land Transport (Road User) Rule 2004 (PC#11). Based on the vehicle crossing appearing to no longer be in use and the frequency of cars parking across the entrance, Transport staff originally consulted on a proposal to convert the redundant vehicle crossing to a paid P240 car park. On consulting with the property owner and discovering the vehicle crossing is still used, Transport staff updated the proposal to install no stopping lines as a clarification that vehicles cannot park in front of the crossing, as mapped in Attachment A.
- 39 A new 24/7 NPD Fuel station has opened at 184 Gordon Road in Mosgiel (PC#14). A condition of the resource consent granted by the Council to the developer was that two sections of no stopping lines be installed near the new vehicle crossing on Tay Road, so that fuel tankers could safely enter and exit the crossing. The developer has now installed the no stopping lines (to the removal of two unrestricted car parks), and the proposal mapped in Attachment A would formalise regulating these no stopping lines through the Bylaw.

Parking counts for minor general parking changes

- 40 Proposed minor general parking changes presented in this report will result in the gain of 10 restricted car parks, the gain of 5 unrestricted car parks, and restriction changes for 42 car parks. The detailed breakdown is presented in Table A.

TABLE A - PARKING COUNTS			
MINOR GENERAL PARKING CHANGES – TPC 53			
	Restricted car parks	Unrestricted car parks	Restriction change only
Changes to support public transport efficiency	16	7	N/A
Changes to better serve local businesses & communities	3	N/A	42
Changes as a result of safety assessments		-2	
TOTAL	19	5	42

- 41 The proposed changes to install no stopping lines on Dunbar Street over the vehicle crossing and to install no stopping lines along Macandrew Road (Careys Bay) are not included as a parking change in Table A, as they represent clarifications that no parking should occur as per the Land Transport (Road User) Rule 2004.

Corrections and Clarifications – TPC-56 (Attachment C)

- 42 Corrections of parking restrictions to the bylaw database are detailed in **Attachment C – Corrections and Clarifications**. They do not change current parking restrictions, but make corrections to the database to accurately reflect the parking restrictions and markings which are on the ground.
- 43 Two corrections listed (numbers 22 and 24 in Attachment C) would update the variable restrictions adjacent to 56-66 Princes Street and 233-237 Moray Place to reflect the signs and restrictions on the ground. While these were historically restricted as variable so that they could be designated as temporary coach stops on an as-needed basis, these areas have not been used as coach stops for years. Correcting these two areas will make the bylaw database a clearer reflection of the restrictions in place.
- 44 Clarifications of parking restrictions are also detailed in **Attachment C**. They do not change parking restrictions on the ground, but install markings and update the bylaw database to clarify for road users where restrictions apply as per the Land Transport (Road User) Rule 2004, in areas where safety concerns or repeated issues highlight a need for clarifications to be made.

OPTIONS

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

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

Advantages

- Improves the efficiency of public transport services and infrastructure by enabling enough capacity for buses and ensuring that they can safely enter and exit bus stops.
- Contributes to achieving an integrated, affordable, responsive, and effective transport network, by ensuring the right parking time restrictions and parking amenity are in place to support local communities and businesses.
- Improves the safety of the transport network by preventing obstructive parking, increasing visibility, and making existing parking controls clearer.

Disadvantages

- Business as usual costs of implementing the parking changes (e.g. installation of markings and signage).

Option Two – Status quo

46 Retain current parking restrictions without amendment.

Advantages

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

Disadvantages

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

NEXT STEPS

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

Signatories

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

Attachments

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↓C	Attachment C - Corrections and Clarifications	48

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

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

Fit with strategic framework

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

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

Māori Impact Statement

Mana whenua have expressed support for a safe and efficient transport network through previous consultations with the Dunedin City Council.

Sustainability

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

LTP/Annual Plan / Financial Strategy/Infrastructure Strategy

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

Financial considerations

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

Significance

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

Engagement – external

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

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

SUMMARY OF CONSIDERATIONS

Engagement - internal

Engagement has occurred on the proposed parking changes with Transport and Parking Services officers.

Risks: Legal / Health and Safety etc.


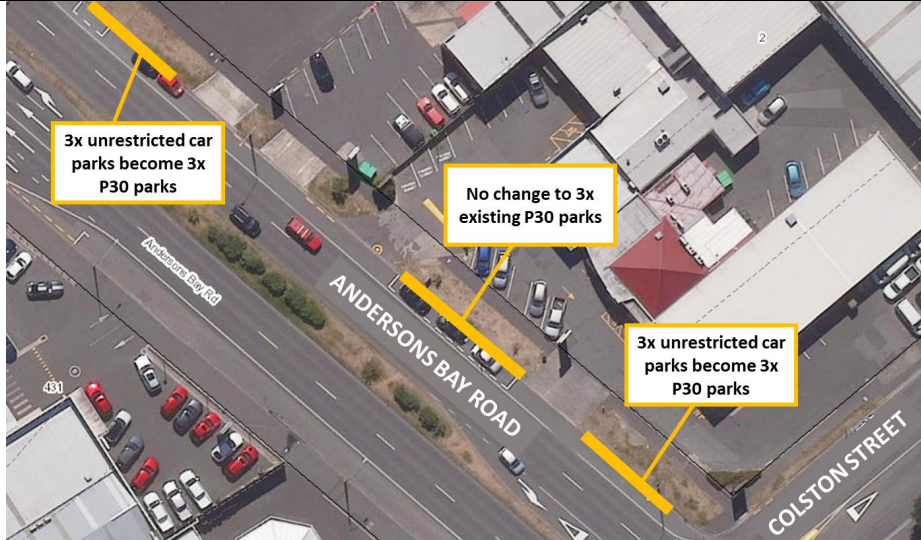
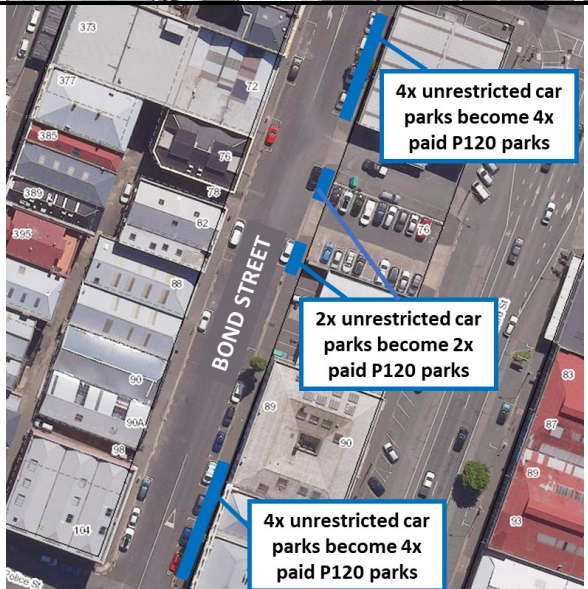
Many of the proposed changes aim to improve safety of vulnerable users of the transport network.

Conflict of Interest

There are no known conflicts of interest.


