

Notice of Meeting:

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

Date: Wednesday 22 July 2026
Time: 9.00 am
Venue: Council Chamber, Dunedin Public Art Gallery, the Octagon, Dunedin

Sandy Graham
Chief Executive Officer

Council
PUBLIC AGENDA

MEMBERSHIP**Mayor
Deputy Mayor**

Mayor Sophie Barker
Cr Cherry Lucas

Members

Cr John Chambers	Cr Jo Galer
Cr Christine Garey	Cr Doug Hall
Cr Marie Laufiso	Cr Russell Lund
Cr Mandy Mayhem	Cr Benedict Ong
Cr Andrew Simms	Cr Mickey Treadwell
Cr Lee Vandervis	Cr Steve Walker
Cr Brent Weatherall	

Senior Officer

Sandy Graham, Chief Executive

Governance Support Officer

Lynne Adamson

Lynne Adamson
Governance Support Officer

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

The meeting will be live streamed on the Council's YouTube Channel:
<https://www.youtube.com/watch?v=c03FYDrpIQA>

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

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1 OPENING

Bishop Anne van Gend (Anglican Bishop of Dunedin) will open the meeting with a prayer.

2 PUBLIC FORUM

AT THE TIME THE AGENDA CLOSED, REGISTRATIONS FOR THE PUBLIC FORUM WERE STILL BEING RECEIVED. SPEAKERS WILL BE CONFIRMED ONCE REGISTRATIONS CLOSE, WHICH IS 24 HOURS PRIOR TO THE MEETING—AT 9.00 AM ON TUESDAY 21 JULY 2026.

3 APOLOGIES

At the close of the agenda no apologies had been received.

4 CONFIRMATION OF AGENDA

Note: Any additions must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.

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.
3. Staff members are reminded to update their register of interests as soon as practicable.

RECOMMENDATIONS

That the Council:

- 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.
- c) **Notes** the proposed management plan for the Executive Leadership Teams' interests.

Attachments

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Council Interest Register 15 July 2026				
Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Mayor Sophie Barker	Shareholder	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property Owner - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Beneficiary	Sans Peur Trust (Larnach Castle)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Mentor	Business Mentors NZ	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Vegetable Growers Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Alexander McMillan Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Patron	New Zealand International Science Festival	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Patron	Dunedin Horticultural Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Institute of Directors	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Dunedin Heritage Fund (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Grow Dunedin Partnership (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Heritage Advisory Group (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.
	Co-Chair	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.
	Family Member	Family Member employed at Wilkinson Rogers	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.
Cr John Chambers	Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Rental Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otakau Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Opera Otago	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Hereweka Harbour Cone Trust (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.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Member	Waikouaiti Coast Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Jo Galer	Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Southern Heritage Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various International Managed Funds	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various individual shares	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Christine Garey	Trustee	Garey Family Trust - Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Daughter employee	Halo Project	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Ashburn Hall Charitable Trust Board	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.
		Sophia Charter (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	St Paul's Cathedral Foundation (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Doug Hall	Member	Theomin Gallery Management Committee (Olveston) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Cronus Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Clickfix Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	District Licensing Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various NZ,US shares and Crypto	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Marie Laufiso	Member	West Harbour Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Moray Place Community Building Trust - which owns property 111 Moray Place	Duty to Trust may conflict with duties of Council Officer	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Women of Ōtepoti Recognition Initiative	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Corso Ōtepoti Dunedin Trust	Potential grants recipient	Withdraw from discussion and leave the table. If in public excluded leave the room. Seek advice prior to the meeting.
	Dunedin Branch Treasurer	P.A.C.I.F.I.C.A Inc	Potential grants recipient	Withdraw from discussion and leave the table. If in public excluded leave the room. Seek advice prior to the meeting.
	Expert Panel Member	Health Coalition Aotearoa Public Health Infrastructure Committee	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
	Trustee	The Ōtepoti Community Builders Charitable Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee/Secretary	Refugee Support Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Abrahamic Interfaith Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Former Refugee Steering Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Puketai Residential Centre Liaison Committee (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 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	Mosgiel-Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Russell Lund	Shareholder	Loan & Mercantile Trust includes:	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Produce Place Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Dunedin Grain Store Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Loan & Mercantile 2000 Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Lund South Trust includes:	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Lund South Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Lund Dunedin Ltd	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
	Director/Shareholder	Resource Values Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Sherwood Manor Properties Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Lund Central Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Lund South Administration Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Construction Operatives Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Lund South Properties Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	RV Lund Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	BDCRS Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Lund Frankton Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	President	Ariki Amateur Athletic & Harrier Club	Ariki is a member of Athletics Otago which receives grant funding from DCC.	Withdraw from discussion and leave the table. If in public excluded leave the room. Seek advice prior to the meeting.
	Member	Heritage Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Theatre Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Mandy Mayhem	Chairperson	Waitati Hall Society Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Keep Ōtepoti Dunedin Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Emergency Response Group, Blueskin area	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin Bay Amenities Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Zone Representative and Board Member	Keep New Zealand Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Coastal Community Cycleway Network	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waitati Music Festival Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Disability Issues Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Gasworks Museum Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	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.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	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 Benedict Ong	Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Listed Stocks	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Benedict Ong Social Enterprise Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Andrew Simms	Director	Landseer Motor Investments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Landseer Motor Investments Auckland Limited t/a Andrew Simms - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Stephen Duff Motors Limited t/a Andrew Simms Dunedin - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Three Diamond Automotive t/a Ralliart NZ - Race car preparation	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Cambridge Finance Limited - Financial Services	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	The Landseer Group Limited - Investments	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Otago Motorhome Centre Limited - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Landseer Motor Investments Henderson Limited - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Landseer Motor Investments Moorhouse Limited - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Minaret Property Investments Limited - Property Investment	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	The Newfoundland Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	The Moturata Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Taieri Trails Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Taieri Cricket Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosguel AFC	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Commercial Property. Andersons Bay Road, Dunedin	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	Heritage Advisory Group (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	Taieri Airport Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Mickey Treadwell	Director	Atawhai Interactive Tapui Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Contractor	Otago Polytechnic	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
	Co-owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Green Party of Aotearoa	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Otaru Sister City Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ice Sports Dunedin Incorporated (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ōtepoti Dunedin Live Music Advisory Panel (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Ao Tūroa Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Peninsula Community Board (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 contract 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.
Cr Steve Walker	Trustee	Dunedin Wildlife Hospital Trust	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	Orokonui Ecosanctuary	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	New Zealand Labour Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Sea Lion Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Justice of the Peace		No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Predator Free Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Edinburgh Sister City Society (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	Dunedin Art Gallery Acquisitions Committee (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
	Member	Hereweka Harbour Cone Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Masters Games Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Regional Transport Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ōtepoti Dunedin Live Music Advisory Panel	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Predator Free Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Brent Weatherall	Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Business George Street, Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Brent Weatherall Jeweller Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Weatherall Trustee Company	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Residential Rental Properties	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Society (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	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Strath Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Executive Leadership Team - Register of Interest - current as at 17 June 2026					
Name	Date of Entry	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Sandy Graham	25/07/2019	Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	25/07/2019	Member	St Clair Golf Club	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	12/11/2025	Family member	Family member works for the DCC	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Nicola Morand	09/05/2022	Owner	Residential Property Dunedin	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	09/05/2022	Owner	Residential Property in Otago	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	20/09/2023	Trustee	Riki Te Mairiki-Taiaroa Trust	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	09/05/2022	Partner	Morand Painting & Decorating	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	12/11/2025	Member	Te Runanga o Otakou	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	12/11/2025	Member	Kati Huirapa Runaka ki Puketeraki	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	12/11/2025	Family member	Family member works for the DCC	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
David Ward	28/07/2022	Director	Ward Property Rentals	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	28/07/2022	Member	Water New Zealand	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	28/07/2022	Member	IPWEA (Institute of Public Works Engineering Australasia)	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	21/02/2024	Owner	Residential Property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	28/07/2022	Fellow	The Institution of Civil Engineers	No conflict identified.	Any decisions relating to The Institution of Civil Engineers will be referred to the CEO
Scott MacLean	23/01/2024	Owner	Residential property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	23/01/2024	Trustee	Te Poari a Pukekura Charitable Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	23/01/2024	Spouse is Chair	Dunedin Wildlife Hospital Trust (DWHT)	DCC has funded the DWHT	Take no part in discussions or decision making about the Trust or participate in any transactions between the Trust and DCC.
	19/05/2006	Family member	Family member works for the DCC	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	06/05/2026	Family member	RB Recruitment	No conflict identified	Will not take part in any transactions with this company

Executive Leadership Team - Register of Interest - current as at 17 June 2026					
Name	Date of Entry	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Carolyn Allan	01/03/2024	Owner	Residential property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	01/03/2024	Owner	Residential rental property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	01/03/2024	Member	Mountain Bike Otago	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Paul Henderson	15/01/2025	Owner	Residential property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	15/01/2025	Playing Member	Dunedin City Royal Football Club	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	10/10/2025	Navigator Member	Taituarā	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	10/10/2025	Partner	Ruru Workplace Solutions Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Mike Costelloe	10/10/2025	Owner	Residential properties x 2	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

CONFIRMATION OF MINUTES

ORDINARY COUNCIL MEETING - 25 JUNE 2026

RECOMMENDATIONS

That the Council:

- a) **Confirms** the public part of the minutes of the Ordinary Council meeting held on 25 June 2026 as a correct record.

Attachments

	Title	Page
A↓	Minutes of Ordinary Council meeting held on 25 June 2026	16

Council MINUTES

Minutes of an ordinary meeting of the Dunedin City Council held in the Council Chamber, Dunedin Public Art Gallery, the Octagon, Dunedin on Thursday 25 June 2026, commencing at 8.30 am.

PRESENT

Mayor	Mayor Sophie Barker	
Deputy Mayor	Cr Cherry Lucas	
Members	Cr John Chambers	Cr Jo Galer
	Cr Christine Garey via zoom audio visual link	Cr Doug Hall
	Cr Marie Laufiso	Cr Russell Lund
	Cr Mandy Mayhem	Cr Benedict Ong
	Cr Andrew Simms	Cr Mickey Treadwell
	Cr Lee Vandervis	Cr Steve Walker
	Cr Brent Weatherall	

IN ATTENDANCE

Sandy Graham (Chief Executive), Carolyn Allan (Chief Financial Officer), Scott MacLean (General Manager City Services), David Ward (General Manager 3 Waters, Property and Urban Development), Nicola Morand (Manahautū - General Manager Community and Strategy), Paul Henderson (General Manager Corporate and Regulatory Services), Mike Costelloe (General Manager, Arts, Culture and Economic Development), Cam McCracken (Director DPAG, Lan Yuan and Olveston), Karilyn Canton (Chief In-House Legal Counsel), Jonathan Rowe (Programme Manager, South Dunedin Future), Emma Christmas (Team Leader Planning), Scott Campbell (Regulation and Policy Team Leader, 3 Waters), Katherine Quill (Policy Analyst), Hayden McAuliffe (Financial Services Manager), Janet Fraser (Corporate Planner), Peter Hocking (General Manager, Dunedin City Holdings Limited), Michael Garbett (Anderson Lloyd) and Robyn Dillon (Manager Governance)

Governance Support Officer Lynne Adamson

1 OPENING

Mrs Amy Armstrong, will open the meeting with a prayer on behalf of the Dunedin Catholic Diocese.

Cr Mandy Mayhem entered the meeting at 8.33 am.

2 PUBLIC FORUM

There were four presenters to the Public Forum.

2.1 South Dunedin Future

Julian Doorey spoke to his pre-circulated information on South Dunedin Future. He commented that he believed the climate change issues had been dealt with but a five year flood protection had yet to be addressed and urged Council to retain homes where possible.

Cr Lee Vandervis entered the meeting at 8.40 am.

Mr Doorey responded to questions.

Cr Benedict Ong entered the meeting at 8.43 am

2.2 South Dunedin Future

Lynne Newell spoke on behalf of the South Dunedin Stormwater Justice Group on the proposed plans for South Dunedin Future.

Ms Newell responded to questions.

2.3 South Dunedin Future

Dr Alex Macmillan, Tom Scott (Health Protection) and Dr Eleanor Baxter (Public Health Registrar) spoke to their pre-circulated information on the Health Effects of the South Dunedin Future Shortlisted Futures. They encouraged Council to proceed with the work and commented that further delays would harm the residents.

Dr Macmillan responded to questions.

2.4 Thelma Greer

Ms Greer commented that she lived in South Dunedin and raised her concerns about building and resource consents continuing to be issued to areas prone to flooding.

Ms Greer responded to questions.

PETITION

Deputy Mayor Cherry Lucas presented the Taieri Mouth to Brighton Speed Limit Petition under standing orders 16.3 – Petition from Louise Farmer.

3 APOLOGIES

There were no apologies.

4 CONFIRMATION OF AGENDA

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

Confirms the agenda without addition or alteration.

Moved (Mayor Sophie/Cr Cherry Lucas)

That the Council:

Adjourns the meeting.

Motion carried

The meeting adjourned at 9.09 am and resumed at 9.14 am

Moved (Cr Steve Walker/Cr Mickey Treadwell):

That the Council:

Adjourns the meeting.

Motion carried

The meeting adjourned at 9.17 am and reconvened 9.18 am

A Procedural Motion was moved (Cr Lee Vandervis/Cr Jo Galer):

That the Council:

Lays Item 7 – South Dunedin Future – 3 Proposed Adaptation Futures on the table and not discuss it further at this meeting.

Division

The Council voted by division

For: Crs Jo Galer, Russell Lund, Benedict Ong, Andrew Simms and Lee Vandervis (5).

Against: Crs John Chambers, Christine Garey, Doug Hall, Marie Laufiso, Cherry Lucas, Mandy Mayhem, Mickey Treadwell, Steve Walker, Brent Weatherall and Mayor Sophie Barker (10).

Abstained: Nil

The division was declared LOST by 10 votes to 5

The substantive motion was then moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

Approves the agenda without addition or alteration.

Motion carried (CNL/2026/097) with Crs Russell Lund and Lee Vandervis recording their votes against.

5 DECLARATIONS OF INTEREST

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

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

- a) **Notes** the Elected Members' Interest Register; and
- b) **Confirms** the proposed management plan for Elected Members' Interests.
- c) **Notes** the proposed management plan for the Executive Leadership Teams' interests.

Motion carried (CNL/2026/099)

6 CONFIRMATION OF MINUTES

6.1 ORDINARY COUNCIL MEETING - 27 MAY 2026

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

- a) **Confirms** the public part of the minutes of the Ordinary Council meeting held on 27 May 2026 as a correct record.

Motion carried (CNL/2026/100)

6.2 ORDINARY COUNCIL MEETING - 4 JUNE 2026

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

- a) **Confirms** the public part of the minutes of the Ordinary Council meeting held on 04 June 2026 as a correct record.

Motion carried (CNL/2026/101)

REPORTS**7 SOUTH DUNEDIN FUTURE - 3 PROPOSED ADAPTATION FUTURES**

A report from Climate and City Growth provided an outline and update on the joint Otago Regional Council/Dunedin City Council - South Dunedin Future (SDF) programme, presented the latest technical reports and related to the three Proposed Adaptation Futures for South Dunedin, and sought approval of Councils to engage with affected communities and other stakeholders.

The report noted that at this stage, Councils had committed to completing the SDF programme only, with any future decisions on land use, infrastructure, and implementation subject to further consideration by Councils through long-term planning and financial processes.

The three adaptation future proposals for consideration included:

- Future 3 – Protect (Keep the land dry – raise land and pump water)
- Future 4 – Restore (Make space for water – waterways and wetlands)
- Future 5 – Reshape (Move out of harm's way – raised land and green spaces)

The General Manager, 3 Waters, Property and Urban Development (David Ward), General Manager City Services (Scott MacLean) and Programme Manager, South Dunedin Future (Jonathan Rowe) spoke to the report and responded to questions.

During discussion Cr Brent Weatherall left the meeting at 9.44 am and returned at 9.46 am

Questions continued on the South Dunedin proposed adaptation future proposal options with the inclusion of the options for information on keeping the status quo and the inclusion of Future 2 – a pipes and pumps option to align with the recommendation approved at the Otago Regional Council the previous day.

Moved (Mayor Sophie/Cr Cherry Lucas)

That the Council:

Adjourns the meeting for 15 minutes.

Motion carried

The meeting adjourned at 10.03 am and reconvened at 10.17 am

Cr Steve Walker returned to the meeting at 10.18 am

Cr Andrew Simms returned to the meeting at 10.19 am

Cr Benedict Ong returned to the meeting at 10.20 am

Ms Karilyn Canton, Chief In-House responded to questions on the Public Works Act and explained the process for land acquisition. She commented that the Public Works Act was designed to be fair to landowners and assured that should this be used, the Council would ensure it was followed. Ms Canton explained that the landowners would be protected and emphasised that this was not a situation that they would be disadvantaged.

Cr Mickey Treadwell left the meeting at 10.40 am and returned at 10.41 am

The discussion and questions continued.

Cr Doug Hall left the meeting at 10.55 am and returned at 10.58 am

Cr Benedict Ong left the meeting at 11.20 am and returned at 11.22 am.

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

- a) **Notes** the work undertaken since the previous report to Council in September 2025.
- b) **Notes** the resolution of the ORC on 24 June 2026 to include an additional costed option of an engineered South Dunedin flood protection system.
- c) **Decides** to consult on the South Dunedin Future programme using a Special Consultative Procedure based on the following options:
 - The status quo
 - Future 2 -pipes and pumps
 - Future 3 - protect
 - Future 4 - restore
 - Future 5 - reshape
- d) **Notes** the development of Future 2 (pipes and pumps) was likely to take at least 4 months and will incorporate the ORC resolution.
- e) **Notes** staff would report back to Councils on the proposed consultation process once the work on Future 2 (pipes and pumps) has been completed.
- f) **Notes** the report back to Councils will include draft consultation material on the 5 options, and will seek Councils' approval of the draft consultation material.

Division

The Council voted by division

For: Crs John Chambers, Jo Galer, Christine Garey, Doug Hall, Cherry Lucas, Russell Lund, Mandy Mayhem, Andrew Simms, Mickey Treadwell, Lee Vandervis, Steve Walker, Brent Weatherall and Mayor Sophie Barker (13).

Against: Crs Marie Laufiso and Benedict Ong (2).

Abstained: Nil

The division was declared CARRIED by 13 votes to 2

Motion carried (CNL/2026/102)

Moved (Mayor Sophie/Cr Steve Walker

That the Council:

Adjourns the meeting until 1.05 pm.

Motion carried

The meeting adjourned at 12.19 pm and reconvened at 1.07 pm.

AGENDA AMENDMENT

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

- a) **Amends** the agenda to be taken in the following order:

That Item 8 - South Dunedin Natural Hazards Plan Review; Item 9 – Simplifying Local Government Update; Item 10 – Keeping of Animals Bylaw Review; Item 11 – Hearings Committee Recommendations on Submissions to the proposed Water Supply Bylaw 2026; Item 13 – Adoption of the Annual Plan 2026/27; Item 14 – Setting of Rates for the 2026/27 Financial Year; Item 15 – Dunedin City Holdings Group Companies – Statements of Intent 2026/27; Item 16 – Interim Regional Spatial Planning Governance Group and Item 19 Proposed Event Road Closures then Items C2 – Development Contribution Matter and C4 Dunedin City Holdings Group – Director Appointment Reappointment;

And

That Item 17 – Financial Report – Period Ended 30 April 2026, Item 18 – Governance and Councillor Appointments to Outside Organisations Updates and Item 20 – Notice of Motion – Opposing Removal of Final-Year Fee Free Policy be deferred to a later meeting.

Motion carried (CNL/2026/103)

8 SOUTH DUNEDIN NATURAL HAZARDS PLAN REVIEW

A report from City Development presented the outcome of the South Dunedin Natural Hazards Plan Review and sought a decision on whether to initiate a plan change to the Second Generation District Plan for Dunedin (2GP) in response to that review.

The report noted that the review had been undertaken because updated hazard and risk information for South Dunedin was now available, and because new national and regional direction for natural hazards management had taken effect. The review found that the current 2GP provisions for South Dunedin no longer reflected the best available understanding of natural hazard risk and were not effectively managing that risk for new development.

The General Manager, 3 Waters, Property and Urban Development (David Ward) and Team Leader Planning (Emma Christmas) and Michael Garbett (Anderson Lloyd) spoke to the report and responded to questions.

Cr Benedict Ong returned to the meeting at 1.17 pm.

During discussion Mayor Sophie left the meeting at 1.24 pm and Deputy Mayor Cherry Lucas assumed the Chair.

Mayor Sophie returned to the meeting at 1.28 pm and resumed the Chair.

Moved (Cr Cherry Lucas/Mayor Sophie Barker):

That the Council:

- a) **Notes** the findings of the South Dunedin Natural Hazards Plan Review Report, and the associated South Dunedin Natural Hazards Qualitative Risk Assessment prepared by Otago Regional Council.
- b) **Decided** not to initiate a plan change to the Second Generation District Plan for Dunedin at this time.
- c) **Directs** staff to continue to manage natural hazard risk in South Dunedin through existing statutory and resource consent processes, where available.

Motion carried (CNL/2026/104)

9 SIMPLIFYING LOCAL GOVERNMENT UPDATE

A report from Corporate Policy provided an update on the Otago Mayoral Forum's regional programme investigating local government reform options in response to the Government's Simplifying Local Government programme. The work included independent analysis and financial modelling by Morrison Low Advisory.

Mayor Sophie spoke to the report and commented on updates from the Otago Mayoral Forum's regional programme.

During discussion Cr Doug Hall left the meeting at 1.52 pm and returned at 1.56 pm.

Cr Jo Galer left the meeting at 2.25 pm and returned at 2.28 pm.

During discussion, it was moved (Mayor Sophie/Cr Cherry Lucas):

That the Council:

Extends the meeting beyond 6 hours.

Motion carried

Cr Benedict Ong left the meeting at 2.34 pm and returned at 2.37 pm.

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

- a) **Notes** the work currently underway through the Otago regional local government reform programme.
- b) **Notes** that no decisions had been made regarding any preferred reform option or potential Head Start proposal.

Motion carried (CNL/2026/105) with Crs Benedict Ong and Russell Lund recording their votes against

Moved (Mayor Sophie/Cr Steve Walker):

That the Council:

Adjourns the meeting

Motion carried

The meeting adjourned at 2.58 and reconvened at 3.11 pm.

10 KEEPING OF ANIMALS BYLAW REVIEW

A report from Corporate and Regulatory sought approval of the draft Keeping of Animals Bylaw (the Bylaw) and draft statement of proposal for formal consultation using the special consultative procedure which was a requirement of the Local Government Act 2002 (the Act).

The General Manager Corporate and Regulatory Services (Paul Henderson), Team Leader Environmental Health and Alcohol Licensing (Tanya Morrison), Manager Compliance Services (Bonnie Wright) and Team Leader Animal Services (Cazna Sewell) spoke to the report and responded to questions.

Moved (Cr Cherry Lucas/Cr Mandy Mayhem):

That the Council:

- a) **Notes** the results of early engagement.
- b) **Approves** the draft Keeping of Animals Bylaw, for consultation purposes, subject to any amendment.
- c) **Adopts** the statement of proposal, for consultation purposes, subject to any amendment.
- d) **Resolves** that the proposed draft Keeping of Animals Bylaw meets the requirements of section 155 of the Local Government Act 2002, in that:
 - i) the proposed Bylaw is the most appropriate form of Bylaw
 - ii) the proposed Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990.

- e) **Notes** that Councillor Lucas would appoint members of a Hearings Committee to hear submitters, consider submissions and make recommendations to the Council.

Motion carried (CNL/2026/106)

11 HEARINGS COMMITTEE RECOMMENDATIONS ON SUBMISSIONS TO THE PROPOSED WATER SUPPLY BYLAW 2026

A report from Civic presented findings of the Hearings Committee (the Committee) on the submissions to the proposed Water Supply Bylaw 2026 (the proposed Bylaw).

The report noted that after consideration of the submissions received, the Committee recommended some amendments to the proposed Bylaw and recommended that the Council adopt the proposed Bylaw with a date of effect of 1 July 2026.

Cr John Chambers (Chairperson) spoke to the report.

The General Manager 3 Waters, Property and Urban Development (David Ward); Regulation and Policy Team Leader, 3 Waters (Scott Campbell); Policy Analyst (Katherine Quill) responded to questions.

Moved (Cr John Chambers/Cr Brent Weatherall):

That the Council:

- a) **Notes** the 25 written submissions received on the proposed Water Supply Bylaw 2026.
- b) **Notes** the minutes of the Hearings Committee and its recommended amendments to the consultation version of the Bylaw.
- c) **Notes** the Boundary Backflow Prevention Policy.
- d) **Confirms** that the proposed Bylaw, including the recommended amendments, was the most appropriate way of regulating use of the DCC's water supply network, was the most appropriate form of bylaw, and did not give rise to any implications under the New Zealand Bill of Rights Act 1990.
- e) **Adopts** the Water Supply Bylaw 2026.
- f) **Approves** a date of effect for the Water Supply Bylaw 2026 of 1 July 2026.
- g) **Revokes** the Water Bylaw 2011 from 1 July 2026.

Motion carried (CNL/2026/107) with Crs Jo Galer, Russell Lund and Lee Vandervis recording their votes against

13 ADOPTION OF THE ANNUAL PLAN 2026/27

A report from Civic recommended adoption of the Annual Plan 2026/27 (the Annual Plan) and approval of matters associated with the Annual Plan.

The Chief Financial Officer (Carolyn Allan), Financial Services Manager (Hayden McAuliffe) and Corporate Planner (Janet Fraser) spoke to the report and responded to questions.

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

- a) **Adopts** the Annual Plan 2026/27.
- b) **Authorises** the Chief Executive to make any minor editorial changes resulting from quality checks prior to the final printing of the Annual Plan 2026/27 document.
- c) **Authorises** the Chief Executive to drawdown debt up to total debt of \$815 million in the 2026/27 year.

Division

The Council voted by division

For: Crs John Chambers, Christine Garey, Doug Hall, Marie Laufiso, Cherry Lucas, Mandy Mayhem, Mickey Treadwell, Steve Walker and Mayor Sophie Barker (9).
Against: Crs Jo Galer, Russell Lund, Benedict Ong, Andrew Simms, Lee Vandervis and Brent Weatherall (6).
Abstained: Nil

The division was declared CARRIED by 9 votes to 6

Motion carried (CNL/2026/108)

Crs Steve Walker and Lee Vandervis left the meeting at 4.43 pm.

Cr Steve Walker returned to the meeting at 4.44 pm.

Cr Benedict Ong left the meeting at 4.44 pm and returned at 4.50 pm.

14 SETTING OF RATES FOR THE 2026/27 FINANCIAL YEAR

A report from Finance advised that following adoption of the Annual Plan 2026/27, the Council needed to set the rates as provided for in the Funding Impact Statement for the 2026/27 year.

The Chief Financial Officer (Carolyn Allan) and Financial Services Manager (Hayden McAuliffe) spoke to the report and advised of two changes to the resolution:

Under Differential Matters and Categories b) water services utilities was added and under the bullet point on differential categories based on land use - commercial, or water services utilities was added.

They responded to questions.

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

- a) **Sets** the following rates under the Local Government (Rating) Act 2002 on rating units in the district for the financial year commencing 1 July 2026 and ending on 30 June 2027.

1. General Rate

A general rate set under section 13 of the Local Government (Rating) Act 2002 made on every rating unit, assessed on a differential basis as described below:

- A rate of 0.3231 cents in the dollar (including GST) of capital value on every rating unit in the "residential" category.
- A rate of 0.3070 cents in the dollar (including GST) of capital value on every rating unit in the "lifestyle" category.
- A rate of 0.8078 cents in the dollar (including GST) of capital value on every rating unit in the "commercial" category.
- A rate of 0.5654 cents in the dollar (including GST) of capital value on every rating unit in the "residential heritage bed and breakfasts" category.
- A rate of 0.2585 cents in the dollar (including GST) of capital value on every rating unit in the "farmland" category.
- A rate of 0.0534 cents in the dollar (including GST) of capital value on the "stadium: 10,000+ seat capacity" category.
- A rate of 0.4330 cents in the dollar (including GST) of capital value on the "water services utilities" category.

2. Community Services Rate

A targeted rate for community services, set under section 16 of the Local Government (Rating) Act 2002, assessed on a differential basis as follows:

- \$124.30 (including GST) per separately used or inhabited part of a rating unit for all rating units in the "residential, residential heritage bed and breakfasts, lifestyle and farmland" categories.
- \$124.30 (including GST) per rating unit for all rating units in the "commercial, stadium: 10,000+ seat capacity and water services utilities" categories.

3. Kerbside Collection Rate

A targeted rate for kerbside collection, set under section 16 of the Local Government (Rating) Act 2002, assessed on a differential basis as follows:

- \$348.00 (including GST) per separately used or inhabited part of a rating unit for rating units in the "residential, residential heritage bed and breakfasts, lifestyle and farmland" categories.
- \$348.00 (including GST) per rating unit for rating units in the "commercial" category.

4. Drainage Rates

A targeted rate for drainage, set under section 16 of the Local Government (Rating) Act 2002, assessed on a differential basis as follows:

- \$1,000.00 (including GST) per separately used or inhabited part of a rating unit for all rating units in the "residential, residential heritage bed and breakfasts, lifestyle and farmland" categories and which are "connected" to the public sewerage system.
- \$500.00 (including GST) per separately used or inhabited part of a rating unit for all rating units in the "residential, residential heritage bed and breakfasts, lifestyle and farmland" categories and which are "serviceable" by the public sewerage system.
- \$1,000.00 (including GST) per rating unit for all rating units in the "commercial, residential institutions, schools and stadium: 10,000+ seat capacity" categories and which are "connected" to the public sewerage system.
- \$500.00 (including GST) per rating unit for all rating units in the "commercial, residential institutions and schools" categories and which are "serviceable" by the public sewerage system.
- \$102.25 (including GST) per rating unit for all rating units in the "church" category and which are "connected" to the public sewerage system.

Rating units which are not "connected" to the scheme, and which are not "serviceable" will not be liable for this rate. Drainage is a combined targeted rate for sewage disposal and stormwater. Sewage disposal makes up 76% of the drainage rate, and stormwater makes up 24%. Non-rateable land will not be liable for the stormwater component of the drainage targeted rate. Rates demands for the drainage targeted rate for non-rateable land will therefore be charged at 76%.

5. Commercial Drainage Rates – Capital Value

A targeted rate for drainage, set under section 16 of the Local Government (Rating) Act 2002, assessed on a differential basis as follows:

- A rate of 0.3377 cents in the dollar (including GST) of capital value on every rating unit in the "commercial and residential institution" category and which are "connected" to the public sewerage system.

- A rate of 0.1689 cents in the dollar (including GST) of capital value on every rating unit in the "commercial" category and which are "serviceable" by the public sewerage system.
- A rate of 0.2533 cents in the dollar (including GST) of capital value on every rating unit in the "school" category and which are "connected" to the public sewerage system.
- A rate of 0.1267 cents in the dollar (including GST) of capital value on every rating unit in the "school" category and which are "serviceable" by the public sewerage system.
- A rate of 0.0195 cents in the dollar (including GST) of capital value on the "stadium: 10,000+ seat capacity" category.

This rate shall not apply to properties in Karitane, Middlemarch, Seacliff, Waikouaiti and Warrington. This rate shall not apply to churches. Drainage is a combined targeted rate for sewage disposal and stormwater. Sewage disposal makes up 76% of the drainage rate, and stormwater makes up 24%. Non-rateable land will not be liable for the stormwater component of the drainage targeted rate. Rates demands for the drainage targeted rate for non-rateable land will therefore be charged at 76%.

6. Water Rates

A targeted rate for water supply, set under section 16 of the Local Government (Rating) Act 2002, assessed on a differential basis as follows:

- \$810.00 (including GST) per separately used or inhabited part of any "connected" rating unit which receives an ordinary supply of water within the meaning of the Dunedin City Bylaws excepting properties in Karitane, Merton, Rocklands/Pukerangi, Seacliff, Waitati, Warrington, East Taieri, West Taieri and North Taieri.
- \$405.00 (including GST) per separately used or inhabited part of any "serviceable" rating unit to which connection is available to receive an ordinary supply of water within the meaning of the Dunedin City Bylaws excepting properties in Karitane, Merton, Rocklands/Pukerangi, Seacliff, Waitati, Warrington, East Taieri, West Taieri and North Taieri.
- \$810.00 (including GST) per unit of water being one cubic metre (viz. 1,000 litres) per day supplied at a constant rate of flow during a full 24 hour period to any "connected" rating unit situated in Karitane, Merton, Seacliff, Waitati, Warrington, West Taieri, East Taieri or North Taieri.
- \$405.00 (including GST) per separately used or inhabited part of any "serviceable" rating unit situated in Waitati, Warrington, West Taieri, East Taieri or North Taieri. This rate shall not apply to the availability of water in Merton, Karitane or Seacliff.

7. Fire Protection Rates

A targeted rate for the provision of a fire protection service, set under section 16 of the Local Government (Rating) Act 2002, assessed on a differential basis as follows:

- A rate of 0.1017 cents in the dollar (including GST) of capital value on all rating units in the "commercial" category. This rate shall not apply to churches.
- A rate of 0.0763 cents in the dollar (including GST) of capital value on all rating units in the "residential institutions" category.
- A rate of 0.0079 cents in the dollar (including GST) of capital value on the "stadium: 10,000+ seat capacity" category.
- \$243.00 (including GST) for each separately used or inhabited part of a rating unit within the "residential, residential heritage bed and breakfasts, lifestyle and farmland" category that is not receiving an ordinary supply of water within the meaning of the Dunedin City Bylaws.

8. Water Rates – Quantity of Water

A targeted rate for the quantity of water provided to any rating unit fitted with a water meter, being an extraordinary supply of water within the meaning of the Dunedin City Bylaws, set under section 19 of the Local Government (Rating) Act 2002, according to the following scale of charges (GST inclusive):

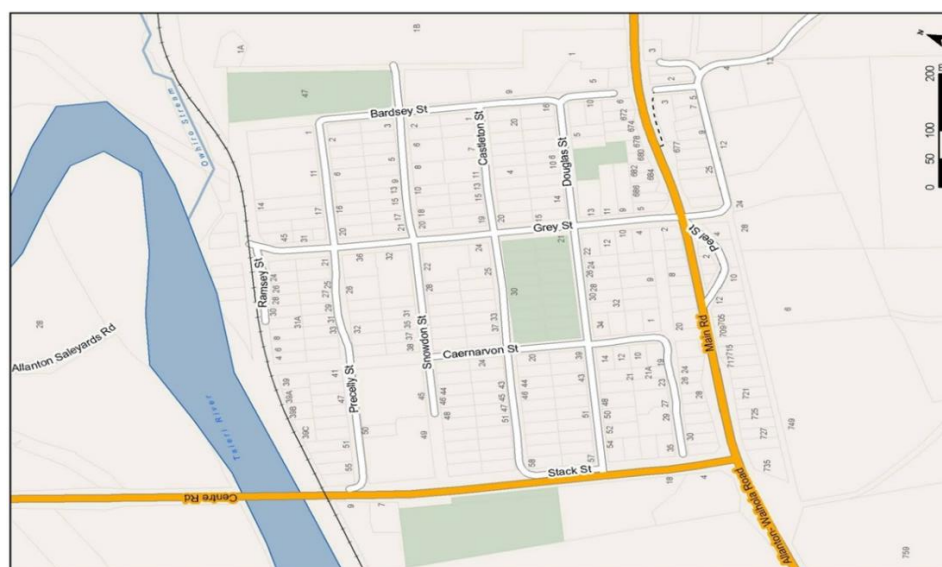
Annual Meter Rental Charge	
20mm nominal diameter	\$194.78
25mm nominal diameter	\$250.06
30mm nominal diameter	\$277.71
40mm nominal diameter	\$314.54
50mm nominal diameter	\$636.99
80mm nominal diameter	\$787.02
100mm nominal diameter	\$830.46
150mm nominal diameter	\$1,193.69
300mm nominal diameter	\$1,549.04
70mm Hydrant Standpipe	\$771.23
Reconnection Fee – includes the removal of water restrictors installed due to non-compliance of the water bylaw	\$542.86
Special Reading Fee	\$73.77
Backflow Prevention Charge	
Backflow Preventer Test Fee	\$154.15
Rescheduled Backflow Preventer Test Fee	\$92.01
Backflow Programme - incomplete application fee (hourly rate)	\$54.12
Water Charge	
Merton, Hindon and individual farm supplied Bulk Raw Water Tariff	\$0.17 per cubic metre
All other treated water per cubic metre	\$2.94 per cubic metre
Network Contributions	

Disconnection of Water Supply – AWSCI to excavate	\$302.31
Disconnection of Water Supply – DCC contractor to excavate	\$1,184.48

Where the supply of a quantity of water is subject to this Quantity of Water Targeted Rate, the rating unit will not be liable for any other targeted rate for the supply of the same water.

9. Allanton Drainage Rate

A targeted rate for the capital contribution towards the Allanton Wastewater Collection System, set under section 16 of the Local Government (Rating) Act 2002, of \$411.00 (including GST) per rating unit, to every rating unit paying their contribution towards the scheme as a targeted rate over 20 years. Liability for the rate is on the basis of the provision of the service to each rating unit. The Allanton area was shown in the map below:



10. Blanket Bay Drainage Rate

A targeted rate for the capital contribution towards the Blanket Bay Drainage System, set under section 16 of the Local Government (Rating) Act 2002, of \$636.00 (including GST) per rating unit, to every rating unit paying their contribution towards the scheme as a targeted rate over 20 years. Liability for the rate is on the basis of the provision of the service to each rating unit. The Blanket Bay area is shown in the map below:



11. Curles Point Drainage Rate

g) A targeted rate for the capital contribution towards the Curles Point Drainage System, set under section 16 of the Local Government (Rating) Act 2002, of \$749.00 (including GST) per rating unit, to every rating unit paying their contribution towards the scheme as a targeted rate over 20 years. Liability for the rate is on the basis of the provision of the service to each rating unit. The Curles Point area is shown in the map below:



12. Warm Dunedin Targeted Rate Scheme

A targeted rate for the Warm Dunedin Targeted Rate Scheme, set under section 16 of the Local Government (Rating) Act 2002, per rating unit in the Warm Dunedin Targeted Rate Scheme.

The targeted rate scheme provides a way for homeowners to install insulation and/or clean heating. The targeted rate covers the cost and an annual interest rate. The interest rates have been and will be:

Rates commencing 1 July 2013 and 1 July 2014 8%

Rates commencing 1 July 2015 and 1 July 2016 8.3%

Rates commencing 1 July 2017 7.8%

Rates commencing 1 July 2018 7.2%

Rates commencing 1 July 2019 6.8%

Rates commencing 1 July 2020 5.7%

Rates commencing 1 July 2021 4.4%

13. Private Street Lighting Rate

A targeted rate for the purpose of recovering the cost of private street lights, set under section 16 of the Local Government (Rating) Act 2002, assessed on a differential basis as follows:

- \$156.80 (including GST) per private street light divided by the number of separately used or inhabited parts of a rating unit for all rating units in the "residential and lifestyle" categories in the private streets as identified in the schedule below.
- \$156.80 (including GST) per private street light divided by the number of rating units for all rating units in the "commercial" category in the private streets as identified in the schedule below.

The private street light addresses are as follows:

1	Achilles Avenue
1	Alton Avenue
2	Alton Avenue
2A	Alton Avenue
3	Alton Avenue
4	Alton Avenue
5	Alton Avenue
6	Alton Avenue
7	Alton Avenue
8	Alton Avenue
9	Alton Avenue
7	Angle Avenue
9	Angle Avenue
11	Angle Avenue
20	Angle Avenue
22	Angle Avenue
24	Angle Avenue

43	Arawa Street
47	Arawa Street
17	Awa Toru Drive Fairfield
19	Awa Toru Drive Fairfield
21	Awa Toru Drive Fairfield
23	Awa Toru Drive Fairfield
25	Awa Toru Drive Fairfield
27	Awa Toru Drive Fairfield
29	Awa Toru Drive Fairfield
31	Awa Toru Drive Fairfield
33	Awa Toru Drive Fairfield
35	Awa Toru Drive Fairfield
37	Awa Toru Drive Fairfield
39	Awa Toru Drive Fairfield
41	Awa Toru Drive Fairfield
43	Awa Toru Drive Fairfield
45	Awa Toru Drive Fairfield
47	Awa Toru Drive Fairfield
49	Awa Toru Drive Fairfield
51	Awa Toru Drive Fairfield
60	Balmacewen Road
60B	Balmacewen Road
62	Balmacewen Road
64	Balmacewen Road
1	Balmoral Avenue Mosgiel
2	Balmoral Avenue Mosgiel
3	Balmoral Avenue Mosgiel
4	Balmoral Avenue Mosgiel
5	Balmoral Avenue Mosgiel
6	Balmoral Avenue Mosgiel
7	Balmoral Avenue Mosgiel
8	Balmoral Avenue Mosgiel
9	Balmoral Avenue Mosgiel
10	Balmoral Avenue Mosgiel
11	Balmoral Avenue Mosgiel
12	Balmoral Avenue Mosgiel
17	Balmoral Avenue Mosgiel
19	Barclay Street
211	Bay View Road
211A	Bay View Road
211B	Bay View Road
1	Beaufort Street
3	Beaufort Street
119	Belford Street
12	Bell Crescent Green Island
14	Bell Crescent Green Island
24	Bell Crescent Green Island
26	Bell Crescent Green Island
12	Bewley Avenue Macandrew Bay
14	Bewley Avenue Macandrew Bay
21	Birchfield Avenue
7	Bishop Verdon Close Mosgiel
9	Bishop Verdon Close Mosgiel
10	Bishop Verdon Close Mosgiel
11	Bishop Verdon Close Mosgiel
12	Bishop Verdon Close Mosgiel
8	Bonnington Street
8a	Bonnington Street
10	Bonnington Street
20K	Brighton Road Green Island

20J	Brighton Road Green Island
20H	Brighton Road Green Island
20G	Brighton Road Green Island
20F	Brighton Road Green Island
20E	Brighton Road Green Island
20D	Brighton Road Green Island
20C	Brighton Road Green Island
20B	Brighton Road Green Island
20A	Brighton Road Green Island
20	Brighton Road Green Island
34	Burgess Street Green Island
36	Burgess Street Green Island
38	Burgess Street Green Island
40	Burgess Street Green Island
42	Burgess Street Green Island
44	Burgess Street Green Island
46	Burgess Street Green Island
48	Burgess Street Green Island
50	Burgess Street Green Island
8	Burkes Drive Ravensbourne
10	Burkes Drive Ravensbourne
181	Burt Street
183	Burt Street
185	Burt Street
7	Bush Road Mosgiel
80	Caldwell Street
82	Caldwell Street
1	Campbell Lane Mosgiel
4	Campbell Lane Mosgiel
5	Campbell Lane Mosgiel
6	Campbell Lane Mosgiel
7	Campbell Lane Mosgiel
8	Campbell Lane Mosgiel
9	Campbell Lane Mosgiel
10	Campbell Lane Mosgiel
11	Campbell Lane Mosgiel
12	Campbell Lane Mosgiel
13	Campbell Lane Mosgiel
14	Campbell Lane Mosgiel
15	Campbell Lane Mosgiel
30	Cardigan Street North East Valley
32	Cardigan Street North East Valley
34	Cardigan Street North East Valley
36	Cardigan Street North East Valley
3	Carnea Heights Mosgiel
4	Carnea Heights Mosgiel
5	Carnea Heights Mosgiel
6	Carnea Heights Mosgiel
7	Carnea Heights Mosgiel
8	Carnea Heights Mosgiel
10	Carnea Heights Mosgiel
12	Carnea Heights Mosgiel
22	Centennial Avenue Fairfield
24	Centennial Avenue Fairfield
26	Centennial Avenue Fairfield
28	Centennial Avenue Fairfield
150	Chapman Street
150A	Chapman Street
152	Chapman Street
12	Clearwater Street Broad Bay

- 14 Clearwater Street Broad Bay
- 16 Clearwater Street Broad Bay
- 18 Clearwater Street Broad Bay
- 20 Clearwater Street Broad Bay
- 22 Clearwater Street Broad Bay
- 24 Clearwater Street Broad Bay
- 26 Clearwater Street Broad Bay
- 28 Clearwater Street Broad Bay
- 30 Clearwater Street Broad Bay
- 32 Clearwater Street Broad Bay
- 34 Clearwater Street Broad Bay
- 36 Clearwater Street Broad Bay
- 22 Cole Street
- 11 Corstorphine Road
- 11A Corstorphine Road
- 13 Corstorphine Road
- 15 Corstorphine Road
- 17 Corstorphine Road
- 21 Corstorphine Road
- 23 Corstorphine Road
- 25 Corstorphine Road
- 11 Craighall Crescent
- 15 Craighall Crescent
- 1 Dalkeith Road Port Chalmers
- 2 Dalkeith Road Port Chalmers
- 4 Dalkeith Road Port Chalmers
- 6 Dalkeith Road Port Chalmers
- 8 Dalkeith Road Port Chalmers
- 10 Dalkeith Road Port Chalmers
- 12 Dalkeith Road Port Chalmers
- 21 Davies Street
- 22 Davies Street
- 1 Devon Place Mosgiel
- 2 Devon Place Mosgiel
- 3 Devon Place Mosgiel
- 4 Devon Place Mosgiel
- 5 Devon Place Mosgiel
- 6 Devon Place Mosgiel
- 7 Devon Place Mosgiel
- 9 Devon Place Mosgiel
- 10 Devon Place Mosgiel
- 11 Devon Place Mosgiel
- 12 Devon Place Mosgiel
- 13 Devon Place Mosgiel
- 14 Devon Place Mosgiel
- 15 Devon Place Mosgiel
- 16 Devon Place Mosgiel
- 17 Devon Place Mosgiel
- 18 Devon Place Mosgiel
- 19 Devon Place Mosgiel
- 20 Devon Place Mosgiel
- 21 Devon Place Mosgiel
- 20 District Road Roseneath
- 24 District Road Roseneath
- 24A District Road Roseneath
- 139b Doon Street
- 139a Doon Street
- 139 Doon Street
- 141 Doon Street
- 143 Doon Street

145 Doon Street
 149 Doon Street
 151 Doon Street
 5 Dorset Street
 7 Dorset Street
 10 Dorset Street
 11 Dorset Street
 12 Dorset Street
 14 Dorset Street
 15 Dorset Street
 16 Dorset Street
 18 Dorset Street
 20 Dorset Street
 21 Dorset Street
 17 Duckworth Street
 19 Duckworth Street
 21 Duckworth Street
 35 Duckworth Street
 37 Duckworth Street
 39 Duckworth Street
 39a Duckworth Street
 41 Duckworth Street
 47 Duckworth Street
 49 Duckworth Street
 53 Duckworth Street
 Dunedin Airport
 1–31 Eastbourne Street
 2–31 Eastbourne Street
 3–31 Eastbourne Street
 4–31 Eastbourne Street
 5–31 Eastbourne Street
 6–31 Eastbourne Street
 7–31 Eastbourne Street
 8–31 Eastbourne Street
 9–31 Eastbourne Street
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 42–31 Eastbourne Street
 43–31 Eastbourne Street
 46–31 Eastbourne Street
 47–31 Eastbourne Street
 50–31 Eastbourne Street
 51–31 Eastbourne Street
 16 Easther Crescent
 16A Easther Crescent
 18 Easther Crescent
 20 Easther Crescent
 22 Easther Crescent
 24 Easther Crescent
 26 Easther Crescent
 8 Echovale Avenue
 10 Echovale Avenue
 12 Echovale Avenue
 45 Eglinton Road
 2 Elbe Street
 202 Elgin Road
 204 Elgin Road
 206 Elgin Road
 208 Elgin Road
 1 Eton Drive Mosgiel
 4 Eton Drive Mosgiel
 5 Eton Drive Mosgiel
 6 Eton Drive Mosgiel
 7 Eton Drive Mosgiel
 8 Eton Drive Mosgiel
 9 Eton Drive Mosgiel
 10 Eton Drive Mosgiel
 11 Eton Drive Mosgiel
 12 Eton Drive Mosgiel
 13 Eton Drive Mosgiel
 14 Eton Drive Mosgiel
 15 Eton Drive Mosgiel
 16 Eton Drive Mosgiel
 17 Eton Drive Mosgiel
 18 Eton Drive Mosgiel
 19 Eton Drive Mosgiel
 20 Eton Drive Mosgiel
 2 Everton Road
 3 Everton Road
 4 Everton Road
 64 Every Street
 66 Every Street
 68 Every Street
 70 Every Street
 76 Every Street
 7 Fern Road Ravensbourne
 9 Fern Road Ravensbourne
 11 Fern Road Ravensbourne
 13 Fern Road Ravensbourne
 15 Fern Road Ravensbourne