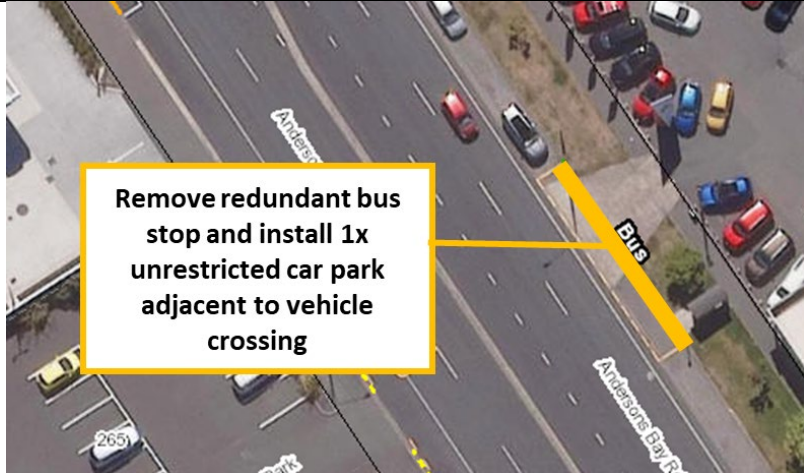
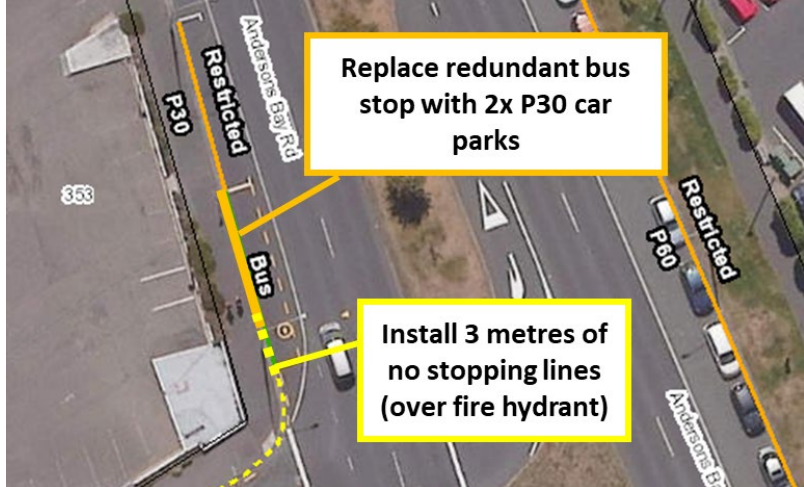
Community Boards

The chair of the Waikouaiti Coast Community Board was informed of the proposal to install a new bus stop and shelter at 6 Coast Road. The West Harbour Community Board submitted on the proposed change on Macandrew Road in Careys Bay.

ATTACHMENT A – MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee					
PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
1	205 Andersons Bay Road	Change of time restrictions to improve parking turnover	Convert approximately 5x unrestricted car parks (32 metres) to 5x P120 parks	Open for consultation from 19 March - 17 April.	
2	428 Andersons Bay Road to Colston Street	Change of time restrictions to improve parking turnover	Convert 3x unrestricted parks to 3x P30 parks outside 428 Andersons Bay Road, and 3x unrestricted parks to 3x P30 parks at the corner of Colston Street	Open for consultation from 19 March - 17 April.	
3	Bond Street between Jetty and Police Street	Change of time restrictions to improve parking turnover	Convert 10x unrestricted parks to 10x paid P120 parks	Open for consultation from 19 March - 17 April.	


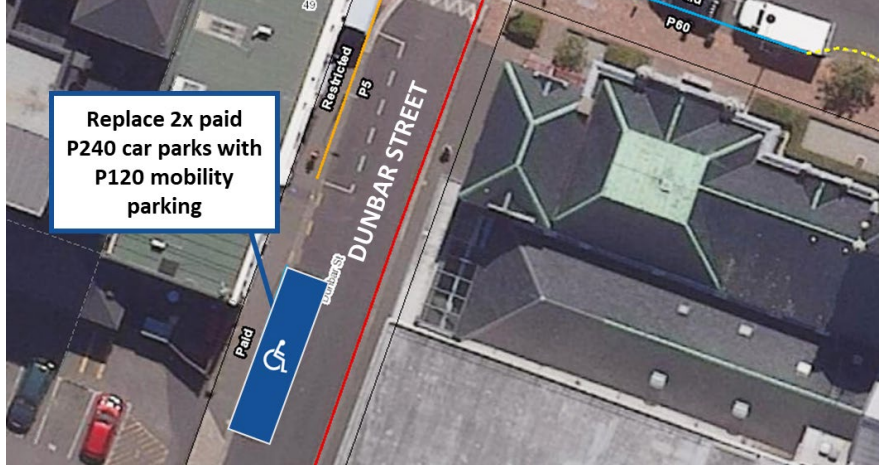
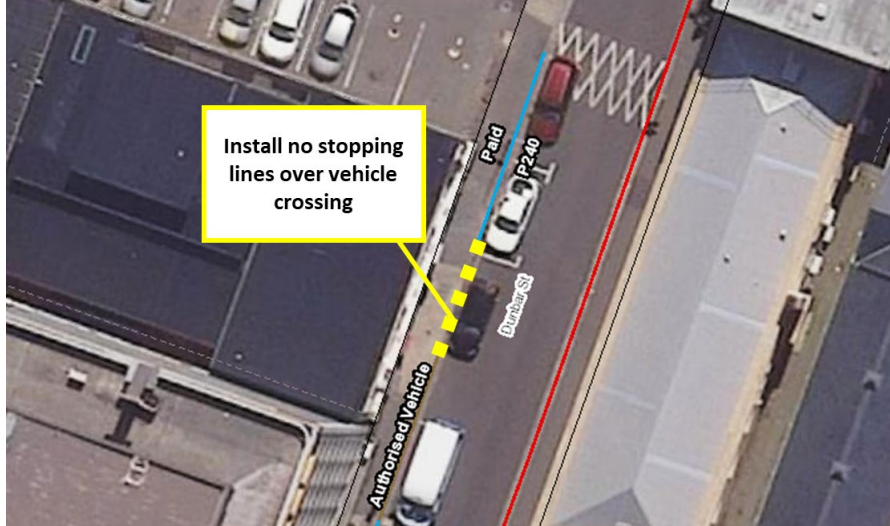
ATTACHMENT A – MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee					
PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
4	Hanover Street (Dunedin Hospital Early Childhood Centre)	Change of time restrictions to improve parking turnover and safety	Replace no stopping lines and 1x P60 park with 4x P5 car parks; relocate section of 2x paid P60s by 6 metres (removing the no stopping lines)	Open for consultation from 19 March - 17 April.	<p>Replace no stopping lines and 1x P60 park with 4x P5 (at all times) car parks</p> <p>Relocate section of 2x paid P60s by 6 metres (remove no stopping lines)</p>
5	574 Andersons Bay Road	Removal of redundant bus stop	Replace redundant bus stop with 2x unrestricted car parks and no stopping lines	Open for consultation from 30 April - 24 May.	<p>Replace 3 metres of redundant bus stop with no stopping lines</p> <p>Replace 12m of redundant bus stop with 2x unrestricted car parks</p>
6	297 Highgate (Roslyn Village)	Change of restriction to provide mobility park and Authorised Vehicle Only park in Roslyn Village	Replace 1x P30 car park with 1x P120 mobility park, replace 1x P30 park with 1x AVO park, and replace 6 metres of no stopping lines with 1x P30 park	Open for consultation from 30 April - 24 May. Original proposal was mobility park installation only—updated after consultation to include proposal to install AVO.	<p>Replace 1x P30 car park with 1x Authorised Vehicle Only park</p> <p>Replace 1x P30 car park with 1x P120 mobility park</p> <p>Replace no stopping lines with 1x P30 car park</p> <p>No change to 2x P30 car parks</p>

ATTACHMENT A – MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee					
PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
7	South Dunedin (near King Edward Street, Andersons Bay Road, and Macandrew Road)	Otago Regional Council bus stop changes in South Dunedin to reflect re-routed bus services	Convert 10 bus stops no longer in use to 21 car parks with a mix of restrictions and no stopping lines. Make 1x temporary bus stop permanent on King Edward Street (remove 5x P5 car parks).	All bus stop changes were open for consultation together from 16 April - 11 May.	See detailed maps below for each change.
7a	King Edward St Stop 135 (145 King Edward Street)	Otago Regional Council bus stop changes in South Dunedin to reflect re-routed bus services	Replace redundant bus stop with 2x P30 parks and 10 metres of no stopping lines	All bus stop changes were open for consultation together from 16 April - 11 May.	
7b	King Edward St Stop 203 (203 King Edward Street)	Otago Regional Council bus stop changes in South Dunedin to reflect re-routed bus services	Make trial bus stop permanent (replace 5x P5 parks with 1x permanent bus stop)	All bus stop changes were open for consultation together from 16 April - 11 May.	

ATTACHMENT A – MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee					
PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
7c	King Edward St Stop 275 (275-281 King Edward Street)	Otago Regional Council bus stop changes in South Dunedin to reflect re-routed bus services	Replace redundant bus stop with 2x P5 parks	All bus stop changes were open for consultation together from 16 April - 11 May.	
7d	Andersons Bay Road Stop 280 (280 Andersons Bay Road)	Otago Regional Council bus stop changes in South Dunedin to reflect re-routed bus services	Replace redundant bus stop with 1x unrestricted car park (adjacent to vehicle crossing)	All bus stop changes were open for consultation together from 16 April - 11 May.	
7e	Andersons Bay Road Stop 357 (353 Andersons Bay Road)	Otago Regional Council bus stop changes in South Dunedin to reflect re-routed bus services	Replace redundant bus stop with 2x P30 parks and 3 metres of no stopping lines	All bus stop changes were open for consultation together from 16 April - 11 May.	

ATTACHMENT A – MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee					
PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
7f	Andersons Bay Road Stops 384 and 393 (383 Andersons Bay Road)	Otago Regional Council bus stop changes in South Dunedin to reflect re-routed bus services	Replace one redundant bus stop with no stopping lines and extension of turn lane, and one redundant bus stop with 2x P60 car parks	All bus stop changes were open for consultation together from 16 April - 11 May.	<p>Remove redundant bus stop and install no stopping lines (15 metres)</p> <p>Replace redundant bus stop with 2x P60 car parks</p>
7g	Andersons Bay Road Stop 482 (482 Andersons Bay Road)	Otago Regional Council bus stop changes in South Dunedin to reflect re-routed bus services	Replace redundant bus stop with 2x P60 car parks	All bus stop changes were open for consultation together from 16 April - 11 May.	<p>Replace redundant bus stop (15 metres) with 2x P60 parks</p>
7h	Andersons Bay Road and Crawford Street	Otago Regional Council bus stop changes in South Dunedin to reflect re-routed bus services	Replace redundant bus stop with 2x P120 car parks	All bus stop changes were open for consultation together from 16 April - 11 May.	<p>Replace redundant bus stop (15m) with 2x P120 car parks</p>

ATTACHMENT A – MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee					
PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
7i	Jervois Street and Crawford Street	Otago Regional Council bus stop changes in South Dunedin to reflect re-routed bus services	Replace redundant bus stop and no stopping lines with 5x unrestricted car parks	All bus stop changes were open for consultation together from 16 April - 11 May.	
7j	Macandrew Road near King Edward Street	Otago Regional Council bus stop changes in South Dunedin to reflect re-routed bus services	Replace redundant bus stop and no stopping lines with 3x P30 parks	All bus stop changes were open for consultation together from 16 April - 11 May.	
8	Queens Gardens and Cumberland Street	Change of time restrictions to improve parking turnover	Replace 2x unrestricted car parks with 2x thirty-minute (P30) parks	Open for consultation from 16 April – 30 May. Original proposal included replacing 21 paid all-day car parks along Queens Gardens to 21 P240 parks—based on feedback, updated post-consultation to remove this proposal.	

ATTACHMENT A – MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee					
PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
9	6 Coast Road (Warrington)	Install new bus stop to support public transport efficiency and passenger safety	Install one bus stop and shelter on road reserve adjacent to Arc Brewing Co. (for new ORC bus route extension)	Open for consultation from 16 April - 11 May.	
10	Dunbar Street (adjacent to 49 Stuart Street)	Install mobility park to improve access to local businesses and amenities, including Dunedin Ōtepoti District Court	Replace 2x paid P240 car parks with P120 mobility parking	Open for consultation from 30 April - 24 May. Original proposal referenced replacing 2x paid P240 car parks with 2x P120 mobility parks—diagram at right has been updated to clarify that these will not be line-marked as two separate spaces, given the length of the space is shorter than 2 standard car parks (less than 12 metres)	
11	Dunbar Street (adjacent to 252 Cumberland Street)	Clarification of the Land Transport (Road User) Rule 2004 to prevent obstruction of vehicle crossing (note: this is included in the Minor General Parking Change list as it was originally consulted on as a change, not a clarification—see detail at right)	Install no stopping lines over active vehicle crossing	Open for consultation from 30 April – 24 May. Original proposal was to install 1x paid P240 park over the vehicle crossing, as it appeared to be redundant and cars were parking there. On consultation with the property owner, the vehicle crossing remains active and the proposal has been updated to ensure vehicles do not obstruct the crossing.	

ATTACHMENT A – MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee					
PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
12	214 Main South Road	Change of time restrictions to improve parking turnover as requested by local business	Replace 3x P15 car parks with 3x P5 parks	Open for consultation from 16 April - 11 May.	
13	Macandrew Road near Cemetery Road (Careys Bay)	Installation of no stopping lines as a result of safety assessment	Install approximately 60 metres of no stopping lines along road reserve	Open for consultation from 1 May – 24 May.	

ATTACHMENT A – MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee					
PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
14	184 Gordon Road Mosgiel	Installation of no stopping lines as a result of safety assessment and resource consent condition for new NPD Fuel station	Replace 2x unrestricted car parks and a redundant vehicle crossing with 2x sections of no stopping lines (approximately 12 metres each)	Inform letter provided to adjacent residence on 16 April.	
15	Leith Street near 135 Frederick Street	Change of time restrictions to improve parking turnover	Replace 2x unrestricted car parks with 2x P30 parks.	Open for consultation from 30 April – 24 May. Note: based on feedback verbally shared with Transport officers from both adjacent businesses, the proposal was updated post-consultation from converting 1x P30 park to converting 2x P30 parks.	

ATTACHMENT A – MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee					
PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
16	Dunedin Botanic Gardens (near 124 Opoho Road and Great King Street)	Change of parking restrictions to improve parking turnover	Convert: 7 unrestricted parks on Great King Street North to P120 parks; one unrestricted park adjacent to 21 Opoho Road to one P120 park; where the Book Bus stop is, two unrestricted parks to P120 parks (outside of the Book Bus stop's hours of operation, which are from 11am-12:15pm on Friday); two unrestricted parks near 17 Opoho Road (which are erroneously marked as having no stopping lines on the Bylaw layer) to P120s; and near 21 Opoho Road, converting two unrestricted parks to P120 parks (outside of the school bus stop's hours of operation, which are from 9am-3pm, Monday to Friday).	Open for consultation from 12 May – 26 May.	