- 17 Fern Road Ravensbourne
- 19 Fern Road Ravensbourne
- 21 Fern Road Ravensbourne
- 19 Ferntree Drive
- 21 Ferntree Drive
- 23 Ferntree Drive
- 25 Ferntree Drive
- 43 Forfar Street
- 45 Forfar Street
- 47 Forfar Street
- 47a Forfar Street
- 49 Forfar Street
- 51 Forfar Street
- 53 Forfar Street
- 53a Forfar Street
- 2–80 Formby Street Outram Street
- 3–80 Formby Street Outram Street
- 4–80 Formby Street Outram Street
- 5–80 Formby Street Outram Street
- 6–80 Formby Street Outram Street
- 7–80 Formby Street Outram Street
- 8–80 Formby Street Outram Street
- 10–80 Formby Street Outram Street
- 12–80 Formby Street Outram Street
- 13–80 Formby Street Outram Street
- 14–80 Formby Street Outram Street
- 15–80 Formby Street Outram Street
- 16–80 Formby Street Outram Street
- 17–80 Formby Street Outram Street
- 18–80 Formby Street Outram Street
- 19–80 Formby Street Outram Street
- 20–80 Formby Street Outram Street
- 239 Fryatt Street
- 41 Fulton Road
- 43 Fulton Road
- 43A Fulton Road
- 45 Fulton Road
- 45A Fulton Road
- 47 Fulton Road
- 47A Fulton Road
- 49 Fulton Road
- 49A Fulton Road
- 51 Fulton Road
- 51A Fulton Road
- 53 Fulton Road
- 248 George Street
- 559 George Street
- 150A Gladstone Road North Mosgiel
- 150B Gladstone Road North Mosgiel
- 150C Gladstone Road North Mosgiel
- 150D Gladstone Road North Mosgiel
- 150E Gladstone Road North Mosgiel
- 152B Gladstone Road North Mosgiel
- 152C Gladstone Road North Mosgiel
- 152D Gladstone Road North Mosgiel
- 152E Gladstone Road North Mosgiel
- 154A Gladstone Road North Mosgiel
- 214 Gladstone Road North Mosgiel
- 216 Gladstone Road North Mosgiel
- 218 Gladstone Road North Mosgiel

- 220 Gladstone Road North Mosgiel
- 222 Gladstone Road North Mosgiel
- 224 Gladstone Road North Mosgiel
- 226 Gladstone Road North Mosgiel
- 228 Gladstone Road North Mosgiel
- 230 Gladstone Road North Mosgiel
- 232 Gladstone Road North Mosgiel
- 234 Gladstone Road North Mosgiel
- 39 Glenbrook Drive Mosgiel
- 41 Glenbrook Drive Mosgiel
- 45 Glenbrook Drive Mosgiel
- 47 Glenbrook Drive Mosgiel
- 49 Glenbrook Drive Mosgiel
- 51 Glenbrook Drive Mosgiel
- 57 Glenbrook Drive Mosgiel
- 1 Glenfinnan Place
- 3 Glenfinnan Place
- 4A Glenfinnan Place
- 4B Glenfinnan Place
- 5 Glenfinnan Place
- 6 Glenfinnan Place
- 7 Glenfinnan Place
- 8A Glenfinnan Place
- 8B Glenfinnan Place
- 9A Glenfinnan Place
- 9B Glenfinnan Place
- 10A Glenfinnan Place
- 10B Glenfinnan Place
- 1 Glengarry Court Mosgiel
- 2 Glengarry Court Mosgiel
- 3 Glengarry Court Mosgiel
- 4 Glengarry Court Mosgiel
- 5 Glengarry Court Mosgiel
- 6 Glengarry Court Mosgiel
- 7 Glengarry Court Mosgiel
- 8 Glengarry Court Mosgiel
- 9 Glengarry Court Mosgiel
- 10 Glengarry Court Mosgiel
- 11 Glengarry Court Mosgiel
- 12 Glengarry Court Mosgiel
- 13 Glengarry Court Mosgiel
- 14 Glengarry Court Mosgiel
- 15 Glengarry Court Mosgiel
- 16 Glengarry Court Mosgiel
- 17 Glengarry Court Mosgiel
- 18 Glengarry Court Mosgiel
- 19 Glengarry Court Mosgiel
- 20 Glengarry Court Mosgiel
- 21 Glengarry Court Mosgiel
- 22 Glengarry Court Mosgiel
- 23 Glengarry Court Mosgiel
- 24 Glengarry Court Mosgiel
- 48 Glenross Street
- 50 Glenross Street
- 54 Glenross Street
- 56 Glenross Street
- 58 Glenross Street
- 60 Glenross Street
- 110 Glenross Street
- 114 Glenross Street

- 116 Glenross Street
- 230 Gordon Road Mosgiel
- 229 Gordon Road Mosgiel
- 34 Grandview Crescent
- 8 Grant Dalton Street North Taieri
- 12 Grant Dalton Street North Taieri
- 14 Grant Dalton Street North Taieri
- 15 Grant Dalton Street North Taieri
- 16 Grant Dalton Street North Taieri
- 17 Grant Dalton Street North Taieri
- 18 Grant Dalton Street North Taieri
- 19 Grant Dalton Street North Taieri
- 20 Grant Dalton Street North Taieri
- 21 Grant Dalton Street North Taieri
- 22 Grant Dalton Street North Taieri
- 26 Grant Dalton Street North Taieri
- 27 Grant Dalton Street North Taieri
- 28 Grant Dalton Street North Taieri
- 29 Grant Dalton Street North Taieri
- 10 Halsey Street
- 1 Hampton Grove Mosgiel
- 2 Hampton Grove Mosgiel
- 3 Hampton Grove Mosgiel
- 4 Hampton Grove Mosgiel
- 5 Hampton Grove Mosgiel
- 6 Hampton Grove Mosgiel
- 7 Hampton Grove Mosgiel
- 8 Hampton Grove Mosgiel
- 9 Hampton Grove Mosgiel
- 10 Hampton Grove Mosgiel
- 11 Hampton Grove Mosgiel
- 12 Hampton Grove Mosgiel
- 14 Hampton Grove Mosgiel
- 15 Hampton Grove Mosgiel
- 16 Hampton Grove Mosgiel
- 17 Hampton Grove Mosgiel
- 18 Hampton Grove Mosgiel
- 19 Hampton Grove Mosgiel
- 20 Hampton Grove Mosgiel
- 21 Hampton Grove Mosgiel
- 22 Hampton Grove Mosgiel
- 23 Hampton Grove Mosgiel
- 24 Hampton Grove Mosgiel
- 25 Hampton Grove Mosgiel
- 26 Hampton Grove Mosgiel
- 4 Harold Street
- 12 Harold Street
- 215a Helensburgh Road
- 217a Helensburgh Road
- 217b Helensburgh Road
- 219 Helensburgh Road
- 219a Helensburgh Road
- 219b Helensburgh Road
- 221 Helensburgh Road
- 223 Helensburgh Road
- 49 Highcliff Road
- 49A Highcliff Road
- 51 Highcliff Road
- 57 Highcliff Road
- 295 Highcliff Road

297 Highcliff Road
 313 Highcliff Road
 315a Highcliff Road
 315b Highcliff Road
 317 Highcliff Road
 16 Highgate
 18 Highgate
 20 Highgate
 34a Highgate
 34 Highgate
 216 Highgate
 218 Highgate
 144A Highgate
 144B Highgate
 146 Highgate
 146A Highgate
 148 Highgate
 2 Hill Road Warrington
 26 Ings Avenue
 26A Ings Avenue
 26B Ings Avenue
 364 Kaikorai Valley Road
 366 Kaikorai Valley Road
 368 Kaikorai Valley Road
 372 Kaikorai Valley Road
 374 Kaikorai Valley Road
 9 Kilgour Street
 11 Kilgour Street
 15 Kilgour Street
 20 Kinvig Street
 22 Kinvig Street
 2 Koremata Street Green Island
 4 Koremata Street Green Island
 12 Koremata Street Green Island
 32 Koremata Street Green Island
 34 Koremata Street Green Island
 6 Langham Terrace
 3 Lawson Street
 4 Leithton Close
 6 Leithton Close
 9 Leithton Close
 10 Leithton Close
 11 Leithton Close
 14 Leithton Close
 15 Leithton Close
 18 Leithton Close
 19 Leithton Close
 21 Leithton Close
 22 Leithton Close
 23 Leithton Close
 26 Leithton Close
 27 Leithton Close
 28 Leithton Close
 29 Leithton Close
 32 Leithton Close
 33 Leithton Close
 36 Leithton Close
 5 Leven Street
 2 Leyden Terrace
 21 Lock Street

- 1–23 London Street
- 2–23 London Street
- 3–23 London Street
- 4–23 London Street
- 5–23 London Street
- 6–23 London Street
- 7–23 London Street
- 8–23 London Street
- 9–23 London Street
- 10–23 London Street
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- 14–23 London Street
- 15–23 London Street
- 16–23 London Street
- 17–23 London Street
- 18–23 London Street
- 19–23 London Street
- 25 London Street
- 1–25 London Street
- 2–25 London Street
- 3–25 London Street
- 8 Lynwood Avenue
- 10 Lynwood Avenue
- 12 Lynwood Avenue
- 12a Lynwood Avenue
- 12c Lynwood Avenue
- 14 Lynwood Avenue
- 3 McAllister Lane Mosgiel
- 5 McAllister Lane Mosgiel
- 7 McAllister Lane Mosgiel
- 9 McAllister Lane Mosgiel
- 11 McAllister Lane Mosgiel
- 13 McAllister Lane Mosgiel
- 15 McAllister Lane Mosgiel
- 17 McAllister Lane Mosgiel
- 19 McAllister Lane Mosgiel
- 210 Main South Road Green Island
- 1 Mallard Place Mosgiel
- 2 Mallard Place Mosgiel
- 3 Mallard Place Mosgiel
- 4 Mallard Place Mosgiel
- 5 Mallard Place Mosgiel
- 6 Mallard Place Mosgiel
- 7 Mallard Place Mosgiel
- 8 Mallard Place Mosgiel
- 9 Mallard Place Mosgiel
- 10 Mallard Place Mosgiel
- 11 Mallard Place Mosgiel
- 12 Mallard Place Mosgiel
- 13 Mallard Place Mosgiel
- 14 Mallard Place Mosgiel
- 15 Mallard Place Mosgiel
- 11 Malvern Street
- 15 Malvern Street
- 17a Malvern Street
- 30 Marne Street
- 32 Marne Street
- 42 Marne Street

44 Marne Street
46 Marne Street
48 Marne Street
50 Marne Street
2 Meldrum Street
10 Meldrum Street
33 Melville Street
14 Middleton Road
16 Middleton Road
18 Middleton Road
20 Middleton Road
22 Middleton Road
24 Middleton Road
26 Middleton Road
28 Middleton Road
30 Middleton Road
37 Middleton Road
37a Middleton Road
39 Middleton Road
43 Middleton Road
47a Middleton Road
19 Montague Street
21 Montague Street
23 Montague Street
29 Moray Place
407 Moray Place
29 Musselburgh Rise
31 Musselburgh Rise
33 Musselburgh Rise
35 Musselburgh Rise
35A Musselburgh Rise
35B Musselburgh Rise
72 Newington Avenue
51G North Road
51H North Road
51I North Road
51J North Road
51K North Road
51L North Road
53 North Road
57A North Road
57B North Road
57C North Road
57D North Road
57E North Road
57F North Road
59A North Road
59B North Road
59C North Road
59D North Road
59E North Road
59F North Road
59G North Road
59H North Road
59I North Road
59J North Road
59K North Road
59L North Road
59M North Road
37 Norwood Street

- 41 Norwood Street
- 1 Pembrey Street
- 2 Pembrey Street
- 3 Pembrey Street
- 4 Pembrey Street
- 5 Pembrey Street
- 6 Pembrey Street
- 7 Pembrey Street
- 8 Pembrey Street
- 10 Pembrey Street
- 11 Pembrey Street
- 264 Pine Hill Road
- 264A Pine Hill Road
- 266A Pine Hill Road
- 266B Pine Hill Road
- 268A Pine Hill Road
- 268B Pine Hill Road
- 270 Pine Hill Road
- 272 Pine Hill Road
- 274 Pine Hill Road
- 278A Pine Hill Road
- 278B Pine Hill Road
- 390 Pine Hill Road
- 409 Pine Hill Road
- 11 Pine Hill Road
- 5 Pinfold Place Mosgiel
- 6 Pinfold Place Mosgiel
- 8 Pinfold Place Mosgiel
- 9 Pinfold Place Mosgiel
- 10 Pinfold Place Mosgiel
- 11 Pinfold Place Mosgiel
- 12 Pinfold Place Mosgiel
- 13 Pinfold Place Mosgiel
- 14 Pinfold Place Mosgiel
- 15 Pinfold Place Mosgiel
- 30 Puketai Street
- 36 Puketai Street
- 38 Puketai Street
- 19 Queen Street
- 19A Queen Street
- 1 Rata Court Mosgiel
- 2 Rata Court Mosgiel
- 3 Rata Court Mosgiel
- 4 Rata Court Mosgiel
- 5 Rata Court Mosgiel
- 6 Rata Court Mosgiel
- 223 Ravensbourne Road Ravensbourne
- 1 Rimu Court Mosgiel
- 2 Rimu Court Mosgiel
- 3 Rimu Court Mosgiel
- 4 Rimu Court Mosgiel
- 5 Rimu Court Mosgiel
- 87 Riselaw Road
- 89 Riselaw Road
- 89A Riselaw Road
- 91 Riselaw Road
- 91A Riselaw Road
- 93 Riselaw Road
- 93A Riselaw Road
- 21 Rosebery Street

42 Roy Crescent
 44 Roy Crescent
 46 Roy Crescent
 48 Roy Crescent
 50 Roy Crescent
 54 Roy Crescent
 58 Roy Crescent
 60 Roy Crescent
 62 Roy Crescent
 64 Roy Crescent
 16 Selkirk Street
 11 Shand Street Green Island
 14 Sheen Street
 6 Silver Springs Boulevard Mosgiel
 8 Silver Springs Boulevard Mosgiel
 10 Silver Springs Boulevard Mosgiel
 12 Silver Springs Boulevard Mosgiel
 14 Silver Springs Boulevard Mosgiel
 16 Silver Springs Boulevard Mosgiel
 20 Silver Springs Boulevard Mosgiel
 22 Silver Springs Boulevard Mosgiel
 24 Silver Springs Boulevard Mosgiel
 26 Silver Springs Boulevard Mosgiel
 28 Silver Springs Boulevard Mosgiel
 1–27 St Albans Street
 2–27 St Albans Street
 3–27 St Albans Street
 4–27 St Albans Street
 5–27 St Albans Street
 6–27 St Albans Street
 7–27 St Albans Street
 8–27 St Albans Street
 9–27 St Albans Street
 10–27 St Albans Street
 11–27 St Albans Street
 12–27 St Albans Street
 13–27 St Albans Street
 4 Stanley Square Mosgiel
 5 Stanley Square Mosgiel
 6 Stanley Square Mosgiel
 7 Stanley Square Mosgiel
 8 Stanley Square Mosgiel
 9 Stanley Square Mosgiel
 10 Stanley Square Mosgiel
 11 Stanley Square Mosgiel
 12 Stanley Square Mosgiel
 365 Stuart Street
 367 Stuart Street
 367A Stuart Street
 55 Sunbury Street
 57 Sunbury Street
 59 Sunbury Street
 59A Sunbury Street
 67 Tahuna Road
 67A Tahuna Road
 67B Tahuna Road
 69 Tahuna Road
 69A Tahuna Road
 69B Tahuna Road
 69C Tahuna Road

- 1 Taupo Lane Ravensbourne
- 2 Taupo Street Ravensbourne
- 1 Thomas Square Mosgiel
- 2 Thomas Square Mosgiel
- 3 Thomas Square Mosgiel
- 4 Thomas Square Mosgiel
- 5 Thomas Square Mosgiel
- 6 Thomas Square Mosgiel
- 7 Thomas Square Mosgiel
- 8 Thomas Square Mosgiel
- 9 Thomas Square Mosgiel
- 4A Totara Street Ravensbourne
- 44 Turnbull Street
- 46 Turnbull Street
- 85A Victoria Road St Kilda
- 85B Victoria Road St Kilda
- 85C Victoria Road St Kilda
- 85D Victoria Road St Kilda
- 85G Victoria Road St Kilda
- 85H Victoria Road St Kilda
- 85I Victoria Road St Kilda
- 85J Victoria Road St Kilda
- 85K Victoria Road St Kilda
- 85L Victoria Road St Kilda
- 85M Victoria Road St Kilda
- 85N Victoria Road St Kilda
- 85P Victoria Road St Kilda
- 85Q Victoria Road St Kilda
- 85R Victoria Road St Kilda
- 85T Victoria Road St Kilda
- 146 Victoria Road St Kilda
- 44 Waimea Avenue
- 46 Waimea Avenue
- 48 Waimea Avenue
- 50 Waimea Avenue
- 58 Waimea Avenue
- 62 Waimea Avenue
- 60 Wallace Street
- 18 Warwick Street
- 23 Warwick Street
- 1 Wenlock Square Mosgiel
- 2 Wenlock Square Mosgiel
- 3 Wenlock Square Mosgiel
- 4 Wenlock Square Mosgiel
- 5 Wenlock Square Mosgiel
- 6 Wenlock Square Mosgiel
- 7 Wenlock Square Mosgiel
- 8 Wenlock Square Mosgiel
- 9 Wenlock Square Mosgiel
- 10 Wenlock Square Mosgiel
- 11 Wenlock Square Mosgiel
- 12 Wenlock Square Mosgiel
- 14 Wenlock Square Mosgiel
- 15 Wenlock Square Mosgiel
- 17 Wenlock Square Mosgiel
- 18 Wenlock Square Mosgiel
- 19 Wenlock Square Mosgiel
- 20 Wenlock Square Mosgiel
- 21 Wenlock Square Mosgiel
- 72 Wesley Street

19	Woodside Terrace
20	Woodside Terrace
22	Woodside Terrace
23	Woodside Terrace
24	Woodside Terrace
25	Woodside Terrace
25A	Woodside Terrace
26	Woodside Terrace
27	Woodside Terrace
29	Woodside Terrace

Differential Matters and Categories

- b) **Adopts** the following differential categories for the 2026/27 financial year.

The differential categories are determined in accordance with the Council's land use codes. The Council's land use codes are based on the land use codes set under the Rating Valuation Rules 2008 and are set out in Attachment A. In addition, the Council has established categories for residential institutions, residential heritage bed and breakfasts, the stadium: 10,000+ seat capacity, water service utilities, churches, and schools.

1. Differentials Based on Land Use

The Council uses this matter to:

- Differentiate the General rate.
- Differentiate the Community Services rate.
- Differentiate the Kerbside Collection rate.
- Differentiate the Private Street Lighting rate.
- Differentiate the Fire Protection rate.

The differential categories based on land use are:

- Residential – includes all rating units used for residential purposes including single residential, multi-unit residential, multi-use residential, residential special accommodation, residential communal residence dependant on other use, residential bach/cribs, residential carparking and residential vacant land.
- Lifestyle – includes all rating units with Council's land use codes 2, 20, 21, 22 and 29.
- Commercial – includes all rating units with land uses not otherwise categorised as Residential, Residential Heritage Bed and Breakfasts, Lifestyle, Farmland, Stadium: 10,000+ seat capacity, or water services utilities.
- Farmland - includes all rating units used solely or principally for agricultural or horticultural or pastoral purposes.

- Residential Heritage Bed and Breakfasts – includes all rating units meeting the following description:
 - Bed and breakfast establishments; and
 - Classified as commercial for rating purposes due to the number of bedrooms (greater than four); and
 - Either:
 - the majority of the establishment is at least 80 years old, or
 - the establishment has Heritage New Zealand Pouhere Taonga Registration, or
 - the establishment is a Dunedin City Council Protected Heritage Building as identified in the District Plan; and
 - The bed and breakfast owner lives at the facility.
- Stadium: 10,000+ seat capacity – this includes land at 130 Anzac Avenue, Dunedin, Assessment 4026695, Valuation reference 27190-01403.
- Water Services Utilities – this includes rating units with council land use codes 64 and 65.

2. Differentials Based on Land Use and Provision or Availability of Service

The Council uses these matters to differentiate the drainage rate and the commercial drainage rate.

The differential categories based on land use are:

- Residential – includes all rating units used for residential purposes including single residential, multi-unit residential, multi-use residential, residential special accommodation, residential communal residence dependant on other use, residential bach/cribs, residential carparking and residential vacant land.
- Lifestyle - includes all rating units with Council's land use codes 2, 20, 21, 22 and 29.
- Farmland - includes all rating units used solely or principally for agricultural or horticultural or pastoral purposes.
- Commercial – includes all rating units with land uses not otherwise categorised as Residential, Residential Heritage Bed and Breakfasts, Lifestyle, Farmland, Residential Institutions, Stadium: 10,000+ seat capacity, Churches or Schools.
- Stadium: 10,000+ seat capacity – this includes land at 130 Anzac Avenue, Dunedin, Assessment 4026695, Valuation reference 27190-01403.

- Residential Heritage Bed and Breakfasts – includes all rating units meeting the following description:
 - Bed and breakfast establishments; and
 - Classified as commercial for rating purposes due to the number of bedrooms (greater than four); and
 - Either:
 - the majority of the establishment is at least 80 years old or
 - the establishment has Heritage New Zealand Pouhere Taonga Registration or
 - the establishment is a Dunedin City Council Protected Heritage Building as identified in the District Plan; and
 - The bed and breakfast owner lives at the facility.
- Residential Institutions - includes only rating units with the Council's land use codes 95 and 96.
- Churches – includes all rating units used for places of religious worship.
- Schools - includes only rating units used for schools that do not operate for profit.

The differential categories based on provision or availability of service are:

- Connected – any rating unit that is connected to a public sewerage drain.
- Serviceable – any rating unit that is not connected to a public sewerage drain but is capable of being connected to the sewerage system (being a property situated within 30 metres of a public drain).

3. *Differentials Based on Provision or Availability of Service*

The Council uses this matter to differentiate the water rates.

The differential categories based on provision or availability of service are:

- Connected – any rating unit that is supplied by the water supply system.
- Serviceable – any rating unit that is not supplied but is capable of being supplied by the water supply system (being a rating unit situated within 100 metres of the nearest water supply).

Minimum Rates

- c) **Approves** that where the total amount of rates payable in respect of any rating unit is less than \$5.00 including GST, the rates payable in respect of the rating unit

shall be such amount as the Council determines but not exceeding \$5.00 including GST.

Low Value Rating Units

- d) **Approves** that rating units with a capital value of \$8,500 or less will only be charged the general rate.

Land Use Codes

- e) **Approves** that the land use codes attached to this report are adopted as the Council's land use codes for the purpose of the rating method.

Separately Used or Inhabited Part of a Rating Unit

- f) **Adopts** the following definition of a separately used or inhabited part of a rating unit:

"A separately used or inhabited part of a rating unit includes any portion inhabited or used by the owner/a person other than the owner, and who has the right to use or inhabit that portion by virtue of a tenancy, lease, licence, or other agreement.

This definition includes separately used parts, whether or not actually occupied at any particular time, which are provided by the owner for rental (or other form of occupation) on an occasional or long term basis by someone other than the owner.

For the purpose of this definition, vacant land and vacant premises offered or intended for use or habitation by a person other than the owner and usually used as such are defined as 'used'.

For the avoidance of doubt, a rating unit that has a single use or occupation is treated as having one separately used or inhabited part."

Lump Sum Contributions

- g) **Approves** that no lump sum contributions will be sought for any targeted rate.

Rating by Instalments

- h) **Approves** the following schedule of rates to be collected by the Council, payable by four instalments.

The City is divided into four areas based on Valuation Roll Numbers, as set out below:

Area 1	Area 2	Area 3	Area 3 continued
Valuation Roll Numbers:			
26700	26990	26500	27550
26710	27000	26520	27560
26760	27050	26530	27600
26770	27060	26541	27610
26850	27070	26550	27760
26860	27080	26580	27770
26950	27150	26590	27780
26960	27350	26620	27790
26970	27360	26640	27811
26980	27370	26651	27821
27160	27380	26750	27822
27170	27500	26780	27823
27180	27510	27250	27831
27190	27520	27260	27841
27200	27851	27270	27871
	27861	27280	27911
	27880	27450	27921
	27890	27460	27931
	27901	27470	27941
	28000		
	28010		
	28020		

Area 4 comprises ratepayers with multiple assessments who pay on a schedule.

Due Dates for Payment of Rates

- i) **Approves** the due dates for all rates with the exception of water rates, which are charged based on water meter consumption, will be payable in four instalments due on the dates below:

	Area 1	Area 2	Area 3	Area 4
Instalment 1	28/08/2026	11/09/2026	25/09/2026	11/09/2026
Instalment 2	20/11/2026	04/12/2026	18/12/2026	04/12/2026
Instalment 3	19/02/2027	26/02/2027	12/03/2027	26/02/2027
Instalment 4	14/05/2027	21/05/2027	04/06/2027	21/05/2027

Water meter invoices are sent separately from other rates. Where water rates are charged based on metered consumption using a meter other than a Smart Water Meter, invoices are sent on a quarterly or monthly basis and the due date for payment shall be on the 20th of the month following the date of the invoice as set out in the table below:

Date of Invoice	Date for Payment	Date for Penalty
July 2026	20 August 2026	21 August 2026
August 2026	20 September 2026	21 September 2026
September 2026	20 October 2026	21 October 2026
October 2026	20 November 2026	21 November 2026
November 2026	20 December 2026	21 December 2026
December 2026	20 January 2027	21 January 2027
January 2027	20 February 2027	21 February 2027
February 2027	20 March 2027	21 March 2027
March 2027	20 April 2027	21 April 2027
April 2027	20 May 2027	21 May 2027
May 2027	20 June 2027	21 June 2027
June 2027	20 July 2027	21 July 2027

Penalties

j) **Resolves** to charge the following penalties on unpaid rates:

- 1 A charge of 10% of the unpaid rates instalment will be added to the amount of any instalment remaining unpaid the day after the instalment due date set out on the table above. The penalties will be applied on the dates below:

	Area 1	Area 2	Area 3	Area 4
Date for Penalty Inst 1	29/08/2026	12/09/2026	26/09/2026	12/09/2026
Date for Penalty Inst 2	21/11/2026	05/12/2026	19/12/2026	05/12/2026
Date for Penalty Inst 3	20/02/2027	27/02/2027	13/03/2027	27/02/2027
Date for Penalty Inst 4	15/05/2027	22/05/2027	05/06/2027	22/05/2027

- 2 Where a ratepayer has not paid the first instalment by the due date of that instalment, and has paid the total rates and charges in respect of the rating unit for the 2026/27 rating year by the due date of the second instalment, the 10% additional charge for the first instalment shall be remitted.
- 3 For amounts assessed in any previous financial year and which remain unpaid on 1 October 2026, 10% of that sum shall be charged on 1 October 2026, including additional charges (if any).
- 4 For amounts levied in any previous financial year and which remain unpaid on 1 April 2027, 10% of that sum shall be charged on 1 April 2027, including additional charges (if any).

Assessing and Recovering Rates

- k) **Approves** that the Chief Executive Officer, Chief Financial Officer, Revenue Lead, and Rates Lead be authorised to take all necessary steps to assess and recover the above rates.

Motion carried (CNL/2026/109)

15 DUNEDIN CITY HOLDINGS GROUP COMPANIES - STATEMENTS OF INTENT 2026/27

A report from Civic sought approval for the 2026/27 Statements of Intent of Dunedin City Holdings Ltd (DCHL). The report noted that they had been adopted by their respective boards and endorsed by the board of DCHL.

The General Manager, Dunedin City Holdings Limited (Peter Hocking) spoke to the Statements of Intents and responded to questions.

During discussion Cr Mickey Treadwell left the room at 4.53 pm and returned at 4.56 pm.

Moved (Cr Cherry Lucas/Mayor Sophie Barker):

That the Council:

- a) **Agrees** to the completed 2026/27 Statements of Intent of Dunedin City Holdings Ltd and its subsidiary and associate companies.

Motion carried (CNL/2026/110)

16 INTERIM REGIONAL SPATIAL PLANNING GOVERNANCE GROUP

A report from City Development sought approval to nominate two elected member representatives to the Interim Regional Spatial Planning Governance Group, a cross-council governance body being established to provide early elected member oversight of regional spatial planning across Otago.

The General Manager 3 Waters, Property and Urban Development (David Ward) and Team Leader Planning (Emma Christmas) spoke to the report and responded to questions.

During discussion Cr Brent Weatherall left the meeting at 5.12 pm.

Moved (Mayor Sophie Barker/Cr Mandy Mayhem):

That the Council:

- a) **Approves** the nomination of two elected member representatives to the Interim Regional Spatial Planning Governance Group, being Deputy Mayor Lucas and Councillor Walker.

- b) **Delegates** authority to the Interim Regional Spatial Planning Governance Group to appoint an independent Chair at its first meeting.
- c) **Notes** that Kā Rūnaka will be invited to nominate representatives for the Interim Group, should this be their preference, at the Te Rōpū Taiao Otago hui on 3 July 2026.

Motion carried (CNL/2026/111)

19 PROPOSED EVENT ROAD CLOSURES

A report from Transport sought approval for temporary road closure applications relating to the following event:

- i) Motorsport Event

Moved (Cr Mandy Mayhem/Cr Andrew Simms):

That the Council:

- a) **Resolves** to close the roads detailed below (pursuant to Section 319, Section 342, and Schedule 10 clause 11(e) of the Local Government Act 1974 (LGA 1974)):

i) Motorsport Event

Sunday, 28 June 2026	8.00am to 6.00pm	• Stedman Road, between Dukes Road North and 66 Stedman Road • Odilins Place, from Stedman Road to the end Odilins Place
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Motion carried (CNL/2026/112)

RESOLUTION TO EXCLUDE THE PUBLIC

Moved (Mayor Sophie Barker/Cr Mandy Mayhem):

That the Council:

Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution	Reason for Confidentiality
C1 Ordinary Council meeting - 27 May 2026 - Public Excluded	S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on,		

C2 Ordinary Council meeting - 4 June 2026 - Public Excluded	without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.	
C3 Development Contribution Matter	S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person. S7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.
C4 Dunedin City Holdings Group - Director Appointment and Re-appointment	S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by Section 6 or Section 7 of that Act, or Section 6 or Section 7 or Section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as shown above after each item; and

That Michael Garbett (Anderson Lloyd) be permitted to remain in the room for Item C3 – Development Contribution Matter. His knowledge would be of assistance in relation to the matters discussed.

Adjourns the meeting for 5 minutes.

Motion carried (CNL/2026/113)

The meeting moved into confidential at 5.16 pm and ended at

.....
MAYOR

ORDINARY COUNCIL MEETING - 13 MAY 2026

RECOMMENDATIONS

That the Council:

- a) **Confirms** the public part of the minutes of the Ordinary Council meeting held on 13 May 2026 as a correct record.

Attachments

	Title	Page
A 	Minutes of Ordinary Council meeting held on 13 May 2026	59

Council MINUTES

Minutes of an ordinary meeting of the Dunedin City Council held in the Council Chamber, Dunedin Public Art Gallery, the Octagon, Dunedin on Wednesday 13 May 2026, commencing at 9.00 am

PRESENT

Deputy Mayor

Cr Cherry Lucas

Members

Cr John Chambers

Cr Christine Garey

Cr Doug Hall

Cr Marie Laufiso

Cr Russell Lund

Cr Mandy Mayhem

Cr Benedict Ong

Cr Andrew Simms

Cr Mickey Treadwell

Cr Lee Vandervis

Cr Steve Walker

Cr Brent Weatherall

IN ATTENDANCE

Scott MacLean (General Manager City Services), Carolyn Allan (Chief Financial Officer), David Ward (General Manager 3 Waters, Property and Urban Development), Nicola Morand (Manahautū - General Manager Community and Strategy), Paul Henderson (General Manager Corporate and Regulatory Services) and Mike Costelloe (General Manager, Arts, Culture and Economic Development) and Janet Fraser (Corporate Planner)

Governance Support Officer

Lynne Adamson

1 APOLOGIES

Moved (Deputy Mayor Cherry Lucas/Cr Mandy Mayhem):

That the Council:

Accepts the apology from Mayor Sophie Barker.

Motion carried (CNL/2026/090)

2 CONFIRMATION OF AGENDA

Moved (Cr Russell Lund/Cr Mandy Mayhem):

That the Council:

Confirms the agenda without addition or alteration.

Motion carried (CNL/2026/091)

3 DECLARATIONS OF INTEREST

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

Moved (Deputy Mayor Cherry Lucas/Cr Mandy Mayhem):

That the Council:

- a) **Notes** the Elected Members' Interest Register; and
- b) **Confirms** the proposed management plan for Elected Members' Interests.
- c) **Notes** the proposed management plan for the Executive Leadership Teams' Interests.

Motion carried (CNL/2026/092)

REPORTS

4 HEARINGS SCHEDULED FOR THE ANNUAL PLAN AND LATE SUBMISSIONS

A report from provided the Council with a schedule of submitters wishing to present their views at the Annual Plan hearings to be and sought approval whether or not to accept late submissions received.

The Chief Financial Officer (Carolyn Allan) and Corporate Planner (Janet Fraser) spoke to the report and responded to questions.

Moved (Deputy Mayor Cherry Lucas/Cr Steve Walker):

That the Council:

- a) **Accepts** the late submissions.

Motion carried (CNL/2026/093)

Cr Benedict Ong entered the meeting at 9.04 am.

SUBMISSIONS

1293873 Paul Weir, Saddle Hill Community Board

Mr Weir (Chairperson) spoke in support of the Saddle Hill Community Board submission and thanked Council for its ongoing support.

He highlighted a number of projects, including the Youth Ambassador Award, and spoke positively about the recipients and their achievements to date.

Mr Weir advised that a goal of the Board was to ensure that a shared pathway was provided from Green Island to Brighton. He spoke of the work undertaken in the past and advised that the next stage of the project was to complete the walkway from Waldronville to Westwood and Ocean View. He commented that he did not have current costs however three years ago the estimated cost for the walkway was \$800,000. He commented on the need for further vegetation clearance and drainage works, and referred to flooding issues on Old Brighton Road, which had taken 18 months to resolve. Mr Weir also raised concerns about McMaster Road, and advised that approximately 500 vehicles per day travelled on the road and advocated for it to be tar sealed noting that this was a high priority for the Board.

In addition, Mr Weir spoke of the issues with coastal erosion and spoke of the damage which had occurred on the Brighton – Taieri Mouth Road and requested a coastal erosion assessment be undertaken.

In response to questions, Mr Weir advised that maintenance on Old Brighton Road was now carried out regularly, with drains cleared and vegetation cut back.

1294235 Alasdair Morrison - Waikouaiti Coast Community Board

Mr Morrison (Chairperson) spoke to the Waikouaiti Coast Community Board submission and reiterated the key points raised.

He emphasised the need for a new wastewater treatment plan, which had been required since the existing resource consents at Warrington were issued. Mr Morrison also highlighted concerns around the promotion of increased housing by Council and the implications for the coastline. He requested further details on the Coastal Strategy, including what actions were planned and what assistance the Board could provide.

Mr Morrison spoke of the need for the public toilet facilities to be upgraded at the Truby King Reserve.

Mr Morrison advocated for greater use of skilled local people to undertake projects in the area. He advised that using capable local contractors for small jobs could improve efficiency and reduce costs. He noted that this approach was not intended to take work away from others, but rather to ensure issues were addressed quickly and cost-effectively, drawing on local knowledge and expertise.

Mr Morrison responded to questions.

1293853 Terina Geddes (Chair) - Strath Taieri Community Board

Ms Geddes (Chairperson) spoke to the Strath Taieri Community Board submission and expressed the Boards' appreciation for the reroofing work at the Strath Taieri Community Centre.

Ms Geddes advised that the Board supported the general rate differential for 3 Waters utilities. However, she commented that the size of the revaluation raised broader concerns about the consistency and accuracy of asset valuations across the district. She explained that for Middelmarsh, the concerns were heightened by the condition of their local water and wastewater infrastructure which was outdated. Ms Geddes provided an example citing the 2018 flooding event where stormwater overwhelmed the wastewater network and caused sewage to overflow onto the road and requested that Council provide essential infrastructure and timely maintenance for the district.

Ms Geddes acknowledged the value Forsyth Bar Stadium and the Dunedin Centre bought to the city but advised that the Board did not support more funding for Dunedin Stadium Property Ltd when maintenance across the community did not occur.

Ms Geddes spoke of the issues with the Middelmarsh Railway Station which she believed became a Dunedin City Council asset in 1992. She commented how they would like to see it in use again as the building was currently unusable, with the floor having a bow in it and windows that leaked.

Ms Geddes responded to questions.

1294056 Jarrod Hodson - West Harbour Community Board

Mr Hodson (Chairperson) reiterated the key points in the West Harbour Community Board submission. He commented that many West Harbour footpaths were substandard and very unsafe in winter, particularly around Ravensbourne and Maia. Mr Hodson advised that the slump at Wanaka Street in Ravensbourne presented a significant safety hazard and needed to be fixed.

Mr Hodson explained that many West Harbour communities were vulnerable to extreme weather. The Board would like more effort to be put into local mitigation and emergency response to protect vulnerable slip prone and low lying communities with better preparation for more frequent severe weather events.

Mr Hodson spoke in support of the eradication of sycamores in the West Harbour area. He requested an extension of hours for the Port Chalmers Pool with it finishing in April. He requested traffic calming safety improvements on the Peninsula Beach Road such as judder bars for the safety of pedestrians and dog walkers. Mr Hodson spoke of the retention of the local dams which were well used recreational sites; concerns over litter and requested more bins with increased maintenance and emptying and tour bus parking safety.

Mr Hodson responded to questions.

1293847 Rebecca Shepherd - Mosgiel-Taieri Community Board
Ms Shepherd (Chairperson) and Mr Steve Wilson (Member) spoke to their PowerPoint presentation on behalf of the Mosgiel Taieri Community Board. They advised that the Board supported efforts to minimise overall rates increases; they urged Council not to lose focus on a Destination Playground and Mosgiel Stadium upgrade.

Ms Shepherd and Mr Wilson spoke of the traffic issues in Mosgiel which was an urgent issue, caused grave concern for the community and needed to be addressed. They commented on the growth of Mosgiel and the impact this had on traffic.

Ms Shepherd requested that the proposed Mosgiel Park and Ride facility proceed without further delay. They commented on the inland port and the request for the Council to advocate for the Mosgiel community.

Ms Shepherd and Mr Wilson responded to questions.

1293765 Paul Pope and Hoani Langsbury - Otago Peninsula Community Board
Mr Paul Pope (Chairperson) and Mr Hoani Langsbury (Deputy Chairperson) spoke to the Otago Peninsula Community Board submission.

They requested the completion of section one of the Te Awa Ōtākou/Peninsula Connection project. They explained that there were three sections yet to be completed with the focus of their submission being Section One – Ōtākou Bus Stop (Ellison's Corner) around the Fisheries corner. Messrs Pope and Langsbury provided a summary of the history of the project and noted that during the consenting process mana whenua agreed to extensive reclamation of the harbour which was necessary for the project to proceed. While the three remaining sections at the Ōtākou end of the Peninsula were due to be completed first, back in 2015 there was a need for Council to change the sequence, these three sections became last in the order. They advised that there had been no resolution from Council to alter the work and it should proceed.

Messrs Pope and Langsbury explained that the number of visitors to the area exceeded 300,000 per annum which generated over \$220 million to the local economy, the international exposure as a global tourism attraction was reliant on that piece of infrastructure which was also essential for safety purposes.

Messrs Pope and Langsbury responded to questions.

1293759 Hoani Langsbury
Mr Langsbury spoke to his presentation which emphasised issues with buses on blind corners on the peninsula road, crossing the centre line and posing a danger to oncoming traffic. He commented that this was separate to the Te Awa Ōtākou/Peninsula Connection project and requested that work be undertaken to ease this safety issue as the road was widely used especially during the tourism season.

Mr Langsbury responded to questions.

Moved (Deputy Mayor Cherry Lucas/Cr Mandy Mayhem):

That the Council:

Adjourns the meeting until 11.00 am.

Motion carried

The meeting adjourned at 10.24 am and Cr Benedict Ong left the meeting.
The meeting reconvened at 11.00 am.

1293962 Phil Dowsett - Otago Settlers Association

Mr Dowsett spoke to the submission from the Otago Settlers Association and in particular the need for an Archivist at Toitu Otago Settlers Museum. He commented that the role had been vacant for the last two and a half years which had resulted in essential work being suspended.

He requested that an Archivist be appointed followed by the appointment of an Assistant Archivist to enable the full programme of outstanding work be scheduled.

Mr Dowsett responded to questions.

Cr Benedict Ong returned to the meeting at 11.12 am.

1293966 Lynne Newell - South Dunedin Stormwater Justice Group

Ms Newell and Mr Julian Doorey spoke to their handout on behalf of the South Dunedin Stormwater Justice Group. They spoke of the flooding events in 2015 and 2024, the anguish it caused residents and outlined the issues and frustration of the community waiting for infrastructure work to be undertaken.

They urged Council to start urgent flood prevention works beginning with pipes and pumps to make South Dunedin flood-free and to stop the sewage overflows in Surrey Street.

Ms Newell and Mr Doorey responded to questions.

1293883 Melanie McNatty (Co-Chair) and Lee-Anne Michelle (Community Development Worker) on behalf of Ben McKenzie Greater Green Island Community Network

Ms McNatty and Ms Michelle spoke to the submission from the Greater Green Island Community Network. They sought continued investment from Council and outlined achievements for the community due to their support over the past year.

They advocated for public toilets to be built at the Green Island playground and spoke of the safety issues at the Burnside underpass. Ms McNatty and Ms Michelle also commented that Greater Green Island Community Network would like to be involved and support and help Council work out outcomes for local community groups.

Ms McNatty and Ms Michelle responded to questions.

1293835 Edward Ellison and Nadia Wesley-Smith on behalf of Paulette Tamati-Elliffe - Te Rūnanga o Ōtākou Inc

Mr Ellison and Ms Wesley-Smith spoke to key points in the submission from Te Rūnanga o Ōtākou Inc and in particular water and the three waters infrastructure. They spoke of the necessity to upgrade and improve infrastructure going forward and advised that

manawhenua would like to be involved in the Council's water strategy and working groups.

Mr Ellison and Ms Wesley-Smith reiterated the importance of the completion of section one of the Te Awa Ōtākou/Peninsula Connection project.

Mr Ellison responded to questions.

Cr Mickey Treadwell left the meeting at 11.45 am and returned at 11.47 am.

1294363 Michael Eathorne-Gould, Dunedin Gymnastic Academy

Mr Michael Eathorne-Gould and Ms Marian Maxwell spoke to the Dunedin Gymnastic Academy submission. They commented that they had more than 3,000 attend either the gym or school holiday programmes annually and they needed a fit for purpose facility to support the children.

They commented that they had a location which they were unable to currently disclose and advised the costs involved which included building upgrades of up to \$400k annually over three years. Mr Eathorne-Gould and Ms Maxwell requested the Council consider assisting the Dunedin Gymnastic Academy with an annual payment of \$100k to cover the shortfall of funding for 10-15 years until the loa was paid off.

They responded to questions on buildings they had looked at and corporate partnerships.

1293915 Robyn Zink - Our Food Network

Ms Zink spoke to the Our Food Network submission and thanked Council for the funding provided over the past two years. She requested that Council considered the allocation of 5 – 10% of the horticulture budget to support local food production.

Ms Zink responded to questions.

Cr Doug Hall left the meeting at 11.59 am and returned at 12.05 pm.

Moved (Deputy Mayor Cherry Lucas/Cr Mandy Mayhem):

That the Council:

Adjourns the meeting for 5 minutes

Motion carried

The meeting adjourned at 12.07 pm and reconvened at 12.15 pm.

1293980 Amy Souquet - Com2Tech

Ms Souquet and Ms Belinda Lehever spoke to their PowerPoint presentation on Investment in Community-Led Circular Economy Infrastructure. They commented on the current digital e-waste collections and distribution to community groups by Com2Tech and the subsidised internet it provided. They requested support from Council to find suitable premises.

Ms Souquet and Ms Lehever responded to questions.

Moved (Deputy Mayor Cherry Lucas/Cr Mickey Treadwell).

That the Council:

Adjourns the meeting until 1.20 pm.

Motion carried

The meeting adjourned at 12.27 pm and reconvened at 1.20 pm.

1293909 John Marrable, Access for All Otago Facilitator

Mr Marrable supported the submissions from members requesting free pool entry for people with disabilities. He spoke of his journey, that he had become a paraplegic at the age of 10 and the importance swimming played in his rehabilitation. Mr Marrable commented that swimming was one of the few exercises someone with a disability could do, how it got muscles moving and strengthened, reduced pressure on the joints and bones. He commented on the benefits of social connect to all the community whether their disability was physical or mental and noted that approximately 25% of Dunedin's population suffered from some sort of disability.

Mr Marrable responded to questions.

1293310 Emma Ferry via zoom audio visual link

Ms Ferry spoke in support of free pool entry for people with disabilities. She commented that she loved Te Puna o Whakaehu (Mosgiel Pool) and went twice a week with a carer providing support and her need for the pool would increase as her disability worsened.

Ms Ferry explained that she had been on holiday recently in Tauranga and had gone swimming. They had the initiative that all pools were free to those with a disability, she was extremely impressed and would like Dunedin to provide the same support. Ms Ferry commented that she was no longer able to work full time and had to give up her primary school teaching career, this has resulted in it being hard to meet the cost of living. Due to her reduction in income, she had significantly reduced her visits to the pool. She commented that the pool was a safe place for those with disabilities with long term gain, working on strength and muscle movement and for her personally, it had improved her fitness and she felt a lot healthier. She hoped one of the long term benefits would reduce time spent in hospital.

In closing, Ms Ferry advised that she had seen first hand the benefits of intellectually disabled children using the pool. She said that in day to day life, she used a walking frame in life but in the water she felt free.

Ms Ferry responded to questions.

1293975 Robyn Vintiner

Ms Vintiner to her submission on water issues and the proposed rates increase and responded to questions.

1293887 Nigel Billings on behalf of Eleanor Linscott, Federated Farmers Otago Incorporated

Mr Billings spoke to the submission from Federated Farmers Otago Incorporated on the impact of the 3 waters costs. He commented that they would prefer the Council increase the targeted rates instead of general rates, especially for ratepayers in urban areas. Mr

Billings requested Council ensure the rate increase for farmland did not exceed that of the urban residential rate increase when doing a like for like comparison.

Mr Billings responded to questions.

Moved (Deputy Mayor Cherry Lucas/Cr Mandy Mayhem):

That the Council:

Adjourns the meeting until 2.10 pm.

Motion carried

The meeting adjourned at 1.59 pm and reconvened at 2.09 pm.

- 1293869 Nicole Devereux, Presbyterian Support Otago Incorporated
Ms Devereux, General Manager of Family Works – Presbyterian Support Otago spoke of the long standing close working relationship they enjoyed with Council. She commented on the hardship the majority of their clients were facing with costs including the proposed rates increase, acknowledged the work undertaken to keep rates increases as low as possible and requested the increase be kept as low as possible.

Ms Devereux responded to questions.

- 1293844 Dr Ohad Dar and Julie Pearse (MNZM) Residents of McMaster Road Working Group
Dr Dar and Ms Pearse spoke to their PowerPoint presentation on behalf of the residents of the McMaster Road Working Group about the state of McMaster Road. They commented that they believed the Ottoseal trial had been a failure and it was inappropriate material and advocated for the sealing of McMaster Road.

Dr Dar and Ms Pearse commented that the speed limit was also a concern for the residents as it was a 100km whereas the residents travelled the road at 40-60km which was a more appropriate speed. The dust obscured pedestrians and cyclists and put them at risk. They commented that they had held discussions with the Saddle Hill Community Board and the DCC transport department and whilst they had had regular meetings, they felt this needed to be presented to Council for consideration.