ATTACHMENT B – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
428 Andersons Bay Road					
1289778	Chad Goodman	Bottle-O Andersons Bay	Yes	No	as manager of bottle-o over the past few years have received from customers a number of complaints about the lack of parking even more so since the opening of the chemist freeing up the suggested parks will give more chances for our customers to get in and out quickly. we get people parking on the grass footpaths and sometime in the no parking areas. if possible to get the parks on colston st corner of andersonsbay rd freed to 30min parks would help a lot also as they are always used from staff cars of local businesses from 8am to roughly 5pm monday to friday.
1290137	Brett Lomas	Couplands Bakeries	Yes	No	This will encourage more visitors to the retail areas as parking is often a factor for visitors to the area not staying if parking is full.
1291313	Andrew Olsen	David Ward Mechanical	No	No	Having been an employee of a small business very close to theses car parks since the early 2000's, and now the owner of that small business for the last 7 years, I can tell you that these car parks are needed more by people who need all day parking more than short term. As I know the area well, I can tell you that all business in the area have plenty of "Limited time" or privately owned customer parking, but perhaps not enough long term parking better suited to workers who support the services in the area. With the exception of perhaps one business (a chain store) that has recently moved into the area, with their own store parking having less parking spaces than it should probably have. In my opinion, it was a poor decision for that particular business to open at that location. I see it as unreasonable for 1 business to ask for a change that will have a negative effect on multiple surrounding business's, when what is currently there has worked well for many years to this point in time. I do not see the proposed change having any positive changes for the majority of local business, workers or residents on nearby side streets.
1291614	Shanna Verhoef	Couplands Bakeries	Yes	No	<p>I am very excited to see these changes proposed and hope they succeed. These changes will create a safer flow of traffic down Andersons Bay Road as well as support the growing needs of the local businesses and shoppers.</p> <p>Through the day we see almost constant congestion on Andersons Bay Road, along with a lot of road rage, as public stop on the road to wait for a carpark in this area. Creating more parking for these drivers will increase traffic flow and make the area safer for everyone.</p> <p>Having more parking available for shoppers will also support healthy business growth in the area. Since the Bargain Chemist opened in the last year, we have seen a large increase of new people trying to access parking, in an area which was already exhausted.</p> <p>As everyday parks these generally only benefit 6 vehicles a day, but as 30min parks it could benefit 10x that just before lunch.</p> <p>Thank you very much for considering these changes.</p>

ATTACHMENT B – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
1291625	Jack Verhoef		Yes	No	
1291642	Sharon Brook		Yes	No	This will help with a lot of congestion around the businesses that are there and will make a lot of customers happy
1291658	Kathy Richards		Yes	No	This would be great to help vehicles move on from the shopping area of frozen direct, couplands, the bottle shop and chemist, so that more vehicles can come in. Keeping things flowing.
1294349	B Select Dunedin	B Select Dunedin	No	No	<p>Dear Sir/Madam, We are writing to formally oppose the proposed parking restrictions on Andersons Bay Road. We do not agree that the removal or reallocation of approximately six car parks will have any meaningful positive impact on traffic flow or parking availability in the area. The affected business currently operates with approximately five on-site parks while accommodating well in excess of 100 customer vehicles per day. This already places significant pressure on surrounding on-street parking. With the neighbouring chemist now open and contributing additional demand, the strain on parking in the area has only increased. In our view, the more pressing issue is traffic flow rather than the number of parks. Vehicles queuing to access the neighbouring business frequently block one lane of the dual-lane road. This effectively reduces the road to a single lane at times, causing congestion, delays, and potential safety risks. This issue is already impacting our business operations and customer access, and the proposed changes do not appear to address it. We are also concerned about the broader impact on surrounding businesses. The proposal removes a significant number of available parks, affecting not only customers but also staff parking across the entire block. This will compound existing challenges and shift the problem further along the street rather than resolving it. It is also worth noting that there are already five short-term parking spaces in place, which help to manage turnover and discourage long-term parking for these businesses. We believe these existing measures are more appropriate and effective than further reducing overall parking availability. Given the sustained and increasing demand, it appears the neighbouring business has outgrown the capacity of its current site. Consideration should be given to alternative solutions such as improving on-site parking capacity, better managing access and queuing, or relocating to premises with sufficient parking provision. We respectfully request that the Council reconsider the proposal and instead investigate solutions that address the root causes of congestion – particularly vehicle queuing and access management – without reducing already limited parking resources. This same proposal has been done near Mitre 10 Mega, and often, these parks are underutilized as it is. These parks are constantly empty. Thank you for the opportunity to provide feedback.</p>
Bond Street					
1289340	Dillon Taylor		Yes	No	As a resident of the Stavely building, my comments are more of less directed to the parking spaces outside UWASH. I support this proposal, as the current unrestricted parking is often misused. For

ATTACHMENT B – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					example, there is presently a vehicle that has remained parked in one of the spaces for over two weeks without moving. Additionally, some long-term parkers leave unnecessarily large gaps between vehicles, which reduces overall capacity, in some cases, enough space is lost to accommodate one or two additional cars. Due to the limited availability of parking, we also occasionally see vehicles parked across the entrance to our underground car park, which creates issues for residents. Introducing these restrictions and increasing parking turnover should help alleviate these problems and improve access for those who need it.
1289530	Kirsty Booth	UWASH	No	No	You state that this will encourage parking turnover to support local businesses. The block in question has no business frontage on bond st. There is ample parking on both Crawford st and Princess st for customers. Free all day parking is important for those working in the area.
1289598	Christine Tacake		No	No	There so many apartmentd here with no parking and this is the only way, I can park my vehicle safely. There is plenty of paid parking around! Seriously, this city isn't that big to act like Christchurch/Welly or Auckland!
1289657	Susan Dunn		No	No	No - there is ample restricted parking in the area (within a block of two either direction) already for various timeframes, ie P30, P120, P5 - but there is very limited free all day parking. All these businesses have employees who require parking, people can't afford to pay for all day parking in this economy, you are making it harder for people. The bus service doesn't work for people who work outside normal hours, ie at the hotel and need to find parking. You're making it harder for people to get to work. There is no need for P240, in this area, you don't spend 2 hours at the range of shops in this vicinity.
					<p>The proposal to introduce paid parking in these areas will not improve parking turnover. The area is currently not monitored sufficiently to deliver meaningful benefits or encourage drivers to comply with designated time limits.</p> <p>For example, the 30-minute parking in front of 80 Crawford Street is frequently occupied by vehicles for periods of 2–6 hours. Similarly, the 5-minute parking spaces on Bond Street are often used well beyond their intended limits. As a result, we are now also experiencing an increase in people parking in front of our customer car park.</p> <p>A more effective solution would be to convert one side of the street to angled parking from Jetty Street to Jervois Street, rather than limiting this change to Police Street. This approach would be similar to what has been implemented on Vogel Street. It would increase the number of available spaces along the entire length of Bond Street, not just within a single block. In addition, improved parking enforcement would help ensure turnover by encouraging drivers to comply with time limits rather than parking all day.</p>
1289722	Colin McCaughan	Jaycar Electronics	No	No	We have not observed any improvement in parking behaviour since the last changes were introduced to support local businesses—in fact, the situation appears to have worsened.