Dr Dar and Ms Pearse responded to questions and commented that a speed reduction to 60km would help and noted that the sealed roads in the area had a speed limit of 80km with McMaster Road being the only one with a 100km speed limit.

- 1293993 James Nation, Sport Otago
Mr Nation spoke to the Sport Otago submission and commented that investment was needed in roading and infrastructure projects that supported the activation of people. He commented on playground upgrades and noted that play was a crucial component of children's physical activity development. Mr Nation that there were playgrounds that wouldn't need a lot of money to be upgraded but would greatly benefit from the work.

Mr Nation spoke on fees and charges across sports grounds and advised that whilst they were necessary, he requested that any fee increases be as minimal as possible and

requested that early consultation be undertake for any proposal for grounds increases or fees.

Mr Nation responded to questions and commented that he supported the Town Belt trial, there needed a balance of letting car movement go and keeping people safe.

- 1293640 Judy Martin, OneCoast Incorporated
Ms Martin spoke to the submission from One Coast Incorporated and commented that it was a Resource Recovery Centre. She commented that waste levy funds must be used to promote waste minimisation practices and requested that a small proportion of the money be provided to the Waikouaiti community to fund a weatherproof building on the DCC owned platform that OneCoast operated from. She said that it would reduce waste and transport costs as each round trip to the skip was 100km.

Ms Martin responded to questions.

- 1293658 Brent Irving, Dunedin Tunnels Trail Trust (DTTT) Chairperson
Mr Irving (Chairperson) spoke to the Dunedin Tunnels Trail Trust submission. He advised that stage one of the tunnel was now open with approximately 350 users per day. Mr Irving spoke of the popularity of trails and that stages 2 and 3 were now well advanced and that they had secured \$2 million from MBIE.

Mr Irving did not seek funding from Council but rather support and formal recognition of the Dunedin Tunnels Trail as a strategic, city-shaping transport and recreation corridor.

Mr Irving responded to questions.

Moved (Deputy Mayor Cherry Lucas/Cr Mandy Mayhem):

That the Council:

Extends the meeting beyond 6 hours.

Motion carried

- 1293305 Paul Coffey, Dunedin Tracks Network Trust
Mr Coffey and Ms Jo Cushen spoke to their PowerPoint presentation in support of the Dunedin Tracks Network Trust submission and the desire to extend the trail to ultimately link Oamaru to Waiholā.

They thanked Council for the \$50,000 funding provided and requested this continue to advance trail planning, technical assessments, consent processes, and landowner agreements. Mr Coffey commented that they strongly supported prioritising the Tunnels Trail and reopening of the Caversham Tunnel to improve connectivity, resilience, and economic opportunities. The Trust also continued progressing the Clutha Gold Trail extension and advocated for sustained investment in parks, tracks, and trails to support community wellbeing and regional growth.

Moved (Deputy Mayor Cherry Lucas/Cr Mandy Mayhem):

That the Council:

Adjourns the meeting until 3.30 pm.

Motion carried

The meeting adjourned at 3.15 pm and Cr Lee Vandervis left the meeting.
The meeting reconvened at 3.30 pm.

Deputy Mayor Cherry Lucas noted an apology for early departure from Cr Lee Vandervis.

1293195 Robyn West on behalf of Nathan Kershaw, Spokes Dunedin

1293911 Robyn West

Ms West spoke on behalf of Nathan Kershaw, Spokes Dunedin and to her private submission in support of the Dunedin Tunnels Trails Trust and reopening the Caversham tunnel.

Ms West commented that Spokes and herself supported cyclists and a safer more connected infrastructure. She noted that the issues with the Caversham Tunnel were the utility pipes especially wastewater which needed to be made safe and ensure the reopening of the Caversham Tunnel.

Cr Doug Hall returned to the meeting at 3.36 pm.

Ms West responded to questions.

1293833 Dr Ian Griffin, Tūhura Otago Museum and Dr Gerard O'Regan

Drs Griffin and O'Regan spoke to their PowerPoint presentation in support of the submission from Tūhura Otago Museum.

They commented that they would seek, as part of the next Long Term Plan process, Council support for two major capital projects. These projects were the redevelopment of the Tangata Whenua Gallery which would be developed in partnership with manawhenua and would ensure that the cultural narratives at the heart of Otago were represented with authenticity, depth and contemporary relevance. The other project was the restoration of the Ross Building which was one of Dunedin's significant heritage interiors.

Drs Griffin and O'Regan responded to questions.

Cr Russell Lund left the meeting at 3.50 pm and returned at 3.53 pm.

1292013 Hamish Barrell

Mr Barrell spoke to his submission and provided handouts on the benefit of having a 200L Rain Water Tank. He commented that the tank offered a practical solution and would provide residents with as reliable emergency water supply during critical situations.

Mr Barrell responded to questions.

1294061 Tom Riley, ARANZ Archives and Records Association of NZ

Tom Riley (Branch Chair); Stuart Strachan and Mr Miller spoke to the Archives and Records Association of NZ submission requesting the reinstatement of an archivist at Toitū Otago Settlers Museum (TOSM).

They advised that since 2023, the role of the TOSM Archivist had been vacant which resulted in severely restricted access to the archives. The TOSM archive contained an invaluable collection of social history material relating to the history of Dunedin and Otago which were very significant for the lives of people living in New Zealand and Dunedin in particular.

Messrs Riley, Strachan and Miller responded to questions.

- 1293457 Samantha Lay Yee via zoom and Bruce Goodger - Property Council New Zealand
Ms Lay Yee and Mr Goodger spoke to the submission from the Property Council New Zealand submission. They commented on their main concerns which were rate increases, rating differentials, fees and charges and Forsyth Barr Stadium Funding. In particular they wanted the differential rates for commercial properties removed entirely and spoke of a proposal for a new Three Waters utilities differential.

Ms Lay Yee and Mr Goodger responded to questions.

The meeting closed at 4.20 pm.

.....
DEPUTY MAYOR

REPORTS

FINANCIAL REPORT - PERIOD ENDED 31 MAY 2026

Department: Finance

EXECUTIVE SUMMARY

- 1 This report provides the financial results for the period ended 31 May 2026 and the financial position as at that date.
- 2 As this is an administrative report only, there are no options or Summary of Considerations.

RECOMMENDATIONS

That the Council:

- a) **Notes** the Financial Performance for the period ended 31 May 2026 and the Financial Position as at that date.

BACKGROUND

- 3 This report attaches a financial update and financial statements for the period ended 31 May 2026.

DISCUSSION

- 4 The net surplus (including Waipori) for the period ended 31 May 2026 was \$1.049 million, a \$11.347 million favourable variance to budget. A detailed commentary is provided in Attachment A (Financial Update). In summary, the following variances were recorded:
 - a) Revenue was \$407.224 million for the period, or \$2.032 million unfavourable to budget.
 - b) Expenditure was \$412.200 million for the period, or \$11.968 million favourable to budget.
 - c) The Waipori Fund has reported a net operating surplus for the period of \$6.025 million, \$1.411 million favourable to budget.
- 5 Capital expenditure was \$151.519 million for the period ended 31 May 2026 or 71.0% of the year-to-date budget.
- 6 The total loan balance at 31 May 2026 was \$693.273 million which was \$82.900 million less than budget.

NEXT STEPS

- 7 Month end financial reports will continue to be presented to future Council or Finance and Performance Committee meetings.

Signatories

Author:	Lawrie Warwood - Management Accountant
Authoriser:	Stephanie Freeman - Management Accountant Lead Carolyn Allan - Chief Financial Officer

Attachments

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FINANCIAL UPDATE

For the period ended 31 May 2026

This report provides a detailed commentary on the Council's financial result for the period ended 31 May 2026 and the financial position at that date.

SUMMARY FINANCIAL INFORMATION

\$ Million	Actual YTD	Budget YTD	Variance YTD		Last Year YTD
Revenue	407.224	409.256	(2.032)	U	361.201
Expenditure	412.200	424.168	11.968	F	388.655
Net Surplus/(Deficit) excluding Waipori	(4.976)	(14.912)	9.936	F	(27.454)
Waipori Fund Net	6.025	4.614	1.411	F	7.781
Net Surplus/(Deficit) including Waipori	1.049	(10.298)	11.347	F	(19.673)
Capital Expenditure	151.519	213.545	62.026		128.446
Debt					
Current Year Loan	42.300	114.000	71.700	F	53.350
Prior Year Loan	650.973	662.173	11.200	F	592.622
Accrued Interest	4.619	4.393	(0.226)	U	4.057
Total Debt	697.892	780.566	82.674	F	650.029

STATEMENT OF FINANCIAL PERFORMANCE

The statement of financial performance is provided in Attachment B.

The net surplus (including Waipori) for the period ended 31 May 2026 was \$1.049 million, a \$11.347 million favourable variance to budget.

REVENUE

The total revenue for the period was \$407.224 million or \$2.032 million less than budget.

The major variances were as follows:

Rates Penalties

Actual \$2.075 million, Budget \$1.199 million, Favourable variance to budget \$876k

Rates penalty revenue was favourable to budget \$876k. In comparison, as at 31 May 2025 rates penalty revenue totalled \$1.729 million, \$529k favourable to budget. Going forward there will be an increased focus on the recovery of outstanding rates, including payment plans, which will likely see penalties revenue decrease.

External Revenue

Actual \$83.930 million, Budget \$86.184 million, Unfavourable variance to budget \$2.254 million

Compliance Solutions revenue was unfavourable to budget \$768k. Parking Enforcement revenue of \$2.190 million was unfavourable to budget \$742k largely because of lower staffing levels within the Parking Enforcement team (due to leave and vacancies). Other contributing factors include the free parking over the Christmas holiday period, timing of the introduction of Licence Plate Recognition (LPR), paused pending review, and timing of recruitment.

Parking Operations revenue was unfavourable to budget \$721k. On-street meter revenue was unfavourable \$731k, partly due to budgeting assumptions around parking occupancy rates not being achieved, as well as roadworks and other projects impacting on the availability of inner-city parking spaces throughout the year. Parking revenue from the new Mataukareau carpark was unfavourable \$185k, due to a delayed opening towards the end of November as well as low occupancy rates since opening. These unfavourable variances were partly offset by a one-off recovery relating to the new Mataukareau carpark building.

Building Services revenue was unfavourable to budget \$493k due to fewer consent applications and inspections than expected. This variance is offset by favourable year to date expenditure.

Waste Minimisation revenue was unfavourable to budget \$425k. Green Island landfill revenue was unfavourable \$961k due to less waste being received at the landfill than budgeted. Commercial waste volumes are currently approximately 16% lower than budget (noting that variable costs were favourable). Green Island landfill revenue for 2025/26 was over-estimated due to incorrect reporting of previous waste volumes. Partially offsetting this variance Waste Strategy revenue was favourable to budget \$428k, reflecting a higher level of waste levy revenue from the Ministry for the Environment than expected. Revenue from the materials recover store was also favourable \$65k.

DPAG, Toitu and Lan Yuan revenue was unfavourable \$298k, with Art Gallery auditorium revenue, Toitu visitor programme revenue and admission fees, and Lan Yuan admission fees all below budget.

Transport revenue was unfavourable to budget \$209k. NZTA recoveries were \$154k less than budgeted mainly because of subsidised state highway maintenance expenditure being under budget for the period, which are costs that are 100% on-charged to NZTA. Corridor accessway revenue was unfavourable to budget \$255k due to fewer applications than budgeted being received due to the current economic climate. Offsetting these variances, other revenue was favourable \$199k, and included recovery of \$100k relating to the Octagon canopy replacement settlement.

Community recreation revenue was unfavourable \$168k with Aquatic Services general admission fees, learn to swim fees and retail sales revenue below budget. Waterslide revenue was also below budget due to the facility being closed while maintenance was completed.

Resource consents revenue was unfavourable \$121k, mainly due to the timing of revenue recognition of resource consent deposits, determined primarily by the progress of developments.

Visitor Centre revenue was unfavourable \$101k. Revenue was impacted by the number of cruise ship cancellations during the season, combined with a reduction in overall port call compared to the previous season.

Offsetting these unfavourable variances:

Property Services revenue was favourable \$516k. Housing revenue was favourable \$92k due to the budget timing of housing rents which saw an additional billing period in May. Holding property revenue was favourable to budget due to unbudgeted recoveries from the Milners Rd property, and unbudgeted rental revenue from the Forbury Park property. Community Property revenue was favourable to budget due to unbudgeted electricity recoveries from the Dunedin Ice Stadium. This variance was offset by a corresponding unfavourable variance in expenditure.

3 Waters revenue was favourable to budget \$260k, with water sales, backflow charges, meter rental and trade waste revenue ahead of budget.

Events revenue was favourable \$130k due to the timing of Masters Games revenue from sporting partners as well as registration revenue from George Street Market stall holders.

BIS revenue was favourable \$113k, reflecting the level of LIM fee revenue for the period.

Operating Grants Revenue

Actual \$12.519 million, Budget \$12.161 million, Favourable variance to budget \$358k

Transport grants revenue was unfavourable to budget \$540k mainly reflecting less NZTA operating subsidy due to less expenditure in maintenance than budgeted for the period. Staff recovery subsidy is also unfavourable due to the number of FTE vacancies in subsidised roles. Included in subsidy revenue to date was \$494k relating to emergency works resulting from the October 2025 wind event.

Offsetting this unfavourable variance to budget, Investment Account revenue was favourable to budget \$468k with Better Off Funding revenue being greater than budgeted.

3 Waters revenue was favourable to budget \$352k due to \$331k of unbudgeted revenue for Local Water Done Well Transition costs.

Events revenue was favourable to budget \$114k mainly due to an unbudgeted MBIE Promotional Fund grant providing funding for a range of planned events. This variance is offset by unbudgeted grants expenditure relating to this revenue.

Capital Grants Revenue

Actual \$19.654 million, Budget \$21.816 million, Unfavourable variance to budget \$2.162 million

Transport NZTA capital subsidy was unfavourable \$2.261 million, reflecting less subsidised capital expenditure to date.

Contributions Revenue

Actual \$4.527 million, Budget \$3.535 million, Favourable variance to budget \$992k

Contributions revenue was favourable to budget \$992k reflecting a higher level of development contributions received than budgeted. Development contributions revenue for 3 Waters was favourable to budget \$265k, and Transport revenue was favourable to budget \$737k.

Internal Revenue

Actual \$41.735 million, Budget \$41.814 million, Unfavourable variance to budget \$79k

Waste Minimisation landfill revenue was unfavourable to budget \$537k. Internal landfill revenue from wastewater treatment plant sludge disposal was unfavourable to budget \$438k due to less sludge being disposed of at the landfill than anticipated. Kerbside collection disposal fees were unfavourable \$99k, due to the volume of waste from the red bin collections being lower than forecast. This variance is offset by a favourable variance against budget for internal landfill disposal costs.

3 Waters internal revenue was favourable to budget \$424k, reflecting a greater level of Better Off Funding revenue than budgeted.

EXPENDITURE

The total expenditure for the period was \$412.200 million or \$11.968 million less than budget.

The major variances were as follows:

Personnel Costs

Actual \$76.929 million, Budget \$80.309 million, Favourable variance to budget \$3.380 million

This favourable variance to budget mainly reflects the number of vacancies during the eleven months, including new positions included in the 2025/26 budget, most of which have now been filled.

Operations and Maintenance Costs

Actual \$83.876 million, Budget \$88.043 million, Favourable variance to budget \$4.167 million

Waste Minimisation expenditure was favourable to budget \$1.584 million. ETS costs and variable landfill contract costs were favourable to budget \$975k, reflecting the lower volumes of material entering the landfill and a lower carbon price than budgeted. Landfill monitoring expenditure was favourable to budget \$303k, due to a rationalisation of baseline environmental monitoring requirements for the Smooth Hill landfill and a reduction in the frequency of bird monitoring surveys around Smooth Hill and Dunedin environs. The Kerbside Collections contract cost was favourable \$398k, mainly due to a combination of the volume of mixed recycling and glass collected and processed being lower than forecast, plus occasional positive returns on the sale of recyclable material.

3 Waters maintenance expenditure was favourable to budget \$1.328 million largely driven by lower than budgeted reactive plant and network maintenance requirements. This is due to management of planned maintenance, as staff seek preventative maintenance opportunities. Lead time for the start-up of a new inflow and infiltration programme also contributes to the favourable result. There is some significant planned maintenance expenditure anticipated before year-end and this was reflected in May results.

BIS expenditure was favourable \$775k with little expenditure to date on specialist ITMS support and non-capital project management costs. The IT managed services contract fixed, and variable costs were also favourable.

Community Recreation expenditure was favourable \$348k due to Aquatics plant maintenance (St Clair, Port Chalmers, Moana and Te Puna o Whakaehu), Parks and Reserves reactive maintenance requirements being less than anticipated to date, and the timing of building maintenance budgets. Cemeteries interment and building maintenance costs were also favourable.

Fleet Operations expenditure was favourable \$217k due mainly to fuel costs and Eroad costs being less than budgeted. Planned vehicle lease costs have not occurred, resulting in a \$64k favourable expenditure variance.

Events expenditure was favourable \$212k, mainly due to several events being delivered under budget, including the New Years Eve, Chinese New Year, and George Street Market events.

DPAG, Toitu and Lan Yuan expenditure was favourable \$153k mainly due to the timing of exhibition and collection management expenditure. Art Gallery maintenance costs were also favourable.

Portfolio and Project Support Office costs were favourable \$133k due to little requirement for contractor support for the year to date.

City Growth costs were favourable \$125k, with little expenditure on urban design contracted services to date.

These favourable variances were partially offset by:

Property expenditure was unfavourable to budget \$524k due partly to higher than budgeted reactive maintenance costs for several properties resulting from the October 2025 wind event, mandatory compliance costs and unbudgeted Community Housing grounds maintenance costs.

Governance expenditure was unfavourable to budget \$232k, mainly due to the incorrect spreading of the election costs budget, as well as \$361k unbudgeted costs relating to the by-election.

Transport expenditure was unfavourable to budget \$199k. Unbudgeted emergency works totalled \$494k, largely related to the October 2024 rain event and the October 2025 wind event. There is a higher spend in environmental maintenance associated with keeping environments free of detritus and debris, including soil and stone displacement from hillsides onto certain transport corridors. The unsealed and sealed pavement maintenance budgets were favourable, as staff continue to offset overspending in environmental and routine drainage (catchpits etc). The reduction in pavement maintenance reflects the benefits of increased investment in renewals, which is improving asset condition and reducing the level of reactive and routine maintenance required. Overall expenditure is still expected to be on budget for Transport maintenance at year end.

Occupancy Costs

Actual \$35.766 million, Budget \$36.370 million, Favourable variance to budget \$604k

3 Waters expenditure was favourable to budget \$247k due mainly to insurance costs being favourable \$474k and \$124k favourable fuel costs to budget due to optimisation of plant which reduced fuel consumption. Offsetting this, electricity costs were unfavourable \$156k and water charges \$294k. Fuel costs have increased, and this is expected to offset consumption efficiencies through the remainder of the year.

Transport expenditure was favourable to budget \$298k due to electricity costs being less than budget, particularly for street lighting. This was partly due to a refund of state highway lighting costs relating to the previous year.

Insurance costs across all activities were favourable to budget \$821k, reflecting a lower than budget premium for materials damage insurance plus a partial refund of prior years' Earthquake Levy.

Consumable and General Costs

Actual \$25.638 million, Budget \$26.484 million, Favourable variance to budget \$846k

3 Waters expenditure was favourable to budget \$448k due mainly to consultants costs being \$282k below budget, partly due to engineering consultant services being less than expected, and partly due to an underspend in Better Off Funding projects.

Compliance Solutions expenditure was favourable to budget \$367k with Parking Services court lodgement fees, consultants, postage, software licence costs and refunds all being below budget to date.

Community recreation expenditure was favourable to budget \$223k partly due to the timing of consultants and legal costs.

Transport expenditure was favourable to budget \$149k, mainly due to the timing of consultants costs which reflect the timing of the transport planning activity. Consultancy expenditure is expected to be below budget at year-end.

Council Communications and Marketing expenditure was favourable \$145k with advertising and promotions expenditure \$169k under budget for the year. This was due to some council activities being unable to deliver expected advertising programmes.

Economic Development expenditure was favourable \$143k due to the timing of costs relating to meetings, conferences and famils, such as travel and accommodation. This variance is expected to reduce by year-end.

BIS expenditure was favourable \$130k, mainly due to savings in consultants costs relating to the production of LIMS reports.

City Growth expenditure was favourable \$122k with nothing spent to date on biodiversity support activities.

Partly offsetting these favourable variances:

Resource Consents expenditure was unfavourable to budget \$446k, with consultant's fees being over budget due to outsourced planning consultants required to assist in dealing with the high number of resource consent applications.

People and Capability expenditure was unfavourable \$256k with legal costs higher than budgeted.

Finance expenditure was unfavourable to budget \$228k mainly due to outsourced professional services relating to Local Water Done Well and cover for vacancies.

Property expenditure was unfavourable to budget \$190k due mainly to seismic and structural assessments, energy efficiency initiatives expenditure as well as property valuation costs. Waste levy costs were also unfavourable, with this variance offset by a corresponding favourable variance in recoverable cost revenue.

Grants and Subsidies Costs

Actual \$11.412 million, Budget \$11.440 million, Favourable variance to budget \$28k

Community Development grants expenditure was unfavourable to budget \$134k, mainly due to place-based grants and consumer electricity fund grants being higher than budgeted.

Offsetting this variance, Events grants expenditure was favourable \$188k. This variance was due to \$280k budgeted grants expenditure for a major event not being required this financial year, offset by \$110k of unbudgeted grants funded by MIBIE (see grants revenue comments above).

Internal Costs

Actual \$41.735 million, Budget \$41.814 million, Favourable variance to budget \$79k

3 Waters expenditure was favourable to budget \$418k resulting from improved treatment and incineration of the sludge at waste treatment plants and the transfer of some sludge to an external provider. This partly offsets the unfavourable internal landfill revenue reported above.

Waste Minimisation expenditure was favourable to budget \$107k with landfill disposal fees for kerbside collection and waste minimisation activities \$140k less than budgeted for the period. This also partly offsets the unfavourable internal landfill revenue reported above.

Offsetting the above favourable variances, Investment Account expenditure was unfavourable \$444k with internal Better Off Funding grants being more than budgeted.

Depreciation Costs

Actual \$111.642 million, Budget \$113.018 million, Favourable variance to budget \$1.376 million

Depreciation costs overall were favourable to budget \$1.919 million across most activities.

The main reason for the favourable variance relates to under expenditure of the capital programme in 2024/25 and the timing of the completion of some projects. The main favourable variances were in BIS (\$244k), Libraries (\$215k), Transport (\$249k) and Community Recreation (\$648k).

Interest Costs

Actual \$25.202 million, Budget \$26.690 million, Favourable variance to budget \$1.488 million

This favourable variance to budget reflected a lower interest rate for the first two quarters than the 4% rate budgeted, a lower opening debt balance than forecast at 30 June 2025 and less debt raised than budgeted in this financial year. Interest rates are reviewed quarterly by Dunedin City Treasury Limited. The actual quarterly interest rates are:

Actual Quarterly Interest Rates

Q1	Jul-Sep	3.95%
Q2	Oct-Dec	3.75%
Q3	Jan-Mar	4.25%
Q4	Apr-Jun	4.23%

OPERATING FORECAST TO 30 JUNE

The forecast operating result for the remainder of the financial year is expected to remain in a favourable position to budget, although some favourable variances are anticipated to reduce by year end.

Income is forecast to remain unfavourable overall, primarily due to lower than budget NZTA subsidies and grants, continued pressure on parking enforcement and operations revenue, and lower landfill tonnage impacting waste revenue. These variances are expected to be partially offset by favourable development contributions and property related revenue, which continue to track ahead of budget.

Expenditure is expected to move closer to budget, particularly within operations and maintenance costs for Transport and 3 Waters. Interest costs are expected to remain favourable due to lower than forecast debt levels, reflecting the capital programme.

WAIPORI FUND NET OPERATING RESULT

Actual \$6.025 million surplus, Budget \$4.614 million surplus, Favourable variance to budget \$1.411 million

The Waipori Fund has reported a net operating surplus for the period of \$6.025 million, \$1.411 million more than budget. The value of the fund increased \$1.483 million for the month of May, continuing the positive April results following the negative March impact of the Middle East global situation on the equity and fixed interest markets.

Equities saw an increase in value of \$1.121 million during May, term investments increased in value \$316k and property investments increased \$72k.

Year to date the fund remains ahead of budget.

STATEMENT OF FINANCIAL POSITION

The Statement of Financial Position is provided as Attachment C.

- Other current financial assets of \$6.399 million relate to the Waipori Fund.
- The loans balance at 31 May 2026 is \$697.892 million. This balance is made up as follows:

	Actual \$million	Budget \$million	Variance \$million	
Loan Balance	693.273	776.173	82.900	F
Accrued Interest on Loans	4.619	4.393	0.226	U
Total Loans	697.892	780.566	82.674	F

The loans balance at 31 May was \$693.273 million which was \$82.900 million less than budget. This is due mainly to the 30 June 2025 loans balance being \$11.200 million less than forecast and the draw-down required for the capital programme this financial year being less than budget. Additional to the May loans balance there was accrued interest of \$4.619 million.

CAPITAL EXPENDITURE

A summary of the capital expenditure programme by Activity is provided as Attachment E. Attachment F provides the detailed capital expenditure programme.

Total capital expenditure for the period was \$151.519 million or 65.5% of the \$231 million full year budget. Capital expenditure for 2025/26 is forecast to be \$174 million against a budget of \$231 million at 30 June 2026, mainly due to timing of some projects but also reflecting some savings. This forecast is unchanged from the \$174 million forecast in April. In summary, the main reasons for the forecast underspend are:

Project Timing:

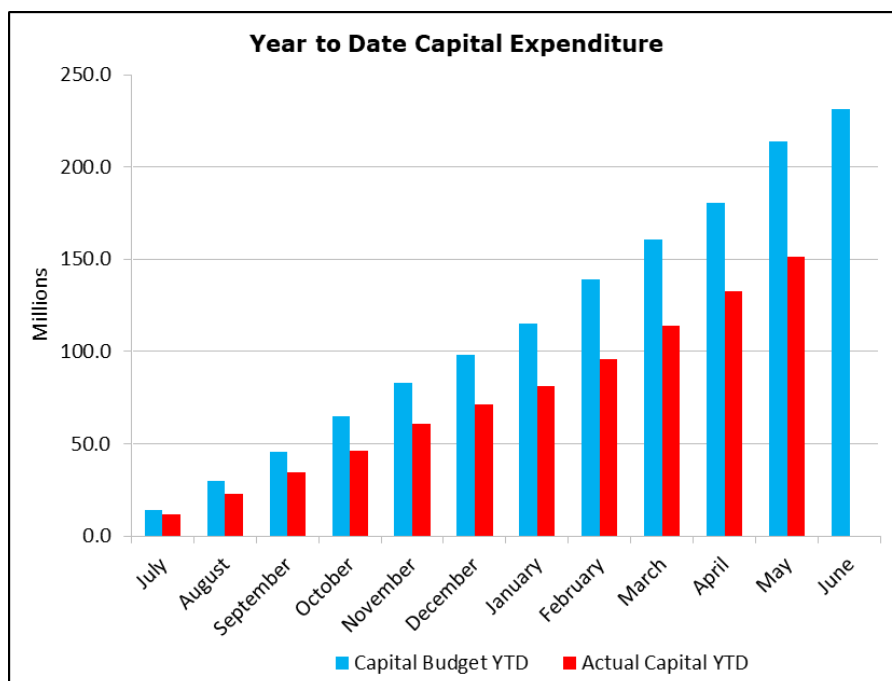
- Waste Minimisation \$32.5 million - timing delays due to consents and 'pre-loading' the ground for a minimum of four months prior to construction commencing.
- Property \$6.3 million – largely timing delays in the Dunedin City Library refurbishment project and other renewals projects (e.g. Sims building, Dunedin Railway Station, roof renewals project and Olveston upgrade).
- Parks and Recreation \$3.4 million – timing delays in the Moana Pool redevelopment project relating to design and parts procurement for the heat recovery system.
- Transport \$7.2 million – mainly timing of the Albany St, Peninsula Boardwalk and Mosgiel Park and Ride projects.

Project Cost Savings:

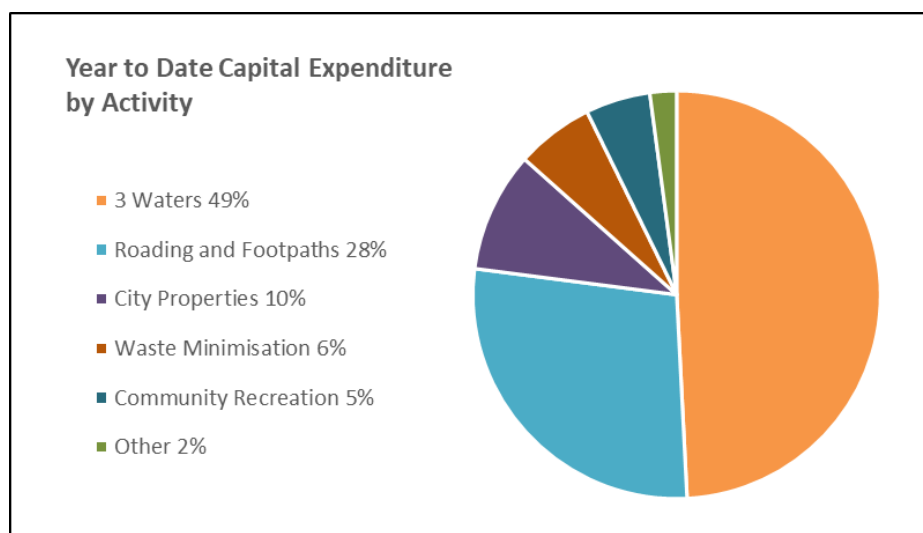
- Waste Minimisation \$1.9 million - savings in Glass Facility project.
- Property \$401k - savings in Fitzroy St housing renewal.

- Parks and Recreation \$1.9 million - savings in the Moana Pool redevelopment project due to scope changes.
- Transport \$1.6 million – savings in coastal protection and Central City Parking Management projects.

Forecasts are reviewed monthly and are based on best known information at the time. Further information on activity forecasts are provided within each activity section below.



The chart below shows the proportion of year-to-date capital expenditure by Activity:



City Properties capital expenditure was \$7.533 million favourable to budget.

Investment property renewals was under budget \$1.307 million, with little expenditure to date on the 130 Gt King St, Rosebank Road and Heriot Drive properties due to protracted planning and lease negotiations. Expenditure is forecast to be under budget \$965k as at June 2026. The Dunedin City Library refurbishment renewal project was favourable \$2.634 million. The project is still in the planning and design phase. The project timing will now be considered as part of the next LTP, resulting in \$2.487 million forecast underspend in the current financial year.

The South Dunedin Library and Community Complex project was favourable \$540k due to the timing of the project, which is in its final stages. This favourable variance, which relates to tenant fitout costs, is expected to continue for the remainder of the year.

The Fitzroy St housing renewal was favourable \$543k, with physical works having begun in August 2025. Expenditure on this project is forecast to be \$410k underspent reflecting savings arising during procurement. The project is forecast to finish by the end of June, and under budget.

Expenditure on the Town Hall/Municipal Chambers project was favourable \$260k due to the timing of the project expenditure. Expenditure is forecast to be under budget \$233k for the year.

The Civic Centre upgrade project was favourable \$166k to May due to timing of expenditure. The project is in the commissioning phase and is forecast to be completed within budget.

The Edgar Centre refurbishment project was favourable \$734k due to timing of the project expenditure. The interim works package is currently in procurement, with the re-roof works in options design.

Spend on the High-Performance Sports building was under budget by \$220k, with the expenditure having been completed in the previous financial year.

Sargood Centre expenditure was favourable \$820k, with physical works delayed due to extensive planning and design work required for the complex roof. Tendering for the project is underway.

Holding property renewals expenditure was favourable \$563k, with little expenditure to date on the Sims building renewal project. Expenditure is forecast to be under budget \$366 for the year.

Community Recreation capital expenditure was \$5.858 million favourable to budget

Moana Pool redevelopment renewals was favourable \$4.518 million due to timing of programme works, including condition assessment and development of options for air handling units. After assessing the condition of the units, a solution was proposed that could cost \$1.9 million less. This is being developed further and checked from a design point of view. The planned work continues an ongoing programme of improvements at Moana Pool, including recently revamping the water slides, new wall tiles, upgraded family change facilities, as well as changes to plant/equipment areas.

Parks recreational facilities renewals was favourable \$312k due to the timing of hard surfaces, building & coastal facilities renewals, and is forecast to be underspent \$247k at year-end.

Cemeteries new capital was favourable \$427k due to the construction timing of the new Cemetery Development civil works contract. Physical works commenced at the end of January and are expected to be completed in the first quarter of the new financial year.

Creative and Cultural Vibrancy capital expenditure was \$9k favourable to budget.

Library collection purchases were favourable \$103k, including purchases for the new library in South Dunedin.

Expenditure on the new theatrette project at Toitu was close to budget and expected to be over budget at year-end. The theatrette is due to open at the end of August 2026. A \$10 fee will be charged for the 'Introduction to Ōtepoti' immersive experience. Expenditure on Art Gallery acquisitions was unfavourable \$59k.

Governance and Support Services capital expenditure was \$2.345 million favourable to budget

Fleet Operations renewals expenditure was favourable \$331k due to the timing of the vehicle replacement programme. The budget is not expected to be fully spent by year-end.

BIS expenditure was favourable \$2.014 million with no expenditure to date on the Customer Self Service Portal and ITMS cloud migration projects. Capital expenditure is forecast to be underspent by \$2.383 million at year-end due to delays in the e-service project.

Resilient City capital expenditure was \$304k favourable to budget

There has been little expenditure to date on street trees and furniture, minor streetscape upgrades, or on Civil Defence plant upgrades.

Roading and Footpaths capital expenditure was \$10.225 million favourable to budget

New capital expenditure is forecast to be underspent for the year by \$7.417 million. Coastal protection expenditure is forecast to be underspent \$1.184 million, reflecting the better-than-expected performance of the geobag structure. Whether the remaining budget is required is contingent upon the impact of any significant storm events on coastal assets before year-end.

Shaping Future Dunedin projects were favourable \$7.517 million and are forecast to be underspent \$6.588 million due to the phasing of costs. The Albany St project is forecast to be underspent by \$998k due to the timing of expenditure because the contract was awarded in late December 2025. The Mosgiel Park and Ride is forecast to be underspent by \$3.636 million due to delays associated with consenting and approvals. The Central City Parking Management project is forecast to be \$1.052 million less than budget due to overall project savings.

The Tunnels Trail project (Dunedin Urban Cycleways) was unfavourable \$340k and is forecast to be \$340k above budget at year-end. Over the two financial years to 30 June 2026 the project is forecast to be \$93k over budget.

Renewals expenditure is expected to be overspent by \$1.297 million. This has increased from last month and is largely reflective of the Kaikorai Valley Road rehabilitation, noting final forecast costs are still being negotiated. This overspend is approximately 2% of the overall renewals budget for 2025/26.

Resurfacing and rehabilitation activity has increased. Funding has been redirected from footpaths and kerbs until the new contract is awarded in the coming financial year.

3 Waters capital expenditure was \$3.970 million favourable to budget

3 Waters is continually monitoring and re-prioritising the capital programme, and some projects have been accelerated whilst others have been deferred as solutions are further assessed. A number of project components have been re-assessed from new capital to renewals budget lines. The programme of work is forecast to be on budget at year-end.

Combined expenditure on Mosgiel Stormwater Upgrades and Mosgiel Stormwater Pumpstation (New Capital and Renewals) was \$1.518 million unfavourable. This is under construction but has been re-phased due to a review and adoption of an alternative solution which presents better value and outcomes.

Port Chalmers Water Supply construction is underway; however, expenditure was favourable by \$1.160 million due to a design review resulting in re-routing the pipeline and re-phasing of the project to deliver a more effective solution, following the October 2024 rain event.

Other Water and Wastewater Renewals are a combined \$13.287 million unfavourable as delivery had been accelerated in these areas to manage the overall renewals programme. This includes pipeline renewals including Kaikorai Valley, Chingford Park and North East Valley, as well as treatment plant renewals.

The scope of the Musselburgh to Tahuna Link has been reduced at this stage resulting in forecast expenditure of \$2.400 million against a budget of \$8.000 million. This is due to ongoing investigation work indicating the extent of renewals required may be reduced from those originally anticipated. Staff are assessing the most efficient solution currently. Delivery will extend into the next financial year.

The extent of stormwater renewals required (in areas currently being renewed) is currently forecast to be less than anticipated in the budget by approximately \$2.300 million. The extent of work required will become clearer as the projects progress. This is offset by other water and wastewater renewals which are forecast at approximately \$13.000 million over budget due to the acceleration of network water and wastewater renewals such as Kaikorai Valley, Chingford Park and North East Valley.

Vibrant Economy capital expenditure was \$113k unfavourable to budget

Events new capital was unfavourable \$110k, relating mainly to the purchase of new Dunedin and Ōtepoti branded light up letters as well as new Chinese festival lanterns and containers to store them.

Waste Minimisation capital expenditure was \$31.890 million favourable to budget

Resource recovery park expenditure was favourable \$4.898 million. Otago Regional Council consent for civil works was received on 29 September 2025, and construction began in October; however, significant works were delayed until early December. This delay is expected to result in an underspend this financial year of approximately \$4.933 million, which will need to be factored into next financial year.

Material recovery facility (MRF) expenditure was favourable \$15.043 million. The building has been delayed due to a requirement to 'pre-load' the ground and prevent differential settlement, in addition to a further intentional delay in order for alternative options to be considered by Council. Pre-loading of the MRF was completed at the end of May and will be followed by a pause in significant construction activity until November 2026. Completion will now be mid 2027; therefore, this delay is expected to result in an underspend this financial year of approximately \$16.992 million, which will need to be factored into next financial year. This also applies to the final payment for the MRF equipment supply, which had been budgeted to occur in May 2026.

Organics Processing Facility (OPF) was favourable \$7.468 million. The first major progress payment on the equipment supply for the organics facility was expected in January 2026. The pre-loading requirement affecting the MRF is also affecting the OPF, therefore this delay is forecast to result in an underspend this financial year of approximately \$8.168million, which will need to be factored into next financial year. Pre-loading of the OPF is expected to be complete by the end of June, weather permitting, which will be followed by a pause in significant construction activity until October 2026.

Glass facility expenditure was favourable \$2.193 million. The site pre-loading work has required a temporary glass facility to be established. This temporary facility may prove suitable for long-term use

which, if successful, will result in a project saving of approximately \$1.932 million. This saving is contingent upon the temporary facility becoming the long-term processing option. Green Island landfill aftercare expenditure was favourable \$785k due to the timing of expenditure for a new leachate interceptor system along the southern edge of the landfill. Tenders for this work closed in November and work is currently underway and progressing on schedule.

Green Island landfill gas collection expenditure was favourable \$465k due to the timing of expenditure on the gas collection system.

SUPPLEMENTARY INFORMATION

October 2024 Rain Event - \$4.427 million Unfavourable

As at 31 May 2026 total operational costs relating to the October 2024 rain event totalled \$2.781 million, mainly being emergency maintenance through the Transport roading maintenance contract, but also including other emergency work such as sandbagging costs, floodwater pumping, refuse skip deployment and emergency welfare-related costs.

Capital expenditure relating to the rain event totalled \$6.177 million as at 31 May.

NZTA subsidy revenue received to date totals \$4.482 million, along with a welfare subsidy claim totalling \$50k received from NEMA. The remaining \$4.427 million is funded by the council.

October 2024 Rain Event Financial Summary	
As at 31 May 2026	
	\$
<u>Expenditure</u>	
Operating costs	2,714,947
Estimated personnel costs	66,162
Capital Expenditure	6,176,716
Total Expenditure	8,957,825
<u>Funded by:</u>	
NZTA Subsidy revenue received	4,480,263
NEMA Welfare costs reimbursement	50,485
DCC	4,427,077
Total Revenue	8,957,825
<u>Subsidy Summary</u>	
NZTA approved subsidy	4,687,000
Subsidy received to date	4,480,263
Subsidy yet to be received	206,737

October 2025 Wind Event - \$892k Unfavourable

As at 31 May 2026 total operational costs relating to the October 2025 wind event totalled \$1.072 million, mainly being emergency maintenance through the Transport roading maintenance contract, as well as storm damage to reserves, damage to 3 Waters infrastructure and repairs to property (mainly Dunedin Ice Stadium and 20 Parry St).

Capital expenditure relating to the wind event totalled \$77k as at 31 May.

NZTA have approved subsidy at a FAR rate of 51%, totalling \$212k. This subsidy has been claimed in full as at 31 May. A request to NZTA to consider approving further funding has been made.

An insurance claim has been lodged relating to the ongoing costs of repairs to council properties. As at 31 May 2026 insurance recoveries totalled \$45k.

October 2025 Wind Event Financial Summary	
As at 31 May 2026	
	\$
<u>Expenditure</u>	
Operating costs	1,072,194
Capital Expenditure	76,912
Total Expenditure	1,149,106
<u>Funded by:</u>	
NZTA Subsidy revenue received	211,782
Insurance Claim Recovery	45,008
DCC	892,317
Total Revenue	1,149,106
<u>Subsidy Summary</u>	
NZTA approved subsidy	211,782
Subsidy received to date	211,782
Subsidy yet to be received	0

Potential impact of oil related cost escalations

Fuel price volatility and potential fuel supply constraints present financial and operational risks for the Council. Staff are working across the organisation to establish a consistent approach to managing contract claims and adjustments arising from oil related cost escalations. Within 3 Waters, diesel is used primarily for critical treatment plant operations and wet weather or outage response, with year-to-date savings currently offsetting recent market price increases. However, recent fuel price rises may erode these savings over the remainder of the year and are expected to place upward pressure on contractor capital and operating costs, particularly for freight, chemical supply, tankering, and sludge haulage. These risks are being closely monitored and actively managed with suppliers.

Within Fleet Operations, fuel purchases have averaged \$23k per month for the eleven months to May which has been below budget. Recent fuel price increases may reduce these savings over the remainder of the year. Staff are monitoring fleet fuel usage by activities.

Group Debt Chart

Attachment H includes a chart showing actual group and DCC debt for the years ending June 2004-2025. It provides forecast information for the years ending June 2026-2034 based on the current Statements of Intent (SOI), and the draft 2026/27 Annual Plan.

DUNEDIN CITY COUNCIL
Statement of Financial Performance
For the Eleven Months Ending 31 May 2026
Amount : \$'000

Month Actual	Month Budget	Month Variance		Year to Date Actual	Year to Date Budget	Year to Date Variance	LY YTD Actual	LY Full Year Actual	Full Year Budget
REVENUE									
22,073	22,050	23 F	Rates Revenue	242,784	242,547	237 F	219,885	239,802	264,596
260	184	76 F	Rates Penalties	2,075	1,199	876 F	1,729	1,872	1,300
6,906	7,154	248 U	External Revenue	83,930	86,184	2,254 U	73,423	94,282	102,069
1,408	966	442 F	Grants - Operational	12,519	12,161	358 F	12,013	12,779	13,166
2,605	1,358	1,247 F	Grants - Capital	19,654	21,816	2,162 U	12,304	13,624	22,731
258	321	63 U	Contributions	4,527	3,535	992 F	3,148	11,052	6,856
4,124	3,788	336 F	Internal Revenue	41,735	41,814	79 U	38,699	42,211	45,586
37,634	35,821	1,813 F	TOTAL REVENUE	407,224	409,256	2,032 U	361,201	415,622	456,304
EXPENDITURE									
6,945	7,175	230 F	Personnel Costs	76,929	80,309	3,380 F	77,790	85,247	88,076
8,105	7,632	473 U	Operations & Maintenance	83,876	88,043	4,167 F	78,287	85,687	95,573
3,072	3,143	71 F	Occupancy Costs	35,766	36,370	604 F	34,091	36,089	37,762
2,618	2,268	350 U	Consumables & General	25,638	26,484	846 F	24,277	27,462	28,998
202	332	130 F	Grants & Subsidies	11,412	11,440	28 F	10,606	10,981	12,512
4,124	3,788	336 U	Internal Charges	41,735	41,814	79 F	38,699	42,211	45,586
10,851	10,308	543 U	Depreciation	111,642	113,018	1,376 F	99,583	110,046	123,713
2,491	2,429	62 U	Interest	25,202	26,690	1,488 F	25,322	27,485	29,114
38,408	37,075	1,333 U	TOTAL EXPENDITURE	412,200	424,168	11,968 F	388,655	425,208	461,334
(774)	(1,254)	480 F	NET SURPLUS (DEFICIT)	(4,976)	(14,912)	9,936 F	(27,454)	(9,586)	(5,030)
Add									
1,483	419	1,064 F	Waipori Fund Net Operating	6,025	4,614	1,411 F	7,781	8,853	5,030
709	(835)	1,544 F	NET SURPLUS (DEFICIT)	1,049	(10,298)	11,347 F	(19,673)	(733)	-

F: (favourable variance to budget) U: (unfavourable variance to budget)

DUNEDIN CITY COUNCIL
Statement of Financial Position
As at 31 May 2026
Amount : \$'000

30-Jun-25 LY Full Year Actual		31-May-26 This Month Actual	31-May-26 This Month Budget	30-Jun-26 Full Year Budget	31-May-25 LY Month Actual
	Current Assets				
15,837	Cash and cash equivalents	6,620	26,983	13,358	10,511
8,011	Other current financial assets	6,399	14,426	14,426	8,798
21,484	Trade and other receivables	25,740	34,299	33,245	19,984
489	Current Tax Asset	121	-	250	101
1,039	Inventories	995	675	675	678
2,221	Prepayments	2,421	2,109	2,109	1,652
49,081	Total Current Assets	42,296	78,492	64,063	41,724
	Non Current Assets				
211,438	Other non-current financial assets	218,271	206,449	206,560	208,899
138,889	Shares in subsidiary companies	138,889	138,889	141,794	136,339
4,571	Intangible assets	3,620	5,059	5,382	3,367
113,710	Investment property	113,710	113,715	119,563	110,443
4,906,980	Property, plant and equipment	4,947,759	4,877,506	4,999,121	4,552,142
5,375,588	Total Non Current Assets	5,422,249	5,341,618	5,472,420	5,011,190
5,424,669	TOTAL ASSETS	5,464,545	5,420,110	5,536,483	5,052,914
	Current Liabilities				
39,760	Trade and other payables	38,592	56,893	40,639	36,456
5,967	Short Term Borrowings	4,619	4,393	6,230	4,057
7,863	Revenue received in advance	4,572	5,308	5,663	5,300
9,001	Employee entitlements	11,333	9,987	11,025	8,260
62,591	Total Current Liabilities	59,116	76,581	63,557	54,073
	Non Current Liabilities				
650,973	Term Loans	693,273	776,173	783,173	645,972
1,482	Employee entitlements	1,482	1,246	1,216	1,246
20,573	Provisions	20,573	22,206	22,206	22,206
320	Other Non-Current Liabilities	320	320	320	320
673,348	Total Non Current Liabilities	715,648	799,945	806,915	669,744
735,939	TOTAL LIABILITIES	774,764	876,526	870,472	723,817
	Equity				
1,648,778	Accumulated funds	1,649,566	1,628,735	1,639,015	1,631,601
3,027,570	Revaluation reserves	3,027,570	2,904,062	3,016,192	2,686,879
12,382	Restricted reserves	12,645	10,787	10,804	10,617
4,688,730	TOTAL EQUITY	4,689,781	4,543,584	4,666,011	4,329,097
5,424,669		5,464,545	5,420,110	5,536,483	5,052,914

Statement of Change in Equity
As at 31 May 2026
Amount : \$'000

30-Jun-25 LY Full Year Actual		31-May-26 This Month Actual	31-May-26 This Month Budget	30-Jun-26 Full Year Budget	31-May-25 LY Month Actual
4,348,770	Opening Balance	4,688,730	4,553,882	4,553,882	4,348,770
(733)	Operating Surplus (Deficit)	1,049	(10,298)	-	(19,673)
340,693	Movements in Reserves			112,129	-
4,688,730		4,689,779	4,543,584	4,666,011	4,329,097

DUNEDIN CITY COUNCIL
Statement of Cashflows
For the Eleven Months Ending 31 May 2026
Amount : \$'000

	Year to Date Actual	Year to Date Budget	Full Year Budget	LY YTD Actual
Cash Flow from Operating Activities				
<i>Cash was provided from operating activities:</i>				
Rates Received	246,751	244,735	264,381	226,927
Other Revenue	106,839	111,280	121,288	119,016
Interest Received	5,211	5,162	8,313	5,277
Dividend Received	7,627	7,673	10,815	1,403
Income Tax Refund	368	351	351	409
<i>Cash was applied to:</i>				
Suppliers and Employees	(239,873)	(243,538)	(263,344)	(248,777)
Interest Paid	(26,285)	(28,877)	(29,447)	(25,501)
Net Cash Inflow (Outflow) from Operations	100,638	96,786	112,357	78,754
Cash Flow from Investing Activities				
<i>Cash was provided from investing activities:</i>				
Sale of Assets	46	-	120	32
Reduction in Loans & Advances	-	-	-	-
Reduction in Investments Other	13,705	16,500	18,000	16,312
<i>Cash was applied to:</i>				
Increases in Loans & Advances	-	-	-	-
Increase in Investments DCHL	-	-	-	-
Increase in Investments Other	(16,049)	(17,500)	(21,905)	(18,091)
Capital Expenditure	(149,859)	(194,158)	(227,569)	(130,551)
Net Cash Inflow (Outflow) from Investing Activity	(152,157)	(195,158)	(231,354)	(132,298)
Cash Flow from Financing Activities				
<i>Cash was provided from financing activities:</i>				
Loans Raised	59,800	114,000	121,000	100,000
Increase in Short Term Borrowings	-	-	-	-
<i>Cash was applied to:</i>				
Loans Repaid	(17,500)	-	-	(44,500)
Decrease in Short Term Borrowings	-	-	-	-
Net Cash Inflow (Outflow) from Financing Activity	42,300	114,000	121,000	55,500
Total Increase/(Decrease) in Cash	(9,219)	15,628	2,003	1,956
Opening Cash and Deposits	15,837	11,355	11,355	8,555
Closing Cash and Deposits	6,618	26,983	13,358	10,511

DUNEDIN CITY COUNCIL
Capital Expenditure Summary by Activity
For the Eleven Months Ending 31 May 2026
 Amount : \$'000

Group	Year to Date Actual	Year to Date Budget	Year to Date Variance	Year to Date Variance %		LY YTD Actual	Full Year Budget	YTD Actual vs FY Budget
City Properties	14,441	21,974	7,533	65.7%	F	24,560	22,388	64.5%
Community Recreation	7,791	13,649	5,858	57.1%	F	7,659	14,948	52.1%
Creative and Cultural Vibrancy	1,979	1,988	9	99.5%	F	2,172	2,220	89.1%
Governance and Support Service	1,075	3,420	2,345	31.4%	F	642	4,306	25.0%
Regulatory Services	-	5	5	0.0%	F	564	5	0.0%
Resilient City	51	355	304	14.4%	F	45	385	13.2%
Roading and Footpaths	42,209	52,434	10,225	80.5%	F	31,509	54,760	77.1%
3 Waters	74,524	78,494	3,970	94.9%	F	55,949	87,123	85.5%
Vibrant Economy	113	-	113	0.0%	U	5	-	0.0%
Waste Minimisation	9,336	41,226	31,890	22.6%	F	5,341	45,082	20.7%
	151,519	213,545	62,026	71.0%	F	128,446	231,217	65.5%

U: (unfavourable variance/overspend to budget) F: (favourable variance/underspend to budget)

**Capital Expenditure Detail by Activity
For the Month Ending 31 May 2026**

New Group Activity	Activity Name	Expenditure Type	Project Name	YTD Actual	YTD Budget	YTD Var	FY Budget
City Properties	Property-Housing	Renewals Capital	Asset Renewals	302,897	451,000	(148,103)	500,000
			Housing Renewal	1,467,426	2,010,000	(542,574)	2,010,000
		Total Renewals Capital		1,770,322	2,461,000	(690,678)	2,510,000
	Total Property-Housing			1,770,322	2,461,000	(690,678)	2,510,000
	Property-Operational	New Capital	Energy Efficiency Initiatives	3,300	-	3,300	-
			Public Toilets Growth	408,614	375,000	33,614	375,000
			South Dunedin Library and Community Complex	1,829,664	2,370,000	(540,336)	2,370,000
		Total New Capital		2,241,577	2,745,000	(503,423)	2,745,000
		Renewals Capital	Asset Renewals	1,830,002	1,265,000	565,002	1,285,000
			Asset Renewals - Public Toilet Renewals	469,152	465,000	4,152	475,000
			Civic Centre	3,833,546	4,000,000	(166,454)	4,000,000
			Dunedin Library Refurbishment	91,411	2,725,000	(2,633,589)	2,750,000
			Dunedin Public Art Gallery	195,249	215,000	(19,751)	215,000
			Furniture	78,655	45,100	33,555	50,000
			Olveston House Renewal	98,615	275,000	(176,385)	290,000
			Toitū Otago Settlers Museum	174,290	125,000	49,290	125,000
			Town Hall and Municipal Chambers	2,227,715	2,488,000	(260,285)	2,688,000
		Total Renewals Capital		8,998,635	11,603,100	(2,604,465)	11,878,000
	Total Property-Operational			11,240,213	14,348,100	(3,107,887)	14,623,000
	Property-Community	New Capital	CCTV George St	97,090	-	97,090	-
				97,090	-	97,090	-
		Renewals Capital	Asset Renewals	499,294	95,000	404,294	100,000
			Community Hall Renewals	185,662	145,000	40,662	150,000
			Dunedin Railway Station	(35,863)	440,000	(475,863)	450,000
			Edgar Centre Refurbishment	116,352	850,000	(733,648)	860,000
			High Performance Sports	-	220,000	(220,000)	220,000
			Roof Renewal Programme	-	240,000	(240,000)	250,000
			Sargood Centre	30,150	850,000	(819,850)	850,000
			Tarpits	373	-	373	-
		Total Renewals Capital		795,968	2,840,000	(2,044,032)	2,880,000
	Total Property-Community			893,058	2,840,000	(1,946,942)	2,880,000
	Property-Investment	Renewals Capital	Asset Renewals	414,716	1,722,000	(1,307,284)	1,770,000
		Total Renewals Capital		414,716	1,722,000	(1,307,284)	1,770,000
	Total Property-Investment			414,716	1,722,000	(1,307,284)	1,770,000
	Property-Holding	Renewals Capital	Asset Renewals	11,877	575,000	(563,123)	575,000
		Total Renewals Capital		11,877	575,000	(563,123)	575,000
	Total Property-Holding			11,877	575,000	(563,123)	575,000
	Parking Operations	Renewals Capital	Car Park Buildings Equipment	51,757	-	51,757	-
			Parking Meter Renewals	59,414	28,000	31,414	30,000
		Total Renewals Capital		111,171	28,000	83,171	30,000
	Total Parking Operations			111,171	28,000	83,171	30,000
City Properties Total				14,441,359	21,974,100	(7,532,741)	22,388,000

**Capital Expenditure Detail by Activity
For the Month Ending 31 May 2026**

	Activity Name	Expenditure Type	Project Name	YTD Actual	YTD Budget	YTD Var	FY Budget	
New Group Activity								
Community Recreation	Aquatic Services	New Capital	Moana Pool Improvements	(5,839)	10,000	(15,839)	20,000	
			Mosgiel Pool	18,320	-	18,320	-	
		Total New Capital		12,481	10,000	2,481	20,000	
		Renewals Capital	Moana Pool Renewals	3,115,015	7,633,000	(4,517,985)	8,634,000	
			Mosgiel Pool	13,841	-	13,841	-	
			Port Chalmers Pool Renewals	8,822	20,000	(11,178)	20,000	
			St Clair Pool Renewals	24,427	40,000	(15,573)	40,000	
			Total Renewals Capital		3,162,105	7,693,000	(4,530,895)	8,694,000
		Total Aquatic Services			3,174,586	7,703,000	(4,528,414)	8,714,000
		Botanic Gardens	New Capital	Botanic Garden Improvements	19,626	30,000	(10,374)	30,000
	Total New Capital			19,626	30,000	(10,374)	30,000	
	Renewals Capital		Botanic Garden Renewals	543,683	544,000	(317)	552,000	
			Total Renewals Capital		543,683	544,000	(317)	552,000
	Total Botanic Gardens			563,309	574,000	(10,691)	582,000	
	Cemeteries & Crematorium	New Capital	Cemetery Strategic Development	531,269	795,000	(263,731)	795,000	
			City Wide Beam Expansion	66,577	230,000	(163,423)	230,000	
		Total New Capital		597,846	1,025,000	(427,154)	1,025,000	
		Renewals Capital	Structures Renewals	76,411	130,000	(53,589)	130,000	
			Total Renewals Capital		76,411	130,000	(53,589)	130,000
		Total Cemeteries & Crematorium			674,257	1,155,000	(480,743)	1,155,000
	Parks & Recreation	New Capital	Destination Playgrounds	8,367	200,000	(191,633)	200,000	
			Playground Improvements	201,598	297,000	(95,402)	297,000	
			Recreation Facilities Improvem	331,714	385,000	(53,286)	420,000	
			Track Network Development	9,377	15,000	(5,623)	30,000	
		Total New Capital		551,056	897,000	(345,944)	947,000	
		Renewals Capital	Greenspace Renewals	409,750	460,000	(50,250)	460,000	
			Playground Renewals	1,265,449	1,395,000	(129,551)	1,425,000	
			Recreation Facilities Renewals	1,152,567	1,465,000	(312,433)	1,665,000	
		Total Renewals Capital		2,827,766	3,320,000	(492,234)	3,550,000	
		Total Parks & Recreation			3,378,823	4,217,000	(838,177)	4,497,000
Community Recreation Total				7,790,975	13,649,000	(5,858,026)	14,948,000	

**Capital Expenditure Detail by Activity
For the Month Ending 31 May 2026**

Activity Name		Expenditure Type	Project Name	YTD Actual	YTD Budget	YTD Var	FY Budget
New Group Activity							
Creative and Cultural Vib	Dunedin Public Art Gallery	New Capital	Acquisitions - DPAG Society Funded	7,735	10,000	(2,265)	30,000
			Acquisitions - Rates Funded	125,500	100,000	25,500	130,000
			Acquisitions Donation Funded	36,000	-	36,000	35,000
			Minor Capital Works/Equipment	94,574	75,000	19,574	100,000
		Total New Capital	263,809	185,000	78,809	295,000	
		Renewals Capital	Heating and Ventilation System	19,507	30,000	(10,493)	30,000
		Total Renewals Capital	19,507	30,000	(10,493)	30,000	
	Total Dunedin Public Art Gallery			283,317	215,000	68,317	325,000
	Dunedin Public Libraries	New Capital	Heritage Collection Purchases-Rates Funded	54,852	55,000	(148)	60,000
			Heritage Collection Purchases-Trust Funded	1,133	9,850	(8,717)	10,000
			South Dunedin Library Opening Collection	53,858	60,000	(6,142)	60,000
		Total New Capital	109,843	124,850	(15,007)	130,000	
		Renewals Capital	Acquistions - Operational Collection	864,699	953,000	(88,301)	996,000
		Minor Capital Equipment	51,812	51,000	812	55,000	
		Total Renewals Capital	916,511	1,004,000	(87,489)	1,051,000	
	Total Dunedin Public Libraries			1,026,354	1,128,850	(102,496)	1,181,000
	Toitu Otago Settlers Museum	New Capital	Acquisitions - Rates Funded	38,133	5,000	33,133	50,000
			Minor Capital Works	42,687	40,000	2,687	40,000
			New Gallery Space - Theatrette	466,316	464,000	2,316	464,000
		Total New Capital	547,135	509,000	38,135	554,000	
		Renewals Capital	Minor Equipment Renewals	79,728	75,000	4,728	100,000
		Plant Renewal	43,066	60,000	(16,934)	60,000	
		Total Renewals Capital	122,793	135,000	(12,207)	160,000	
	Total Toitu Otago Settlers Museum			669,929	644,000	25,929	714,000
Creative and Cultural Vibrancy Total				1,979,599	1,987,850	(8,251)	2,220,000
Governance and Support	Fleet Operations	New Capital	EV Charging Infrastructure	-	-	-	250,000
		Total New Capital	-	-	-	250,000	
		Renewals Capital	Fleet Replacement	198,495	529,000	(330,505)	590,000
		Total Renewals Capital	198,495	529,000	(330,505)	590,000	
	Total Fleet Operations			198,495	529,000	(330,505)	840,000
	Business Information Services	New Capital	eServices & Online Services	(184,751)	833,335	(1,018,086)	1,000,000
			New & Refreshed Internal IT Systems	279,449	466,000	(186,551)	466,000
			Replacement & Upgrade Internal	-	91,663	(91,663)	100,000
		Total New Capital	94,698	1,390,998	(1,296,300)	1,566,000	
		Renewals Capital	New & Refreshed Internal IT Systems	-	575,000	(575,000)	800,000
		Replacement & Upgrade Internal	782,275	924,998	(142,723)	1,100,000	
		Total Renewals Capital	782,275	1,499,998	(717,723)	1,900,000	
	Total Business Information Services			876,973	2,890,996	(2,014,023)	3,466,000
Governance and Support Service Total				1,075,469	3,419,996	(2,344,528)	4,306,000
Regulatory Services	Compliance Solutions	Renewals Capital	Dog Park & Stock Pound Maintenance	-	5,000	(5,000)	5,000
		Total Renewals Capital	-	5,000	(5,000)	5,000	
	Total Compliance Solutions			-	5,000	(5,000)	5,000
Regulatory Services Total				-	5,000	(5,000)	5,000

**Capital Expenditure Detail by Activity
For the Month Ending 31 May 2026**

	Activity Name	Expenditure Type	Project Name	YTD Actual	YTD Budget	YTD Var	FY Budget	
New Group Activity								
Resilient City	City Development	New Capital	Street Trees and Furniture	50,874	295,000	(244,126)	325,000	
		Total New Capital		50,874	295,000	(244,126)	325,000	
	Total City Development			50,874	295,000	(244,126)	325,000	
	Civil Defence	New Capital	Plant Equipment	-	55,000	(55,000)	55,000	
		Total New Capital		-	55,000	(55,000)	55,000	
	Total Civil Defence			-	55,000	(55,000)	55,000	
	Task Force Green	Renewals Capital	Minor Equipment Renewals	-	5,000	(5,000)	5,000	
		Total Renewals Capital		-	5,000	(5,000)	5,000	
	Total Task Force Green			-	5,000	(5,000)	5,000	
	Resilient City Total				50,874	355,000	(304,126)	385,000
Roading and Footpaths	Shaping Future Dunedin	New Capital	Central City Cycle & Pedestrian Improvements	1,482,530	2,900,000	(1,417,470)	3,000,000	
			Central City Parking Management	32,780	1,200,000	(1,167,220)	1,200,000	
			Harbour Arterial Efficiency Improvements	1,770,720	2,350,000	(579,280)	2,800,000	
			Mosgiel Park and Ride	336,218	4,700,000	(4,363,782)	5,000,000	
			Princes St Bus Priority & Corridor Safety Plan	10,550	-	10,550	-	
			Total New Capital	3,632,798	11,150,000	(7,517,202)	12,000,000	
		Total Shaping Future Dunedin			3,632,798	11,150,000	(7,517,202)	12,000,000
	Transport	New Capital	Coastal Plan	-	987,000	(987,000)	1,184,000	
			Crown Resilience Programme 2024-2027	104,430	750,000	(645,570)	750,000	
			Dunedin Urban Cycleways	1,771,131	1,431,000	340,131	1,431,000	
			LED Street Lights	42,981	-	42,981	-	
			Low Cost, Low Risk Improvement	988,895	950,000	38,895	1,000,000	
			Other Unsubsidised New Capital	965	-	965	-	
			Peninsula Connection Boardwalk	129,506	1,350,000	(1,220,494)	1,500,000	
			Total New Capital	3,037,908	5,468,000	(2,430,092)	5,865,000	
			Renewals Capital	Emergency Works	3,379,574	3,940,000	(560,426)	3,940,000
				Footpath Renewals	90,552	5,554,000	(5,463,448)	5,904,000
				Gravel Road Re metaling	1,040,546	1,021,500	19,046	1,219,000
				Major drainage control	2,636,659	5,808,000	(3,171,341)	6,266,000
				Pavement Rehabilitation	6,755,687	3,335,000	3,420,687	3,335,000
				Pavement Renewals	16,835,066	11,100,000	5,735,066	11,135,000
				Structure Component Replacement	607,399	1,908,000	(1,300,601)	1,908,000
				Structure Component Replacement Seawalls	11,785	196,000	(184,215)	196,000
				Structure Component Replacement Seawalls Railings	42,000	400,000	(358,000)	400,000
				Traffic Services Renewal	1,909,103	1,574,000	335,103	1,613,000
			Total Renewals Capital	33,308,370	34,836,500	(1,528,130)	35,916,000	
		Total Transport			36,346,279	40,304,500	(3,958,221)	41,781,000
	Central City Upgrade	New Capital	Central City Upgrade Bath St	1,932,885	939,000	993,885	939,000	
			Central City Upgrade Retail Quarter	296,590	40,000	256,590	40,000	
		Total New Capital	2,229,475	979,000	1,250,475	979,000		
	Total Central City Upgrade			2,229,475	979,000	1,250,475	979,000	
Roading and Footpaths Total				42,208,552	52,433,500	(10,224,948)	54,760,000	

**Capital Expenditure Detail by Activity
For the Month Ending 31 May 2026**

New Group Activity	Activity Name	Expenditure Type	Project Name	YTD Actual	YTD Budget	YTD Var	FY Budget
Three Waters	Stormwater	New Capital	Mosgiel Stormwater Pumpstation and Networks	3,133,990	1,616,000	1,517,990	1,616,000
			Mosgiel Stormwater Upgrades	625,000	625,000	(0)	625,000
			Network Resilience & Efficiency	-	45,000	(45,000)	50,000
			New Capital Supporting Growth	109,111	393,300	(284,189)	437,000
			South Dunedin Short Term Option	481,452	666,664	(185,212)	750,000
		Total New Capital		4,621,715	3,590,764	1,030,951	3,750,000
		Renewals Capital	Mosgiel Stormwater Pumpstation and Networks	24,111	562,496	(538,385)	625,000
			Other Stormwater Renewals	2,898,767	5,091,284	(2,192,517)	5,657,000
			Renewals Supporting Growth	20,750	1,709,992	(1,689,242)	1,900,000
		Total Renewals Capital		2,943,628	7,363,772	(4,420,144)	8,182,000
	Total Stormwater			7,565,343	10,954,536	(3,389,193)	11,932,000
	Wastewater	New Capital	Bioresources Facility	92,392	269,999	(177,607)	300,000
			Metro Wastewater Treatment Plant Resilience	(38)	3,859,184	(3,859,222)	4,288,000
			Network Resilience & Efficiency	-	135,000	(135,000)	150,000
			New Capital Supporting Growth	206,309	666,898	(460,589)	741,000
			Rural Wastewater Schemes	6,802	1,259,997	(1,253,195)	1,400,000
			Wastewater New Capital Other	2,409,516	416,700	1,992,816	463,000
		Total New Capital		2,714,981	6,607,778	(3,892,797)	7,342,000
		Renewals Capital	Metro Wastewater Treatment Plant Resilience	2,523,427	3,557,689	(1,034,262)	3,953,000
			Musselburgh to Tahuna Link	1,599,553	6,666,665	(5,067,112)	8,000,000
			Other Wastewater Renewals	14,724,438	7,918,167	6,806,271	8,798,000
			Renewals Supporting Growth	62,501	285,300	(222,799)	317,000
			Rural Wastewater Schemes	355,037	-	355,037	-
			Wastewater Pumpstation Renewal	3,932,157	4,049,985	(117,828)	4,500,000
		Total Renewals Capital		23,197,112	22,477,806	719,306	25,568,000
	Total Wastewater			25,912,094	29,085,584	(3,173,490)	32,910,000
	Water Supply	New Capital	New Capital Supporting Growth	1,058,081	1,147,496	(89,415)	1,275,000
			Water Efficiency	28,860	1,250,994	(1,222,134)	1,390,000
			Water New Capital Other	5,496,542	5,040,884	455,659	5,601,000
			Water Supply Resilience	3,265,100	3,039,290	225,810	3,377,000
		Total New Capital		9,848,583	10,478,664	(630,080)	11,643,000
		Renewals Capital	Other Water Renewals	19,159,265	12,678,768	6,480,497	13,765,000
			Port Chalmers Water Supply	6,918,197	8,078,370	(1,160,173)	8,976,000
			Renewals Supporting Growth	61,295	492,297	(431,002)	547,000
			Water Supply Resilience	5,058,394	6,725,837	(1,667,443)	7,350,000
		Total Renewals Capital		31,197,151	27,975,272	3,221,878	30,638,000
	Total Water Supply			41,045,734	38,453,936	2,591,798	42,281,000
Three Waters Total				74,523,171	78,494,056	(3,970,885)	87,123,000

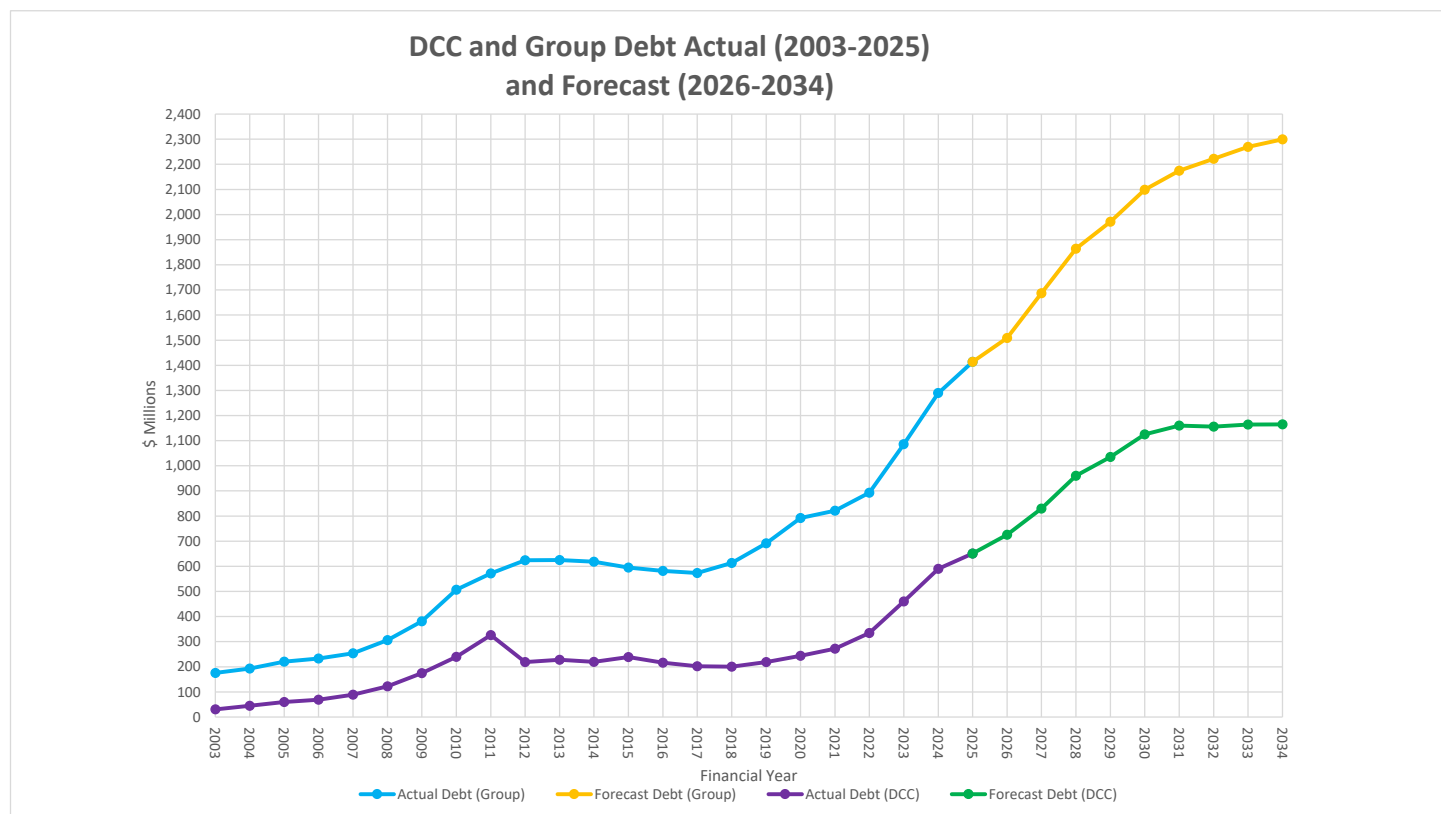
**Capital Expenditure Detail by Activity
For the Month Ending 31 May 2026**

New Group Activity								
Activity Name	Expenditure Type	Project Name	YTD Actual	YTD Budget	YTD Var	FY Budget		
Vibrant Economy	Destination Marketing	New Capital	Digital Content - Camera and Video Gear	(573)	-	(573)	-	
		Total New Capital		(573)	-	(573)	-	
		Total Destination Marketing		(573)	-	(573)	-	
	Visitor Centre	Renewals Capital	Asset Renewals	2,530	-	2,530	-	
		Total Renewals Capital		2,530	-	2,530	-	
	Total Visitor Centre		2,530	-	2,530	-		
	Events	New Capital	Plant Equipment	110,497	-	110,497	-	
		Total New Capital		110,497	-	110,497	-	
	Total Events		110,497	-	110,497	-		
Vibrant Economy Total			112,454	-	112,454	-		
Waste Minimisation	Waste Futures	New Capital	Bulk Waste System	190,273	400,000	(209,727)	500,000	
		Community Recycling Centres		-	100,000	(100,000)	200,000	
		Construction and Demolition Facility		80,521	350,000	(269,479)	400,000	
		Glass Facility		332,054	2,525,000	(2,192,946)	2,525,000	
		Material Recovery Facility		4,507,036	19,550,000	(15,042,964)	21,550,000	
		Organics Facility		631,505	8,100,000	(7,468,495)	8,900,000	
		Resource Recov Park Precinct		2,005,532	6,904,000	(4,898,468)	7,404,000	
		Smooth Hill Landfill		55,294	-	55,294	-	
		Total New Capital		7,802,216	37,929,000	(30,126,784)	41,479,000	
	Total Waste Futures		7,802,216	37,929,000	(30,126,784)	41,479,000		
	Waste & Environmental Solutic	New Capital	Community Recycling Hubs	23,133	20,000	3,133	25,000	
			Green Island Landfill Aftercare		640,313	1,425,000	(784,687)	1,577,000
			Green Island Landfill Gas Collection System		134,777	600,000	(465,223)	650,000
			Green Island Landfill Leachate System		28,040	-	28,040	-
			Green Island Landfill Southern Valley Leachate Drain		480,601	725,000	(244,399)	800,000
			Sawyers Bay Closed Landfill		607	-	607	-
			Total New Capital		1,307,472	2,770,000	(1,462,528)	3,052,000
		Renewals Capital	Forester Park Landfill Culvert	1,465	-	1,465	-	
			Green Island Landfill and Transfer Station		10,400	145,000	(134,600)	155,000
			Green Island Leachate System Pump/Pumpstation		8,562	15,000	(6,438)	15,000
			Kerbside Bin Replacements		109,787	205,000	(95,213)	205,000
			Middlemarch Closed Landfill		-	11,000	(11,000)	11,000
			Public Place Recycling and Rubbish Bins		93,521	151,250	(57,729)	165,000
			Waikouaiti Transfer Station		3,027	-	3,027	-
			Total Renewals Capital		226,761	527,250	(300,489)	551,000
			Total Waste & Environmental Solution		1,534,233	3,297,250	(1,763,017)	3,603,000
Waste Minimisation Total			9,336,449	41,226,250	(31,889,801)	45,082,000		
Grand Total			151,518,900	213,544,752	(62,025,852)	231,217,000		

DUNEDIN CITY COUNCIL

Summary of Operating Variances
For the Eleven Months Ending 31 May 2026
Amount : \$'000

Group	Year to Date Surplus(Deficit)			Year to Date Variance Favourable (Unfavourable)							
	Actual	Budget	Variance	Rates Revenue	Operating Revenue	Internal Revenue	Staff	Ops & Other Exps	Internal Costs	Interest	Depr'n
City Properties	(1,891)	(796)	(1,095)	-	(209)	(25)	(358)	(829)	(2)	259	69
Community Recreation	1,504	57	1,447	-	(160)	(1)	169	690	8	92	649
Creative and Cultural Vibrancy	(137)	(315)	178	-	(446)	(11)	129	172	-	35	299
Governance and Support Service	(3,144)	(5,258)	2,114	(72)	1,618	64	361	369	(450)	(79)	303
Regulatory Services	(23)	154	(177)	-	(1,360)	(11)	1,185	(25)	23	-	11
Resilient City	719	(158)	877	-	(66)	2	535	414	(8)	-	-
Roading and Footpaths	5,853	6,447	(594)	(3)	(2,274)	-	834	247	(15)	367	250
Treaty Partnership	234	(25)	259	-	-	24	(13)	248	-	-	-
3 Waters	(10,594)	(15,527)	4,933	264	983	423	407	2,024	418	655	(241)
Vibrant Economy	1,486	615	871	-	149	(8)	92	647	(2)	-	(7)
Waste Minimisation	1,017	(106)	1,123	48	(425)	(536)	39	1,688	107	159	43
Total Council (excluding Waipori)	(4,976)	(14,912)	9,936	237	(2,190)	(79)	3,380	5,645	79	1,488	1,376
Waipori Fund	6,025	4,614	1,411	-	1,425	-	-	(14)	-	-	-
Total Council	1,049	(10,298)	11,347	237	(765)	(79)	3,380	5,631	79	1,488	1,376



Sources:

Actual debt: Dunedin City Council annual reports from 2003 to 2025.

Forecast debt (Group): Dunedin City Treasury Ltd Statement of Intent for the year ending 30 June 2026, Dunedin City Holdings Ltd projections and the DCC Draft Annual Plan 2026/27.

GOVERNANCE AND COUNCILLOR APPOINTMENTS TO OUTSIDE ORGANISATIONS UPDATES

Department: Civic

EXECUTIVE SUMMARY

- 1 The purpose of this report is to advise the Council that the Mayor has exercised her discretionary power under Section 41A(3) of the Local Government Act 2002 (LGA) to appoint newly elected Councillor Joanne Galer to the role of Portfolio Co-Lead – Heritage.
- 2 In addition, this report also recommends appointments to existing external organisations and to two new organisations: the Creative Dunedin Advisory Group and Creative New Zealand Grants Advisory Group.
- 3 This report also notes amendments to Councillors portfolio responsibilities.
- 4 As this is an administration report, there are no summary of considerations.

RECOMMENDATIONS

That the Council:

- a) **Notes** Cr Joanne Galer's appointment as the Portfolio Co-Lead – Heritage.
- b) **Notes** Cr Galer's annual remuneration remains as previously approved by Council and gazetted by the Remuneration Authority being \$100,577.
- c) **Notes** Deputy Mayor Cherry Lucas's appointment as the Portfolio Deputy – Infrastructure.
- d) **Notes** the Infrastructure portfolio now includes Future Development Strategy as a strategic area.
- e) **Notes** Cr Marie Laufiso's appointment as the Council representative on the Saddle Hill Community Board.
- f) **Approves** Cr Joanne Galer as the Council representative on the Dunedin Public Art Gallery Society, the Hereweka Harbour Cone Trust and the Theomin Gallery Management Committee (Olveston).
- g) **Approves** the removal of Cr Steve Walker from the Hereweka Harbour Cone Trust.
- h) **Approves** Mayor Sophie Barker as the Council representative on the Dunedin Chinese Garden Advisory Board.

- i) **Approves** Cr Brent Weatherall as the Council representative on the Dunedin Public Art Gallery Acquisitions Committee.
- j) **Approves** Cr Mandy Mayhem as the Council representative of Creative New Zealand Grants Advisory Group.

BACKGROUND

- 5 At its meeting on 11 December 2025, Council approved remuneration for Councillors in accordance with the Remuneration Authority's guidelines, and a proposal was submitted to the Authority for approval. Approval was given and gazetted in March 2026.

DISCUSSION

- 6 An updated schedule with proposed appointed is appended as **Attachment A**.
- 7 For reference an updated portfolio of appointments is appended as **Attachment B**.

OPTIONS

- 8 There are no options.

NEXT STEPS

- 9 The Councillors' Register of Interest will be updated to reflect the new appointments.

Signatories

Authoriser:	Nicola Morand - Manahautū (General Manager Community and Strategy)
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Attachments

	Title	Page
↓A	Portfolio's updated 22 July 2026	102
↓B	Councillors appointed to outside organisations 22 July 2026	103

Portfolio	Portfolio Lead	Portfolio Deputy	ELT	Strategic Areas
Economic Development	Mayor Barker Cr Simms		Mike Costelloe	Economic Development Strategy, Central City Plan, Dunedin Festivals and Events Plan, Ōtepoti Dunedin Destination Management Plan, Tertiary Precinct Development Plan
Infrastructure	Cr Weatherall	Deputy Mayor Lucas	Scott McLean. David Ward	Integrated Transport Strategy, Waste Futures, Water, South Dunedin Future, South Dunedin Revitalisation Plan, Future Development Strategy
Hau Ora Health & Wellbeing	Cr Laufiso	Cr Chambers	Nicola Morand	Social Wellbeing Strategy, Housing Plan, Health, Homelessness
Environment, Youth	Cr Walker Cr Treadwell		Scott McLean, Nicola Morand	Te Ao Turoa Environment Strategy, Parks and Recreation Strategy, Waste Minimisation Plan, Zero Carbon Plan, Climate Adaptation Plan, Dunedin Youth Council, Play Spaces Plan, Recreation Tracks Plan, Ōtepoti Pathways Plan, Young Persons Strategy, Reserve Management Plans
Cultural & Arts	Cr Garey	Cr Mayhem	Mike Costelloe	Ara Toi Cultural Strategy, Live Music Action Plan, Performing Arts Action Plan
Heritage	Cr Lund Cr Galer		David Ward	Ōtepoti Dunedin Heritage Action Plan
Technology	Cr Hall		Paul Henderson	Tech Sector, CODE, Digital Interactive Health
Council Controlled Organisations	Cr Vandervis	Deputy Mayor Lucas	Carolyn Allan	CCO Financial Strategy

Councillor appointments to outside organisations

	Organisation	2025-2028 Triennium appointment
1.	Creative NZ Grants Advisory Group	Cr Mandy Mayhem
2.	Disability Issues Advisory Group	Cr Mandy Mayhem
3.	District Licensing Committee	Cr Doug Hall Cr Lee Vandervis
4.	Dunedin Abrahamic Interfaith Group	Cr Marie Laufiso
5.	Dunedin Chinese Garden Advisory Board	Mayor Sophie Barker
6.	Dunedin Edinburgh Sister City Society	Cr Steve Walker
7.	Dunedin Gasworks Museum Trust	Cr Mandy Mayhem
8.	Dunedin Heritage Fund	Mayor Sophie Barker Cr Andrew Simms Cr Lee Vandervis Cr Steve Walker
9.	Dunedin Otaru Sister City Society	Cr Mickey Treadwell
10.	Dunedin Public Art Gallery Acquisitions Committee	Cr Steve Walker Cr Brent Weatherall
11.	Dunedin Public Art Gallery Society	Cr Jo Galer Cr Doug Hall Cr Brent Weatherall
12.	Dunedin Former Refugee Steering Committee	Cr Marie Laufiso
13.	Dunedin Shanghai Association (Sister City Society)	Deputy Mayor Cherry Lucas
14.	Grow Dunedin Partnership	Mayor Sophie Barker
15.	Hereweka Harbour Cone Trust	Cr John Chambers Cr Jo Galer
16.	Heritage Advisory Group	Mayor Sophie Barker Cr Russell Lund Cr Andrew Simms
17.	Ice Sports Dunedin Incorporated	Cr Mickey Treadwell
18.	Keep Dunedin Beautiful	Cr Mandy Mayhem Cr Brent Weatherall
19.	Local Government New Zealand (Zone 6)	Mayor Sophie Barker Deputy Mayor Cherry Lucas
20.	NZ Masters Games Trust Board	Cr Steve Walker
21.	Okia Reserve Management Committee	Cr John Chambers Cr Lee Vandervis
22.	Tūhura Otago Museum Trust Board	Deputy Mayor Cherry Lucas Cr Andrew Simms
23.	Otago Regional Transport Committee	Cr Steve Walker
24.	Otago Settlers Association	Cr John Chambers
25.	Otago Theatre Trust	Cr Russell Lund
26.	Ōtepoti Dunedin Destination Management Plan Advisory Panel	Mayor Sophie Barker Deputy Mayor Cherry Lucas
27.	Ōtepoti Dunedin Live Music Advisory Panel	Cr Steve Walker Cr Mickey Treadwell
28.	Performing Arts Advisory Group	Cr Christine Garey Cr Mandy Mayhem
29.	Predator Free Dunedin	Cr Steve Walker

	Organisation	2025-2028 Triennium appointment
30.	Puketai Residential Centre Liaison Committee	Cr Marie Laufiso
31.	Social Wellbeing Advisory Group	Cr Marie Laufiso Cr Mandy Mayhem
32.	Sophia Charter	Cr Christine Garey
33.	St Paul's Cathedral Foundation	Cr Christine Garey
34.	Te Ao Tūroa Partnership	Cr Mickey Treadwell
35.	Taieri Airport Trust	Deputy Mayor Cherry Lucas Cr Andrew Simms
36.	Tertiary Sector Steering Group	Mayor Sophie Barker Deputy Mayor Cherry Lucas
37.	Te Poāri a Pukekura	Deputy Mayor Cherry Lucas
38.	Theomin Gallery Management Committee (Olveston)	Cr Jo Galer Cr Christine Garey
39.	Toitū Otago Settlers Museum Board	Cr Doug Hall Cr John Chambers Cr Brent Weatherall

NOTICE OF MOTION - OPPOSING REMOVAL OF FINAL-YEAR FEE FREE POLICY

Department: Civic

EXECUTIVE SUMMARY

- 1 In accordance with Standing Order 26.1, the following Notice of Motion has been received from Cr Benedict Ong for inclusion on the agenda for the meeting being held on Wednesday, 22 July 2026:

RECOMMENDATIONS

That the Council:

- a) **Receives** the Notice of Motion.
- b) **Opposes** the removal of the final-year Fees-Free policy and requests that the Government reconsider the decision, noting the importance of tertiary education to student participation, the University of Otago, Otago Polytechnic and our Dunedin's economic and social wellbeing.

Attachments

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From: Benedict Ong <ben@benong.nz>
Sent: Tuesday, 16 June 2026 8:45 p.m.
To: Sandy Graham <Sandy.Graham@dcc.govt.nz>
Cc: Council 2025-2028 (Elected Members) <council.2025-2028@dcc.govt.nz>; Executive Leadership Team (ELT) <elt@dcc.govt.nz>; Councillor Support <Councillor.Support@dcc.govt.nz>
Subject: Notice of Motion for 25th June 2026 - Opposing removal of Final-Year Fee Free Policy

Kia ora Chief Executive Graham,

I am submitting the following Notice of Motion for our Council meeting on 25th June 2026 with the briefer explanation included:

Our students, our University of Otago and our Otago Polytechnic are the largest economic driver for Dunedin City's economy. They serve our City and they serve as our community workers, as our essential workers, and they serve as our doctors and nurses we truly need for our City.

So removing final year fee free directly affects our Dunedin students and directly affects our Dunedin economy, our University and our Poly. It affects our Dunedin Hospital because it affects our Kiwi students studying to be our future doctors and nurses to serve our Dunedin community.

It means that if our Kiwi students, our talent take on more debt, they will be more inclined to move across the Tasman rather than stay in our most special City of Dunedin, to stay in our great Country, to stay and serve in our Dunedin Hospital. Our Dunedin Hospital serves all across our City and all across our Southern regional cities, towns and communities.

At a crucial time for our Dunedin economy where our Dunedin students are facing challenges in both their study and in their career uncertainly, this makes it more difficult for our Dunedin City and it makes more difficult for the largest economic driver of our Dunedin community.

Therefore, as City Councillor, I am submitting a Notice of Motions for our next Council meeting on the 25th of June to state:

“That the Dunedin City Council opposes the removal of the final-year Fees-Free policy and requests that the Government reconsider the decision, noting the importance of tertiary education to student participation, the University of Otago, Otago Polytechnic and our Dunedin’s economic and social wellbeing.”

I look forward to support from this from all Elected Members, to support the largest economic driver of our Dunedin City: our Students, our University, our Poly – our Dunedin City's economy.

Kind regards,



Benedict Ong
Dunedin City Councillor
022 382 7078

HEARINGS COMMITTEE RECOMMENDATION - TAIERI MOUTH ROAD SPEED LIMIT

Department: Civic

EXECUTIVE SUMMARY

- 1 This report presents the recommendation of the Hearings Committee (the Committee) following its consideration of submissions on the proposed speed limit reduction for Taieri Mouth Road at the Committee meeting held on 28 May 2026. The minutes are attached to this report at Attachment A – Minutes of Hearings Committee meeting.
- 2 Public consultation was undertaken from 2 March 2026 to 13 April 2026 on a proposal to reduce the speed limit on Taieri Mouth Road, in accordance with the Land Transport Rule: Setting of Speed Limits 2024 (the Rule). Three options were presented:
 - Option 1 – reduce the speed limit from 100 km/h to 80 km/h along the full length of Taieri Mouth Road (13.9 km)
 - Option 2 – reduce the speed limit from 100 km/h to 80 km/h on part of the road of Taieri Mouth Road (6.3 km)
 - Option 3 – do not reduce the 100 km/h speed limit on Taieri Mouth Road (status quo)
- 3 A total of 238 submissions were received. While most submitters (56%) supported retaining the current speed limit, 44% supported some form of speed reduction, with organisations and groups more likely to support Option 1 or 2.
- 4 After considering all submissions, the Committee recommends that Council adopts Option 1 – reduce the speed limit from 100 km/h to 80 km/h along the full length of Taieri Mouth Road (13.9 km), on the basis that it provides the most appropriate response to safety risks and is a more appropriate speed limit for the design and function of the road.

RECOMMENDATIONS

That the Council:

- a) **Notes** that the Hearings Committee has considered submissions on the proposed Taieri Mouth Road speed limit reduction;
- b) **Adopts** Option 1 – reduce the speed limit from 100 km/h to 80 km/h along the full length of Taieri Mouth Road (13.9 km);
- c) **Notes** that implementation will be undertaken in accordance with the Land Transport Rule: Setting of Speed Limits 2024, including updates to the National Speed Limit Register and installation of signage; and

- d) **Notes** that complementary measures raised through consultation, including road maintenance, vegetation management, signage improvements, and enforcement, will continue to be considered as part of the corridor management on Taieri Mouth Road.

BACKGROUND

Taieri Mouth Road context

- 5 Taieri Mouth Road is a rural connector route linking Brighton, Kuri Bush, Taieri Beach, and Taieri Mouth, and forms part of the Southern Scenic Route.
- 6 The road serves multiple transport functions, including commuter travel, freight movement (including logging), tourism, recreation, and access for residents and farming activities. It also accommodates cyclists, pedestrians, and wildlife.
- 7 The current posted speed limit is 100 km/h, with average travel speeds between 88 km/h and 92 km/h.
- 8 Safety concerns relating to road geometry, visibility, access, and vulnerable road users have been raised through previous engagement and consultation processes, including on the 2023 draft Speed Management Plan.

Consultation Overview

- 9 Consultation was undertaken in accordance with the Rule, including a six-week public consultation period.
- 10 A total of 238 submissions were received from individuals, community members, and organisations including emergency services, iwi, a health organisation, a wildlife organisation, and the Saddle Hill Community Board.
- 11 Submitters were asked to provide feedback on three options: Option 1 - a full speed reduction (13.9 km), a partial speed reduction (6.3 km), or Option 3 - no change (status quo).

DISCUSSION

- 12 Of the 238 submissions received:
- 78 (33%) supported Option 1 (full reduction)
 - 27 (11%) supported Option 2 (partial reduction)
 - 133 (56%) supported Option 3 (status quo)
- 13 While the majority of individual submitters supported retaining the existing speed limit, organisations and groups were more likely to support a reduction, particularly Option 1 (full reduction).
- 14 Submitter preferences also varied geographically, with Taieri Mouth and Taieri Beach residents more likely to support retaining the current speed limit and submitters from the wider Dunedin area more likely to support a reduction.

Key Themes Raised

- 15 Submitters opposing a speed limit reduction generally considered the road to be safe at its current speed and raised concerns about increased travel times and potential unsafe overtaking.
- 16 Submitters who supported a full speed limit reduction highlighted a range of safety concerns, including road design and visibility, risks to vulnerable users, mixed road use, wildlife hazards, and population growth at Taieri Mouth contributing to these issues.
- 17 Submitters supporting a partial speed limit reduction generally viewed this as a compromise, addressing higher-risk sections while maintaining travel efficiency.
- 18 Additional themes included concerns about emergency response times, logging truck activity, and the need for complementary safety measures such as maintenance and signage.

Committee Considerations/Findings

- 19 At its meeting on 28 May 2026, the Committee heard from seven speakers. One additional submitter, who was unable to attend, provided a written submission instead. Of the speakers, three appeared in an individual capacity, while four represented organisations or groups: the Kuri Bush community, the Saddle Hill Community Board, Health New Zealand, and Te Rūnaka o Ōtākou.
- 20 Attachment B contains the summary of submissions presented to the Committee.
- 21 The Committee carefully considered all submissions, including the balance between community preference and safety risks to all road users.
- 22 The Committee acknowledged that while a majority of submitters supported retaining the existing speed limit, a significant proportion (44%) supported some form of speed limit reduction, indicating a clear level of concern regarding road safety.
- 23 The Committee also gave weight to submissions from organisations and stakeholders with expertise in safety, health, and emergency response, which were more likely to support a speed limit reduction.
- 24 The Committee considered the function and characteristics of Taieri Mouth Road as a mixed-use rural connector road with:
 - Varying road geometry and constrained sightlines
 - High recreational and tourist use
 - Presence of vulnerable users
 - Logging truck activity
- 25 The Committee noted that higher-speed environments are associated with increased crash severity and that a reduction in speed provides the most effective means of reducing the likelihood of fatal and serious injury outcomes.

- 26 The Committee considered Option 2 (partial reduction) but determined that a partial reduction would not address safety risks along the full corridor and could introduce inconsistency and driver confusion.
- 27 The Committee therefore considers that Option 1 (full reduction) provides the most appropriate and consistent approach to managing speed along the entire route.

OPTIONS

Option One – Full Speed Limit Reduction – Recommended Option

- 28 Reduce the speed limit from 100 km/h to 80 km/h along the full length of Taieri Mouth Road from the Clutha District Council boundary to just north of the intersection with Big Stone Road, a 13.9 km stretch of road.

Advantages

- Addresses safety concerns across the full corridor
- Improves safety outcomes for all road users, including vulnerable users
- Aligns with submissions from organisations and groups
- Reduces crash risk and severity

Disadvantages

- Does not align with the preference of the majority of submitters
- May increase travel times (by approximately 54 seconds from the Clutha District boundary to just north of the Big Stone Road intersection)

Option Two – Partial Speed Limit Reduction

- 29 Reduce the speed limit from 100 km/h to 80 km/h on part of Taieri Mouth Road from the Clutha District Council boundary to MacLeods Lagoon, a stretch of 6.3 km of road.

Advantages

- Targets the more residential area along Taieri Mouth Road
- Balances safety and travel time

Disadvantages

- Does not address safety across the full route
- May reduce consistency for drivers
- Limited submitter support
- May increase travel times (by approximately 25 seconds from the Clutha District boundary to MacLeod's Lagoon)

Option Three – Status quo

- 30 Retain the existing speed limit of 100 km/h on the entire length of Taieri Mouth Road, from the Clutha District Council boundary to the north of Big Stone Road.

Advantages

- Aligns with the majority of submissions
- Maintains current travel times
- No implementation cost

Disadvantages

- Does not address safety across the full route
- Retains higher crash risk environment

NEXT STEPS

- 31 If Council adopts the Committee’s recommendation, staff will implement the speed limit change in accordance with the Land Transport Rule: Setting of Speed Limits 2024.
- 32 Implementation will include updating the National Speed Limit Register, installing signage, and notifying stakeholders and the community.
- 33 Post-implementation monitoring may be undertaken to assess the effectiveness of the change.