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Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
1289946	Skye Macfarlane		No	No	It is really hard to find affordable parking in this area for those of us that work here and having a few places that you can park for free is a great option to have
1290655	G H	WellSouth PHN	No	No	Please NO. It is SO HARD for workers in this area to get ANY all day parking. I spend so long driving around trying to find a park as I can't afford all day meters and I live rurally with no public transport option - I work at WellSouth. There are hundreds of us working in offices around this area that have as much right to a park as a customer (in a fairly non business heavy part of town). I'm also heavily pregnant and it hurts to walk far. If anything we need MORE unrestricted parks so that we don't have to leave our place of work to top up the meter every 2flippin hours! Please consider the workers and the number of workers in this area of town.
1290953	Jacob Paterson		No	No	We already have enough payed parking, we need more free parking, you are too greedy
1292207	Joanna Todd		No	No	I am writing to formally oppose the proposed parking changes on Bond Street between Jetty Street and Police Street. The proposal to convert nine unrestricted parks (letter dated 19 March 2026) into two-hour restricted parks does not reflect how these parks are currently used and will have a direct negative impact on local residents. A significant number of residents in this area rely on these unrestricted parks due to the absence of garages or off-street parking. Converting them to two-hour parks effectively removes practical parking options for those residents and will displace parking demand into surrounding streets. The proposed restrictions also do not align with actual usage. While there is some short term demand associated with a local gym (particularly around school pick-up times), this is largely limited to brief drop-offs. In the evenings, parking is generally available as vehicles remain parked for longer. There are also concerns regarding enforcement. Existing time restricted parks in the area are not consistently monitored. There have been instances where vehicles remained parked in two-hour spaces for extended periods (including several weeks), despite being reported multiple times, with no visible enforcement action. Similarly, short term parks are often occupied for longer than permitted. This raises concerns that additional restrictions will not achieve the intended outcome. It is also unclear why one unrestricted park appears to be excluded from the proposal, which raises questions about consistency in the overall approach. Overall, this change prioritises short term parking over the needs of residents without providing a viable alternative. I strongly encourage Dunedin City Council to reconsider this proposal and retain the existing unrestricted parking. If the changes proceed, a resident parking permit system should be introduced to allow residents without off-street parking to park for longer durations. Improving enforcement of existing restrictions would likely be more effective than introducing further restrictions. Joanna Todd
1292242	Ahmeel Akut		Yes	No	As long as the Sunday remains unpaid parking, we are happy to support it.
Hanover Street near the Dunedin Hospital Early Childhood Centre					
1290012	Michael Cadman		Yes	No	I have 2 children in the ECC and parking for drop off and pick up can be a nightmare. The current driveway gives us 3 guaranteed parks but operate as a one-way system and you can be parked on the footpath waiting. The x4 5minute parks are ideal as it gives an extra park, but these will also be popular parks for members of the public as they know they won't be checked every 5 minutes by parking

ATTACHMENT B – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					wardens, it would be ideal if these were labelled as ECC parks between 7am-9am and 3pm-5pm if possible
1290043	Gus Jenkins	Health NZ	Yes	No	I can advise: 1. from Health NZ’s perspective, we do not have an issue with the suggested DCC parking format, which will allow for safer pedestrian throughfare, and better parking for parents at the childcare centre. 2. What we would suggest, is that the bollards by the blue line are removable (padlocked) and that the drive-in curb by the blue bollards is not removed. This will allow Health NZ contractors to drive into this area if access is required to our plant room for dropping off equipment. I will await to hear from you on the next steps, and in the interim if you have any questions, please do not hesitate to contact me.
1290800	Oliver O’Sullivan	Parent of child attending ECE	No	No	Finding a park to get your children is already difficult. If these parks convert to 5 minute parks, it is 100% guaranteed people will stay longer than 5 minutes. Picking up my 2 children often takes longer than 10 minutes. Without the daycare parks I will have to drive around the block more than I already have to do to find a park. Bringing 2 children out in the rain to parks that will ultimately be further away (because general public will use all the 5minute parks) will be a major issue for accessibility. This will be an absolute nightmare for anyone picking up their children. These are people that are working in critical services and in an urban environment, and this will make additional complexity for picking up children. I suggest someone from the council observes the number of traffic movements and the complexity of the location before making a decision that will make things a lot more difficult
1290801	Amanda O’Sullivan	Parent of child attending ECE	No	No	They are 5 min parks in a very busy area, right next to the hospital. We feel they will be abused by people parking there for longer than 5 minutes. There will not be enough oversight there to ensure people are ticketed if they stay longer than 5mins. There is already long term building work . If the support is overwhelming for them to be covered to 5 minutes parks then there needs to be consideration for the daycare pick up and drop off. There needs to be restricted access at busy times ie 7-9am and 3-5pm. Or else it needs to be permitted to allow access for the daycare pick ups and drop offs.going on at the hospital which has removed multiple parks from this street. And there is building work beginning on the opposite side of the road to the suggested change which will no doubt further reduce parking in this area.
1290954	Jacob Paterson		Yes	No	I think we need a hell of a lot more parking around the hospital in general, 3 new parks is just not enough, you need a parking building
1291773	Julia Devereux		Yes	No	Could the P5 parks outside the childcare centre be for parents picking up and dropping off children only please and not for the general public. It’s incredibly difficult to find somewhere safe and close by to get small children in and out of the centre. If not P5 it could be a “loading zone” for parents only.
297 Highgate (Roslyn Village)					
1294332	Lisa Clifford		Yes	Yes	While I am the one that requested the addition of a mobility park, I feel it is on the wrong side of Highgate. There is parking still behind the pharmacy while nothing for access to the restaurants (Luna, Coffee Culture). But one is better than none.

ATTACHMENT B – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					Many now park at Fresh Choice but it is way too far and unlevel so dangerous for people using walkers to access the other shops.
1296008	Kristen Gawn		No	Yes	This is an extremely busy road and if someone with mobility issues were to try and unload into the traffic it would be extremely unsafe for them. See attached pictures with a truck passing close. The road is narrow here and high volume traffic. The pharmacy, dental practice and audiology business have parking as does the supermarket. This park essentially only serves the cafe and nail salon. I believe this is an extremely unsafe position for a disability park. I am a health & safety professional
1296374	Ian McDonald		No	No	This 30 min car park is constantly in use for short stay/drop off/collection. I sat in Rhubarb Cafe for an hour this morning and saw 10 cars use the park. Changing to a disability park will result in an unused park. So I don't support the change
1297803	Dawn Stanton	Your Way Kia Roha	Yes	No	I think this is an excellent idea. I work in the disability sector and feel this is a positive move to support those with disabilities in making the community more accessible.
					I agree that the Roslyn Village has a parking problem, but it's much more than that, the whole area is a total mess and well overdue a complete revamp, not just a single ad-hoc fix to one single alleged issue with wide consequences for all citizens that use Roslyn. Roslyn has a very high traffic flow which makes any parking a challenge. The park in question is the only straight forward park on the North side of the roundabout. The only place that suppliers like the milkman, Bidfood and couriers, can pull up to offload deliveries early in the morning. This change will render that whole portion of street unusable to the majority of it's current users 24/7. It is one of only 4 parks on the North side of the roundabout. All of the parks are used heavily, day and night. This park in particular, every time someone pulls away, it is instantly replaced by another car. As one of the owners of RHUBARB, I have watched the traffic and the layout of the roundabout for over 21.5 years and our café will be directly affected by this decision. It goes without saying, naturally I welcome the opportunity to help find a better solution.
1298033	Helen Wright	Rhubarb	No	Yes	
South Dunedin bus stop changes near King Edward Street, Andersons Bay Road and Macandrew Road					
1292585	Andrew Simms	Minaret Property Investments Limited and Stephen Duff Motors Limited	Yes	No	I am submitting in my capacity as a director of Minaret Property Investments Limited which owns the adjoining property, and as a director of Stephen Duff Motors Limited trading as Andrew Simms Dunedin which operates the adjoining business. We note that the bus stop has had very infrequent use for many years and is now redundant. We support the bus stop being permanently removed and one unrestricted park being formed.
1292882	Kaila Dobson	Otago Regional Council	Yes	No	Otago Regional Council are supportive of the proposed changes as they align with broader network improvements aimed at increasing reliability, efficiency, and connectivity across South Dunedin. The changes complement recent network updates, particularly the shift toward key corridors such as King

ATTACHMENT B – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					Edward Street and Princes Street and will help ensure bus stop infrastructure better reflects current service patterns. • Improved reliability and efficiency: Stop optimisation and lengthening will reduce dwell time, minimise bus congestion, and support better schedule adherence. • Alignment with network changes: Updated stop locations better match current routing and improve network legibility for customers. • Future capacity: Enhancements will help accommodate increased service frequency and avoid operational constraints. Overall, these changes are supported as they contribute to a more reliable and efficient public transport network.
Queens Gardens and Cumberland Street					
1292179	Anonymous		No	No	<p>I wish to formally oppose the proposed removal of all-day parking at Queens Gardens.</p> <p>As a small business owner operating near the Exchange, these parks provide essential access for staff. Their removal will not reduce demand for all-day parking, but instead displace it into an already constrained system.</p> <p>Existing alternative parking options do not provide a comparable substitute. They are associated with higher daily costs and do not offer the same level of reliability, placing additional financial and logistical pressure on businesses and their employees.</p> <p>The rationale that increased turnover will better support local businesses does not reflect the operational needs of this area. Many businesses rely on consistent, full-day parking to function effectively.</p> <p>The proposed changes risk undermining the viability of nearby businesses by removing one of the few accessible and affordable all-day parking options. In the absence of a genuinely equivalent alternative, I respectfully request that the Council reconsider this proposal and retain the existing all-day parks.</p>
1292257	Sam Gasson		Yes	No	The parks outside the terminus building moiety/tart tin should also be changed to all p5/p10, as there are currently one p90 and 2 p5s. The parks are long enough that you get two cars trying to park in the p90 and 2 in the p5s, so 4 cars in 3 parking spots, with the last car sitting in a live lane.
1292685	Harriet Wood		No	No	There is minimal daily parking in the area that we heavily rely on. I carpool with friends to try and afford petrol each week and this added cost and need to move will cause considerable disruption to my employment. If parking changes, I will need to look for work closer to home.
1292690	Ella	Visitor	No	No	There are plenty of 4 hour parks in this area. These are some of the only all day parks near by to so many office spaces. These parks being near by are essential for so many workers. Other all day parks require workers to walk 10-15min away from their offices. These parks are close and allow workers who have appointments or school pick ups to get to their cars quickly and prevent them from being late. It also prevents workers from having to move their cars every 4 hours in the middle of their work days. There are also plenty for 1 or 2 hrs parks in the areas for people who may be attending appointments. Changing

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Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					these parks to 4 hours will not improve the overall lack of parking in the area. Removing the all day parks negatively affects many workers that rely on them.
1292691	Anonymous		No	No	This parking is vital to those working in the area who have full time jobs
1292692	Caitlin McLellan		No	No	There is already a lack of full day parking in the area. People who work in the area don't have the ability to stay in all day parks since most of them are already 2/4hr. Not to mention there's a waitlist for parking buildings.
1292695	Courtney Drinkwater	Resident	No	No	I oppose the proposed changes to parking, as they do not reflect the current reality of already limited parking availability in this area. Parking is not easy to find now, and any further reduction or restriction will only make an existing problem worse for residents, visitors, and local businesses. At present, securing a parking space can be difficult and time-consuming, particularly during peak times. Many residents are already forced to park some distance from their homes, which is inconvenient and, in some cases, challenging—especially for elderly individuals, people with mobility issues, or those with young families. Reducing parking further would place an unfair burden on these members of the community. Local businesses are also likely to be negatively affected. Convenient parking is essential for customers, and if it becomes too difficult to find a space, people may choose to shop or dine elsewhere. This could reduce foot traffic and harm the viability of small businesses that rely on easy access for their customers. The proposal also does not appear to offer sufficient alternatives. Public transport is not always a practical option for everyone, whether due to scheduling, accessibility, or the nature of their work. Many people depend on their vehicles for daily activities, and without reliable alternatives in place, reducing parking simply shifts the problem rather than solving it. There is also a risk that limiting parking in one area will push the problem into nearby streets, increasing congestion and frustration for a wider group of residents. Drivers may spend more time searching for spaces, which can add to traffic and negatively impact the surrounding environment. In conclusion, parking in this area is already limited, and the proposed changes would only exacerbate the issue. A more balanced approach is needed—one that considers the existing constraints and the real needs of the community before making further reductions.
1292696	Tina Wright		No	No	As I work in town these all day parks are critical to me accessing work. The current all-day parking arrangement supports a wide range of people who rely on extended access, including workers, local business employees, and visitors who need flexibility throughout the day. Reducing the limit to 4 hours will create unnecessary inconvenience, forcing people to move their vehicles frequently or seek alternative parking that may not be available or practical. Reducing available parking or increasing restrictions may create unnecessary difficulty for people who rely on accessible parking for daily activities, including access to work responsibilities. While I understand the intention may be to increase turnover and availability of parking spaces, I believe this proposal does not adequately consider the needs of those who depend on longer-term parking.

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Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					I am unable to walk far and these parks are a critical part for me to access work. I am unable to bus as the bust stop from my house is too far for me to walk to and the bus does not go near my place of work it. The bus goes to the other end of town down Stuart st and to the bus hub. Please do not remove these parks??????
1293002	Laura T		No	No	Finding accessible all day parking is hard enough as it is, the proposed changes will make it harder for staff of near by businesses.
1293095	Bryn Massey		No	No	There is already a distinct lack of all day parking available across the city and these parks are well utilised and very valued. There is an enormous amount of short term parking options in this area that can support local businesses without removing valued parking options from those with full day commitments
1293117	Becky Morgan		No	No	There is a large office at Queens Gardens who rely on this all-day parking option. There is very limited all day parking in this area (and just in general in Dunedin).
1293119	Mikayla Stewart		No	No	As someone who works in the city it is really hard to find close parking that can be supported all day. Change to 240's instead of all day parks is going to make a huge impact especially for parents who come straight from dropping kids off to work, often they don't have time to find somewhere/walk a distance.
1293120	Anonymous		No	No	
					I am firmly opposed to the proposed changes because they ignore a key issue: Dunedin already has a serious shortage of all-day parking. Reducing availability further will only make an existing problem worse for workers, businesses, and visitors. For many people, all-day parking is essential, not optional. Employees working long shifts, tradespeople, and small business owners rely on being able to leave their vehicles in one place. When this isn't possible, they are forced into impractical workarounds moving cars throughout the day, paying high private parking fees, or arriving far earlier than necessary just to secure a spot. These are inefficient and unfair burdens. Businesses depend on both staff and customers being able to access them. If parking becomes too difficult or time-consuming, people will simply go elsewhere. That loss of accessibility can directly impact local economic activity and weaken the vibrancy of the area. The proposal also seems disconnected from current realities. Public transport and alternative options are not yet strong enough to replace the need for reliable parking for many residents. Until those systems are significantly improved, reducing parking supply places disproportionate pressure on those who have no viable alternative.
1293121	Laura King		No	No	
1293124	Tyler Wilson		No	No	Please do not change the current parking. All day parking is already quite difficult to find for people who work full time in the middle of town.