Signatories

Authoriser:	Mandy Mayhem - Chairperson, Hearings Committee
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Attachments

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SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

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

Fit with strategic framework

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

The proposed speed limit reduction supports the Council's strategic framework by improving safety outcomes, maintaining efficient transport connections, and protecting the natural environment, with no direct impact on other strategies.

Māori Impact Statement

Engagement with Te Rūnaka o Ōtākou has been undertaken, and the proposed speed limit reduction supports improved safety outcomes for all road users, including Māori who are disproportionately represented in road trauma statistics.

Sustainability

The proposed speed limit reduction supports sustainability by improving safety for all road users, including cyclists and pedestrians, and contributing to a safer and more inclusive transport system.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There is no impact on the Long-Term Plan, Annual Plan, or Infrastructure Strategy, as implementation will be delivered within existing budgets.

Financial considerations

The estimated cost of implementation is approximately \$18,600 (Option 1) or \$9,800 (Option 2) and will be funded through the existing Transport budget.

SUMMARY OF CONSIDERATIONS

Significance

The decision is of low significance, as it relates to a localised speed limit change with minimal financial impact and was subject to public consultation in accordance with the Rule.

Engagement – external

External engagement was undertaken through a six-week public consultation process, supported by targeted stakeholder engagement including iwi, emergency services, and key road users.

Engagement - internal

Internal engagement included communication through the Council intranet, inviting staff who were not directly involved in the project to provide feedback.

Risks: Legal / Health and Safety etc.

The proposed speed limit change is intended to reduce the severity of crashes and improve overall road safety outcomes along Taieri Mouth Road.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

Taieri Mouth Road is in the Saddle Hill Community Board area. The Saddle Hill Community Board provided a submission in support of a partial speed limit reduction and participated in the consultation process.

HEARINGS COMMITTEE

TAIERI MOUTH ROAD SPEED CONSULTATION HEARING MINUTES

Minutes of an ordinary meeting of the Hearings Committee held in the Council Chambers, Dunedin Public Art Gallery, The Octagon, Dunedin, on Thursday 28 May 2026, commencing at 9.07 am

PRESENT

Chairperson Cr Mandy Mayhem
Cr Andrew Simms
Cr Mickey Treadwell

IN ATTENDANCE Jeanine Benson (Group Manager Transport), Simon Spiers (Acting Transport Strategy Manager) and Janet Young (Transport Analyst)

Governance Support Officer Lynne Adamson

1 DECLARATION OF INTEREST

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

Moved (Cr Mandy Mayhem/Cr Mickey Treadwell):

That the Committee:

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

Motion carried (HEAR/2026/003)

1 TAIERI MOUTH ROAD SPEED LIMIT - CONSULTATION SUMMARY REPORT

The Committee considered an application to review the speed limit on the Taieri Mouth Road.

The Acting Transport Strategy Manager (Simon Spiers) provided an overview on the speed limit review process. He noted that there were three options available for consideration by the Committee being:

- Option 1 – change the speed limit from 100 km/h to 80 km/h on the full length of Taieri Mouth Road (13.9 km)
- Option 2 – change the speed limit from 100 km/h to 80 km/h on part of Taieri Mouth Road (6.3 km)
- Option 3 – do not change the 100 km/h speed limit on Taieri Mouth Road (6.3 km)

SUBMISSIONS

The following submitters presented to the Committee.

1285275 Alexandra Tickle

Ms Tickle spoke to her submission in opposition of any speed limit changes. She advised that she supported option 3 to retain the current speed limit and that she had lived in Taieri Mouth and had driven the road for three years and did not believe the road was the problem, it was more the conditions e.g. seal breeding times and there are only two places when you have clear visibility and can safely pass a car.

Ms Tickle responded to questions.

1288521 Colin Weatherall

Mr Weatherall advised that he had lived in Brighton for 55 years and as he commuted between his home and the crib he had owned for over 30 years at Taieri Mouth, he was very familiar with the road. Mr Weatherall commented that there were currently 12 speed changes on the Green Island to Taieri Mouth road and that generally compliance was good. He commented on the maintenance of the laybys and encouraged regular maintenance be undertaken and noted that vegetation especially during the flower season of flaxes which encroached on the road affected visibility and space for bike riders and vehicles.

Mr Weatherall advised that he would like an additional change for consideration with the moving of an 80km speed limit sign on the Brighton-Taieri Mouth Road to the other side of Big Stone Road. He commented on the benefits to a lower speed past the Big Stone Road intersection. Mr Weatherall agreed that the speed limit could be reduced through Kuri Bush for a small section of the road.

Mr Weatherall responded to questions.

1286033- John Burnip

Mr Burnip spoke to his submission in support of the reduction in speed from 100 km/h to 80 km/h. He commented that he had lived on the road for 52 years and had submitted to the Saddle Hill Community Board and the Council in support of the reduction of the speed. Mr Burnip advised that the bulk of the submitters were from Taieri Mouth, Brighton and the wider city and not those who lived on the stretch of road. He advised that if the speed limit was reduced, it would result in an additional 54 seconds of travel time only and encouraged the Committee to support the change.

Mr Burnip responded to questions.

Submitter 1285122 Peter Parsons

Mr Parsons spoke in support of the reduction of the speed limit from 100 km/h to 80 km/h. He commented on the increased usage of the road and the danger this presented. Mr Parsons provided an example of cyclists being passed by logging trucks and the danger this posed especially if there was traffic travelling in the opposite direction.

Mr Parsons commented that it was a small section of road with the reduced speed limit of 80 km/h, it would be ignored and road users would continue to travel at 100 km/h. The number of speed changes were confusing and compliance would be low.

Mr Parsons responded to questions and commented that there was currently good visibility but during certain times of the year when the sun was lower, it greatly impacted the sight line of the driver.

Moved (Cr Mandy Mayhem/Cr Mickey Treadwell):

That the Committee

Adjourns the meeting for 10 minutes.

Motion carried

The meeting adjourned at 10.04 am reconvened at 10.17 am

Submitter 1291441 – Saddle Hill Community Board

Mr Paul Weir (Chairperson), Ms Tracey Boereboom (Deputy Chair) and Mr John Moyle spoke on behalf of the Saddle Hill Community Board submission in support of the reduction of the speed limit through the Kuri Bush section of the road only and the movement of the 80 km/h speed limit sign to the south of Big Stone Road.

They requested a continued and regular maintenance schedule for vegetation and noted the danger with blind spot entry and exits to laybys.

Mr Weir, Ms Boereboom and Mr Moyle responded to questions.

Moved (Cr Mandy Mayhem/Cr Mickey Treadwell):

That the Committee:

Adjourns the meeting for 10 minutes

Motion carried

The meeting adjourned at 10.36 am and reconvened at 11.10 am.

Submitter 1282021 Te Rūnanga o Ōtākou

Mr Edward Ellison spoke to the submission from Te Rūnanga o Ōtākou. Mr Ellison commented that he was a trustee of a Māori block of land and had been travelling the road for many decades and now experienced difficulties with entry and exit use of their driveway.

He noted the submission came from a safety issue and advised that, with the current increased usage of the road especially with logging trucks, a 100 km/h speed limit was no longer suitable.

Mr Ellison responded to questions.

Submitter 1292024 Te Whatu Ora

Mr Tom Scott (Health Protection Officer) and Professor John Eastwood (Designated Medical Officer of Health) spoke to the submission on behalf of Te Whatu Ora in support of option 1 – to change the speed limit from 100 km/h to 80 km/h on the full length of Taieri Mouth Road.

They acknowledged and supported the key reasons for the reduction in speed and commented that they were well articulated on the website. They commented that any coastal roads had frequent curves and corners and were not originally designed for fast speeds.

Mr Scott and Professor Eastwood commented on the many access points along the road and their belief that parts of the infrastructure should be designed in a way that at risk users can use them safely. People unfamiliar with that road should not be put at risk by the condition of the road, the road.

Mr Scott and Professor Eastwood responded to questions.

DELIBERATIONS

There was a discussion on the proposed speed limit change. The Committee discussed all options and all submissions and their proposals. They agreed that Option 1 – change the speed limit from 100 km/h on the full length of Taieri Mouth Road was the safest option.

Moved (Cr Andrew Simms/Cr Mickey Treadwell):

That the Committee:

- a) **Notes** the feedback received.
- b) **Adopts** Option One – to reduce the speed limit from 100 km/h to 80 km/h on the full length of Taieri Mouth Road (13.9 km).
- c) **Notes** the complimentary measures raised.

Motion carried (HEAR/2026/004)

The meeting closed at 12.00 noon.

CHAIRPERSON

Summary of submissions

Taieri Mouth Road Speed Limit Proposal consultation

Overview

- Consultation on the proposed Taieri Mouth Road speed limit changes was undertaken from 2 March 2026 to 13 April 2026.
- Submitters were asked to choose 1 of 3 Options:
 - Option 1 – speed limit reduction on the entire length of Taieri Mouth Road
 - Option 2 – speed limit reduction on part of Taieri Mouth Road
 - Option 3 – status quo
- A total of 238 submissions were received.
- Nine submitters indicated that they wished to speak to their submission at a hearing.
- Individual submissions accounted for approximately 97% of total submissions.

Submitter characteristics

Most submissions were received from individual members of the public, with a smaller number of submissions from organisations, groups, and the local Community Board.

Table 1. Submissions received and hearing speakers by submitter type

Submitter Type	Submissions received	Speakers at hearings
Community Board	1	1
Organisations and groups	6	3
Individuals	231	5
Total submissions	238	9

Individuals compared to organisations and groups

There is a notable difference in preferences between individual submitters and organisations and groups.

Most organisations and groups supported a reduction in the speed limit, with the majority favouring Option 1 (speed reduction along the full length of the road). In contrast, individual submitters were more likely to support retaining the current speed limit (Option 3).

Table 2. Variation in option preferences by submitter type

Submitter Type	Option 1	Option 2	Option 3
Community Board	0%	100%	0%
Organisations and groups	83%	17%	0%
Individuals	32%	11%	57%

Note: Organisations and groups percentages are based on a small number of submissions (n=6).

Table 3. Preferred options of the Community Board and organisations and groups

Community Board + Organisations and groups	Preference	Speaking at hearing
Kuri Bush residents (36 signatories – group submission)	Option 1	Yes
Saddle Hill Community Board	Option 2	Yes
Te Whatu Ora	Option 1	Yes
Te Rūnaka o Ōtākou	Option 1	Yes
Fire and Emergency New Zealand	Option 2	No
NZ Sea Lion Trust	Option 1	No
Hato Hone St John	Option 1	No

Speed limit preference

Submitters were asked to indicate their preference of the three options presented in the table below.

Overall, the largest proportion of submitters supported retaining the current speed limit (Option 3), with 56% of responses.

A smaller proportion (33%) supported reducing the speed limit along the full length of the road (Option 1), while 11% supported a partial reduction (Option 2).

While most submitters supported retaining the current speed limit, a notable proportion (44% of submitters) supported some form of speed reduction, either across the full corridor or part of the road.

Table 4. Submitter preferences for speed limit options on Taieri Mouth Road

Option	Number of responses	Percentage of responses
Option 1 – speed limit reduction on the entire length of Taieri Mouth Road	78	33%
Option 2 – speed limit reduction on part of Taieri Mouth Road	27	11%
Option 3 – retain current speed limit (status quo)	133	56%
Totals	238	100%

Location of submitters

Submitter preferences varied by location, with notable differences between communities along the road and the wider Dunedin area.

Please note, the classification of location is based solely on the addresses used in the submission form to identify trends. It's likely that some submitters may be owners rather than occupiers or vice versa and that groups and organisations operate across a much broader area.

Submitters from Taieri Mouth (including Taieri Beach) were most likely to support retaining the current speed limit (Option 3), with 71% selecting this option and relatively low support for a full reduction (16%).

In contrast, submitters from Dunedin City showed a more even distribution of views, with a greater proportion supporting a full speed limit reduction (Option 1 – 49%) compared to retaining the current speed limit (Option 3 – 42%).

Submitters from Brighton also showed a preference for retaining the current speed limit (58%), although there was a smaller proportion supporting a full speed limit reduction (Option 1 – 37%).

Feedback from Kuri Bush was more evenly distributed across all three options, with similar levels of support for Option 1 (29%) and Option 2 (29%), and a slightly higher proportion supporting retaining the current speed limit (43%).

Submissions from outside the Dunedin City Council and Clutha District boundaries were small in number and showed varied preferences, meaning no strong conclusions can be drawn from these groups.

Overall, these results indicate that preferences vary across communities, with stronger support for retaining the current speed limit among Taieri Mouth submitters, and more support for reduction emerging from the wider Dunedin City area.

Table 5. Option preference by location

Location	Within DCC boundary	Option 1	Option 2	Option 3	Total
Within Dunedin City Council boundary					
Brighton	Yes	37%	5%	58%	19
Dunedin City	Yes	49%	9%	42%	81
Kuri Bush	Yes	29%	29%	43%	21
Subtotal (Within DCC)	—	—	—	—	121
Outside Dunedin City Council boundary					
Taieri Mouth	No	16%	13%	71%	87
Clutha	No	25%	0%	75%	4
Outside Dunedin and Clutha	No	60%	0%	40%	5
Subtotal (Outside DCC)	—	—	—	—	96
Unknown location	Unknown	32%	9%	59%	21
Total	—	33%	11%	56%	238

Note: location was determined by address entered in the submission form. Those who did not enter an address are grouped under unknown location.

Analysis of themes

The written comments in submissions were coded into themes for analysis.

Submissions were often assigned to multiple themes; therefore, percentages do not total 100%.

Opposition to speed limit reductions (Option 3)

The most common reasons cited by submitters opposing a speed limit reduction are summarised in Table 6.

Table 6. Top themes for opposition to speed limit reduction

Common Themes	Number of responses	Percentage of responses
It's safe to drive 100 km/h	72	30%
Lowering the speed limit will make it more unsafe (due to driver frustration)	31	13%
Install warning signs instead	23	10%
Concern about increased travel times if speed limit was reduced	18	8%
Improve vegetation management to improve safety instead	18	8%
Increase the number of pull over lanes instead	18	8%
Better maintain the road surface instead	17	7%
Cost benefit analysis incorrect	6	3%

Note: Number of responses indicates the number of submissions that commented on a given theme (out of 238 total submissions).

The most cited theme among submitters opposing a reduction in the speed limit was the view that the road is currently safe to drive at 100 km/h (72 submitters, 30%).

Submitters expressing this view often noted that the posted speed limit represents a maximum rather than a target speed, and that drivers can adjust their speed to suit road conditions. Some submissions highlighted that regular users of the road are familiar with its layout and can travel safely at the existing speed, while other road users may choose to travel at lower speeds.

A further key theme was concern that lowering the speed limit may result in reduced safety outcomes (31 submitters, 13%). These submitters suggested that lower speed limits could lead to increased driver frustration and more frequent or risky overtaking behaviour.

Many submitters who opposed a reduction in the speed limit suggested alternative approaches to improving road safety, rather than lowering the posted speed. These included:

- Better maintain the road surface instead (17 submitters)
- install warning signs instead (23 submitters)
- improve vegetation management, particularly near driveways (18 submitters)

- increase number of pull over lanes instead (18 submitters)

These submissions generally indicated a preference for targeted infrastructure or maintenance improvements over regulatory changes.

Concerns regarding travel time were also raised (18 submissions, 8%), with submitters noting that a lower speed limit would increase journey times for those commuting between Taieri Mouth and Dunedin. A small number of submissions (6 submitters, 3%) also questioned the accuracy of the cost-benefit analysis, particularly in relation to predicted travel time impacts.

Some submitters attributed safety concerns to factors other than the posted speed limit, including road condition, heavy vehicle use, and driver behaviour. These submissions suggested that improvements in driver awareness, training, or compliance would have a greater impact on safety outcomes than reducing the speed limit.

Additional concerns raised by submitters included the likelihood of low compliance with a reduced speed limit and the practical challenges associated with enforcement in a rural setting. Some submissions also noted the impact of heavy vehicles, particularly logging trucks, on road condition and safety.

While these themes were most commonly raised by submitters opposing a speed limit reduction, some of the factors identified (such as road condition, visibility, pull over lanes, and traffic mix) were also referenced by submitters supporting a reduction, although these were generally used to support different conclusions.

Support for a speed limit reduction along the full length of Taieri Mouth Road (Option 1)

Submitters supporting a speed limit reduction most commonly cited concerns that the road is not safe to operate at 100 km/h. A significant number of submitters also indicated general support for the reasons outlined in the speed reduction proposal, including improved safety outcomes and reduced crash severity.

Other commonly raised themes included safety for vulnerable road users, particularly cyclists and pedestrians, protection of wildlife such as sea lions, and concerns about interactions with heavy vehicles. Some submitters also supported increased enforcement measures or longer-term infrastructure improvements, such as a future cycle lane, to improve safety along the corridor.

Table 7. Top themes supporting a speed limit reduction

Common themes	Number of responses	Percentage of responses
Road not safe at 100 km/h	59	25%
Support reasons outlined in speed reduction proposal	26	11%
Safety for wildlife (including sea lions)	21	9%
Safety concerns for cyclists	19	8%
Future bike lane along Taieri Mouth Road	4	2%
Request for speed cameras / increased enforcement	3	1%

Note: Number of responses indicates the number of submissions that commented on a given theme (out of 238 total submissions).

Support for a speed limit reduction along part of Taieri Mouth Road (Option 2)

Submitters supporting Option 2 (27 submissions, 11%) did not generally oppose speed reductions in principle but instead favoured a site-specific and proportionate approach. The key themes raised by Option 2 submitters align with broader themes identified in submissions, particularly those relating to residential access, limited sightlines, and road geometry in specific areas.

Option 2 submitters described the option as a pragmatic compromise, balancing safety concerns in higher-risk areas with the need to maintain reasonable travel times along the remainder of the route. Some submitters mentioned supporting Kuri Bush residents desire to feel safe. Emergency services organisations also noted that any speed reduction would reduce response times to the Taieri Mouth area.

Overall, feedback supporting Option 2 reflects a clear preference for targeted intervention, rather than applying a corridor-wide speed limit reduction.

Support for a speed limit reduction through Kuri Bush only

A subset of submitters expressed support for a speed limit reduction limited to the Kuri Bush area only.

Approximately 18 submitters supported a reduced speed limit through Kuri Bush only, citing residential access, limited sightlines, and road geometry, while opposing wider reductions under Options 1 and 2.

Several of these submitters noted that their preferred option was not fully reflected in the consultation choices. Some considered Option 2 to extend beyond the area where a lower speed limit was necessary. As a result, some submitters who supported a Kuri Bush-only reduction ultimately selected Option 3 (status quo), despite expressing support for a more localised change.

Overall, these submissions reflect support for a targeted, site-specific approach to speed management, rather than a corridor-wide speed limit reduction.

HEARINGS COMMITTEE RECOMMENDATIONS ON THE PROPOSED TRAFFIC AND PARKING BYLAW 2026

Department: Transport

EXECUTIVE SUMMARY

- 1 This report presents the findings of the Hearings Committee (the Committee) on the submissions to the proposed Traffic and Parking Bylaw 2026 (the proposed Bylaw).
- 2 After considering submissions received in their meeting of 1 July 2026 (**Attachment A**), the Committee recommends some amendments to the proposed Bylaw as notified. The Committee recommends that Council adopt the proposed Bylaw (**Attachment B**) with a date of effect of 1 August 2026.
- 3 A marked-up version of the proposed Bylaw showing the Committee's recommended amendments to the proposed Bylaw as notified is included as (**Attachment C**).
- 4 Under clause 2.2 in Attachment B, an additional explanatory note has been proposed by officers to meet new requirements of the Regulatory Standards Act 2025 (the RSA 2025) that came into effect on 1 July 2026, and which now apply to proposed or existing secondary legislation. The Dunedin City Council Chief Executive confirms that the proposed Bylaw is predominantly consistent with the principles of responsible regulation in the RSA 2025 with one partial inconsistency identified, as set out in the Consistency Accountability Statement, Statement of Reasons, and Summary of Underpinning Analysis (**Attachment D**).

RECOMMENDATIONS

That the Council:

- a) **Notes** the Hearings Committee has considered 31 submissions on the proposed Traffic and Parking Bylaw 2026,
- b) **Notes** the minutes of the Hearings Committee and the Committee's recommended amendments to the consultation version of the proposed Bylaw (Attachment B),
- c) **Confirms** that the proposed Bylaw, including the recommended amendments, is the most appropriate way of regulating traffic and parking; is the most appropriate form of Bylaw; and does not give rise to any implications under the New Zealand Bill of Rights Act 1990,
- d) **Adopts** the Traffic and Parking Bylaw 2026 (Attachment B),
- e) **Approves** a date of effect of the Traffic and Parking Bylaw 2026 of 1 August 2026,
- f) **Revokes** the Traffic and Parking Bylaw 2010 from 1 August 2026.

BACKGROUND

Purpose of the Traffic and Parking Bylaw 2026

- 5 The Dunedin City Council is a Road Controlling Authority (RCA) under the Land Transport Act 1998 (LTA). As an RCA, the Council exercises control over local roads within the territorial authority (including regulatory powers to manage traffic and parking), and over state highways for which the Council has received delegated responsibility from the New Zealand Transport Agency (NZTA) Waka Kotahi.
- 6 Section 22AB of the LTA provides that an RCA may make bylaws for purposes including prohibiting or restricting parking, prescribing the use of parking places and transport stations (areas used by transport services, e.g. bus hubs or layovers), and regulating other road-related matters. The LTA also enables the Minister of Transport to amend, replace, or disallow any bylaw in certain cases (e.g. if a bylaw conflicts with land transport legislation).
- 7 The Council's Traffic and Parking Bylaw came into effect on 1 March 2010, and sets out the requirements for parking and control of vehicle or other traffic on any road under Council authority, including state highways where control has been delegated to the Council.
- 8 The Bylaw enables the Council to regulate, control or prohibit any matter for all classes of vehicles or traffic using a road, greenspace adjoining the road, building, or transport station under the control of the Council, for any specified period of time. The Bylaw then enables the Council to make any subsequent changes to these matters. Overall, the Bylaw ensures that mechanisms are in place to support and improve the safety, accessibility and efficiency of the transport network for all road users.
- 9 The current traffic and parking restrictions adopted by the Council are made publicly available in a Geographic Information Systems (GIS) bylaw database on the Council website: [Parking regulations - Dunedin City Council](#). The Council regularly consults with the public on proposed parking changes in the city, progresses proposed changes to a Hearings Committee and Council for approval, and subsequently updates the bylaw database with any changes.

Proposed Traffic and Parking Bylaw 2026

- 10 Since the Bylaw came into effect in 2010, changes to the technological, legislative and social context mean that the Bylaw needs to be updated to be fit for purpose for today and the future. An up-to-date Bylaw will also support the delivery of a Dunedin City Parking Strategy which will be in development starting in the second half of 2026.
- 11 Proposed changes to the Bylaw are minor, and do not affect how current traffic and parking restrictions are operating on the ground. Proposed changes to the Bylaw broadly fit into three categories:
 - Inserting new clauses to improve flow and provide clearer guidance (e.g. a new section 2 on resolutions and permits to clarify how resolutions are made, and requirements for certain types of permits);
 - Updating clauses to be more specific, provide exemptions and to add a new parking defence (i.e. under clause 30, adding "to avoid the death or injury of any person" to the list of parking defences); and

- Minor changes to update terminology and improve clarity (e.g. adding more definitions to clause 4 to clarify how terms are defined, adding explanatory notes throughout the Bylaw to provide additional clarity on how parts of the Bylaw work in practice, and removing out-of-date references like “pay and display”).
- 12 The detailed list of changes is set out in the [statement of proposal](#) included in the materials for public consultation.

Consultation on the proposed Traffic and Parking Bylaw

- 13 At its 25 March 2026 meeting, the Council approved a Statement of Proposal and draft proposed Traffic and Parking Bylaw 2026 for public consultation purposes: [Minutes of Council - Wednesday, 25 March 2026](#). The Council also resolved that the proposed Bylaw meets the requirements of section 155 of the Local Government Act 2002, and does not give rise to any implications under the New Zealand Bill of Rights Act 1990.
- 14 Public consultation followed for one month, beginning on 27 April and ending on 27 May 2026.
- 15 Methods used to inform the public about the proposal and the opportunity to make submissions included information on the Council website, two social media posts on the Council Facebook page, information on the Dunedin City Council Public Noticeboard published in the *Otago Daily Times* on two occasions, and two rounds of targeted emails to a range of partners and stakeholders including the New Zealand Transport Agency Waka Kotahi, the Automobile Association, all Community Board chairs, freight companies, Transporting NZ, the University of Otago, Hato Hone St John’s, New Zealand Police, Fire and Emergency New Zealand, Emergency Management Otago, Kāti Huirapa Rūnaka ki Puketeraki, Te Rūnanga o Ōtākou, Āraiteuru marae, Access for All, Disabled Persons Assembly, CCS Disability Action, and the Dunedin Tracks and Trails Trust.
- 16 The *Otago Daily Times* and *The Star* also published a story on the review of the Traffic and Parking Bylaw on 30 April 2026, with a link to public consultation information.
- 17 The public could submit on the proposed Bylaw via an online form on the Council’s website, via email, or via a print form. Submitters were asked whether they agreed with the proposed Traffic and Parking Bylaw overall; why or why not; and to provide any general comments with references to the specific clause in the Bylaw, the change they would recommend, and why the recommended change is important. The consultation documents included the statement of proposal with the detailed list of proposed changes, a full text draft of the proposed Traffic and Parking Bylaw 2026, and the current Traffic and Parking Bylaw 2010.
- 18 Throughout this consultation period, 31 submissions were received in total, comprising:
- 28 submissions from individuals, and
 - Organisation submissions from the New Zealand Defence Force, the Otago Regional Council, and CCS Disability Action.
- 19 The full original submissions can be viewed at: [Proposed Traffic and Parking Bylaw 2026 - Dunedin City Council](#).
- 20 Two of the submissions agreed with the proposed Bylaw without any changes; three agreed with the proposed Bylaw and recommended changes; 25 did not agree with the proposed Bylaw; and one submission was neutral and also recommended changes.

- 21 Two submitters were heard by the Hearings Committee.

New requirements under the Regulatory Standards Act 2025

- 22 To meet statutory requirements of the Regulatory Standards Act 2025 (RSA 2025) that came into effect on 1 July 2026 for existing secondary legislation, local government chief executives must evaluate secondary legislation for consistency with the principles of responsible regulation as set out in section 9, and modified by section 19, of the RSA 2025.
- 23 The Dunedin City Council Chief Executive's confirmation that the proposed Bylaw is predominantly consistent with the principles of responsible regulation is set out in the Dunedin City Council's Consistency Accountability Statement and Statement of Reasons, with one partial inconsistency identified in that traffic and parking controls limit freedom of movement. The Summary of Underpinning Analysis sets out the analysis of consistency against each of the RSA 2025 principles, noting that some of these principles do not apply (see Attachment C).
- 24 A new explanatory note has been proposed under clause 2.2 of the proposed Bylaw to confirm that the Bylaw is consistent with the principles of the RSA 2025 and to provide links to the Consistency Accountability Statement, Statement of Reasons, and Summary of Underpinning Analysis, as required by the Ministry of Regulation.

DISCUSSION

- 25 In its meeting of 1 July, the Committee considered the points raised by submitters and staff recommendations to address the points raised, which were presented in full in Attachment A to the agenda: [Agenda of Consultation Hearings - Wednesday, 1 July 2026](#).
- 26 Key issues raised in submissions included:
- a) Clause 5 (Resolutions made under this Bylaw) and clause 24 (Shared paths and cycle paths) of the proposed Bylaw (20 submissions received) – in particular, concerns that the revisions proposed in these two clauses would allow the Council to implement network changes such as road closures or cycle lanes without requiring public consultation, and
 - b) Clause 14 (Other reserved parking) of the proposed Bylaw – in particular, recommending that the Council add "wheelchair accessible van" to the list of vehicle classes for the purpose of designating longer mobility parks as wheelchair accessible van (WAV)-only parks (4 submissions).
- 27 A number of submissions raised topics that are outside of the scope of the Traffic and Parking Bylaw 2026, but which may benefit from further consideration in the context of developing the upcoming Dunedin City Council Parking Strategy. Staff will ensure that submitters on the Bylaw are notified when opportunities for engagement on the Parking Strategy arise.
- 28 On reviewing the feedback received and staff analysis that was reviewed by external legal counsel with expertise in traffic and parking bylaws, the Committee recommends making the following changes to the draft Bylaw as redlined in Attachment B:
- a) To resolve the concerns raised about whether clause 5 and clause 24 remove requirements for public consultation, add an explanatory note after clause 5.1(d) to clarify that there are no changes to public consultation requirements, as these are set elsewhere in legislation and must be adhered to prior to a Council resolution being made:

Explanatory Note: Before the Council makes a resolution under this Bylaw it will comply with the decision-making requirements of the Local Government Act 1974 and 2002, as applicable to the decision.

Under the proposed Bylaw, traffic and parking changes that require public consultation as per the requirements of the Local Government Act, will continue to progress through public consultation and the standard Traffic and Parking Hearings Committee process before being recommended to Council for resolution.

- b) Add “wheelchair accessible vans” as a class of vehicle for which the Council could resolve to create a reserved parking area under clause 14.2(i), noting that this does not change current traffic and parking restrictions and a change to enable WAV-only mobility parks would need to progress through the standard Traffic and Parking Hearings Committee and Council resolution process.
- c) Add in explanatory notes under clauses 19 (One-way roads), 20 (Left or right turns and U-turns), and 22 (Control of vehicles on roads due to size, nature or goods) to specify that the relevant restrictions already resolved by the Council are made available on the Council website in schedules 1, 2 and 3 respectively.

- 29 Officers will contact all submitters to respond to their feedback and notify them of the changes to the proposed Bylaw.

OPTIONS

Option One – Accept the recommendations of the Committee and the proposed explanatory note under clause 2.2 (Recommended Option)

Advantages

- Incorporates the feedback raised by submitters to the Hearings Committee meeting of 1 July 2026.
- Aligns with the advice provided by external legal counsel with expertise in traffic and parking bylaws.
- Provides an updated Bylaw that reflects both current legislative and regulatory provisions and current and emerging technology.
- Meets the statutory requirements of the Regulatory Standards Act 2025 for secondary legislation adopted after 1 July 2026.

Disadvantages

- No disadvantages are identified.

Option Two – Refer the proposed Bylaw back to the Committee for further consideration

- 30 Should the Council consider there are outstanding matters of concern that are not satisfactorily addressed by advice provided in this report, the Council may request that the Hearings Committee further evaluate those concerns and develop additional recommended responses.

Advantages

- Provides additional time for concerns of the Council to be addressed.

Disadvantages

- Delays the process for adopting the new Traffic and Parking Bylaw 2026.

NEXT STEPS

- 31 If the Council approves the Committee recommendations per Option One, the Traffic and Parking Bylaw 2026 will come into effect on 1 August 2026 and staff will implement it from that day forward.
- 32 The Consistency Accountability Statement and Summary of Underpinning Analysis will be published on the Council website (once final information has been added to the yellow-highlighted sections in the Summary of Underpinning Analysis), and the relevant webpage links will be added to the explanatory note under clause 2.2 of the final Bylaw.
- 33 Per the requirements of section 22AB(4) of the Land Transport Act 1998, a copy of the final Bylaw will be sent by the Council to the Minister of Transport, the Honourable Christopher Bishop.

Signatories

Authoriser:	Cr Cherry Lucas - Chairperson
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Attachments

	Title	Page
↓A	Hearings Committee - Traffic and Parking Bylaw Minutes for 1 July 2026	134
↓B	Dunedin City Council Traffic and Parking Bylaw 2026	137
↓C	Recommended changes to the Proposed Dunedin City Council Traffic and Parking Bylaw 2026	157
↓D	Consistency Accountability Statement, Statement of Reasons and Underpinning Analysis	177

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

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

Fit with strategic framework

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

Traffic and parking restrictions support a safe, efficient and accessible transport network, support the social and economic wellbeing of Dunedin communities, and support the efficient integration of transport and land use.

The review of the Bylaw also supports the efficient management of parking supply which the Dunedin City Parking Strategy (currently in development) will target.

Māori Impact Statement

Mana whenua have expressed support for a safe and efficient transport network through previous consultations. Kāti Huirapa ki Puketeraki and Ōtākou rūnaka, as well as Āraiteuru marae, were invited to submit on the proposed Bylaw.

The Bylaw, and the consultation process, align with three key directions of Te Taki Haruru, the Council's Māori Strategic Framework. Alignments are across three of the strategy's pou – Autūroa, Autikaka, and Autakata – in line with the cultural key direction for Autūroa and Autikaka, and the social key direction for Autakata.

Sustainability

Parking control changes can improve efficiency and access to the transport network for all vehicle types, including more carbon efficient vehicles like cycles, micro-mobility devices, electric vehicles, and car share vehicles.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

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

Financial considerations

There are no implications as management of the Bylaw is carried out within existing budgets.

SUMMARY OF CONSIDERATIONS

Significance

The review of the Traffic and Parking Bylaw 2026 followed the special consultative procedure as required under the section 22AB of the Land Transport Act 1998.

Engagement – external

An external legal review has been completed of the proposed recommended changes to the Traffic and Parking Bylaw 2026.

The report sets out the organisations contacted with notification of public consultation being open.

Engagement - internal

There has been internal engagement with Transport, Compliance Solutions, Parks and Recreation, Corporate Policy, Governance, Mana Ruruku, and Communications and Marketing.

Risks: Legal / Health and Safety etc.

There are no identified risks. The draft Bylaw has been reviewed by external legal counsel.

The Consistency Accountability Statement and Summary of Underpinning Analysis have been reviewed by Senior In-House Legal Counsel.

Conflict of Interest

Councillor Lund provided a written submission on the proposed Bylaw during public consultation and will sit back from the discussion at Council.

Community Boards

All Community Board chairs were invited to submit on the proposed Traffic and Parking Bylaw.



Hearings Committee
Traffic and Parking Bylaw
MINUTES

Minutes of an ordinary meeting of the Hearings Committee held in the Council Chambers, Dunedin Public Art Gallery, The Octagon, Dunedin on Wednesday 01 July 2026, commencing at 10:00 am

PRESENT

Chairperson Cr Cherry Lucas

Members Cr Mandy Mayhem
Cr Lee Vandervis

IN ATTENDANCE Scott MacLean (General Manager City Services), Jeanine Benson (Group Manager Transport), Simon Spiers (Team Leader Regulation Management – Transport) and Rose Wunrow (Policy Analyst – Transport Regulation)

Governance Support Officer Rebecca Murray

1 DECLARATIONS OF INTEREST

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

Moved (Cr Cherry Lucas/Cr Mandy Mayhem):

That the Committee: CL / MM - MC

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

Motion carried (CH/2026/015)

2 SPEAKING SCHEDULE

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

Discussion was held regarding out-of-scope submissions and potential next steps. It was noted that these matters may be considered further through a future Council workshop, anticipated later this year or next year, subject to scheduling.

The following submitters presented to the Committee:

John Marrable, Accessibility Auditor - 1297850

Mr Marrable spoke in support of improved accessibility provisions, highlighting the challenges faced by wheelchair-accessible van users who require longer parking spaces and additional room for ramp access. He acknowledged Council's efforts to provide longer mobility parking spaces and suggested consideration be given to "van only" mobility parking and increased use of loading zones to better support drop-off and pick-up needs for people with disabilities. He also outlined the operation of mobility parking permits and emphasised the importance of accessible parking in enabling participation in community and economic activities. Mr Marrable responded to questions.

Mary O'Brien, CCS Disability Action - 1298553

Ms O'Brien spoke to her submission and acknowledged the Council's ongoing engagement with the disability community and the accessibility information provided through its processes. She supported the need for mobility parking that accommodates a range of user needs, including larger vehicles travelling to Dunedin for medical appointments. Ms O'Brien discussed the administration and advocacy work associated with mobility parking permits, including monitoring accessibility issues and mobility park usage. She noted that demand for accessible parking was likely to increase in the future and responded to questions alongside Mr Marrable regarding mobility parking permits and accessibility considerations.

2 SUMMARY OF CONSULTATION ON PROPOSED TRAFFIC AND PARKING BYLAW 2026 AND STAFF RECOMMENDATIONS ON MATTERS RAISED

The Committee considered the report summarising submissions and feedback received during consultation on the proposed Traffic and Parking Bylaw 2026, along with staff analysis and recommendations.

Members discussed concerns raised by submitters regarding Council's ability to make certain decisions by resolution, including matters relating to shared zones and other traffic controls. During discussion, it was noted that Council resolutions must be exercised within the powers and obligations established by legislation and cannot override statutory requirements. Members noted that the Local Government Act 2002 sets out consultation, decision-making and engagement requirements that must be considered and complied with when making decisions. Staff advised that any resolutions made under the bylaw would remain subject to all

applicable legislative requirements and that any amendments to the drafting would need to be considered in the context of the bylaw as a whole.

Discussion was also held regarding the inclusion of provisions relating to unformed roads and the purpose of clause 27. Staff advised that the clause did not create additional powers for Council but consolidated existing provisions from other bylaws to improve accessibility and efficiency. Members considered the implications of removing the clause, including the need to retain and separately review existing bylaw provisions at a later date.

Members expressed varying views on some aspects of the proposed bylaw, including the balance between the needs of different user groups. Staff noted that the bylaw provided a regulatory framework, with specific decisions regarding road use and traffic management continuing to be made by Council through separate statutory and Council decision-making processes.

Moved (Cr Cherry Lucas / Cr Mandy Mayhem):

That the Committee:

- a) **Considered** the submissions received on the proposed Traffic and Parking Bylaw 2026, including the staff analysis and recommendations, and deliberated on the amendments requested by submitters through both written and oral submissions.
- b) **Recommends** that Council adopts the proposed Traffic and Parking Bylaw 2026.

Motion carried (CH/2026/016)

The meeting concluded at 11.30am.

.....
CHAIRPERSON

 DUNEDIN kaunihera CITY COUNCIL a-rohe o ōtēpoti			
TRAFFIC AND PARKING BYLAW 2026			
Traffic and Parking Bylaw 2026			
Approved by:	The Council		
Date approved:	Approved by the Dunedin City Council in February 2010. 2026 Review approved by the Dunedin City Council on 22 July 2026.		
Date of effect:	Original date of effect: 1 March 2010. 2026 Review date of effect: 1 August 2026	Reviewed:	2026
Next review date:	2036	DOC ID:	

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PART 1 – PRELIMINARY PROVISIONS

1. Short title and commencement

- 1.1 This Bylaw is the Dunedin City Council Traffic and Parking Bylaw 2026 (Bylaw).
- 1.2 This Bylaw comes into force on 1 August 2026.

2. Scope and application

- 2.1 This Bylaw applies to all roads under the care, control, or management of Dunedin City Council.
- 2.2 This Bylaw is made under the Land Transport Act 1998 (LTA).

Explanatory Note: This bylaw has been assessed for consistency with the principles of responsible regulation in section 9 Regulatory Standards Act 2025. See the Dunedin City Council's Consistency Accountability Statement [\[LINK\]](#), Statement of Reasons [\[LINK\]](#), and Summary of Underpinning Analysis [\[LINK\]](#).

3. Purpose

- 3.1 The purpose of this Bylaw is to set out the requirements for parking and control of vehicular or other traffic on any road or area under the care, control or management of the Council.

4. Interpretation

- 4.1 In this Bylaw, unless the context otherwise requires:

Act means the Land Transport Act 1998.

Authorised Officer means any person appointed or authorised by the Council to act on its behalf and includes an Enforcement Officer.

Berm means an area whether laid out in grass or not, between the roadway, and the footpath or property boundary and which may include an area behind a kerb.

Car share vehicle means a vehicle operated by an organisation approved by the Council to provide its members, for a fee, access to a fleet of shared vehicles which they may reserve for use on an hourly or daily basis.

Class of vehicle means groupings of vehicles defined by reference to any common feature and includes:

- (a) vehicles by type, description, weight, size or dimension;
- (b) vehicles carrying specified classes of load by the mass, size or nature of such loads;
- (c) vehicles carrying no fewer or less than a specified number of occupants;
- (d) vehicles used for specified purposes;
- (e) vehicles driven by specified classes of persons.

- (f) carpool and car share vehicle; and
- (g) vehicles authorised by, or displaying a permit authorised by the Council.

Corridor Access Request means an application to carry out any work or activity that affects the normal operation of the road, footpath and grass berm prior to performing the work or activity.

Council means the Dunedin City Council (DCC) and may include any person authorised by the Council to act on its behalf.

Disabled person has the same meaning as in section 2 of the Disabled Persons Community Welfare Act 1975.

Electric scooter is a vehicle, designed in the style of a traditional push scooter, with a footboard, two or three wheels, a long steering handle and one or more electric auxiliary propulsion motors, but the wheels must not exceed 355 millimetres and the motor cannot have a maximum power output exceeding 300 watts.

Enforcement Officer means:

- (a) any person who has been appointed as an enforcement officer by the Council under the Local Government Act 2002; or
- (b) any person who is an enforcement officer under the Land Transport Act 1998.

Micro-mobility device means transportation using lightweight vehicles such as wheeled recreational devices, skateboards or scooters whether electric or not, and other electric devices whether or not forming part of a self-service scheme in which people hire vehicles for short-term use within a town or city.

Mobility parking area means any reserved parking area for the use of disabled persons as defined by the mobility parking permit application criteria issued by the relevant authority.

Motorhome means any vehicle designed or converted to be used for human habitation, whether self-contained or not, and includes a caravan, campervan, or house truck.

Oversize vehicle means a single vehicle or combination of vehicles and trailers that will not fit into a standard sized parking space. This includes, for example, motorhomes, trucks and vehicles towing trailers or other vehicles.

Parking has the same meaning as in section 2 of the Land Transport Act 1998 and includes stopping and standing a vehicle.

Parking machine means an electronic or mechanical device used to collect payment for parking and includes equipment used to monitor the parking of any vehicle.

Parking place means a road, part of a road, or group of roads, land or building owned or controlled by the Council where the Council has authorised vehicles, or any class of vehicles to wait.

Parking space means an area within a parking place whether demarcated or not by markings, in which a vehicle may park.

Payment parking area means a road, part of a road, or group of roads, land or building owned or controlled by the Council, to be used for parking subject to payment, by way of a parking meter, a Pay and Display machine, In-Car Meter, or any other method of payment for parking as determined by the Council.

Permit means an electronic or paper/card permit, or other written permission provided by the Council under this Bylaw or a previous bylaw, which authorises certain conduct or activity, such as authorising the vehicle displaying the permit to be parked in a particular parking area.

Prescribed fee means New Zealand coin, token, card, prepaid parking device, or other system of payment prescribed by the Council pursuant to this Bylaw as the fee payable for parking in a parking space.

Reserved parking area means a road, part of a road, or group of roads, land or building owned or controlled by the Council, reserved by the Council for the exclusive use of a particular class or classes of vehicle.

Residents parking permit means a permit (physical or electronic), authorising a vehicle to park in a parking space or area that has been authorised by the Council as part of a "Residents' only parking area" or a "Residents' exemption parking area."

Residents' only parking area means a road, part of a road or group of roads, land or building owned or controlled by the Council for the exclusive use of persons who reside in the vicinity.

Residents' exemption parking area is a road, part of a road or group of roads, land or building owned or controlled by the Council where persons who reside in the vicinity are exempt from some or all parking restrictions.

Resolution means a motion that has been adopted by a meeting of the Council.

Road has the same meaning as in section 2 of the Land Transport Act 1998, and includes:

- (a) parking places and transport stations,
- (b) state highways for which the New Zealand Transport Agency Waka Kotahi has delegated powers to the Council, and
- (c) unformed roads.

Explanatory Note: In the interests of clarity, while beaches are classed as roads, permitted activities and regulations related to beaches can be found in the Dunedin City Council Reserves and Beaches Bylaw.

Shared path means a cycle path, a cycle track, a footpath, or some other kind of path that may be used by some or all or of the following persons at the same time:

- (a) cyclists;
- (b) pedestrians;
- (c) riders of mobility devices;
- (d) riders of micro-mobility devices

Shared zone means a length of roadway intended to be used by pedestrians and vehicles (including cyclists).

Taxi has the same meaning as a "small passenger service vehicle" under section 2 of the Land Transport Act 1998.

Time-restricted parking area means a road, part of a road, or group of roads, land or building owned or controlled by the Council, and authorised by the Council for use with a limit on the length of time for which vehicles may park.

Traffic means road users of any type and includes pedestrians, vehicles and driven or ridden animals.

Transport station has the same meaning as defined in section 591 of the Local Government Act 1974.

Traffic management plan means a plan that sets out how a safe environment will be created for all road users while an activity occurs, and which complies with New Zealand Transport Agency Waka Kotahi's guidance on temporary traffic management.

Unformed road means any legal road that has not been physically formed, laid out, constructed, or enhanced by adding metal seal, or any other type of surface.

Explanatory Note: Unformed roads may be commonly known as unformed legal roads or paper roads.

Vehicle crossing means the cross-over pads on a footpath or berm that enable a vehicle to access a property adjacent to the road and covers the area of road from where the driveway leaves the legal boundary of the property concerned and continues until the driveway meets the roadway.

Zone parking means an area declared by Council as comprising a number of roads where parking restrictions apply and in respect of which, persons using vehicles within the zone can reasonably be expected to be aware of the application of the parking restriction to the area without the need for the erection of signs at each intersection within the area, for reasons including:

- (a) the nature of the zone;
- (b) the nature of the parking restriction;
- (c) traffic patterns into and within the zone; or
- (d) the nature and number of entry points to the zone.

The extent of the zone is defined by signs at the boundaries advising road users of the control requirements.

4.2 In this Bylaw, unless the context otherwise requires:

- (a) goods service vehicle, heavy motor vehicle, mobility device, motor vehicle, moped, motorcycle, owner, parking, small passenger service vehicle, and vehicle have the same meanings as in section 2(1) of the Land Transport Act 1998; and
- (b) bus lane, cycle, cycle lane, cycle path, driver, electric vehicle, emergency vehicle, footpath, hours of darkness, pedestrian, pedestrian crossing, power assisted cycle, road user, roadway, special vehicle lane and wheeled recreational device, have the same meanings as in clause 1.6 of the Land Transport (Road User) Rule 2004.

4.3 Any undefined words, phrases or expressions used in this Bylaw have the same meaning as in the Act unless the context plainly requires a different meaning.

4.4 The Legislation Act 2019 applies to the interpretation of this Bylaw.

4.5 Explanatory notes are not part of the Bylaw, and the Council may add, amend or delete explanatory notes at any time without amending the Bylaw.

Explanatory Note: for convenience, some of these definitions are reproduced below, in their form as at the date this Bylaw was made. However, the Act and Rules are subject to change, and the wording of the definitions at any particular time should be confirmed in the Act or Rules themselves.

PART 2 – RESOLUTIONS AND PERMITS MADE UNDER THIS BYLAW

5. Resolutions made under this Bylaw

5.1 The Council may make a resolution under this Bylaw:

- (a) to regulate, control or prohibit any matter or thing generally, or for any specific classes of case, or in a particular case;
- (b) that applies to all vehicles or traffic or to any specified class of vehicles or traffic using a road;
- (c) that applies to any road or part of a road, greenspace adjoining the road, building, or transport station under the care, control, or management of the Council; or
- (d) that applies at any specified time or period of time.

Explanatory Note: Before the Council makes a resolution under this Bylaw it will comply with the decision-making requirements of the Local Government Act 1974 and 2002, as applicable to the decision.

5.2 The Council may subsequently amend or revoke any resolution made under this Bylaw at any time.

5.3 Where the Council makes a resolution under clause 9 of this Bylaw, it is deemed to have authorised the use of the area to which the resolution relates, including any legal road within that area, as a parking place or transport station under section 591 of the Local Government Act 1974.

5.4 Where the Council has made a resolution:

- (a) it must install any signs, markings or other traffic controls that are required under this Bylaw or the Land Transport Rule: Traffic Control Devices 2004 to give effect to the resolution; and
- (b) the resolution will have effect only once any such signs, markings and traffic controls have been installed.

Explanatory Note: All resolutions made by Council under this Bylaw, or under the former Bylaw and continued under clause 32.2 and 32.4 of this Bylaw, will be displayed on the Council's website.

6. Permits under this Bylaw

6.1 This clause applies to any permit in this Bylaw granted by the Council or an authorised officer and which may provide for an exemption from any requirements in the Bylaw.

6.2 Any permit granted under this Bylaw must be given in writing.

6.3 Any permit given under this Bylaw may:

- (a) include conditions (including the payment of ongoing fees and charges); and

- (b) be granted at the discretion of the Council or authorised officer.
- 6.4 The Council may, at its discretion, at any time, review any permit given under this Bylaw.
- 6.5 An authorised officer determining an application may require the applicant to provide further information, such as (without limitation): a traffic management plan, site location plan, a corridor access request or any other documentation regarding the applicant and relevant to the case.
- 6.6 The Council may:
- (a) determine the criteria for obtaining a permit,
 - (b) determine the process for applying for a permit, including the provision of any information to the Council;
 - (c) set application fees for any permit under this Bylaw, and any application for a permit must be accompanied by the relevant application fee (if any); and
 - (d) set the procedure for determining permit applications.
- 6.7 Any breach of the conditions of a permit granted under this Bylaw:
- (a) may result in the permit being withdrawn; and
 - (b) is a breach of this Bylaw.
- 6.8 Where a permit is required to be held for a residents' only parking area or any other parking area:
- (a) The parking permit must be displayed and be legible and visible on the vehicle (physical permit) or held (electronic permit) for the parked vehicle;
 - (b) The permit applies only to the motor vehicle described in the permit;
 - (c) The permit must be returned to the Council (physical permit) or the Council notified (electronic permit) immediately after the holder ceases to be entitled to the permit; and
 - (d) The permit is valid and effective only during the time specified on the permit and in the street or area specified on the permit.

PART 3 – PARKING

7. General provisions for parking
- 7.1 The Council may by resolution prohibit, restrict or limit the parking of vehicles or any specified class of vehicle on any road.
- 7.2 A person must not park a vehicle on any road contrary to any resolution or permit issued under clauses 5 and 6.

Explanatory Note: Examples of restrictions include:

- prohibiting parking on any roads ("No Stopping");
- prohibiting heavy motor vehicles from parking on roads in residential areas;
- prohibiting trailers and motorhomes from parking in certain locations (e.g. next to slipway entrances); and

- *providing for bus stops, taxi stands, etc.*

8. Temporary discontinuance or restriction of parking spaces

8.1 An authorised officer may temporarily discontinue or restrict the use of any parking space by placing signage that indicates "No stopping" or installing other appropriate temporary traffic control measures for the parking area concerned.

8.2 An authorised officer may temporarily discontinue the use of a parking space or restrict its use to certain permitted vehicles, classes of vehicle, or items, and, if so, must place or install appropriate signage or other traffic controls to notify these parking restrictions.

8.3 Without limiting clauses 8.1 and 8.2, the type of situations where an authorised officer might temporarily discontinue a parking space or restrict its use include:

- (a) enabling a safe response to an incident that has occurred on the road;
- (b) accommodating road works;
- (c) accommodating an authorised event;
- (d) providing a temporary bus stop or bus lane;
- (e) enabling construction activity on or adjacent to the road;
- (f) where a permit for an item (such as a container or skip) has been granted; and
- (g) ensuring sufficient numbers of parking spaces for other purposes such as residents' parking (clause 12), mobility parking (clause 13), and other reserved parking (clause 14), where existing parking for such purposes has been temporarily impacted.

8.4 In the event that a parking space has been temporarily restricted, any permitted vehicle using the parking space must pay any applicable parking fees and charges set by the Council.

8.5 No person may park a vehicle contrary to any parking controls placed or installed by an authorised officer under this clause.

9. Parking spaces, parking places, transport stations, payment parking areas, time restricted areas, other reserved areas and zone parking areas

9.1 The Council may by resolution:

- (a) reserve any road, part of a road, or group of roads, land or building owned or controlled by the Council (or a combination of these) to be a parking space, parking place, a transport station, a zone parking area, a payment parking area, a time restricted area, other reserved area, or any combination of these;
- (b) designate an area to be a zone parking area and the restrictions that apply in that zone parking area ("zone parking controls"); and
- (c) specify the classes of vehicle that may or must not use the parking space, parking place, transport station zone parking area, payment parking area, time restricted area, or other reserved area;

- (d) prescribe any conditions under which a parking space, parking place, transport station, zone parking area, payment parking area, time restricted area, or other reserved area must be used, including (without limitation) conditions relating to days and times for parking, how maximum time periods for parking may be applied, the number and location of parking spaces, and classes of vehicles exempt from conditions;
 - (e) prescribe:
 - (i) any charges to be paid for the use of a parking space, parking place, transport station, zone parking area, payment parking area, time restricted area, or other reserved area;
 - (ii) the manner by which parking charges may be paid; and
 - (iii) the way fees are applied when a vehicle re-parks within a payment area.
 - (f) prescribe any other condition the Council considers necessary for the efficient management and control of a parking space, parking place, transport station, zone parking area, payment parking area, time-restricted area, or other reserved area.
- 9.2 Any restrictions imposed under this clause do not apply to parking spaces or other areas within that parking place or zone where other specific parking restrictions apply.
- 9.3 The Council may grant a permit under clause 6 of the Bylaw, as an exception to any prohibition, restriction or limitation made by resolution under clauses 9.1, 10.1 (Time-restricted parking), 11.1 (Payment Parking), 12.1 (Residents' parking), 13.1 (Mobility parking) and 14.1 (Other reserved parking).
- 9.4 A person must not park a vehicle in a parking space, parking place, transport station, within a payment parking area, a time-restricted area, zone parking area or other reserved area in contravention of any prescribed fee, prohibition or restriction made by the Council, under clauses 9.1, 10.1 (Time restricted Parking), 11.1 (Payment Parking), 12.1 (Residents' parking), 13.1 (Mobility parking) and 14.1 (Other reserved parking), or in contravention to any permit issued under clauses 6 and 9.3.
- 9.5 When a permit is required to be held under this clause and clause 6, it must be displayed prominently inside the vehicle to which the permit relates so that it can be read from outside the vehicle (if a physical permit is being used), or the driver must hold a valid electronic permit for the parked vehicle.

Explanatory Note 1: Clause 9 provides for both on-street and off-street parking that is subject to restrictions. Examples of restrictions include prescribing:

- the number and location of parking spaces;
- when restrictions apply and the length of those restrictions; and
- parking charges and the method of payment for those charges.

If the Council designates an area as a zone parking area, the parking restrictions in that zone may apply to a number of roads.

Explanatory Note 2: Zone parking restrictions apply within the area where people using vehicles can reasonably be expected to be aware of the application of the parking restriction to the area where the area is marked and signs installed at reasonable intervals, without the need for signs at each intersection within the area.

10. Time-restricted parking

- 10.1 Where the Council has made a resolution under clause 9 to create a time-restricted parking area and prescribe applicable conditions to this area, other specific conditions to the type and nature of this area also apply as set out in this clause.
- 10.2 The maximum time period set under this clause will also apply to any vehicle that moves between parking spaces within the same time-restricted parking area within that period.
- 10.3 The maximum time period set for a time-restricted parking area will not apply to any parking space (or other area) within the time-restricted parking area that has been reserved by the Council for a particular class or description of vehicle under clauses 12 (Residents' parking), 13 (Mobility parking), and 14 (Other reserved parking).

Explanatory Note 1: Any space or part of a time-restricted parking zone may be concurrently part of a payment parking zone.

Explanatory Note 2: If a vehicle leaves a parking space within a time restricted parking zone and re-parks in the same zone more than 30 minutes after leaving, the maximum time period prescribed in this case starts from the time that the vehicle is re-parked.

11. Payment parking

- 11.1 Where the Council has made a resolution under clause 9 to create a payment parking area and prescribe applicable conditions to this area, other specific conditions to the type and nature of this area also apply as detailed below.
- 11.2 A vehicle will be deemed to have remained parked within a payment parking area if it leaves a parking space within that zone, but within 30 minutes of doing so either:
 - (a) re-occupies the same parking space; or
 - (b) moves to a different parking space within the same payment parking area.
- 11.3 If a vehicle leaves a parking space within a payment parking area and re-parks in the same area more than 30 minutes after leaving, the applicable fees and charges start again from the time that the vehicle is re-parked, and any first hour free or other similar resolutions made by the Council under this clause do not apply.
- 11.4 The fees and charges set for a payment parking area under this clause will not apply to any parking space (or other area in a road or parking place) in the payment parking area that has been reserved by the Council for a particular class of vehicle under clauses 12 (Residents' parking), 13 (Mobility parking), 14 (Other reserved parking).
- 11.5 Any part of a payment parking area can concurrently also be part of a time-restricted parking area.

12. Residents' parking

- 12.1 The Council may by resolution specify any road, or part of a road, or group of roads, land or building owned or controlled by the Council to be:
 - (a) a residents' only parking area for the exclusive use of persons who reside in the vicinity and hold a resident's parking permit; or
 - (b) a residents' exemption parking area where persons who reside in the vicinity and hold a residents' parking permit are exempt from general parking restrictions within this exemption area.

- 12.2 The Council may by resolution prescribe:
- (a) any fees to be paid annually or otherwise, by persons holding a residents' parking permit;
 - (b) the manner by which any such fees may be paid;
 - (c) the days and times applying to the reservation of parking spaces or exemption from parking requirements referred to in clause 12.1;
 - (d) which parking, stopping and standing restrictions permit holders are exempt from within a residents' exemption parking area; and
 - (e) any other conditions the Council considers necessary or desirable for the efficient management and control of all or any part of the reserved residents' parking scheme.
- 12.3 A person applying for a residents' parking permit must meet the terms, conditions, and eligibility criteria set by the Council as made available on the website.
- 12.4 Any person who parks a vehicle in a residents' only parking area must pay the prescribed residents' parking permit fee and display (physical permit) or hold (electronic permit) an approved residents' parking permit.
- 12.5 To be exempt from parking restrictions, including parking charges, any person who parks a vehicle in a residents' exemption parking area must pay the prescribed residents' parking permit fee and to display (physical permit) or hold (electronic permit) a current approved residents' parking permit.
- 12.6 A person must not park a vehicle in a residents' only parking area or in a residents' exemption parking area in contravention of a prohibition or restriction made by the Council under clauses 12.1 to 12.5.
- 12.7 Despite clauses 12.3, 12.4 and 12.6, the following types of vehicles may be parked in a residents' only parking area:
- (a) a service vehicle used by a person providing services to a residence or premises within the residents' only parking area (such as dog control officers, building inspectors, electricians, plumbers, professional carers or health workers);
 - (b) a vehicle used by a network utility operator while carrying out maintenance on the network utility operators within the residents' only parking area; or
 - (c) vehicles being used to pick up or deliver goods to, or in connection with emergency maintenance of, residences or premises within the residents' only parking area.
13. Mobility parking
- 13.1 Where the Council has made a resolution under clause 9 to create a mobility parking area and prescribe applicable conditions to this area for the exclusive use of disabled persons, no person may park a vehicle that does not hold or display a current approved disabled person's parking permit in this area, unless the vehicle is being used to pick up or drop off a disabled person and the vehicle is not parked in excess of any time limits imposed under this clause.

14. Other reserved parking

14.1 Where the Council has made a resolution under clause 9 to create a reserved parking area for the exclusive use of a particular class or classes of vehicle and prescribe applicable conditions to this area, no person may park in this area except in the specified class of vehicle for which that area is reserved, unless the person holds a permit from the Council for that parking.

14.2 Classes of vehicles include (without limitation):

- (a) motorcycles;
- (b) cycles, including power assisted cycles;
- (c) electric scooters, wheeled recreational devices and other micro-mobility devices;
- (d) electric vehicles, while in the course of being recharged at an electric vehicle charging station;
- (e) goods service vehicles;
- (f) taxis and other small passenger service vehicles;
- (g) buses and coaches, both public and commercial;
- (h) vehicles in the course of loading or unloading goods or passengers (regardless of the denomination used for the zone such as, but not limited to, loading zone, authorised vehicles area, or other);
- (i) vehicles used by pregnant persons or by persons accompanied by infants or young children;
- (j) wheelchair accessible vans;
- (k) car share vehicles;
- (l) oversize vehicles, trailers, boats or caravans;
- (m) diplomatic or consular corps vehicles;
- (n) members of the judiciary vehicles;
- (o) medical practitioner vehicles; and
- (p) mobile traders using stands or stalls.

15. Parking in restricted and line-marked parking spaces

15.1 When parking in a parking space, a person must:

- (a) park the vehicle entirely within the markings that indicate the limits of the parking space, so that no part of the vehicle is outside of or overhangs the markings; and
- (b) not park the vehicle in a parking space that is already occupied by another vehicle; and

- (c) if the parking space is parallel to the kerb or footpath, park the vehicle (except a motorcycle or moped) so that it is headed in the same direction as traffic on the side of the road on which it is parked; and
 - (d) if the parking space is an angle park, ensure the front or rear of the vehicle (as the case may be) is as near as is practical to the kerb or footpath (or as near as wheel stops permit) but does not overhang the kerb or footpath.
- 15.2 Despite clause 15.1, a person may park an oversize vehicle or a vehicle that has a trailer attached in two adjacent parking spaces that are in the same alignment, provided it does not overhang any kerb or footpath and the fees are paid as required for both spaces.
- 15.3 Despite clause 15.1, a person parking a motorcycle or moped may park in a parking space that is already occupied by another vehicle where more than one motorcycle or moped may be parked in a parking space.
- 15.4 Where more than one motorcycle or moped occupies a parking space, or are within a parking zone, each motorcycle or moped is required to pay the relevant parking fee for the space.
- 15.5 A motorcycle or moped may be parked otherwise than parallel to the kerb or footpath if there are no specific signs or markings that do not allow this and provided that during the hours of darkness the motorcycle or moped is sufficiently illuminated to be visible from at least 50 metres.
- 16. No parking on certain parts of the road
 - 16.1 No person may wholly or partially park a vehicle on a berm, verge, kerb, lawn, garden, or other cultivation forming part of a road in an urban area.
 - 16.2 No person may wholly or partially park a vehicle on that part of any road which has been separated from the roadway by a kerb that is a paved or other surfaced landscaped area, with or without a planted area, and whether or not it is designed for use by pedestrians.
 - 16.3 No person may park a vehicle off a roadway in any reserve, park or similar land used for public recreation, and which is under the Council's control.
 - 16.4 A person may park a vehicle in contravention of this clause if:
 - (a) that part of the road is designed and constructed to accommodate a parked vehicle; or
 - (b) the vehicle has run out of effective motive power or is in such a state that it cannot be safely driven, in which case the person shall proceed to take action to remediate the situation as soon as possible giving notice to the Council as to when the vehicle is planned to be removed; or
 - (c) the Council or an authorised officer has otherwise given written permit to park a vehicle in that part of the road; or
 - (d) the vehicle enables maintenance or construction work to be carried out on a network utility operator's asset; or
 - (e) the Council, by resolution, has allowed motor vehicles to stop, stand, or park in that part of the road.

Explanatory Note: This clause still allows a person to stop, stand or park a motor vehicle off the roadway where there is no kerb unless otherwise restricted by signs and/or markings. For example, a person may park a motor vehicle off the roadway on a rural road on the grass verge.

17. Parking for display or sale

17.1 No person may park a vehicle on any road or parking place for the purpose of:

- (a) advertising a good or service; or
- (b) offering the vehicle for sale unless the vehicle is being used for day-to-day travel.

Explanatory Note: Clause 17 is made under section 22AB(1)(zk) of the Land Transport Act 1998: "regulating any road-related matters not addressed by paragraphs (a) to (zj), including (but not limited to) enhancing or promoting road safety or providing protection for the environment."

18. Motorhomes, heavy goods vehicles, immobilised vehicles and trailers

18.1 No person may stop, stand or park a motorhome, heavy goods vehicle, immobilised vehicle or trailer, whether or not the trailer is attached to another vehicle, on any road for a continuous period exceeding five days without the prior written permit of an authorised officer.

18.2 Parking on any road for a continuous period exceeding five days in clause 18.1 includes parking on any road within 500 metres of the original parking place, at any time during that time.

Explanatory Note: The restriction on the parking of trailers to a maximum of a five-day continuous period is consistent with Rule 6.19 of the Land Transport (Road User) Rule 2004.

PART 4 – VEHICLE AND ROAD USE AND TRAFFIC MOVEMENT RESTRICTIONS

19. One-way roads

19.1 The Council may by resolution:

- (a) require vehicles on a specified road to travel in one specified direction only; and
- (b) specify that cycles may travel in the opposite direction on a one-way road.

A driver of a vehicle must travel only in the direction specified on a one-way road.

Explanatory Note: One-way restrictions resolved by the Council and recorded in Schedule 1 of the Traffic and Parking Bylaw 2010 are now listed under the resolutions recorded on the Council website.

20. Left or right turns and U-turns

20.1 The Council may by resolution prohibit or restrict turning movements, including:

- (a) vehicles or classes of vehicles on any road from turning to the right, or to the left, or from proceeding in any other direction; and
 - (b) vehicles turning from facing or travelling in one direction to facing or travelling in the opposite direction (performing a U-turn) on specified roads.
- 20.2 A person must not turn a vehicle to the left, or to the right, or perform a U-turn, or proceed in any other direction on any road where the Council has prohibited or restricted such movements.
- 20.3 Any resolution made under this clause may be made for a partial restriction that specifies the hours or days of the week that a restricted turning movement may be made.

Explanatory Note: Turning restrictions resolved by the Council and recorded in Schedule 2 of the Traffic and Parking Bylaw 2010, are now listed under the Turning Restrictions resolutions on the Council website.

21. Routes and manoeuvres on roads

- 21.1 The Council may by resolution prescribe for traffic or specified classes of vehicles routes that must be followed or any turning movements or manoeuvres that must be undertaken at an intersection, or on a road, cycle path or shared path.
- 21.2 A person must not use a road, shared path or cycle path in a manner contrary to a prohibition or restriction made by the Council.

22. Control of vehicles on roads due to size, nature or goods

- 22.1 The Council may by resolution prohibit or restrict, subject to such conditions as the Council thinks fit, any specified class of traffic or any specified motor vehicles or class of vehicle that, by reason of its size or nature or the nature of the goods carried, is unsuitable for use on any road or roads.
- 22.2 Notwithstanding any resolution made under this clause and as specified in clause 6 of this Bylaw, the Council may give written permit to contractors in respect of specified construction or similar contracts or projects on restricted roads, subject to conditions if required.
- 22.3 A permit for a vehicle to be used in contravention of any resolution under this clause may be issued for the purposes of:
- (a) loading or unloading goods or passengers at any property whose access is by way of the road; or
 - (b) undertaking maintenance on a road from which it has been prohibited and for which alternative access is not available; or
 - (c) undertaking maintenance of a network utility operator's assets on or near a road from which it has been prohibited and for which alternative access is not available; or
 - (d) undertaking maintenance of public transport infrastructure on or near a road from which it has been prohibited and for which alternative access is not available.
- 22.4 A person must not use a road in a manner contrary to any resolution made under clause 22.1 (unless a permit under clause 22.2 applies).

- 22.5 No stock shall be transported in heavy motor vehicles through urban areas except over the state highway system.

Explanatory Note: Under clause 22, the Council could, for example, prohibit heavy motor vehicles from using certain roads in the city, or cycles from using busy roads in the city.

For any restrictions or conditions for the driving of stock, refer to the Council's Rooding Bylaw.

Explanatory Note: Restrictions resolved by the Council and recorded in Schedule 3 of the Traffic and Parking Bylaw 2010 are now listed under the Weight Restrictions, Heavy Traffic Prohibitions and Turning Movements by Specified Classes of Vehicles resolutions on the Council website.

23. Special vehicle lanes

- 23.1 The Council may by resolution prescribe a road, or a part of a road, as a special vehicle lane that may only be used by a specified class or classes of vehicle.

- 23.2 Any resolution made under this clause must specify:

- (a) the type of special vehicle lane and classes of vehicle that may use the special vehicle lane; and
- (b) the hours of operation of the special vehicle lane (if any) when it is restricted to specific classes of vehicles.

- 23.3 A person must not use a special vehicle lane contrary to any restriction made under this clause.

24. Shared paths and cycle paths

- 24.1 The Council may by resolution determine:

- (a) the length, route and/or location of a shared path, cycle path or cycle lane; and
- (b) priority for users on a shared path, cycle path, or cycle lane.

- 24.2 No person may use a shared path, cycle path, or cycle lane in a manner that is inconsistent with a restriction or priority determined by the Council.

- 24.3 Despite clause 24.2 a person may drive over a shared path, cycle path, or cycle lane where it is necessary to do so in order to access a property that does not otherwise have road access.

25. Shared zones

- 25.1 The Council may by resolution specify any road or part of a road to be a shared zone.

- 25.2 Any resolution made under this clause may specify:

- (a) whether the shared zone may be used by specified classes of vehicles;
- (b) the days and hours of operation of the shared zone (if they differ from 24 hours per day, 7 days per week); and

- (c) any other restrictions on how the shared zone is to be used by the public, including how traffic and pedestrians will interact.
- 25.3 Except where the Council has by resolution specified otherwise, no person may stand or park a vehicle in a road specified as a shared zone.
- 25.4 A person must not use a shared zone in a manner contrary to any resolution made by the Council.
- 26. Engine braking
 - 26.1 The Council may by resolution prohibit or restrict engine braking on any road where the permanent speed limit does not exceed 70 kilometres per hour.
 - 26.2 A person must not use engine braking on any road contrary to a prohibition or restriction made under this clause.
- 27. Unformed roads
 - 27.1 The Council may by resolution restrict the use of motor vehicles on unformed legal roads for the purpose of protecting the environment, the road and adjoining land, and/or the safety of road users.
 - 27.2 A person must not use a motor vehicle on an unformed road contrary to a restriction made by the Council under this clause.

Explanatory Note: Clause 16 still allows a person to stop, stand or park a motor vehicle off the roadway where there is no kerb unless otherwise restricted by signs and/or markings. For example, a person may park a motor vehicle off the roadway on a rural road on the grass verge.

*Explanatory Note: **Other temporary use of the road and items on roads.** No person may carry out a temporary act that affects the normal operating conditions of a road by operating or leaving any item (such as machinery, equipment, materials, portaloos, skips, waste receptacles, freight containers or other items), on any road unless with the prior written permission of the Council or an authorised officer. The Dunedin City Council Roadway Bylaw contains provisions relevant to the use of the road and things on roads and vehicle and object removal.*

PART 5 – OFFENCES AND PENALTIES

- 28. Offences and penalties
 - 28.1 The operation, driving, using or parking of any vehicle in breach of any of the provisions of this Bylaw or any resolution made under this Bylaw is a breach of this Bylaw.
 - 28.2 A person who breaches any provision in this Bylaw commits an offence under the Land Transport Act 1998 and is liable to the penalties set out in that Act and the regulations and rules made under that Act.
- 29. Other offences
 - 29.1 In addition, every person breaches this Bylaw and commits an offence who:
 - (a) breaches this Bylaw in relation to any permit by:

- (i) making a false application or supplying false details in an application;
 - (ii) displaying, placing or using a permit on a vehicle for which it was not issued; or
 - (b) interferes with any parking or charging machine (or any part of it) including:
 - (i) causing to be inserted in any parking or charging machine anything other than the prescribed currency or cards;
 - (ii) misusing the parking or charging machine;
 - (iii) tampering with the working or operation of the parking or charging machine;
 - (iv) operating or attempting to operate any parking or charging machine by any means other than as prescribed by this Bylaw or contrary to notice, traffic sign, or marking indicated for the correct operation of that machine;
 - (v) without written authority from the Council, affixing any placard, advertisement, notice, list, document, board or thing on, or painting or writing upon, any parking or charging machine (or part of it); or
 - (vi) wilfully damaging any traffic control sign or parking or charging machine (or part of it).
- 30. Parking defences**
- 30.1 It shall be a defence to any person who is the driver, or is in charge of any vehicle and who is charged under this Bylaw with an offence concerning parking, if such person proves that the act (or omission) complained of was done:
- (a) in compliance with the directions of the Council or an enforcement officer or a traffic control device or sign;
 - (b) by an enforcement officer or a parking warden and was necessary in the execution of that person's duty; or
 - (c) to avoid the death or injury of any person.
- 31. Exempted vehicles**
- 31.1 This Bylaw shall not apply to emergency vehicles being used in an emergency.
- 31.2 Clauses 7 to 16 of this Bylaw shall not apply to:
- (a) a vehicle operated by medical practitioners such as doctors, district nurses and midwives who are attending an emergency;
 - (b) a vehicle operated by the Council or for the Council such as waste collection vehicle collecting waste during the necessary fulfilment of Council's statutory functions, duties or powers; or
 - (c) a vehicle operated by utility providers whilst engaged in emergency or repair work to a public utility service.

PART 6 – MISCELLANEOUS

32. Revocations and savings

- 32.1 The Dunedin City Council Traffic and Parking Bylaw 2010 is revoked.
- 32.2 Despite previous clause 32.1, the schedules of the Dunedin City Council Traffic and Parking Bylaw 2010 remain in force for the purposes of this clause, and are listed under the resolutions kept on the Council website for one-way restrictions, turning restrictions and weight restrictions, heavy traffic prohibitions, and turning movements by specified classes of vehicles.
- 32.3 Any approval, permit or other act of authority which originated under or was continued by the Bylaw revoked in clause 32.1 that is continuing at the commencement of this Bylaw, continues to have full force and effect for the purposes of this Bylaw, but is subject to the application of any relevant clauses in this Bylaw.
- 32.4 The resolutions of the Council made or continued under the Bylaw revoked under clause 32.1 continue to have full force and effect for the purposes of this Bylaw as if they were resolutions made under this Bylaw.
- 32.5 The revocation of the Bylaw under clause 32.1 does not prevent any legal proceedings, criminal or civil, being taken to enforce the Bylaw and such proceedings continue to be dealt with and completed as if the Bylaw had not been revoked.

ADDITIONAL INFORMATION TO THE TRAFFIC AND PARKING BYLAW 2026

This additional information does not form part of the Bylaw. It contains information to help users understand, use and maintain the Bylaw. This information may be updated at any time.

Relevant Legislation:	Land Transport Act 1998 and the regulations and rules made under that Act Legislation Act 2019 Local Government Act 1974 and 2002 Disabled Persons Community Welfare Act 1975 Dunedin City Council Roading Bylaw 2020 Dunedin Reserves and Beaches Bylaw 2017 Regulatory Standards Act 2025
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 DUNEDIN kaunihera CITY COUNCIL a-rohe o ōtepoti			
TRAFFIC AND PARKING BYLAW 2026			
Traffic and Parking Bylaw 2026			
Approved by:	The Council		
Date approved:	Approved by the Dunedin City Council in February 2010. 2026 Review approved by the Dunedin City Council in TDD 2026-on 22 July 2026.		
Date of effect:	Original date of effect: 1 March 2010. 2026 Review date of effect: TDD-2026-1 August 2026	Reviewed:	2026
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PART 1 – PRELIMINARY PROVISIONS

1. Short title and commencement

- 1.1 This Bylaw is the Dunedin City Council Traffic and Parking Bylaw 2026 (Bylaw).
- 1.2 This Bylaw comes into force on ~~TBD-2026~~ 1 August 2026.

2. Scope and application

- 2.1 This Bylaw applies to all roads under the care, control, or management of Dunedin City Council.

2.2 This Bylaw is made under the Land Transport Act 1998 (LTA).

Explanatory Note: This bylaw has been assessed for consistency with the principles of responsible regulation in section 9 Regulatory Standards Act 2025. See the Dunedin City Council's Consistency Accountability Statement [LINK], Statement of Reasons [LINK], and Summary of Underpinning Analysis [LINK].

3. Purpose

- 3.1 The purpose of this Bylaw is to set out the requirements for parking and control of vehicular or other traffic on any road or area under the care, control or management of the Council.

4. Interpretation

- 4.1 In this Bylaw, unless the context otherwise requires:

Act means the Land Transport Act 1998.

Authorised Officer means any person appointed or authorised by the Council to act on its behalf and includes an Enforcement Officer.

Berm means an area whether laid out in grass or not, between the roadway, and the footpath or property boundary and which may include an area behind a kerb.

Car share vehicle means a vehicle operated by an organisation approved by the Council to provide its members, for a fee, access to a fleet of shared vehicles which they may reserve for use on an hourly or daily basis.

Class of vehicle means groupings of vehicles defined by reference to any common feature and includes:

- (a) vehicles by type, description, weight, size or dimension;
- (b) vehicles carrying specified classes of load by the mass, size or nature of such loads;
- (c) vehicles carrying no fewer or less than a specified number of occupants;
- (d) vehicles used for specified purposes;
- (e) vehicles driven by specified classes of persons.

- (f) carpool and car share vehicle; and
- (g) vehicles authorised by, or displaying a permit authorised by the Council.

Corridor Access Request means an application to carry out any work or activity that affects the normal operation of the road, footpath and grass berm prior to performing the work or activity.

Council means the Dunedin City Council (DCC) and may include any person authorised by the Council to act on its behalf.

Disabled person has the same meaning as in section 2 of the Disabled Persons Community Welfare Act 1975.

Electric scooter is a vehicle, designed in the style of a traditional push scooter, with a footboard, two or three wheels, a long steering handle and one or more electric auxiliary propulsion motors, but the wheels must not exceed 355 millimetres and the motor cannot have a maximum power output exceeding 300 watts.

Enforcement Officer means:

- (a) any person who has been appointed as an enforcement officer by the Council under the Local Government Act 2002; or
- (b) any person who is an enforcement officer under the Land Transport Act 1998.

Micro-mobility device means transportation using lightweight vehicles such as wheeled recreational devices, skateboards or scooters whether electric or not, and other electric devices whether or not forming part of a self-service scheme in which people hire vehicles for short-term use within a town or city.

Mobility parking area means any reserved parking area for the use of disabled persons as defined by the mobility parking permit application criteria issued by the relevant authority.

Motorhome means any vehicle designed or converted to be used for human habitation, whether self-contained or not, and includes a caravan, campervan, or house truck.

Oversize vehicle means a single vehicle or combination of vehicles and trailers that will not fit into a standard sized parking space. This includes, for example, motorhomes, trucks and vehicles towing trailers or other vehicles.

Parking has the same meaning as in section 2 of the Land Transport Act 1998 and includes stopping and standing a vehicle.

Parking machine means an electronic or mechanical device used to collect payment for parking and includes equipment used to monitor the parking of any vehicle.

Parking place means a road, part of a road, or group of roads, land or building owned or controlled by the Council where the Council has authorised vehicles, or any class of vehicles to wait.

Parking space means an area within a parking place whether demarcated or not by markings, in which a vehicle may park.

Payment parking area means a road, part of a road, or group of roads, land or building owned or controlled by the Council, to be used for parking subject to payment, by way of a parking meter, a Pay and Display machine, In-Car Meter, or any other method of payment for parking as determined by the Council.

Permit means an electronic or paper/card permit, or other written permission provided by the Council under this Bylaw or a previous bylaw, which authorises certain conduct or activity, such as authorising the vehicle displaying the permit to be parked in a particular parking area.

Prescribed fee means New Zealand coin, token, card, prepaid parking device, or other system of payment prescribed by the Council pursuant to this Bylaw as the fee payable for parking in a parking space.

Reserved parking area means a road, part of a road, or group of roads, land or building owned or controlled by the Council, reserved by the Council for the exclusive use of a particular class or classes of vehicle.

Residents parking permit means a permit (physical or electronic), authorising a vehicle to park in a parking space or area that has been authorised by the Council as part of a "Residents' only parking area" or a "Residents' exemption parking area."

Residents' only parking area means a road, part of a road or group of roads, land or building owned or controlled by the Council for the exclusive use of persons who reside in the vicinity.

Residents' exemption parking area is a road, part of a road or group of roads, land or building owned or controlled by the Council where persons who reside in the vicinity are exempt from some or all parking restrictions.

Resolution means a motion that has been adopted by a meeting of the Council.

Road has the same meaning as in section 2 of the Land Transport Act 1998, and includes:

- (a) parking places and transport stations,
- (b) state highways for which the New Zealand Transport Agency Waka Kotahi has delegated powers to the Council, and
- (c) unformed roads.

Explanatory Note: In the interests of clarity, while beaches are classed as roads, permitted activities and regulations related to beaches can be found in the Dunedin City Council Reserves and Beaches Bylaw.

Shared path means a cycle path, a cycle track, a footpath, or some other kind of path that may be used by some or all or of the following persons at the same time:

- (a) cyclists;
- (b) pedestrians;
- (c) riders of mobility devices;
- (d) riders of micro-mobility devices

Shared zone means a length of roadway intended to be used by pedestrians and vehicles (including cyclists).

Taxi has the same meaning as a "small passenger service vehicle" under section 2 of the Land Transport Act 1998.

Time-restricted parking area means a road, part of a road, or group of roads, land or building owned or controlled by the Council, and authorised by the Council for use with a limit on the length of time for which vehicles may park.

Traffic means road users of any type and includes pedestrians, vehicles and driven or ridden animals.

Transport station has the same meaning as defined in section 591 of the Local Government Act 1974.

Traffic management plan means a plan that sets out how a safe environment will be created for all road users while an activity occurs, and which complies with New Zealand Transport Agency Waka Kotahi's guidance on temporary traffic management.

Unformed road means any legal road that has not been physically formed, laid out, constructed, or enhanced by adding metal seal, or any other type of surface.

Explanatory Note: Unformed roads may be commonly known as unformed legal roads or paper roads.

Vehicle crossing means the cross-over pads on a footpath or berm that enable a vehicle to access a property adjacent to the road and covers the area of road from where the driveway leaves the legal boundary of the property concerned and continues until the driveway meets the roadway.

Zone parking means an area declared by Council as comprising a number of roads where parking restrictions apply and in respect of which, persons using vehicles within the zone can reasonably be expected to be aware of the application of the parking restriction to the area without the need for the erection of signs at each intersection within the area, for reasons including:

- (a) the nature of the zone;
- (b) the nature of the parking restriction;
- (c) traffic patterns into and within the zone; or
- (d) the nature and number of entry points to the zone.

The extent of the zone is defined by signs at the boundaries advising road users of the control requirements.

4.2 In this Bylaw, unless the context otherwise requires:

- (a) goods service vehicle, heavy motor vehicle, mobility device, motor vehicle, moped, motorcycle, owner, parking, small passenger service vehicle, and vehicle have the same meanings as in section 2(1) of the Land Transport Act 1998; and
- (b) bus lane, cycle, cycle lane, cycle path, driver, electric vehicle, emergency vehicle, footpath, hours of darkness, pedestrian, pedestrian crossing, power assisted cycle, road user, roadway, special vehicle lane and wheeled recreational device, have the same meanings as in clause 1.6 of the Land Transport (Road User) Rule 2004.

4.3 Any undefined words, phrases or expressions used in this Bylaw have the same meaning as in the Act unless the context plainly requires a different meaning.

4.4 The Legislation Act 2019 applies to the interpretation of this Bylaw.

4.5 Explanatory notes are not part of the Bylaw, and the Council may add, amend or delete explanatory notes at any time without amending the Bylaw.

Explanatory Note: for convenience, some of these definitions are reproduced below, in their form as at the date this Bylaw was made. However, the Act and Rules are subject to change, and the wording of the definitions at any particular time should be confirmed in the Act or Rules themselves.

PART 2 – RESOLUTIONS AND PERMITS MADE UNDER THIS BYLAW

5. Resolutions made under this Bylaw

5.1 The Council may make a resolution under this Bylaw:

- (a) to regulate, control or prohibit any matter or thing generally, or for any specific classes of case, or in a particular case;
- (b) that applies to all vehicles or traffic or to any specified class of vehicles or traffic using a road;
- (c) that applies to any road or part of a road, greenspace adjoining the road, building, or transport station under the care, control, or management of the Council; or
- (d) that applies at any specified time or period of time.

Explanatory Note: Before the Council makes a resolution under this Bylaw it will comply with the decision-making requirements of the Local Government Act 1974 and 2002, as applicable to the decision.

5.2 The Council may subsequently amend or revoke any resolution made under this Bylaw at any time.

5.3 Where the Council makes a resolution under clause 9 of this Bylaw, it is deemed to have authorised the use of the area to which the resolution relates, including any legal road within that area, as a parking place or transport station under section 591 of the Local Government Act 1974.

5.4 Where the Council has made a resolution:

- (a) it must install any signs, markings or other traffic controls that are required under this Bylaw or the Land Transport Rule: Traffic Control Devices 2004 to give effect to the resolution; and
- (b) the resolution will have effect only once any such signs, markings and traffic controls have been installed.

Explanatory Note: All resolutions made by Council under this Bylaw, or under the former Bylaw and continued under clause 32.2 and 32.4 of this Bylaw, will be displayed on the Council's website.

6. Permits under this Bylaw

6.1 This clause applies to any permit in this Bylaw granted by the Council or an authorised officer and which may provide for an exemption from any requirements in the Bylaw.

6.2 Any permit granted under this Bylaw must be given in writing.

6.3 Any permit given under this Bylaw may:

- (a) include conditions (including the payment of ongoing fees and charges); and

- (b) be granted at the discretion of the Council or authorised officer.
- 6.4 The Council may, at its discretion, at any time, review any permit given under this Bylaw.
- 6.5 An authorised officer determining an application may require the applicant to provide further information, such as (without limitation): a traffic management plan, site location plan, a corridor access request or any other documentation regarding the applicant and relevant to the case.
- 6.6 The Council may:
- (a) determine the criteria for obtaining a permit,
 - (b) determine the process for applying for a permit, including the provision of any information to the Council;
 - (c) set application fees for any permit under this Bylaw, and any application for a permit must be accompanied by the relevant application fee (if any); and
 - (d) set the procedure for determining permit applications.
- 6.7 Any breach of the conditions of a permit granted under this Bylaw:
- (a) may result in the permit being withdrawn; and
 - (b) is a breach of this Bylaw.
- 6.8 Where a permit is required to be held for a residents' only parking area or any other parking area:
- (a) The parking permit must be displayed and be legible and visible on the vehicle (physical permit) or held (electronic permit) for the parked vehicle;
 - (b) The permit applies only to the motor vehicle described in the permit;
 - (c) The permit must be returned to the Council (physical permit) or the Council notified (electronic permit) immediately after the holder ceases to be entitled to the permit; and
 - (d) The permit is valid and effective only during the time specified on the permit and in the street or area specified on the permit.

PART 3 – PARKING

7. General provisions for parking
- 7.1 The Council may by resolution prohibit, restrict or limit the parking of vehicles or any specified class of vehicle on any road.
- 7.2 A person must not park a vehicle on any road contrary to any resolution or permit issued under clauses 5 and 6.

Explanatory Note: Examples of restrictions include:

- prohibiting parking on any roads ("No Stopping");
- prohibiting heavy motor vehicles from parking on roads in residential areas;
- prohibiting trailers and motorhomes from parking in certain locations (e.g. next to slipway entrances); and

- *providing for bus stops, taxi stands, etc.*

8. Temporary discontinuance or restriction of parking spaces

- 8.1 An authorised officer may temporarily discontinue or restrict the use of any parking space by placing signage that indicates "No stopping" or installing other appropriate temporary traffic control measures for the parking area concerned.
- 8.2 An authorised officer may temporarily discontinue the use of a parking space or restrict its use to certain permitted vehicles, classes of vehicle, or items, and, if so, must place or install appropriate signage or other traffic controls to notify these parking restrictions.
- 8.3 Without limiting clauses 8.1 and 8.2, the type of situations where an authorised officer might temporarily discontinue a parking space or restrict its use include:
- (a) enabling a safe response to an incident that has occurred on the road;
 - (b) accommodating road works;
 - (c) accommodating an authorised event;
 - (d) providing a temporary bus stop or bus lane;
 - (e) enabling construction activity on or adjacent to the road;
 - (f) where a permit for an item (such as a container or skip) has been granted; and
 - (g) ensuring sufficient numbers of parking spaces for other purposes such as residents' parking (clause 12), mobility parking (clause 13), and other reserved parking (clause 14), where existing parking for such purposes has been temporarily impacted.
- 8.4 In the event that a parking space has been temporarily restricted, any permitted vehicle using the parking space must pay any applicable parking fees and charges set by the Council.
- 8.5 No person may park a vehicle contrary to any parking controls placed or installed by an authorised officer under this clause.
- 9. Parking spaces, parking places, transport stations, payment parking areas, time restricted areas, other reserved areas and zone parking areas**
- 9.1 The Council may by resolution:
- (a) reserve any road, part of a road, or group of roads, land or building owned or controlled by the Council (or a combination of these) to be a parking space, parking place, a transport station, a zone parking area, a payment parking area, a time restricted area, other reserved area, or any combination of these;
 - (b) designate an area to be a zone parking area and the restrictions that apply in that zone parking area ("zone parking controls"); and
 - (c) specify the classes of vehicle that may or must not use the parking space, parking place, transport station zone parking area, payment parking area, time restricted area, or other reserved area;

- (d) prescribe any conditions under which a parking space, parking place, transport station, zone parking area, payment parking area, time restricted area, or other reserved area must be used, including (without limitation) conditions relating to days and times for parking, how maximum time periods for parking may be applied, the number and location of parking spaces, and classes of vehicles exempt from conditions;
 - (e) prescribe:
 - (i) any charges to be paid for the use of a parking space, parking place, transport station, zone parking area, payment parking area, time restricted area, or other reserved area;
 - (ii) the manner by which parking charges may be paid; and
 - (iii) the way fees are applied when a vehicle re-parks within a payment area.
 - (f) prescribe any other condition the Council considers necessary for the efficient management and control of a parking space, parking place, transport station, zone parking area, payment parking area, time-restricted area, or other reserved area.
- 9.2 Any restrictions imposed under this clause do not apply to parking spaces or other areas within that parking place or zone where other specific parking restrictions apply.
- 9.3 The Council may grant a permit under clause 6 of the Bylaw, as an exception to any prohibition, restriction or limitation made by resolution under clauses 9.1, 10.1 (Time-restricted parking), 11.1 (Payment Parking), 12.1 (Residents' parking), 13.1 (Mobility parking) and 14.1 (Other reserved parking).
- 9.4 A person must not park a vehicle in a parking space, parking place, transport station, within a payment parking area, a time-restricted area, zone parking area or other reserved area in contravention of any prescribed fee, prohibition or restriction made by the Council, under clauses 9.1, 10.1 (Time restricted Parking), 11.1 (Payment Parking), 12.1 (Residents' parking), 13.1 (Mobility parking) and 14.1 (Other reserved parking), or in contravention to any permit issued under clauses 6 and 9.3.
- 9.5 When a permit is required to be held under this clause and clause 6, it must be displayed prominently inside the vehicle to which the permit relates so that it can be read from outside the vehicle (if a physical permit is being used), or the driver must hold a valid electronic permit for the parked vehicle.

Explanatory Note 1: Clause 9 provides for both on-street and off-street parking that is subject to restrictions. Examples of restrictions include prescribing:

- the number and location of parking spaces;
- when restrictions apply and the length of those restrictions; and
- parking charges and the method of payment for those charges.

If the Council designates an area as a zone parking area, the parking restrictions in that zone may apply to a number of roads.

Explanatory Note 2: Zone parking restrictions apply within the area where people using vehicles can reasonably be expected to be aware of the application of the parking restriction to the area where the area is marked and signs installed at reasonable intervals, without the need for signs at each intersection within the area.

10. Time-restricted parking

- 10.1 Where the Council has made a resolution under clause 9 to create a time-restricted parking area and prescribe applicable conditions to this area, other specific conditions to the type and nature of this area also apply as set out in this clause.
- 10.2 The maximum time period set under this clause will also apply to any vehicle that moves between parking spaces within the same time-restricted parking area within that period.
- 10.3 The maximum time period set for a time-restricted parking area will not apply to any parking space (or other area) within the time-restricted parking area that has been reserved by the Council for a particular class or description of vehicle under clauses 12 (Residents' parking), 13 (Mobility parking), and 14 (Other reserved parking).

Explanatory Note 1: Any space or part of a time-restricted parking zone may be concurrently part of a payment parking zone.

Explanatory Note 2: If a vehicle leaves a parking space within a time restricted parking zone and re-parks in the same zone more than 30 minutes after leaving, the maximum time period prescribed in this case starts from the time that the vehicle is re-parked.

11. Payment parking

- 11.1 Where the Council has made a resolution under clause 9 to create a payment parking area and prescribe applicable conditions to this area, other specific conditions to the type and nature of this area also apply as detailed below.
- 11.2 A vehicle will be deemed to have remained parked within a payment parking area if it leaves a parking space within that zone, but within 30 minutes of doing so either:
 - (a) re-occupies the same parking space; or
 - (b) moves to a different parking space within the same payment parking area.
- 11.3 If a vehicle leaves a parking space within a payment parking area and re-parks in the same area more than 30 minutes after leaving, the applicable fees and charges start again from the time that the vehicle is re-parked, and any first hour free or other similar resolutions made by the Council under this clause do not apply.
- 11.4 The fees and charges set for a payment parking area under this clause will not apply to any parking space (or other area in a road or parking place) in the payment parking area that has been reserved by the Council for a particular class of vehicle under clauses 12 (Residents' parking), 13 (Mobility parking), 14 (Other reserved parking).
- 11.5 Any part of a payment parking area can concurrently also be part of a time-restricted parking area.

12. Residents' parking

- 12.1 The Council may by resolution specify any road, or part of a road, or group of roads, land or building owned or controlled by the Council to be:
 - (a) a residents' only parking area for the exclusive use of persons who reside in the vicinity and hold a resident's parking permit; or
 - (b) a residents' exemption parking area where persons who reside in the vicinity and hold a residents' parking permit are exempt from general parking restrictions within this exemption area.

- 12.2 The Council may by resolution prescribe:
- (a) any fees to be paid annually or otherwise, by persons holding a residents' parking permit;
 - (b) the manner by which any such fees may be paid;
 - (c) the days and times applying to the reservation of parking spaces or exemption from parking requirements referred to in clause 12.1;
 - (d) which parking, stopping and standing restrictions permit holders are exempt from within a residents' exemption parking area; and
 - (e) any other conditions the Council considers necessary or desirable for the efficient management and control of all or any part of the reserved residents' parking scheme.
- 12.3 A person applying for a residents' parking permit must meet the terms, conditions, and eligibility criteria set by the Council as made available on the website.
- 12.4 Any person who parks a vehicle in a residents' only parking area must pay the prescribed residents' parking permit fee and display (physical permit) or hold (electronic permit) an approved residents' parking permit.
- 12.5 To be exempt from parking restrictions, including parking charges, any person who parks a vehicle in a residents' exemption parking area must pay the prescribed residents' parking permit fee and to display (physical permit) or hold (electronic permit) a current approved residents' parking permit.
- 12.6 A person must not park a vehicle in a residents' only parking area or in a residents' exemption parking area in contravention of a prohibition or restriction made by the Council under clauses 12.1 to 12.5.
- 12.7 Despite clauses 12.3, 12.4 and 12.6, the following types of vehicles may be parked in a residents' only parking area:
- (a) a service vehicle used by a person providing services to a residence or premises within the residents' only parking area (such as dog control officers, building inspectors, electricians, plumbers, professional carers or health workers);
 - (b) a vehicle used by a network utility operator while carrying out maintenance on the network utility operators within the residents' only parking area; or
 - (c) vehicles being used to pick up or deliver goods to, or in connection with emergency maintenance of, residences or premises within the residents' only parking area.
13. Mobility parking
- 13.1 Where the Council has made a resolution under clause 9 to create a mobility parking area and prescribe applicable conditions to this area for the exclusive use of disabled persons, no person may park a vehicle that does not hold or display a current approved disabled person's parking permit in this area, unless the vehicle is being used to pick up or drop off a disabled person and the vehicle is not parked in excess of any time limits imposed under this clause.

14. Other reserved parking

14.1 Where the Council has made a resolution under clause 9 to create a reserved parking area for the exclusive use of a particular class or classes of vehicle and prescribe applicable conditions to this area, no person may park in this area except in the specified class of vehicle for which that area is reserved, unless the person holds a permit from the Council for that parking.