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Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
1293141	Sian Williams		No	No	I have never struggled with finding parking in the area when accessing businesses, and there is already generally a lack of longer term parking in this area which will only be more detrimental to those who may need to park in the area for more than P240. More harm than good.
1293218	Anonymous		No	No	I oppose this. All day parking is required and very necessary for workers of nearby businesses. By replacing these with 4 hour parking only, you will impact many workers. There are multiple 4 hour options and short term parking options outside of businesses already. I do not believe any impact will be had to local businesses in terms of allowing more customers in as 4 hour parking already exist
1293467	Angela Diggle		No	No	There is very little all day parking options for those needing it dont see why this needs to change
1294024	Joanne Neilson		No	No	Firstly I completely support the changes to the unrestricted parks, I have requested that through the DCC several months ago and appreciate the proposal to change them. This will free up the parks for the numerous businesses in the area. I oppose changing the all day parking to 4hr. These parks are well supported by commuters, and by guests to our business who appreciate the ability to pay and park during their sometimes multiple day stays. There is a plethora of 4hr and 2hr parking around the area that only seems to be completely full up to and around lunchtime for the food businesses and it becomes quieter in the afternoons. It is already a struggle for workers to find parking for their work days, especially for parents who may not have the ability to catch public transport due to managing children, lets not take away one of the few options to park where you don't have to leave your workplace to find another park several times over your day!
1294690	Simone Mason		No	No	I would like to share my concerns about the proposal to convert the all-day paid parks at Queens Gardens into P240 spaces. I work nearby and start at 7am, and these parks are an important option for early-shift workers. By around 8am the parks are usually full, and most of us leave well before 6pm, so the current arrangement already creates natural turnover later in the day. With a four-hour limit, I would need to leave work in the middle of my shift to move my car at around 1pm. This isn't practical for me or for others who work full days but start early. In winter especially, this area provides flatter parking compared with other options which makes it safer on icy days, so losing access to it would have a noticeable impact. I understand the intention to improve access for nearby businesses, and I support measures that help the area thrive. My concern is that the proposed change may unintentionally disadvantage early-shift workers who rely on these parks and who already contribute to turnover in the afternoon. I encourage the Council to reconsider the P240 proposal or explore alternatives that balance business needs with the practical realities of workers who depend on these spaces.
1295150	Anonymous		No	No	There a few all day parks around already in this area

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1295764	Duncan McLean		Yes	No	Sometimes there are no parks for adjacent gyms and cafes
1296001	Anonymous		No	No	As someone who works in the queens gardens area and parks in that area it is very hard to find all day parks currently and if these new parking changes go ahead it will be extra hard to find all day parking. Also as an early morning worker public transport is not an option for me other than taxis or uber which is more expensive than what I pay daily to park on queens gardens currently. The other option of parking further away and walking is not ideal in winter also with the early hours I work it is not something I feel safe doing. Thank you for reading and taking in count my opinion on the matter.
6 Coast Road (Warrington)					
1292884	Kaila Dobson	Otago Regional Council	Yes	No	From Otago Regional Council’s perspective, this is a high-priority location for improvement due to the significant number of passengers—particularly school students—using the stop and the current health and safety issues arising from existing infrastructure constraints. The stop currently experiences high peak loading, with large groups of passengers waiting and boarding in a confined space that is not well suited to the volume of use. • Safety improvements (critical): Upgrades that address overcrowding, reduce conflict with live traffic, and improve passenger safety are strongly supported. • Capacity constraints: The current stop infrastructure is insufficient for the number of passengers waiting and boarding at peak times, particularly school periods. • Operational efficiency: Improved layout and capacity would reduce dwell times and improve reliability for multiple services using this corridor. Overall, ORC strongly supports improvements at this location. The current infrastructure is not adequate for the level of passenger use, particularly during school peaks, and upgrades are required to address safety risks and improve the overall functionality of the stop.
Dunbar Street and Stuart Street					
1295057	Coyla Cameron	Manager Justice Services Otago South Canterbury representing the Dunedin District Court	Yes	Yes	We acknowledge that the area currently has no mobility parks and therefore parking access for mobility users of the court is limited. We would support ONLY ONE park being converted to a mobility park as in our experience, the number of mobility users the court would not warrant 2 parks.
1296909	Jay Hutchings		No	No	this space is too small for 2 parks let alone two disabled parks. already proposed mobility parks in this area ! all the motorcycle parks within 500mtrs are normally full how about a mc park in dunbar, stuart, cumberland area? fuel prices and environmental concerns favor public transport (poor in dunedin) or smaller vehicles.
1297802	Dawn Stanton	Your Way Kia Roha	Yes	No	I think this is an excellent idea. I work in the disability sector and feel this is a positive move to support those with disabilities in making the community more accessible.

ATTACHMENT B – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
Macandrew Road (Careys Bay)					
1295341	Marian Poole	Member of West Harbour Community Board, Chair of Deborah Bay Residents' Association	Yes	Yes	I am representing the West Harbour Community Board and am a frequent user of this stretch of road. The proposed parking restriction is welcome but we believe it should be extended another car length along the Port Otago fence line to the south of their harbour access driveway at least until Macandrew Rd straightens out (just past the margins of your edited map). This stretch of the road is frequently used by tour buses during the cruise season. When a bus is parked alongside the footpath, south bound traffic cannot see past it.
Leith Street and Frederick Street					
1294421	Gurjeevan	Dunedin Taxis	Yes	No	All good with us.
1294530	Dan Daulton	Strictly Coffee Roasters	Yes	No	This is great thank you and will have a positive impact on our customers and business.
1295275	Hugh Dimock		Yes	No	As owner of the building on 135 Frederick Street, the proposed change would benefit our tenant's business, Strictly Coffee by allowing a time limit on the parking
Dunedin Botanic Gardens (124 Opoho Road and Great King Street North)					
1296326	Rebecca M		Yes	No	
1297289	Joanne Gattuso	Antidote Gardens	No	No	I work at Antidote Gardens pharmacy and can usually find a space to park nearby. This ensures I don't have to walk too far in the dark before or after work. It would be very inconvenient to have to drive around and around to find a parking space that would allow me to park all day without having to pay or use up fuel or is too far away from the pharmacy. To my knowledge there have been no complaints from patients about the lack of parking available to be able to visit the local businesses. I hope the workers parking and travel to the local businesses are taken into account before this proposal is passed.
129789	Murray Jensen-McCloy		No	No	There's no thought of the staff who work at Gardens New World. A lot of the staff start early in the morning and these changes would make finding a park harder. There's already plenty of limited timed parks across from New world which the public can use. These p120 parks need more checking, so people don't abuse them. Unfortunately when the dcc has proposed changes they normally don't think of the people most affected by the changes ie the disaster of closing part of queen's drive, which majority of people didn't support.
1297927	Andrea Boyd		No	No	Changing parks to 120mins outside the gardens workers in the area need somewhere to park the botanical gardens has two car parks one at top and one at the bottom
1298056	Tessa Hill		No	No	I strongly propose that the parking changes do not change along the great king street area outside the botanical gardens, as this is the one of the only areas that allows staff working at gardens new world