14.2 Classes of vehicles include (without limitation):

- (a) motorcycles;
- (b) cycles, including power assisted cycles;
- (c) electric scooters, wheeled recreational devices and other micro-mobility devices;
- (d) electric vehicles, while in the course of being recharged at an electric vehicle charging station;
- (e) goods service vehicles;
- (f) taxis and other small passenger service vehicles;
- (g) buses and coaches, both public and commercial;
- (h) vehicles in the course of loading or unloading goods or passengers (regardless of the denomination used for the zone such as, but not limited to, loading zone, authorised vehicles area, or other);
- ~~(i)~~ (i) vehicles used by pregnant persons or by persons accompanied by infants or young children;
- ~~(j)~~ (j) wheelchair accessible vans;
- ~~(k)~~ (k) car share vehicles;
- ~~(l)~~ (l) oversize vehicles, trailers, boats or caravans;
- ~~(m)~~ (m) diplomatic or consular corps vehicles;
- ~~(n)~~ (n) members of the judiciary vehicles;
- ~~(o)~~ (o) medical practitioner vehicles; and
- ~~(p)~~ (p) mobile traders using stands or stalls.

15. Parking in restricted and line-marked parking spaces

15.1 When parking in a parking space, a person must:

- (a) park the vehicle entirely within the markings that indicate the limits of the parking space, so that no part of the vehicle is outside of or overhangs the markings; and
- (b) not park the vehicle in a parking space that is already occupied by another vehicle; and

- (c) if the parking space is parallel to the kerb or footpath, park the vehicle (except a motorcycle or moped) so that it is headed in the same direction as traffic on the side of the road on which it is parked; and
 - (d) if the parking space is an angle park, ensure the front or rear of the vehicle (as the case may be) is as near as is practical to the kerb or footpath (or as near as wheel stops permit) but does not overhang the kerb or footpath.
- 15.2 Despite clause 15.1, a person may park an oversize vehicle or a vehicle that has a trailer attached in two adjacent parking spaces that are in the same alignment, provided it does not overhang any kerb or footpath and the fees are paid as required for both spaces.
- 15.3 Despite clause 15.1, a person parking a motorcycle or moped may park in a parking space that is already occupied by another vehicle where more than one motorcycle or moped may be parked in a parking space.
- 15.4 Where more than one motorcycle or moped occupies a parking space, or are within a parking zone, each motorcycle or moped is required to pay the relevant parking fee for the space.
- 15.5 A motorcycle or moped may be parked otherwise than parallel to the kerb or footpath if there are no specific signs or markings that do not allow this and provided that during the hours of darkness the motorcycle or moped is sufficiently illuminated to be visible from at least 50 metres.
- 16. No parking on certain parts of the road
- 16.1 No person may wholly or partially park a vehicle on a berm, verge, kerb, lawn, garden, or other cultivation forming part of a road in an urban area.
- 16.2 No person may wholly or partially park a vehicle on that part of any road which has been separated from the roadway by a kerb that is a paved or other surfaced landscaped area, with or without a planted area, and whether or not it is designed for use by pedestrians.
- 16.3 No person may park a vehicle off a roadway in any reserve, park or similar land used for public recreation, and which is under the Council's control.
- 16.4 A person may park a vehicle in contravention of this clause if:
 - (a) that part of the road is designed and constructed to accommodate a parked vehicle; or
 - (b) the vehicle has run out of effective motive power or is in such a state that it cannot be safely driven, in which case the person shall proceed to take action to remediate the situation as soon as possible giving notice to the Council as to when the vehicle is planned to be removed; or
 - (c) the Council or an authorised officer has otherwise given written permit to park a vehicle in that part of the road; or
 - (d) the vehicle enables maintenance or construction work to be carried out on a network utility operator's asset; or
 - (e) the Council, by resolution, has allowed motor vehicles to stop, stand, or park in that part of the road.

Explanatory Note: This clause still allows a person to stop, stand or park a motor vehicle off the roadway where there is no kerb unless otherwise restricted by signs and/or markings. For example, a person may park a motor vehicle off the roadway on a rural road on the grass verge.

17. Parking for display or sale

17.1 No person may park a vehicle on any road or parking place for the purpose of:

- (a) advertising a good or service; or
- (b) offering the vehicle for sale unless the vehicle is being used for day-to-day travel.

Explanatory Note: Clause 17 is made under section 22AB(1)(zk) of the Land Transport Act 1998: "regulating any road-related matters not addressed by paragraphs (a) to (zj), including (but not limited to) enhancing or promoting road safety or providing protection for the environment."

18. Motorhomes, heavy goods vehicles, immobilised vehicles and trailers

18.1 No person may stop, stand or park a motorhome, heavy goods vehicle, immobilised vehicle or trailer, whether or not the trailer is attached to another vehicle, on any road for a continuous period exceeding five days without the prior written permit of an authorised officer.

18.2 Parking on any road for a continuous period exceeding five days in clause 18.1 includes parking on any road within 500 metres of the original parking place, at any time during that time.

Explanatory Note: The restriction on the parking of trailers to a maximum of a five-day continuous period is consistent with Rule 6.19 of the Land Transport (Road User) Rule 2004.

PART 4 – VEHICLE AND ROAD USE AND TRAFFIC MOVEMENT RESTRICTIONS

19. One-way roads

19.1 The Council may by resolution:

- (a) require vehicles on a specified road to travel in one specified direction only; and
- (b) specify that cycles may travel in the opposite direction on a one-way road.

A driver of a vehicle must travel only in the direction specified on a one-way road.

Explanatory Note: One-way restrictions resolved by the Council and recorded in Schedule 1 of the Traffic and Parking Bylaw 2010 are now listed under the resolutions recorded on the Council website.

20. Left or right turns and U-turns

20.1 The Council may by resolution prohibit or restrict turning movements, including:

- (a) vehicles or classes of vehicles on any road from turning to the right, or to the left, or from proceeding in any other direction; and
 - (b) vehicles turning from facing or travelling in one direction to facing or travelling in the opposite direction (performing a U-turn) on specified roads.
- 20.2 A person must not turn a vehicle to the left, or to the right, or perform a U-turn, or proceed in any other direction on any road where the Council has prohibited or restricted such movements.
- 20.3 Any resolution made under this clause may be made for a partial restriction that specifies the hours or days of the week that a restricted turning movement may be made.

Explanatory Note: Turning restrictions resolved by the Council and recorded in Schedule 2 of the Traffic and Parking Bylaw 2010, are now listed under the Turning Restrictions resolutions on the Council website.

- 21. Routes and manoeuvres on roads
 - 21.1 The Council may by resolution prescribe for traffic or specified classes of vehicles routes that must be followed or any turning movements or manoeuvres that must be undertaken at an intersection, or on a road, cycle path or shared path.
 - 21.2 A person must not use a road, shared path or cycle path in a manner contrary to a prohibition or restriction made by the Council.
- 22. Control of vehicles on roads due to size, nature or goods
 - 22.1 The Council may by resolution prohibit or restrict, subject to such conditions as the Council thinks fit, any specified class of traffic or any specified motor vehicles or class of vehicle that, by reason of its size or nature or the nature of the goods carried, is unsuitable for use on any road or roads.
 - 22.2 Notwithstanding any resolution made under this clause and as specified in clause 6 of this Bylaw, the Council may give written permit to contractors in respect of specified construction or similar contracts or projects on restricted roads, subject to conditions if required.
 - 22.3 A permit for a vehicle to be used in contravention of any resolution under this clause may be issued for the purposes of:
 - (a) loading or unloading goods or passengers at any property whose access is by way of the road; or
 - (b) undertaking maintenance on a road from which it has been prohibited and for which alternative access is not available; or
 - (c) undertaking maintenance of a network utility operator's assets on or near a road from which it has been prohibited and for which alternative access is not available; or
 - (d) undertaking maintenance of public transport infrastructure on or near a road from which it has been prohibited and for which alternative access is not available.
 - 22.4 A person must not use a road in a manner contrary to any resolution made under clause 22.1 (unless a permit under clause 22.2 applies).

- 22.5 No stock shall be transported in heavy motor vehicles through urban areas except over the state highway system.

Explanatory Note: Under clause 22, the Council could, for example, prohibit heavy motor vehicles from using certain roads in the city, or cycles from using busy roads in the city.

For any restrictions or conditions for the driving of stock, refer to the Council's Rooding Bylaw.

Explanatory Note: Restrictions resolved by the Council and recorded in Schedule 3 of the Traffic and Parking Bylaw 2010 are now listed under the Weight Restrictions, Heavy Traffic Prohibitions and Turning Movements by Specified Classes of Vehicles resolutions on the Council website.

23. Special vehicle lanes

- 23.1 The Council may by resolution prescribe a road, or a part of a road, as a special vehicle lane that may only be used by a specified class or classes of vehicle.

- 23.2 Any resolution made under this clause must specify:

- (a) the type of special vehicle lane and classes of vehicle that may use the special vehicle lane; and
- (b) the hours of operation of the special vehicle lane (if any) when it is restricted to specific classes of vehicles.

- 23.3 A person must not use a special vehicle lane contrary to any restriction made under this clause.

24. Shared paths and cycle paths

- 24.1 The Council may by resolution determine:

- (a) the length, route and/or location of a shared path, cycle path or cycle lane; and
- (b) priority for users on a shared path, cycle path, or cycle lane.

- 24.2 No person may use a shared path, cycle path, or cycle lane in a manner that is inconsistent with a restriction or priority determined by the Council.

- 24.3 Despite clause 24.2 a person may drive over a shared path, cycle path, or cycle lane where it is necessary to do so in order to access a property that does not otherwise have road access.

25. Shared zones

- 25.1 The Council may by resolution specify any road or part of a road to be a shared zone.

- 25.2 Any resolution made under this clause may specify:

- (a) whether the shared zone may be used by specified classes of vehicles;
- (b) the days and hours of operation of the shared zone (if they differ from 24 hours per day, 7 days per week); and

- (c) any other restrictions on how the shared zone is to be used by the public, including how traffic and pedestrians will interact.
- 25.3 Except where the Council has by resolution specified otherwise, no person may stand or park a vehicle in a road specified as a shared zone.
- 25.4 A person must not use a shared zone in a manner contrary to any resolution made by the Council.
- 26. Engine braking
 - 26.1 The Council may by resolution prohibit or restrict engine braking on any road where the permanent speed limit does not exceed 70 kilometres per hour.
 - 26.2 A person must not use engine braking on any road contrary to a prohibition or restriction made under this clause.
- 27. Unformed roads
 - 27.1 The Council may by resolution restrict the use of motor vehicles on unformed legal roads for the purpose of protecting the environment, the road and adjoining land, and/or the safety of road users.
 - 27.2 A person must not use a motor vehicle on an unformed road contrary to a restriction made by the Council under this clause.

Explanatory Note: Clause 16 still allows a person to stop, stand or park a motor vehicle off the roadway where there is no kerb unless otherwise restricted by signs and/or markings. For example, a person may park a motor vehicle off the roadway on a rural road on the grass verge.

*Explanatory Note: **Other temporary use of the road and items on roads.** No person may carry out a temporary act that affects the normal operating conditions of a road by operating or leaving any item (such as machinery, equipment, materials, portaloos, skips, waste receptacles, freight containers or other items), on any road unless with the prior written permission of the Council or an authorised officer. The Dunedin City Council Roadway Bylaw contains provisions relevant to the use of the road and things on roads and vehicle and object removal.*

PART 5 – OFFENCES AND PENALTIES

- 28. Offences and penalties
 - 28.1 The operation, driving, using or parking of any vehicle in breach of any of the provisions of this Bylaw or any resolution made under this Bylaw is a breach of this Bylaw.
 - 28.2 A person who breaches any provision in this Bylaw commits an offence under the Land Transport Act 1998 and is liable to the penalties set out in that Act and the regulations and rules made under that Act.
- 29. Other offences
 - 29.1 In addition, every person breaches this Bylaw and commits an offence who:
 - (a) breaches this Bylaw in relation to any permit by:

- (i) making a false application or supplying false details in an application;
 - (ii) displaying, placing or using a permit on a vehicle for which it was not issued; or
 - (b) interferes with any parking or charging machine (or any part of it) including:
 - (i) causing to be inserted in any parking or charging machine anything other than the prescribed currency or cards;
 - (ii) misusing the parking or charging machine;
 - (iii) tampering with the working or operation of the parking or charging machine;
 - (iv) operating or attempting to operate any parking or charging machine by any means other than as prescribed by this Bylaw or contrary to notice, traffic sign, or marking indicated for the correct operation of that machine;
 - (v) without written authority from the Council, affixing any placard, advertisement, notice, list, document, board or thing on, or painting or writing upon, any parking or charging machine (or part of it); or
 - (vi) wilfully damaging any traffic control sign or parking or charging machine (or part of it).
- 30. Parking defences**
- 30.1 It shall be a defence to any person who is the driver, or is in charge of any vehicle and who is charged under this Bylaw with an offence concerning parking, if such person proves that the act (or omission) complained of was done:
- (a) in compliance with the directions of the Council or an enforcement officer or a traffic control device or sign;
 - (b) by an enforcement officer or a parking warden and was necessary in the execution of that person's duty; or
 - (c) to avoid the death or injury of any person.
- 31. Exempted vehicles**
- 31.1 This Bylaw shall not apply to emergency vehicles being used in an emergency.
- 31.2 Clauses 7 to 16 of this Bylaw shall not apply to:
- (a) a vehicle operated by medical practitioners such as doctors, district nurses and midwives who are attending an emergency;
 - (b) a vehicle operated by the Council or for the Council such as waste collection vehicle collecting waste during the necessary fulfilment of Council's statutory functions, duties or powers; or
 - (c) a vehicle operated by utility providers whilst engaged in emergency or repair work to a public utility service.

PART 6 – MISCELLANEOUS

32. Revocations and savings

32.1 The Dunedin City Council Traffic and Parking Bylaw 2010 is revoked.

32.2 Despite previous clause 32.1, the schedules of the Dunedin City Council Traffic and Parking Bylaw 2010 remain in force for the purposes of this clause, and are listed under the resolutions kept on the Council website for one-way restrictions, turning restrictions and weight restrictions, -heavy traffic prohibitions, and turning movements by specified classes of vehicles.

32.3 Any approval, permit or other act of authority which originated under or was continued by ~~either of~~ the Bylaw revoked in clause 32.1 that is continuing at the commencement of this Bylaw, continues to have full force and effect for the purposes of this Bylaw, but is subject to the application of any relevant clauses in this Bylaw.

32.4 The resolutions of the Council made or continued under the Bylaw revoked under clause 32.1 continue to have full force and effect for the purposes of this Bylaw as if they were resolutions made under this Bylaw.

32.5 The revocation of the Bylaw under clause 32.1 does not prevent any legal proceedings, criminal or civil, being taken to enforce the Bylaw and such proceedings continue to be dealt with and completed as if the Bylaw had not been revoked.

ADDITIONAL INFORMATION TO THE TRAFFIC AND PARKING BYLAW 2026

This additional information does not form part of the Bylaw. It contains information to help users understand, use and maintain the Bylaw. This information may be updated at any time.

Relevant Legislation:	Land Transport Act 1998 and the regulations and rules made under that Act Legislation Act 2019 Local Government Act 1974 and 2002 Disabled Persons Community Welfare Act 1975 Dunedin City Council Roading Bylaw 2020 Dunedin Reserves and Beaches Bylaw 2017 <u>Regulatory Standards Act 2025</u>
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Consistency Accountability Statement: Dunedin City Council Traffic and Parking Bylaw 2026

Agency responsible	Dunedin City Council
Portfolio	Transport
Date finalised	1 August 2026

Statement of Review

I confirm that the Dunedin City Council has assessed the above secondary legislation for consistency with the principles of responsible regulation as set out in section 9, and modified by section 19, of the Regulatory Standards Act 2025.

This assessment identified the following partial inconsistency with the principles of responsible regulation:

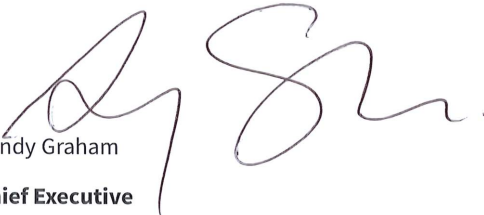
Relevant principle of responsible regulation	Relevant sections in legislation
Liberties: 9(b) <i>Legislation should not unduly diminish a person's liberty, personal security, freedom of choice or action, or rights to own, use, and dispose of property, except as is necessary to provide for, or protect, any such liberty, freedom, or right of another person</i>	Partial inconsistency identified with the Traffic and Parking Bylaw 2026.
Summary of inconsistency In its meeting of 25 March 2026, the Dunedin City Council determined that the proposed Traffic and Parking Bylaw 2026 does not give rise to any implications under the New Zealand Bill of Rights Act 1990 (Minutes of Council - Wednesday, 25 March 2026) as one of the determinations required by section 155 Local	



Government Act 2002. As set out in the [Statement of Proposal](#) published with the Bylaw when notified for public consultation, the Bylaw may have implications for the right to freedom of movement in the New Zealand Bill of Rights Act 1990.

However, limiting the movement of vehicles and restricting where they park (in some places and for specified reasons) is a proportionate response to support a safe transport network, and is considered a justified limitation for the prevention of harm with benefits that exceed the costs of the Bylaw to the public or persons.

The Bylaw is therefore largely consistent with the principle of liberties 9(b), but is partially inconsistent in light of restricting freedom of movement via restrictions on parking, vehicle use and traffic movements.


Sandy Graham
Chief Executive
Dunedin City Council

Maker Statement of Reasons: Dunedin City Council Traffic and Parking Bylaw 2026

This document fulfils the requirements of section 20 and/or 21 of the Regulatory Standards Act 2025 to briefly explain the Government's reasons for any inconsistency with the principles of responsible regulation identified in the Dunedin City Council's Consistency Accountability Statement, and proposed actions (if any) to remedy that inconsistency.

Minister/maker name and title	Dunedin City Council
Portfolio	Transport
Date finalised	1 August 2026

Statement of Reasons

Principle of responsible regulation	Relevant sections in legislation
Liberties: 9(b) <i>Legislation should not unduly diminish a person's liberty, personal security, freedom of choice or action, or rights to own, use, and dispose of property, except as is necessary to provide for, or protect, any such liberty, freedom, or right of another person</i>	Partial inconsistency identified with the Traffic and Parking Bylaw 2026.

Reason for inconsistency and any proposed action to remedy

In its meeting of 25 March 2026, the Dunedin City Council determined that the proposed Traffic and Parking Bylaw 2026 does not give rise to any implications under the New Zealand Bill of Rights Act 1990 ([Minutes of Council - Wednesday, 25 March 2026](#)) as one of the determinations required by section 155 Local Government Act 2002. As set out in the [Statement of Proposal](#) published with the Bylaw when notified for public consultation, the Bylaw may have implications for the right to freedom of movement in the New Zealand Bill of Rights Act 1990.



However, limiting the movement of vehicles and restricting where they park (in some places and for specified reasons) is a proportionate response to support a safe transport network, and is considered a justified limitation for the prevention of harm with benefits that exceed the costs of the Bylaw to the public or persons.

The Bylaw is therefore largely consistent with the principle of liberties 9(b), but is partially inconsistent in light of restricting freedom of movement via restrictions on parking, vehicle use and traffic movements.

No actions are proposed to remedy this partial inconsistency.


Sandy Graham
Chief Executive

Summary of Underpinning Analysis: Traffic and Parking Bylaw 2026

Agency responsible	Dunedin City Council
Portfolio	Transport
Date finalised	1 August 2026

Good law-making: 9(j)

The importance of carefully evaluating—

- the issue concerned; and
- the effectiveness of any relevant existing legislation and common law; and
- whether the public interest requires that the issue be addressed; and
- any options (including non-legislative options) that are reasonably available for addressing the issue; and
- who is likely to have benefited, and who is likely to have suffered a detriment, from the legislation

Inconsistency identified? **No inconsistency identified.**

Summary of agency analysis

The review of the Dunedin City Council Traffic and Parking Bylaw 2026 [\[insert hyperlink to final Bylaw\]](#) was conducted pursuant to the requirements of section 22AB and s 22AD (for consultation requirements) of the Land Transport 1998 (LTA 1998). The LTA 1998 requires the use of the special consultative procedure (SCP) when making, amending or revoking a bylaw.

As defined by s 83 of the Local Government Act 2002 (LGA 2002), the SCP requires that a statement of proposal be prepared to enable public understanding of the proposal; that a period of consultation of no less than one month occur; and that submitters are provided an opportunity to present their views to the local authority.

Pursuant to s86 of the LGA 2002, the statement of proposal must include a draft of the bylaw as proposed to be made or amended; a statement that the bylaw is to be revoked; the reasons for the proposal; and a report on relevant determinations made under s 155 of the LGA 2002.

The Dunedin City Council (the Council) adopted the proposed [Dunedin City Council Traffic and Parking Bylaw 2026](#) and the [statement of proposal](#) (which sets out an analysis of options and the pros and cons for each option) for the purposes of one-month public consultation from 27 April to 27 May 2026, in its meeting of 25 March 2026: [Minutes of Council - Wednesday, 25 March 2026](#). The Council also determined that the proposed Bylaw was the most appropriate form of Bylaw and did not give rise to any implications under the New Zealand Bill of Rights Act 1990 (see analysis under *Good law-making: 9(m)*).



Submitters to the Bylaw had the opportunity to present their views to the Traffic and Parking Bylaw Hearings Committee in the meeting of 1 July 2026, and amendments were proposed to the Bylaw by the Hearings Committee to address some of the concerns raised. [\[Insert minutes of 1 July 2026 meeting\]](#).

The Traffic and Parking Bylaw 2026 was subsequently adopted in the Council meeting of 22 July 2026 with a date of effect of 1 August 2026. [\[Subject to confirmation of Council decision. Insert minutes of 22 July 2026 meeting.\]](#)

The process followed as pursuant to the LTA 1998 and LGA 2002 is consistent with the principle of good law-making 9(j).

Good law-making: 9(l)

The legislation has produced benefits that exceed the costs of the legislation to the public or persons

Inconsistency identified? **No inconsistency identified.**

Summary of agency analysis

As set out in the [Statement of Proposal](#), the Bylaw may have implications for the right to freedom of movement in the New Zealand Bill of Rights Act 1990. However, limiting the movement of vehicles and restricting where they park (in some places and for specified reasons) is a proportionate response to support a safe transport network, and is considered a justified limitation for the prevention of harm with benefits that exceed the costs of the Bylaw to the public or persons.

In its meeting of 25 March 2026, the Council determined as required by s155 of the LGA 2002, that the proposed Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990 ([Minutes of Council - Wednesday, 25 March 2026](#)).

The Bylaw is therefore consistent with the principle of good law-making 9(l).

Good law-making: 9(m)

Legislation is still the most effective, efficient, and proportionate response to the issue concerned that is available

Inconsistency identified? **No inconsistency identified.**

Summary of agency analysis

Under s 155 LGA 2002, the Council is required to provide a report on any relevant determinations related to the proposed Traffic and Parking Bylaw. The Council determined:

- i) That a bylaw is the most appropriate way of addressing traffic and parking restrictions (determined in the 30 October 2023 meeting of the Council: [Minutes of Council - Monday, 30 October 2023](#)),



- ii) That the proposed Bylaw is the most appropriate form of Bylaw (determined in the 25 March 2026 meeting of the Council: [Minutes of Council - Wednesday, 25 March 2026](#)), and
- iii) That the proposed Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990 (determined in the 25 March 2026 meeting of the Council: [Minutes of Council - Wednesday, 25 March 2026](#)).

These determinations are consistent with the principle of good law-making 9(m).

Rule of Law: 9(a)(i)

The law should be clear and accessible

Inconsistency identified? **No inconsistency identified.**

Summary of agency analysis

As noted earlier, the review of the Bylaw was conducted using SCP. As required by s83 of LGA 2002, SCP requires that a statement of proposal be prepared to enable public understanding of the proposal; that a period of consultation of no less than one month occur; and that submitters are provided an opportunity to present their views to the local authority.

In meeting these conditions, and in providing a publicly accessible overview of the traffic and parking restrictions previously resolved by Council under the Bylaw via the Council's Geographic Information System database of restrictions: [Parking regulations - Dunedin City Council](#), the Bylaw is clear and accessible.

Rule of Law: 9(a)(ii)

The law should not adversely affect rights and liberties, or impose obligations, retrospectively

Inconsistency identified? **No inconsistency identified.**

Summary of agency analysis

The Traffic and Parking Bylaw 2026 proposes only minor changes to the Council's Traffic and Parking Bylaw 2010. Any rights and liberties affected by this Bylaw are an inherent feature of traffic regulation and do not give rise to any inconsistency. Further the Bylaw does not apply any retrospective obligations on rights and liberties.

Rule of Law: 9(a)(iii)

Every person is equal before the law

Inconsistency identified? **No inconsistency identified.**

Summary of agency analysis



The Bylaw sets out limited exemptions to its provisions for emergency vehicles being used in an emergency, or to enable fulfilment of statutory duties and would not result in the Bylaw being administered unequally to the degree that it is likely to be contrary to the rule of law.

Rule of Law: 9(a)(iv)

There should be an independent impartial judiciary

Inconsistency identified? **Not applicable.**

Summary of agency analysis

Rule of Law: 9(a)(v)

Issues of legal right and liability should be resolved by the application of law, rather than the exercise of administrative discretion

Inconsistency identified? **No inconsistency identified.**

Summary of agency analysis

The Bylaw does not provide for the resolution of legal rights and liability in a manner that is contrary to the rule of law.

Liberties: 9(b)

Legislation should not unduly diminish a person's liberty, personal security, freedom of choice or action, or rights to own, use, and dispose of property, except as is necessary to provide for, or protect, any such liberty, freedom, or right of another person

Inconsistency identified? **Partial inconsistency identified.**

Summary of agency analysis

In its meeting of 25 March 2026, the Council determined that the proposed Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990 ([Minutes of Council - Wednesday, 25 March 2026](#)) as one of the determinations required by s155 LGA 2002. As set out in the [Statement of Proposal](#), the Bylaw may have implications for the right to freedom of movement in the New Zealand Bill of Rights Act 1990. However, limiting the movement of vehicles and restricting where they park (in some places and for specified reasons) is a proportionate response to support a safe transport network, and is considered a justified limitation for the prevention of harm with benefits that exceed the costs of the Bylaw to the public or persons.

The Bylaw is therefore largely consistent with the principle of liberties 9(b), but is partially inconsistent in light of restricting freedom of movement via restrictions on parking, vehicle use and traffic movements.

Taking of property: 9(c)

Legislation should not take or severely impair, or authorise the taking or severe impairment of, property without the consent of the owner unless-

- **there is a good justification for the taking or severe impairment; and**
- **fair compensation for the taking or severe impairment is provided to the owner; and**
- **the compensation is provided, to the extent practicable, by or on behalf of the persons who obtain the benefit of the taking or severe impairment**

Inconsistency identified? **No Inconsistency identified.**

Summary of agency analysis

The Bylaw does not authorise acquisition of property and any limitations on property use are minor and proportionate. No inconsistency identified.

Taxes, fees and levies: 9(d)

The importance of maintaining consistency with section 22(a) of the Constitution Act 1986 (Parliamentary control of taxation)

Inconsistency identified? **Not applicable.**

Summary of agency analysis

Taxes, fees and levies: 9(e)

Legislation should impose, or authorise the imposition of, a fee for goods or services only if the amount of the fee bears a proper relation to the cost of providing the good or service to which it relates

Inconsistency identified? **No inconsistency identified.**

Summary of agency analysis

While the Bylaw does not set specific fees and charges, it enables the setting of fees and charges for payment parking and permits. The LTA 1998 stipulates that: *(3C) For the purposes of subsection (1)(o)(viii),—the infringement fee must not exceed the relevant fee prescribed by regulations, or must be within the range of fees prescribed if a range is prescribed; but if the road controlling authority has not made a bylaw prescribing an infringement fee, the relevant fee is— the fee prescribed by regulations, in the case of regulations prescribing a single fee; or the minimum fee prescribed by regulations, in the case of regulations prescribing a range of fees.*

Taxes, fees and levies: 9(f)

Legislation should impose, or authorise the imposition of, a levy to fund an objective or a function only if the amount of the levy is reasonable in relation to both—

- the benefits that the class of payers is likely to derive, or the risks attributable to the class, in connection with the objective or function; and
- the costs of efficiently achieving the objective or providing the function

Inconsistency identified? Not applicable.

Summary of agency analysis

Role of courts: 9(g)

Legislation should preserve the courts' constitutional role of ascertaining the meaning of legislation

Inconsistency identified? Not applicable.

Summary of agency analysis

Role of courts: 9(h)

Legislation should make rights and liberties, or obligations, dependent on administrative power only if the power is sufficiently defined and subject to appropriate review

Inconsistency identified? No inconsistency identified.

Summary of agency analysis

The Bylaw clearly specifies what powers are within scope, for what purposes they can be used, and in what circumstances they can be used.

Additional information

Relevant publicly available inquiry, review, or evaluation reports

Not applicable.

Relevant international treaties, standards and obligations

Not applicable.

Information on external consultation

Documents for external consultation are presented on the Council website at the following link: [Proposed Traffic and Parking Bylaw 2026 - Dunedin City Council](#).

Contribution of other agencies

Not applicable.

HEARINGS COMMITTEE RECOMMENDATIONS ON PROPOSED PARKING CHANGES - JUNE 2026

Department: Civic

EXECUTIVE SUMMARY

- 1 This report presents recommendations of the Hearings Committee meetings (**Attachment A - Minutes of Hearings Committee meeting**) held on 12 June 2026 on proposed changes and corrections to parking restrictions.
- 2 The Hearings Committee (the Committee) recommends that the proposed parking restrictions presented in this report be approved.
- 3 If approved by Council, the changes recommended by the Hearings Committee will be included in the Council's GIS bylaw database and become part of the Dunedin City Traffic and Parking Bylaw.
- 4 The proposed changes in parking and traffic restrictions are presented in two sections:
 - a) minor general parking changes – this section includes parking changes arising from requests from the public and businesses to change parking restrictions and other general changes, safety and infrastructure changes,
 - b) corrections to parking restrictions to ensure that the GIS database matches the parking controls on the ground and clarifications of markings on the road to reflect restrictions in the Land Transport (Road User) Rule 2004, where safety concerns or repeated issues highlight a need for clarifications to be made.
- 5 Where required, consultation has been undertaken separately for the minor general parking changes. Seventy-four submissions were received from the public on proposed changes. These are presented in full in **Attachment B**.
- 6 Overall, proposed parking changes in this report would install 19 restricted car parks, five unrestricted car parks, and change the restrictions on 36 car parks.

RECOMMENDATIONS

That the Council:

- a) **Adopts** the proposed changes to traffic and parking restrictions shown in the June 2026 update of the Dunedin City Council's traffic and parking restrictions database: [June 2026 Proposed Parking Changes](#),
- b) **Notes** that Council staff will undertake follow-up actions for some of the proposed parking changes (with actions described in paragraphs 35, 37, and 40),

- c) **Notes** that the Hearings Committee has considered feedback from consultation on the proposed changes relating to changes and restrictions,
- d) **Notes** that all parking restrictions previously approved by the Council remain unchanged.

BACKGROUND

Traffic and parking controls

- 7 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.
- 8 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.
- 9 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

- 10 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.
- 11 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.
- 12 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 (including two proposed changes that have been withdrawn on the recommendation of the Committee) and represent 48 individuals, 17 businesses, and the West Harbour Community Board.

DISCUSSION

- 13 The proposed general parking changes are shown in [June 2026 Proposed Parking Changes](#) and are set out in **Attachment B – Minor General Parking Changes**. The GIS layer includes a bookmark feature that links the proposed changes and the reference numbers shown in the Attachment B tables showing their specific location.
- 14 Submissions received during consultation undertaken with affected parties, including owners, residents and businesses, are presented in full in **Attachment C – 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.
- 15 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 and 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 consider that the current number of short-term parks in front of the Night 'n Day is 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 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 B)

Changes to support public transport efficiency

- 16 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](#).

- 17 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 B). 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.
- 18 The Hearings Committee reviewed the proposal to convert the redundant bus stop near 482 Andersons Bay Road to two sixty-minute (P60) car parks and recommended changing the restriction to two thirty-minute (P30) car parks to provide greater variety of time restrictions in the area. The proposal in Attachment B and in the mapping link has been updated with the Committee's recommendation.
- 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 B). 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 B).
- 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.

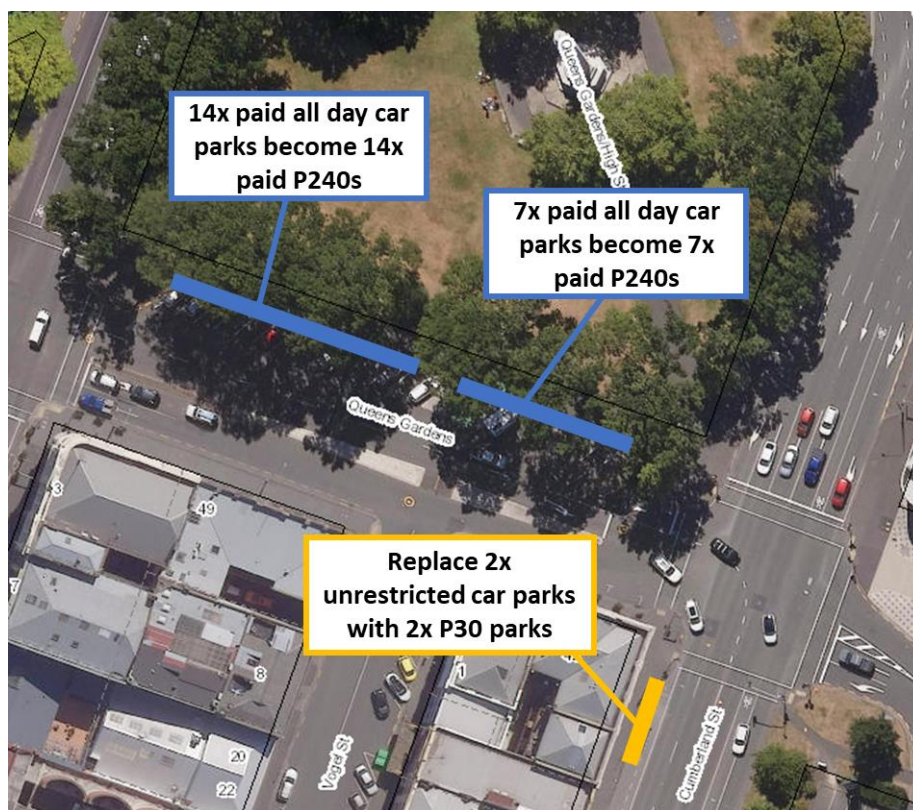
- 23 Near 428 Andersons Bay Road (PC#2), the proposed parking change responds to a request from a local business, and would replace two sections of three unrestricted car parks with two sections of thirty-minute (P30) car parks (6 total parks), improving access to a dense section of shops along that 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 original 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. The original proposal is included below.



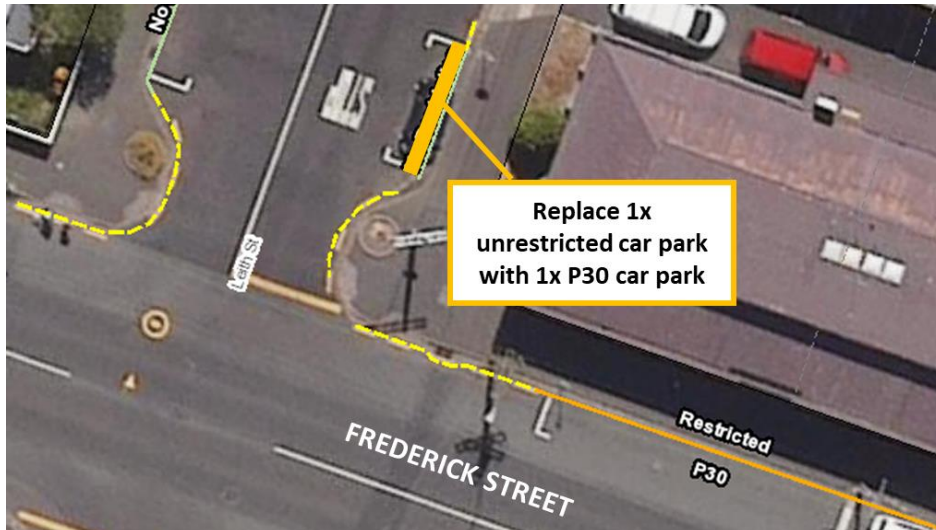
- 25 On reviewing feedback, the Hearings Committee recommended removing the four parks closest to Police Street from the proposal leaving those four parks as unrestricted. The updated proposal is presented in Attachment B and would convert six unrestricted car parks to paid P120 parks, rather than the 10 originally proposed.
- 26 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 B for the diagram). Four submissions were received, with two in support and two opposed.

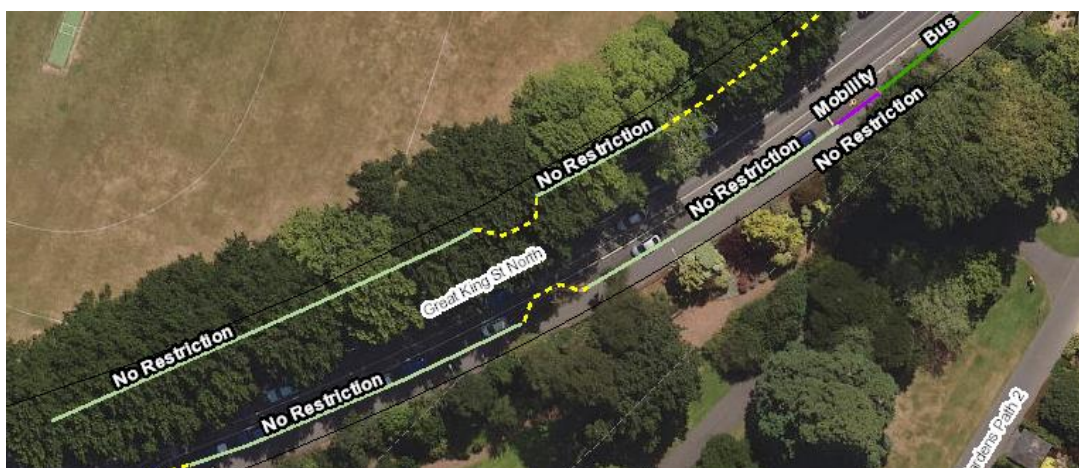
- 27 At Queens Gardens and Cumberland Street (PC#8), Transport staff originally consulted on a proposal to replace 21 paid all-day car parks to 21 paid P240 car parks along Queens Gardens, and to replace two unrestricted car parks with two P30 parks on Cumberland Street Gardens (original consultation 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 B for the updated diagram). The updated proposal therefore only proposes to replace the two unrestricted car parks on Cumberland Street with two P30 parks.



- 28 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.
- 29 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 B for the updated diagram, and below for the original proposal).



- 30 On Opoho Road and Great King Street North (PC#16), proposed changes would convert:
- a) seven unrestricted parks on Great King Street North to P120 parks;
 - b) one unrestricted park adjacent to 21 Opoho Road to one P120 park;
 - c) 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);
 - d) two unrestricted parks near 17 Opoho Road (which are erroneously marked as having no stopping lines on the Bylaw layer) to P120s; and
 - e) 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).
- 31 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 B, 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).



- 32 One speaker spoke against the proposed changes and highlighted areas where other parking changes may be desirable, e.g. infrastructure changes that could support angled parking on adjacent streets. However, infrastructure changes are outside of the scope of the regulatory changes considered by the Committee, and would require budget commitment from the Council to progress.
- 33 Two proposed changes that would provide better access for people with disabilities and mobility permit holders have been withdrawn from this report on the recommendation of the Committee and will be brought back to the Committee later after further staff analysis. The proposed changes relate to installing mobility parks on Dunbar Street (Dunedin City) and near 297 Highgate (Roslyn Village), after requests made by the community.
- 34 On Dunbar Street (PC#10), the original 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 was corrected in the diagram in Attachment B to clarify that the park is one area that would extend over both spaces and 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.
- 35 After considering the feedback presented and the proposed location of the mobility park, the Committee requested that officers re-evaluate the location and consider surrounding streets (e.g. Stuart and Cumberland) to see whether a suitable alternative location for the mobility park could be identified, with more visibility for road users rather than being on a side street. The proposal has therefore been noted as removed in Attachment B and the parking change mapping link, and a proposal will be brought back to a future Committee meeting for consideration.
- 36 In Roslyn Village (PC#6), the original proposal would replace one P30 car park in front of 297 Highgate with one P120 mobility park and (to offset the change to short-term parking amenity for delivery vehicles, couriers, etc.) would install an authorised vehicle only (AVO) park near the pedestrian crossing, shifting an existing section of P30s closer to 287 Highgate. Five submissions were received (three opposed, two in support, with two speakers at the Hearings Committee).
- 37 Discussion at the Hearings Committee meeting highlighted that while there is an identified need for a mobility park in Roslyn Village, a broader review of mobility parking options in Roslyn Village is needed before progressing the proposed change. The Committee recommended deferring the proposed changes until the September Committee meeting and requested that officers bring back more analysis of potential locations for the mobility park (including consideration of locating the park on the other side of the street closer to the roundabout), and also identify any other locations where parking availability could be maximised. The proposal has therefore been noted as removed in Attachment B and the parking change mapping link, and a proposal will be brought back to a future Committee meeting for consideration. Officers will also follow up on concerns about vegetation control in Roslyn Village raised by one of the speakers to the Committee.

Changes as a result of safety assessments

- 38 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).

- 39 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 B 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.
- 40 One submission was received in support of the proposed change from a representative of the West Harbour Community Board, who provided a recommendation to further extend the proposed no stopping lines past the entrance of the Port of Otago. The Committee maintained the original recommendation as set out in Attachment B to balance the demands on the road reserve in the area but recommended that officers install heavy vehicle crossing signs on the approach to the port to encourage drivers to reduce speed from both directions. Officers have since confirmed that a truck crossing sign has already been installed at this location and will review if another is needed.
- 41 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 B.
- 42 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 B would formalise regulating these no stopping lines through the Bylaw.

Parking counts for minor general parking changes

- 43 Proposed minor general parking changes presented in this report will result in the gain of 19 restricted car parks, the gain of 5 unrestricted car parks, and restriction changes for 40 car parks. The detailed breakdown is presented in Table A.

TABLE A - PARKING COUNTS			
MINOR GENERAL PARKING CHANGES – TPC 55			
	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	36

TABLE A - PARKING COUNTS			
MINOR GENERAL PARKING CHANGES – TPC 55			
	Restricted car parks	Unrestricted car parks	Restriction change only
Changes as a result of safety assessments	N/A	-2	N/A
TOTAL	19	5	36

- 44 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 D)

- 45 Corrections of parking restrictions to the bylaw database are detailed in **Attachment D – 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.
- 46 Two corrections listed (numbers 22 and 24 in Attachment D) 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.
- 47 Clarifications of parking restrictions are also detailed in **Attachment D**. 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)

- 48 That the Council 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

49 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

50 If the 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

Authoriser:	Cr Cherry Lucas - Chairperson
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Attachments

	Title	Page
↓A	Attachment A - Minutes of Hearings Committee, Friday 12 June	200
↓B	Attachment B - Minor General Parking Changes	203
↓C	Attachment C - Feedback Received	213
↓D	Attachment D - Corrections and Clarifications	228

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.

SUMMARY OF CONSIDERATIONS

Fit with strategic framework

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

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

Māori Impact Statement

Mana whenua 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.

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.

SUMMARY OF CONSIDERATIONS

Conflict of Interest

Cr Andrew Simms was a submitter to this hearing and will sit back from the discussion at Council.

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.



Hearings Committee

Proposed Parking Changes

MINUTES

Minutes of an ordinary meeting of the Hearings Committee held in the Council Chambers, Dunedin Public Art Gallery, The Octagon, Dunedin, on Friday 12 June 2026, commencing at 9.30 am
PRESENT

Chairperson	Cr Cherry Lucas
Members	Cr Mandy Mayhem
	Cr Lee Vandervis

IN ATTENDANCE	Jeanine Benson (Group Manager Transport), Simon Spiers (Team Leader Regulation Management – Transport), Ian Martin (Principal Advisor Road Safety – Transport), Rose Wunrow (Policy Analyst – Transport Regulation) and Roxanne Davies (Governance Support Officer)
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Governance Support Officer	Rebecca Murray
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1 DECLARATIONS OF INTEREST

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

Moved (Cr Cherry Lucas/Cr Lee Vandervis):

That the Committee:

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

Motion carried (HEAR/2026/005)

2 SPEAKING SCHEDULE

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

The following submitters presented to the Committee:

Lisa Clifford Submission number 1294332

Spoke in support of the proposed changes, particularly the introduction of a mobility park in Roslyn Village. Highlighted the lack of accessible parking in the area and the need to support increasing accessibility requirements. Supported the proposed location as practical and safer for users.

Coyla Cameron, Ministry of Justice Services Otago South Canterbury representing Dunedin District Court Submission number 1295057

Advised there were no significant mobility access issues identified for court users. Supported the provision of one mobility park but raised concerns about the loss of paid parking and its impact on court users and visitors.

Aleisha Clarke, JC Swim School Submission number 1298237

Spoke in opposition to the proposal, noting existing parking pressures and impacts on staff and customers. Emphasised that the key issue is overall parking supply and encouraged consideration of options to increase parking capacity.

Marian Poole, Member of West Harbour Community Board, Chair of Deborah Bay Residents' Association Submission number 1295341

Spoke in support of safety improvements, highlighting visibility issues, road constraints, and vehicle conflicts. Supported extending no-parking restrictions and additional safety measures, including "Truck Movements" signage, particularly near the container terminal area.

Helen Wright, Rhubarb Submission number 1298033

Did not support the proposal in its current form, noting the importance of existing parking for customers. Raised concerns about parking layout, access, and safety, and supported further review of the wider Roslyn Village area, including alternative mobility park locations.

3 PROPOSED PARKING CHANGES - JUNE 2026

A report from Transport outlined proposed changes and corrections to parking and traffic restrictions regulated by the Dunedin City Council.

The Group Manager Transport (Jeanine Benson), Team Leader Regulation Management – Transport (Simon Spiers), and Policy Analyst Transport Regulations (Rose Wunrow) spoke to the report and responded to questions.

Discussion covered a range of the proposed changes. Key themes included the balance between short-stay and unrestricted parking, impacts on businesses and staff, consistency of controls, and safety considerations such as visibility, traffic flow, and pedestrian access. Members also noted site-specific constraints such as road width and existing infrastructure.

Particular attention was given to the Roslyn (Highgate) area, where further investigation of options was requested, including mobility parking location, parking layout, and vegetation management.

Several matters were identified for amendment or further review, including retaining some unrestricted parks, adjusting time limits, revisiting mobility park locations, and considering additional safety measures such as signage.

Moved (Cr Cherry Lucas/Cr Lee Vandervis):

That the Committee:

- a) **Recommend** 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) with the following changes:

PC# 3 – Bond Street between Jetty and Police Street: Retain four unrestricted car parks opposite 104 Bond Street.

PC# 6 – 297 Highgate (Roslyn Village): Revisit the mobility park location and reconsult if required.

PC# 7g – 482 Andersons Bay Road (Stop 482): Change the parking restriction for these car parks to P30 instead of the proposed P60.

PC# 10 – Dunbar Street (adjacent to 252 Cumberland Street): Revisit and reconsult if required on a potential new location for a mobility park in the area.

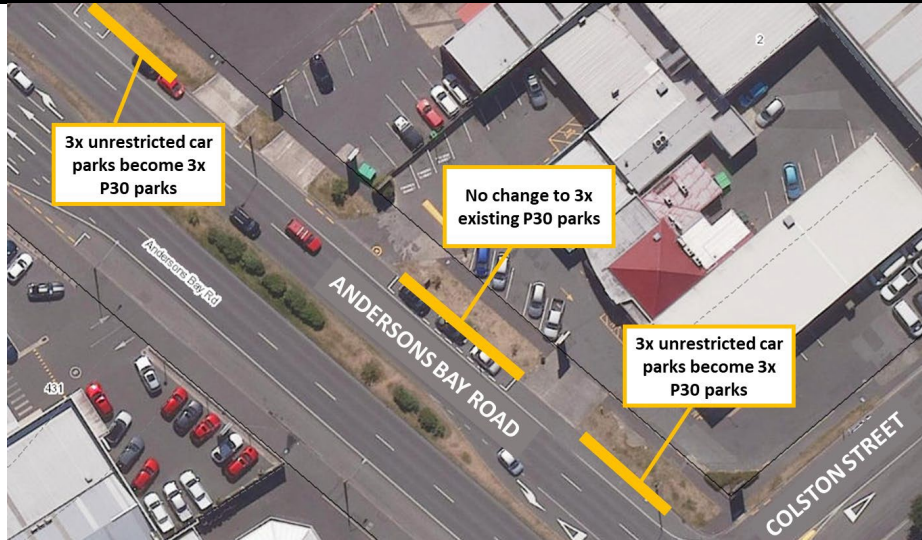
PC# 13 – Macandrew Road near Cemetery Road (Careys Bay): No change to staff recommendation, request staff to install "Truck Crossing" signage and work with Port Otago Ltd on truck movements and parking behaviour in the area.