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Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					including myself (especially those of us that start at 5am or earlier) to park their car and go about their day hard at work without the worry of getting ticketed or having to move their car. We value parking this parking area as we are not allowed to park in the car park, and student flats and other shops surround us so that limits parking even more.
1298099	Rebecca Parish	Foodstuffs South Island and Foodstuffs (South Island) Properties Limited	No	No	See attachment.
1298226	Helen Ward	Antidote Gardens	No	No	As a full-time employed essential worker, of which there are MANY at the Gardens; including Pharmacy, Medical Centre, Dentist, Physio, Veterinary to name a few, it is already hard enough to find carparks. Great King Street North on the left side has NO footpath, NO street-lights, it includes a cycle-lane, and the only pedestrian crossing is at the traffic lights at the Bank St/Opoho Rd intersection. To access that, pedestrians are required to cross the road where all traffic including buses have a free left turn - dangerous - especially for children & the number of elderly people in the area. I assume that the DCC proposal to change this area to 120 min restricted carparks is a revenue gathering exercise only, and is very ill-thought. Being a RATEPAYER, I strongly oppose these proposed changes and urge the DCC not to make the proposed changes, as there are few areas in the vicinity which allow safe all day parking.
1298237	Aleisha Clarke	JC Swim School	Yes	Yes	The parking on Knox st needs to be changed. You should remove the grass verge and turn that into angled 1 hour parks, on one side. Most of the congestion is caused by the halls at the end of Knox st. They don't provide parking for their students. All of this isn't viable if the parking isn't monitored. Currently no one monitors, or very rarely does. The new world staff park in the two hour parks, all day. They need some space for all day parking further towards the one way or George street.
1298263	Gareth Wood		No	No	I oppose the two unrestricted parks near 17 Opoho Road. The parks should be removed and no stopping signage put in place. The parks create a blind spot for cars leaving the new world car park.
1298310	Anonymous		Yes	No	
1298372	Andrew Spiegel		No	No	

ATTACHMENTS

Attachment to submission 1296008 – 297 Highgate (Roslyn Village)



**Attachment to submission 1298099 - Foodstuffs South Island and Foodstuffs (South Island)
Properties Limited on proposed parking changes at the Botanic Gardens**

22nd May 2026

Dunedin City Council

PO Box 5045

DUNEDIN 9054

Dcc@dcc.govt.nz

Regulation Management Team – Transport Department

**SUBMISSION TO THE PROPOSAL TO CHANGE PARKING RESTRICTIONS NEAR THE
BOTANIC GARDENS (OPOHO ROAD AND GREAT KING STREET NORTH)**

Foodstuffs objects to the removal of unrestricted parks to an alternative P120 time restriction.

It is important that parking within Dunedin caters not just for visitors to a city but also for local community use.

A wide range of carparking should be supported throughout the City, including non-time fixed parking, which can be enjoyed by all community members rather than just short-term users of the park.

We do not understand the rationale for the removal of the 12 unrestricted parks, and furthermore why 12 parks (which is a large number) should be reverted to time limited parking. We have received no feedback from Council nor to our knowledge have any businesses been approached by Council.

Additional on-street parking can be provided along Knox Street as angle parking to ensure long term parking is available to the community. This area requires further exploration from Council as it is land very useful for parking vehicles on an angle.

Yours faithfully



Rebecca Parish

Senior Property Development Manager

ATTACHMENT C – CORRECTIONS AND CLARIFICATIONS			
12 June 2026 Hearings Committee			
#	Location	Detail	Correction / Clarification
1	326 Moray Place	Update bylaw layer to reflect historic 2 hour time restriction on mobility park	Correction
2	301 Moray Place	Update bylaw layer to reflect historic 2 hour time restriction on mobility park	Correction
3	60 Littlebourne Road - Moana Pool	Update bylaw layer to reflect historic 2 hour time restriction on mobility park	Correction
4	Bath Street	Update bylaw layer to reflect no stopping at all times, in place of yellow no stopping lines	Correction
5	195 and 198 Helensburgh Road	Update bylaw layer to remove redundant bus stops	Correction
6	301 Moray Place	Update bylaw layer to reflect historic 2 hour time restriction on mobility park	Correction
7	Craigleith St (Maybank to Evans)	Update bylaw layer to reflect historic yellow no stopping lines	Correction
8	1 Cobden Street	Update bylaw layer to reflect P5 park on the ground (Mon-Fri, 8:30-9:30am and 2:30-3:30pm)	Correction
9	John Wilson Ocean Drive	Update bylaw layer to reflect 2x P120 mobility parks	Correction
10	428 Andersons Bay Road	Update bylaw layer to reflect historic no stopping lines	Correction
11	7 Dalry Street	Update bylaw layer to reflect historic yellow no stopping lines	Correction
12	27 Macandrew Road	Update bylaw layer to reflect historic P5	Correction
13	298 York Place	Update bylaw layer to remove redundant P30 restriction	Correction
14	169 York Place	Update bylaw layer to reflect resident only car park location (relocated from 163 to 169)	Correction
15	117 London Street	Update bylaw layer to remove redundant resident only car parks	Correction
16	91-93 London Street	Update bylaw layer to reflect resident only car parks location and capacity (4 car parks)	Correction
17	Moray Place near Filleul	Update bylaw layer P5 restriction to "At All Times" to reflect historic restriction	Correction
18	Moray Place near Harrop	Update bylaw layer P5 restriction to "At All Times" and update capacity to 3	Correction
19	43 Princes Street	Update bylaw layer to extend P5 parks "At All Times" over redundant no stopping lines	Correction
20	Hanover St and Cumberland St	Update bylaw layer paid P60 hours of operation to "9am-6pm, Mon-Sun" to match signs.	Correction
21	Grey Street near 1 George Street Port Chalmers	Update bylaw layer to reflect historic 2 hour time restriction on mobility park	Correction
22	56-66 Princes Street	Update bylaw layer to "P30 At All Times" to reflect historic restriction	Correction
23	415 Moray Place	Update bylaw layer to "P60, 9am-6pm Mon-Sun" to reflect historic restriction	Correction
24	233-237 Moray Place	Update bylaw layer to update P5 capacity to "2", extend AVO line to reflect restriction, and replace variable with paid P60 9am-6pm, Mon-Sun	Correction
25	London Street and George Street	Update bylaw later to show no stopping lines where P5 is redundant	Correction
26	128 Helensburgh Road	Install no stopping lines over the driveway at 128 Helensburgh Road, as a clarification of section 6.9 of the Land Transport (Road	Clarification

ATTACHMENT C – CORRECTIONS AND CLARIFICATIONS			
12 June 2026 Hearings Committee			
#	Location	Detail	Correction / Clarification
27	122 Queen Street	User) Rule 2004 (prohibiting vehicles from obstructing vehicle entrances and exits). Install no stopping lines over the driveway at 122 Queen Street, as a clarification of section 6.9 of the Land Transport (Road User) Rule 2004 (prohibiting vehicles from obstructing vehicle entrances and exits).	Clarification
28	45 Frame Street	Install no stopping lines near driveway at 45 Frame Street, as a clarification of section 6.9 of the Land Transport (Road User) Rule 2004 (prohibiting vehicles from obstructing vehicle entrances and exits).	Clarification
29	196 Oxford Street	Install no stopping lines at the intersection of Oxford Street and Atkinson Streets as clarification of section 6.3.2 Land Transport (Road User) Rule 2004	Clarification