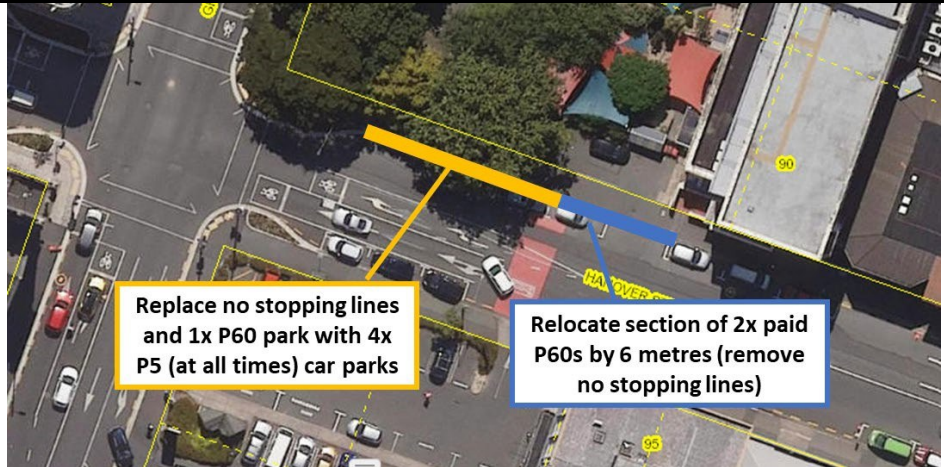
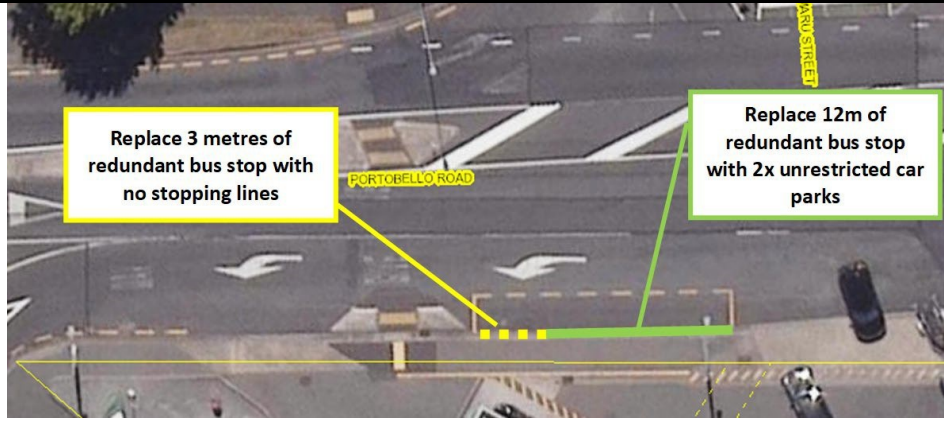
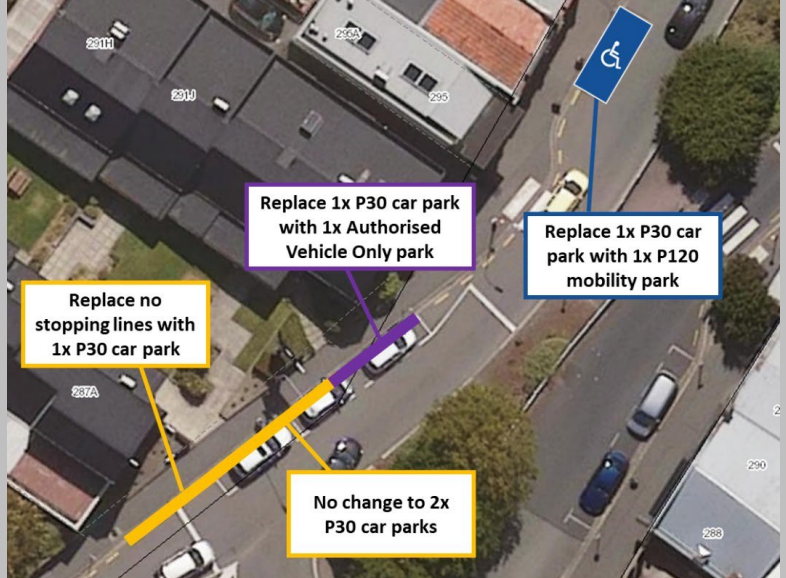
- b) **Notes** that all parking restrictions previously approved by the Council remain unchanged.

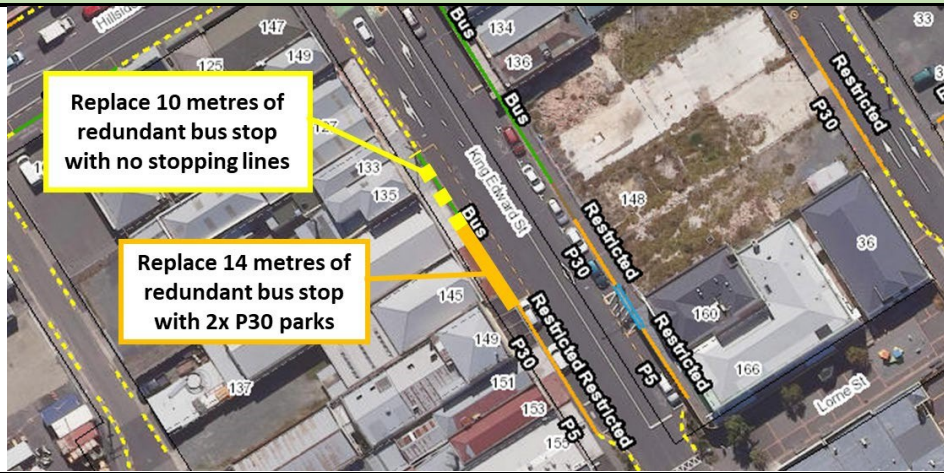
Motion carried (HEAR/2026/006)

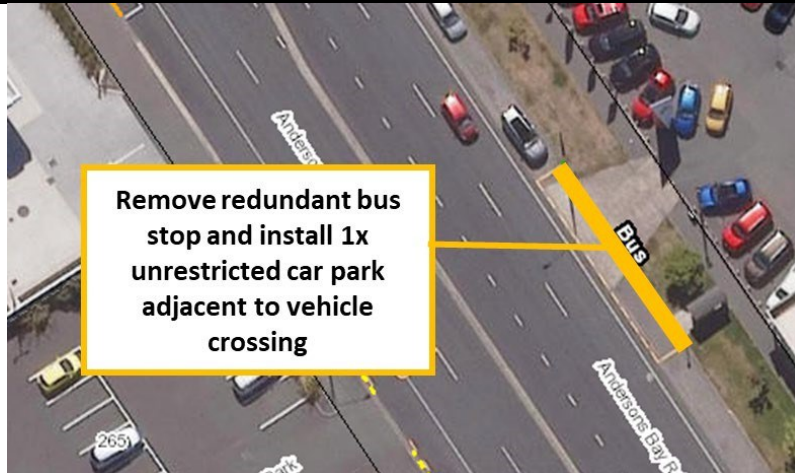
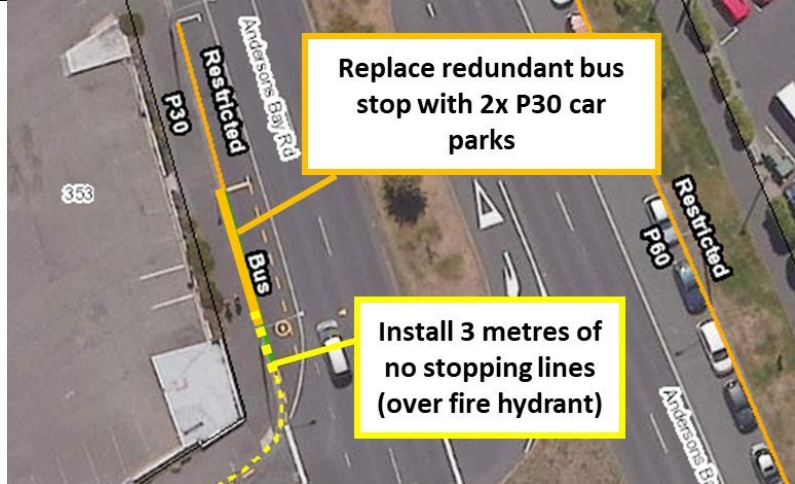
The meeting concluded at 11.28am.

CHAIRPERSON

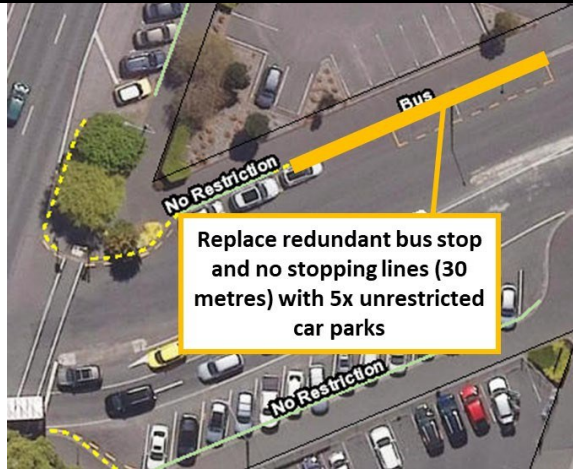
ATTACHMENT B – MINOR GENERAL PARKING CHANGES (TPC-55) Recommendations of the 12 June 2026 Hearings Committee to the 22 July 2026 Council Meeting					
PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
1	205 Andersons Bay Road	Change of time restrictions to improve parking turnover	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 6x 6x unrestricted parks to 10x 6x 6x paid P120 parks <i>Updated by the Hearings Committee to leave 4x unrestricted car parks (close to Police Street) as unrestricted.</i>	Open for consultation from 19 March - 17 April.	

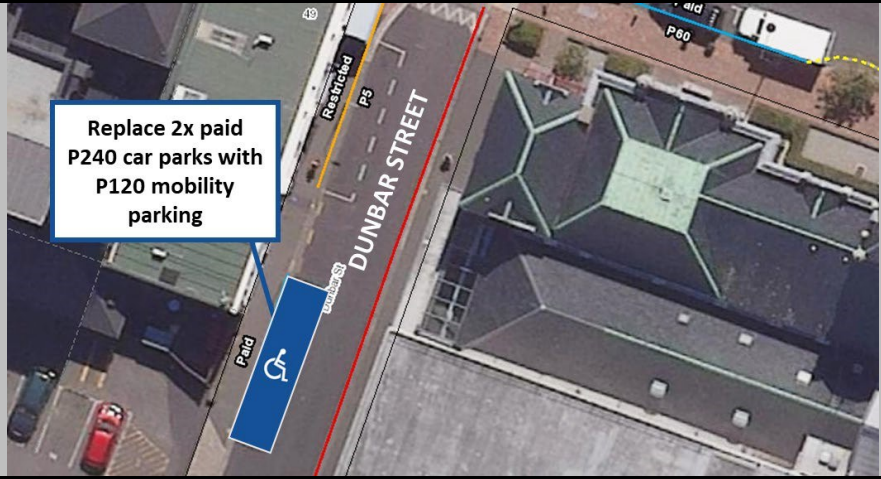
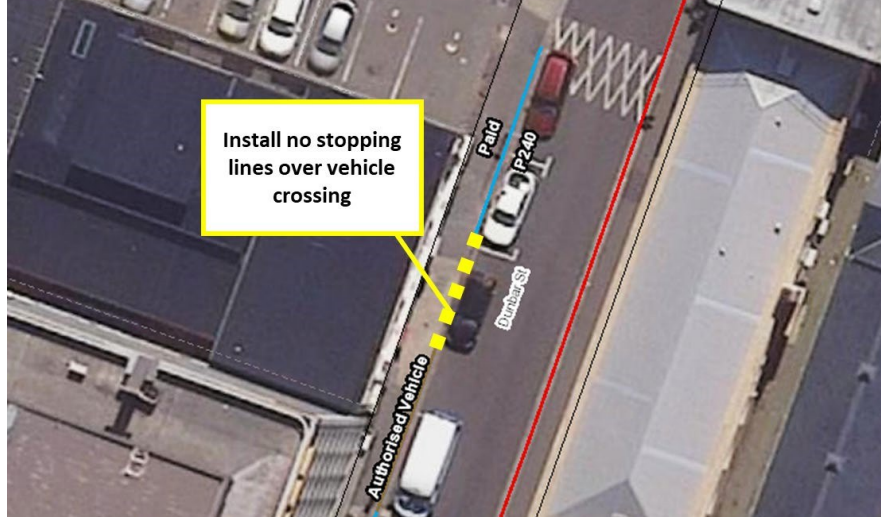
ATTACHMENT A – MINOR GENERAL PARKING CHANGES (TPC-55) Recommendations of the 12 June 2026 Hearings Committee to the 22 July 2026 Council Meeting					
PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
4	Hanover Street (Dunedin Hospital Early Childhood Centre)	Change of time 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.	
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.	
6	<i>Removed by the Hearings Committee – deferred to a future Committee.</i> 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.	

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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.	 Replace 10 metres of redundant bus stop with no stopping lines Replace 14 metres of redundant bus stop with 2x P30 parks
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.	 Replace 5x P5 car parks with 1x permanent bus stop (33 metres)

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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.	

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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.	
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 2x P30 car parks. <i>Updated by the Hearings Committee to change the proposed restriction from P60 to P30.</i>	All bus stop changes were open for consultation together from 16 April - 11 May.	
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.	

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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.	

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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	<i>Removed by the Hearings Committee – deferred to a future Committee.</i> 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) Recommendations of the 12 June 2026 Hearings Committee to the 22 July 2026 Council Meeting					
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.	

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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.	

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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 22 July 2026 Council					
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	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. 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. 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. As everyday parks these generally only benefit 6 vehicles a day, but as 30min parks it could benefit 10x that just before lunch. Thank you very much for considering these changes.

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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	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.
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

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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.
					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. 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. 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.
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 2flippen 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

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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 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) (proposal withdrawn by the Hearings Committee, deferred to a later Committee)					
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.

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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.
1298033	Helen Wright	Rhubarb	No	Yes	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.
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

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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	I wish to formally oppose the proposed removal of all-day parking at Queens Gardens. 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. 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. 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. 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.
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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ATTACHMENT B – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee 22 July 2026 Council					
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.

ATTACHMENT B – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee 22 July 2026 Council					
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.

ATTACHMENT B – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee 22 July 2026 Council					
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

ATTACHMENT B – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee 22 July 2026 Council					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
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 <i>(proposal withdrawn by the Hearings Committee, deferred to a later Committee)</i>					
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 enviromental 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 22 July 2026 Council					
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

ATTACHMENT B – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES (TPC-55) 12 June 2026 Hearings Committee 22 July 2026 Council					
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	

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

Foodstuffs South Island and Foodstuffs (South Island) Properties Limited

ATTACHMENT C – CORRECTIONS AND CLARIFICATIONS 12 June 2026 Hearings Committee 22 July 2026 Council			
#	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 Port Chalmers	Update bylaw layer to reflect historic 2 hour time restriction on mobility park	Correction
22	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 User) Rule 2004.	Clarification
23	122 Queen Street	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.	Clarification
24	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.	Clarification
25	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

DEVELOPMENT OF THE 10 YEAR PLAN 2027-37

Department: Civic

EXECUTIVE SUMMARY

- 1 This report provides the Council with an update on the development of the 10 Year Plan 2027-37 (10 Year Plan).
- 2 The 10 Year Plan is being developed in parallel with Council's inaugural Water Services Strategy 2027-37 (Water Services Strategy), which is the subject of a separate report.
- 3 The development of the 10 Year Plan will be challenging, primarily due to the scale and pace of ongoing legislative reform. Details of major proposals, including rate capping, regulatory changes and amalgamation, are not yet confirmed or enacted, creating substantial uncertainty for long-term planning.
- 4 Despite the uncertainty, the Council is required to develop and adopt a 10 Year Plan under the Local Government Act 2002 (LGA).

RECOMMENDATIONS

That the Council:

- a) **Notes** the Development of the 10 Year Plan 2027-37 report.

BACKGROUND

About the 10 Year Plan

- 5 Under the LGA, the Council is required to adopt a 10 year plan every three years. Section 93(6) of the LGA provides that the purpose of the Plan is to:
 - a) describe the Council's activities;
 - b) describe the community outcomes for Dunedin;
 - c) provide integrated decision-making and co-ordination of resources;
 - d) provide a long-term focus for the decisions and activities of the Council; and
 - e) provide a basis for accountability of the Council to the community.
- 6 The 10 Year Plan describes what the Council aims to deliver for the community over the 10 year period from 1 July 2027 to 30 June 2037. The document sets out services and activities the Council will provide, the community outcomes those services and activities are intended to achieve, how much they will cost and how they will be paid for.

- 7 The 10 Year Plan is a basis for accountability and transparency to the community. It provides information about how decisions were made and enables the community to hold the Council to account for those decisions.
- 8 Schedule 10 of the LGA specifies that the minimum information and content that must be included in the Plan is:
 - a) Community outcomes;
 - b) Groups of activities (including capital expenditure, levels of service and funding impact statements);
 - c) A statement on any variations between proposals outlined in the Plan and our assessment of sanitary services, and waste management and minimisation plans;
 - d) Council controlled organisations (including activities provided and key performance targets);
 - e) A statement on the development of Māori capacity to contribute to decision making processes;
 - f) A Financial Strategy;
 - g) An Infrastructure Strategy;
 - h) A Revenue and Financing Policy;
 - i) A Significance and Engagement Policy;
 - j) Financial information, including financial statements, a balanced budget statement, funding impact statements, rating base information and reserve funds; and
 - k) Significant forecasting assumptions.
- 9 Previously, water services information was included as part of a council's Long Term Plan, where relevant. However, from 1 July 2027, detailed water services information will not be included in the 10 year plan but must instead be covered in a separate Water Services Strategy document.
- 10 Following the completion of the 9 Year Plan 2025-34 (9 Year Plan) in 2025, there was a debrief session with Councillors to identify lessons learned and ways to improve the process for the next long term plan. Feedback from that session has been incorporated into 10 year plan project planning.

Consultation and Audit of the 10 Year Plan

- 11 Community consultation using the Special Consultative Procedure is mandatory under the LGA. A consultation document that fairly reflects the content and key issues of the draft 10 Year Plan must be prepared and made available for this process, rather than the draft Plan itself.
- 12 It is also a legislative requirement that the 10 Year Plan and its consultation document are audited. Both audits will be conducted by the Audit Office (formerly Audit NZ).

Legislative reforms

- 13 The development of the 10 Year Plan is expected to be significantly more challenging than in previous cycles due to the scale and pace of ongoing legislative reform. Major proposals, including rate capping and amalgamation, are not yet confirmed or enacted, creating substantial uncertainty for long-term planning.
- 14 The Local Government (Systems Improvements) Bill proposes changes to the LGA, which would affect decision making considerations for the 10 Year Plan. In particular, the Bill proposes changes to the purpose of local government, and identifies core services (see Table 1).

Table 1: Selected proposed changes - Local Government (Systems Improvements) Bill

Current (LGA)	Proposed (Systems Improvements)
s10 The purpose of local government is— (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.	s10 The purpose of local government is— (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to meet the current and future needs of communities for good-quality, cost-effective, and local— (i) infrastructure; and (ii) public services; and (iii) performance of regulatory functions; and (c) to support local economic growth and development by fulfilling the purpose set out in paragraph (b).
<i>(core services not currently identified in LGA)</i>	s11A In performing its role, a local authority must have particular regard to the contribution that the following core services make to its communities: (a) network infrastructure: (b) public transport services: (c) waste management and minimisation: (d) civil defence emergency management: (e) libraries, museums, reserves, and other community and recreational facilities.

- 15 Also as part of the Local Government (System Improvements) Bill, proposed mandatory Groups of Activity for planning and reporting have been released (see Table 2). Note that under current legislation, the only mandatory Group of Activity in a long term plan of a territorial authority is 'Roading and Footpaths'.
- 16 The goal of this proposed change is to provide better visibility of a council's performance through consistency of reporting, and to enable easier comparison with other councils.

Table 2: Proposed mandatory groups of activity for council planning and reporting

#	Group of activities	Activities and description
1	Adaptation and emergency management	- Adaptation actions, including flood protection, and emergency management. - Implementation of National Adaptation Framework: coastal protection, flood protection and control works, other adaptation and climate-related planning and actions e.g. drought and fire protection; emergency planning and management. - The adaptation and emergency management group should be reserved for expenses that do not directly align with other activities. For example: flood protection, slope stabilisation warning systems should be included in this category. - Improvements or upgrades to accommodate climate impacts, such as road elevations, upsizing of stormwater pipes to accommodate deluges and water reservoirs to accommodate dryer periods, should be recorded against the activities to which they most directly relate.
2	Community and recreational facilities	Libraries, museums, galleries, other recreational and sport facilities, including swimming pools, community, heritage and village halls, community centres, stadia, marine recreational facilities. Cemeteries and crematoria, public toilets.
3	Governance, planning and reporting	- Council, committees, and financial matters related to the elected council and community boards, corporate services. - Includes long-term plans, annual plans and reports, infrastructure and management strategies, district and regional plans, urban planning, financial and funding strategies, reporting on CCOs community and economic development plans, water services strategies, iwi liaison, marketing and communications, and the development and review of bylaws and other council policies.
4	Parks and reserves	- Parks and reserves and all associated land-based activities. This may include sports fields and changing rooms, mountain biking tracks, car parks, playgrounds, walking tracks, plant collections, and camping grounds. - Community facilities located on reserve land for the purpose of using the reserve, for example: public toilets, clubrooms and pavilions, are included in this group. - Community facilities, not part of the use of the reserve or park such as community centres, indoor sports centres, swimming pools, and crematoria, should be recorded as part of the 'community and recreational facilities' group.
5	Public regulatory services	- Public services and activities related to the performance of regulatory functions, including environmental protection. - Building control, resources consent/planning compliance, environmental health, animal and dog control, bylaw

#	Group of activities	Activities and description
		enforcement, alcohol licensing, hazardous substances/nuisance complaints, marine safety, LIMS and LGOIMA information requests. Air and water quality, pest and plant management, biodiversity and biosecurity, management of land for environmental protection purposes, partnerships with iwi Māori for land management decisions.
6	Roading and transport	- Provision, management, renewal, and upkeep of the local road network, including roads, footpaths, bridges, traffic controls, and roadside drainage. - Includes routine works, inspections, vegetation control, drainage cleaning, minor repairs, response to weather events. - Planning, construction, maintenance, and management of roads and related transport infrastructure. Actual road operation handled by councils. - Public transport: rail, bus, ferry, tram. - On-road parking and council-owned carparks and carparking buildings (including those managed by others). - Abandoned vehicles.
7	Waste management and minimisation	Street and roadside rubbish bins and recycling. Kerbside rubbish collection. Recycling centres, aftercare of landfill sites, landfill operations, reusable materials depots, recycling collection and recovery. Kerbside organic collection, transport, composting and re-use.
8	Other activities	Community and economic development, grants (not related directly to another activity), sustainability, international relations, events and festivals, forestry, social housing, commercial and heritage property, community safety, tourism.

- 17 The proposed 'other activities' group is designed to be used for activities that are not considered to be core services.
- 18 The government is currently seeking feedback on the proposed Groups. If confirmed, they would shape how the 10 Year Plan is structured. Budgets for individual Council activities would be consolidated into broader Group-level budgets. Levels of Service (LOS), along with their associated performance measures and targets, would be clustered together depending on the Group they related to.
- 19 Other significant reforms include proposed simplification of local government and rate capping, though legislation for these has not yet been introduced.

DISCUSSION

Roles and responsibilities

- 20 The 10 Year Plan is a significant piece of work that requires input from elected members, staff and the community.
- 21 Elected members, through Council, play a central role throughout the 10 Year Plan process. This involves:
- Providing strategic direction and priorities for the next ten years.
 - Providing input into the development of long term plan policies and strategies, and then considering and approving draft documents.
 - Considering options reports, and making decisions on which projects are included in the draft budget, which will be consulted on.
 - Deciding on specific topics for community consultation.
 - Involvement in community consultation, including hearing the community's views at consultation events and formal hearings.
 - Receiving community feedback, deliberating and decision making on the final Plan.
- 22 The Council is also responsible for adopting the consultation document and its supporting information, and adopting the final 10 Year Plan.
- 23 Staff are working within a project framework to develop the 10 Year Plan. The Executive Leadership Team have oversight of the process as the Project Steering Group.
- 24 Workstreams are in place to develop different parts of the Plan. Regular reports to Council will provide updates on progress and will present draft material for consideration.
- 25 A Finance and Performance Committee workshop was held on 15 June, where the Committee provided early direction on the Financial Strategy and Infrastructure Strategy. This direction is being used to guide the development of draft budgets.

Milestones and timeframes

- 26 Key milestones are shown in Table 3.

Table 3: 10 Year Plan project milestones

Milestone	Date
Development of draft strategies and policies	Now-Nov 2026
Budget options reports are presented to Council	Now-Sep 2026
Council budget meeting	December 2026
Adoption of the 10 Year Plan Consultation Document	March 2027
Community consultation period (Special Consultative Procedure)	April 2027
Hearings	May 2027
Council deliberations	May 2027
Adoption of the 10 Year Plan 2027-37	By 30 June 2027

- 27 Budget option reports will be brought to Council on a regular basis between now and September.
- 28 With proposed rate capping signalled by central government, and in line with early Council direction on the Financial Strategy, options reports will include:
- Projects previously decided by Council and included in the 9 Year Plan, so they can be re-confirmed (for example, Smooth Hill landfill).
 - Where appropriate, staff may also present alternative options for projects included in the 9 year plan.
 - Proposed 'New Capital' budget items not included in the 9 Year Plan will be presented to Council for consideration.
- 29 Decisions on options reports will be built into the draft budget, which will be considered in full at the Council budget meeting on 7-10 December. The timing of this meeting is different than usual based on Councillor feedback.
- 30 Two 10 Year Plan workshops will be scheduled each month for the remainder of 2026. Topics of upcoming workshops are:
- a) **20 July:** Rating method (including general rate differentials), Rating Policies and the Revenue and Financing Policy
 - b) **17 August:** 10 Year Plan budget update (non-public)
- 31 Topics of remaining workshops will be confirmed in due course.
- 32 Timeframes are subject to change as the project progresses, particularly in response to ongoing legislative reform.

OPTIONS

- 33 Council is required to develop and adopt a long term plan so, on this basis, there are no options.

NEXT STEPS

- 34 Council workshops that relate to the development of the 10 Year Plan will be scheduled.
- 35 Updates and options reports on 10 year plan matters will be brought to Council or a Committee of Council on a regular basis.
- 36 The 10 Year Plan draft budgets will be presented to Council at its budget meeting on 7-10 December 2026.

Signatories

Author:	Janet Fraser - Corporate Planner
Authoriser:	Carolyn Allan - Chief Financial Officer

Attachments

There are no attachments for this report.

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

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

Fit with strategic framework

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

This report discusses the development of the 10 Year Plan, which contributes to the objectives and priorities of the above strategies.

Māori Impact Statement

The adoption of Te Taki Haruru – Māori Strategic Framework signals Council's commitment to mana whenua and to its obligations under the Treaty of Waitangi. Mana whenua and mātāwaka have not contributed to this report but will have an opportunity to engage on the draft 10 Year Plan 2027-37.

Sustainability

There are no sustainability implications in this report. However, the 10 year plan will embed relevant strategies, activities and performance targets to give effect to the Council's commitment to sustainability and its Zero Carbon policy.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

This report provides an overview of the development process for the 10 Year Plan 2027-37.

Financial considerations

This report provides an overview of the development process for the 10 Year Plan 2027-37, which includes financial information, including financial statements.

Significance

This administrative report is of low significance under Council's Significance and Engagement Policy. However, the 10 Year Plan is significant and will be consulted on using the Special Consultative Procedure, as required under the Local Government Act 2002.

Engagement – external

While there has been no external engagement on this report, there will be extensive community engagement on the 10 Year Plan, including on draft budgets and content in early 2027.

SUMMARY OF CONSIDERATIONS

Engagement - internal

This report has been developed with input from relevant staff.

Risks: Legal / Health and Safety etc.

There are no identified risks.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

This report has no implications for Community Boards. They will have an opportunity to participate during the consultation phase of the process.

WATER SERVICES STRATEGY 2027-37 DEVELOPMENT

Department: Civic and 3 Waters

EXECUTIVE SUMMARY

- 1 This report provides the Council with an update on the development of the inaugural Water Services Strategy 2027-37 (Water Services Strategy).
- 2 The Water Services Strategy is being developed in parallel with Council's 10 Year Plan 2027-37, which is the subject of a separate report.
- 3 The development of the Water Services Strategy will be challenging, primarily due to the scale and pace of ongoing legislative reform. Details of major proposals, including rate capping and amalgamation, are not yet confirmed or enacted, creating substantial uncertainty for long-term planning.

RECOMMENDATIONS

That the Council:

- a) **Notes** the Water Services Strategy 2027-37 development report.

BACKGROUND

Changes to 3 Waters long term planning

- 4 Under the Local Government (Water Services) Act 2025 (LGWSA), the Council is required to adopt a water services strategy every three years.
- 5 Previously, water services information was included as part of a council's Long Term Plan (i.e., a 10 year plan or 9 year plan), where relevant. However, from 1 July 2027, detailed water services information must not be included in the 10 year plan but must instead be covered in a Water Services Strategy document.
- 6 The Water Services Strategy includes budgets covering ten years, and infrastructure management covering 30 years. The Strategy serves a similar planning and accountability function for water services as the 10 Year Plan does for Council activities more broadly. Together they form an integrated planning framework, with the Water Services Strategy providing the detailed long-term planning and financial information required specifically for water services.
- 7 The enactment of the LGWSA as part of the Government's Local Water Done Well reform introduced new planning and reporting requirements for water services providers. In addition to preparing a Water Services Strategy and a separate Water Services Annual Report, water services providers must also prepare a Strategic Asset Management Plan, Asset Management Plans, and an Investment and Delivery Plan for the Commerce Commission.

- 8 The LGWSA made amendments to the Commerce Act 1986 to provide that the Commerce Commission is now the economic regulator for water services. The Commerce Commission has many tools to monitor and regulate water services providers, including information disclosure requirements, as well as financial ringfencing, and price and quality regulation.

About the Water Services Strategy

- 9 Section 232(1) of the LGWSA provides that the purpose of the Water Services Strategy is to:
- a) Describe water services activities it intends to carry out;
 - b) Provide a basis for accountability of the local authority to the community; and
 - c) Present information relating to costs and investment, proposed charges, levels of service and performance, financial forecasting, and long-term infrastructure planning for transparency and to support decision making.
- 10 The Water Services Strategy sets out the Council's intended approach to the provision of water services for the period from 1 July 2027 to 30 June 2037. It describes the water services to be delivered, the levels of service and outcomes intended to be achieved, and the associated costs and funding arrangements.
- 11 The Water Services Strategy forms a basis for accountability and transparency to the community. It provides information about how decisions were made and enables the community to hold the Council to account for those decisions. The document also provides information about expected rates, levels of service and approach to addressing challenges.
- 12 Schedule 3 of the LGWSA specifies that the minimum information and content that must be included in the Water Services Strategy is:
- a) Groups of water services activities, including relevant community outcomes;
 - b) Strategic matters, including strategic priorities, regulatory requirements and factors that are expected to have a significant impact on the water services provider, such as changes to population or land use;
 - c) Operational matters, including the nature and scope of activities, significant work proposed by the water services provider, intended levels of service and performance measures;
 - d) Information on how feedback will be sought from water services consumers;
 - e) Financial matters, including budgeted operational and capital expenditure, fees and charges, financial statements, and funding impact statements;
 - f) Water services infrastructure, including how infrastructure assets will be managed over a 30 year period; and
 - g) Additional information and requirements, including significant forecasting assumptions.
- 13 The Commerce Commission's Water Services Information Disclosure Determination 2026 requires the periodic disclosure of key asset management and planning information, including strategic asset management content. The Water Services Strategy needs to be supported by a set of related planning documents, including a Strategic Asset Management Plan, Asset

Management Plans, and an Investment and Delivery Plan. Together, these documents provide an integrated framework linking strategic direction, asset management practice, and investment planning.

- 14 Community consultation using the Special Consultative Procedure is mandatory for the Water Services Strategy under the legislation, though this may be combined into one process with the 10 Year Plan. The Water Services Strategy requires a 'Summary of Major Matters' for the consultation process, to outline the key water services issues, options and trade-offs facing the community in an accessible format, similar to the Consultation Document used for the 10 Year Plan.
- 15 Audit of the Water Services Strategy and its Summary of Major Matters is not required, though an audit may be requested by either the Council or the Secretary for Local Government.
- 16 From the 2027/28 financial year onwards, the Council's performance against the Water Services Strategy will be reported on in a separate Water Services Annual Report, as required by the LGWSA. The report will compare forecast financial and service performance with actual results for the relevant year.

DISCUSSION

- 17 The Water Services Strategy development is a significant piece of work that requires input from elected members, staff and the community. It is being delivered as a workstream within the wider '10 Year Plan 2027-37 and Water Services Strategy 2027-37' programme.
- 18 Elected members, through Council, play a central role throughout the Water Services Strategy process. This involves:
 - Providing strategic direction and priorities for the next ten years.
 - Providing input into the development of components of the Water Services Strategy, and then considering and approving draft documents.
 - Considering options reports, and making decisions on which projects are included in the draft budget, which will be consulted on.
 - Deciding on specific topics for community consultation.
 - Involvement in community consultation, including hearing the community's views at consultation events and formal hearings.
 - Receiving community feedback, deliberating and decision making on the final Water Services Strategy.
- 19 The Council is also responsible for adopting the Summary of Major Matters and the final Water Services Strategy.

Workstream delivery

- 20 The Water Services Strategy workstream will be delivered within a broader long term planning project framework that will also develop the 10 Year Plan. The Executive Leadership Team have oversight of the process as the Project Steering Group.

- 21 Key deliverables of the workstream include the Water Service Strategy, a Strategic Asset Management Plan, Asset Management Plans for water supply, wastewater and stormwater, and an Investment and Delivery Plan.
- a) The Water Services Strategy sets the long-term strategic direction, service outcomes, and financial framework.
 - b) The Strategic Asset Management Plan provides a longer-term view of asset management objectives, system performance, investment intent, and key risks across the water services portfolio.
 - c) Asset Management Plans sit beneath the Strategic Asset Management Plan and provide detailed, asset-level information on asset condition, performance, lifecycle management strategies, and capital and operational expenditure requirements. These plans provide the evidential base for investment decisions and levels of service included in the Water Services Strategy.
 - d) The Investment and Delivery Plan translates strategic intent and asset management requirements into a prioritised, deliverable programme of capital and operational investment, aligned with funding and financing constraints and informed by regulatory expectations.
- 22 Together, these documents support the objectives of the LGWSA by promoting reliable, resilient, cost-effective, financially sustainable, and transparent water services, with clear accountability to communities and regulators.
- 23 Delivery of the Water Services Strategy has interdependencies with other programme workstreams including:
- a) financial information such as operating and capital budgets, fees and charges and financial strategy;
 - b) levels of service and groups of activity information;
 - c) infrastructure planning inputs and assumptions; and
 - d) engagement and consultation processes and materials.
- 24 These interdependencies will be closely coordinated to ensure alignment between strategic direction, asset planning, and financial decisions.

Milestones and timeframes

- 25 The Water Services Strategy is being developed alongside the 10 Year Plan, with key activities running in parallel across workstreams. Key project milestones are shown in Table 1.

Table 1: Water Services Strategy project milestones

Milestone	Date
Development of draft strategies and policies	Now-Nov 2026
Budget options reports are presented to Council	Now-Sep 2026
Council budget meeting	December 2026
Adoption of the Summary of Major Matters	March 2027
Community consultation period (Special Consultative Procedure)	April 2027
Hearings	May 2027

Council deliberations	May 2027
Adoption of the Water Services Strategy 2027-37	By 30 June 2027

- 26 Budget option reports will be brought to Council on a regular basis between now and September.
- 27 Decisions on options reports will be built into the draft budget, which will be considered in full at the Council budget meeting on 7-10 December. The timing of this meeting is different than usual based on Councillor feedback.
- 28 Timeframes may change as the project progresses, particularly in response to ongoing legislative reform.

OPTIONS

- 29 Council is required to develop and adopt a Water Services Strategy so, on this basis, there are no options.

NEXT STEPS

- 30 The project team will progress the Water Services Strategy project as detailed in this report.
- 31 Options reports relating to the Water Services Strategy budgets will be regularly presented to Council, or a Committee of Council, from now until the end of September 2026.
- 32 The Water Services Strategy draft budgets will be presented to Council at its budget meeting on 7-10 December 2026.

Signatories

Author:	Janet Fraser - Corporate Planner Jared Oliver - Planning Manager Sarah Stewart - Asset Planning Team Leader
Authoriser:	John McAndrew - Head of 3 Waters David Ward - General Manager, 3 Waters, Property and Urban Development

Attachments

There are no attachments for this report.

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

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

Fit with strategic framework

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

The Groups of Activities in the 10 Year Plan and Water Services Strategy contribute to the objectives and priorities of the above strategies.

Māori Impact Statement

Council budgets impact broadly across all Dunedin communities, including Māori. The adoption of Te Taki Haruru – Māori Strategic Framework signals Council's commitment to mana whenua and to its obligations under the Treaty of Waitangi. Mana whenua and mātāwaka will have an opportunity to engage on the 10 Year Plan 2027-37 and the Water Services Strategy 2027-37.

Sustainability

The 10 year plan and Water Services Strategy embed relevant strategies, activities and performance targets to give effect to the Council's commitment to sustainability and its Zero Carbon policy.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

This report provides an overview of the development process for the 10 Year Plan 2027-37 and the Water Services Strategy 2027-37.

Financial considerations

Financial information, including financial statements, is a key component of both the 10 Year Plan and Water Services Strategy.

Significance

The 10 Year Plan and the Water Services Strategy will be consulted on using the Special Consultative Procedure, as required under the Local Government Act 2002 and Local Government (Water Services) Act 2025 respectively.

Engagement – external

There will be extensive community engagement on the 10 Year Plan and Water Services Strategy, including on draft budgets and content in early 2027.

SUMMARY OF CONSIDERATIONS

Engagement - internal

The 10 Year Plan and Water Services Strategy will be developed with input from elected members and staff from across the organisation.

Risks: Legal / Health and Safety etc.

There are legal, reputational, financial and strategic risks if the development of the 10 Year Plan and Water Services Strategy is not well executed, or if the public do not trust that the Council is showing prudent strategic and operational leadership. The development plan attached to this report is an approach to mitigate this risk.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

Community Boards will have an opportunity to propose projects and items for inclusion in the draft documents, and will also have an opportunity to participate during the consultation phase of the process.

PROPOSED EVENT ROAD CLOSURES

Department: Transport

EXECUTIVE SUMMARY

- 1 The DCC has received temporary road closure applications relating to the following events:
 - i) Graduation Parade
 - ii) Special Rigs for Special Kids
 - iii) 2026 Emerson's Dunedin Marathon
 - iv) Vintage Car Run
- 2 This report recommends that Council approves the temporary closure of the affected roads.

RECOMMENDATIONS

That the Council:

- a) **Resolves** to close the roads detailed below (pursuant to Section 319, Section 342, and Schedule 10 clause 11(e) of the Local Government Act 1974 (LGA 1974)):

i) Graduation Parade

Saturday, 22 August 2026	11.00am to 11.45am	Great King Street, between Frederick Street and Albany Street
	11.10am to 12.00pm	- Frederick Street, between Great King Street and George Street - George Street, between Frederick Street and Moray Place
	11.10am to 12.15pm	Intersection of George Street and Moray Place
	11.10am to 12.30pm	- Moray Place, between George Street and Upper Stuart Street - Filleul Street, between Moray Place and St Andrew Street

ii) Special Rigs for Special Kids

Sunday, 30 August 2026	6.00am to 6.00pm	- Midland Street, between Timaru Street and Portsmouth Drive - Otaki Street, between Turakina Road and Teviot Street
Teviot Street, between Portsmouth Drive and Timaru Street, will be temporarily closed for 20 minutes to allow the convoy to leave		

iii) 2026 Emerson's Dunedin Marathon

Saturday, 12 September 2026	5.00pm to 11.59pm	Ward Street overbridge - entire length
Sunday, 13 September 2026	12midnight to 5.00pm	
	8.30am to 1.00pm	- Portobello Road, between Shore Street and 430 Portobello Road (Glenfalloch) - Marne Street, between Portobello Road and Larnach Road - Doon Street, between Portobello Road and Glengyle Street - Fryatt Street – full length - Wickliffe Street – full length - Kitchener Street – full length - Birch Street – full length - Anzac Avenue, between Union Street East and Ravensbourne Road, - Logan Park Drive - full length - Butts Road, between Dundas Street and Anzac Avenue

iv) Vintage Car Run

Saturday, 23 January 2027	9.30am to 12.00pm	Octagon Central Carriageway, between Princes Street and George Street
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BACKGROUND

- 3 Council's Dunedin Festival and Events Plan supports the goal of a successful city with a diverse, innovative, and productive economy and a hub for skill and talent.
- 4 The areas proposed to be used for these events are legal roads and can therefore be temporarily closed to normal traffic if statutory temporary road closure procedures are followed. The procedures are set out in Section 319 of the LGA 1974 and give Council the power to stop or close any road (or part of a road) within the parameters of Section 342 and Schedule 10 of the LGA 1974 (Schedule 10 is included as Attachment A).
- 5 These procedures include:
 - Consultation with the New Zealand Transport Authority Waka Kotahi and the Police.
 - Public notice being given of the proposal to close any road (or part of a road), and public notice of a decision to close the road.
 - Council being satisfied that traffic is not likely to be unreasonably impeded.
- 6 A resolution of Council is required where a proposal to temporarily close a road relates to public functions.

- 7 Council is required to give public notice of its decision. This notice will be published after this meeting and prior to the event, if approved.

DISCUSSION

Consultation and Notification

- 8 The Police and the New Zealand Transport Authority Waka Kotahi have no objections to the proposed road closures.
- 9 On Saturday, 13 June 2026 the proposed temporary road closures were advertised in the Otago Daily Times (Attachments B) with a deadline for feedback.
- 10 Schedule 10 clause 11(e) states a road cannot be closed more than 31 days in the aggregate in any one year. This limit will not be exceeded by the approval of the proposed temporary road closures.

Traffic Impacts

- 11 The event locations of these events have had identical road closures for the same, or similar event(s) in prior years without causing unreasonable delays to the travelling public.
- 12 Emergency services and public transport services will be managed through the temporary traffic management process.
- 13 The Temporary Traffic Management Plan process ensures that other issues such as temporary relocation of certain parking (e.g. taxi, mobility and Authorised Vehicles Only) are managed.

OPTIONS

- 14 Note any amendment to this report's recommendations cannot be implemented without further consultation with the affected parties, New Zealand Transport Agency Waka Kotahi, the Police, and verifying that traffic impacts are acceptable.

Option One – Recommended Option

- 15 That the Council closes the sections of road as recommended in this report.

Advantages

- Roads can be closed, and the event will be able to proceed.
- The closures will assist in realising the economic, social, and cultural benefits associated with the events.

Disadvantages

- There will be temporary loss of vehicular access through the closed areas. However, there are detours available, and safety can be assured using temporary traffic management.

Option Two – Status Quo

- 16 That the Council decides not to close the roads in question.

Advantages

- There would be no detour required for the travelling public, and the roads would be able to be used as normal.

Disadvantages

- The events would not be able to go ahead, and the benefits of the events would be lost.

NEXT STEPS

- 17 Should the resolution be made to temporarily close the roads, Council staff will accept the temporary traffic management plans that have been received for the events and notify the public of the closures.

Signatories

Authoriser:	Jeanine Benson - Group Manager Transport Scott MacLean - General Manager, City Services
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Attachments

	Title	Page
↓A	Local Government Act 1974, Schedule 10	251
↓B	ODT Advert - 13 June 2026	256

SUMMARY OF CONSIDERATIONS
Fit with purpose of Local Government

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	✓	☐	☐
Economic Development Strategy	✓	☐	☐
Environment Strategy	☐	☐	✓
Arts and Culture Strategy	✓	☐	☐
3 Waters Strategy	☐	☐	✓
Future Development Strategy	☐	☐	✓
Integrated Transport Strategy	☐	☐	✓
Parks and Recreation Strategy	☐	☐	✓
Other strategic projects/policies/plans	✓	☐	☐

Events contribute to the Strategic Framework. Events contribute to the Economic Development Strategy, the Social Wellbeing Strategy. There is a Festival and Events Plan 2018-2023.

Māori Impact Statement

Mana whenua have not been directly engaged with in relation to these road closures.

Sustainability

There are no implications for sustainability.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications, as the decision is a regulatory one and there are no direct costs to Council.

Financial considerations

There are no financial implications. The cost of the proposed road closure is not a cost to Council.

Significance

This decision is considered low in terms of the Council's Significance and Engagement Policy.

Engagement – external

There has been external engagement (as required by the LGA 1974), with the Police and New Zealand Transport Agency Waka Kotahi. Affected parties were notified and provided a time period for feedback.

Engagement - internal

There has been engagement with DCC Events and Transport. There is support for the events to proceed.

Risks: Legal / Health and Safety etc.

There are no identified risks should the recommended resolution be made.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

There are no implications for Community Boards.

Schedule 10

Local Government Act 1974

Version as at
1 July 2022

Schedule 10
Conditions as to stopping of roads and the temporary prohibition of
traffic on roads

ss 319(h), 342

Schedule 10: inserted, on 1 April 1979, by section 3(1) of the Local Government Amendment Act 1978 (1978 No 43).

Stopping of roads

- 1 The council shall prepare a plan of the road proposed to be stopped, together with an explanation as to why the road is to be stopped and the purpose or purposes to which the stopped road will be put, and a survey made and a plan prepared of any new road proposed to be made in lieu thereof, showing the lands through which it is proposed to pass, and the owners and occupiers of those lands so far as known, and shall lodge the plan in the office of the Chief Surveyor of the land district in which the road is situated. The plan shall separately show any area of esplanade reserve which will become vested in the council under section 345(3).

Schedule 10 clause 1: amended, on 1 October 1991, by section 362 of the Resource Management Act 1991 (1991 No 69).

- 2 On receipt of the Chief Surveyor's notice of approval and plan number the council shall open the plan for public inspection at the office of the council, and the council shall at least twice, at intervals of not less than 7 days, give public notice of the proposals and of the place where the plan may be inspected, and shall in the notice call upon persons objecting to the proposals to lodge their objections in writing at the office of the council on or before a date to be specified in the notice, being not earlier than 40 days after the date of the first publication thereof. The council shall also forthwith after that first publication serve a notice in the same form on the occupiers of all land adjoining the road proposed to be stopped or any new road proposed to be made in lieu thereof, and, in the case of any such land of which the occupier is not also the owner, on the owner of the land also, so far as they can be ascertained.
- 3 A notice of the proposed stoppage shall, during the period between the first publication of the notice and the expiration of the last day for lodging objections as aforesaid, be kept fixed in a conspicuous place at each end of the road proposed to be stopped:

provided that the council shall not be deemed to have failed to comply with the provisions of this clause in any case where any such notice is removed without the authority of the council, but in any such case the council shall, as soon as conveniently may be after being informed of the unauthorised removal of the notice, cause a new notice complying with the provisions of this clause to be affixed in place of the notice so removed and to be kept so affixed for the period aforesaid.

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Version as at 1 July 2022	Local Government Act 1974	Schedule 10
4	If no objections are received within the time limited as aforesaid, the council may by public notice declare that the road is stopped; and the road shall, subject to the council's compliance with clause 9, thereafter cease to be a road.	
5	If objections are received as aforesaid, the council shall, after the expiration of the period within which an objection must be lodged, unless it decides to allow the objections, send the objections together with the plans aforesaid, and a full description of the proposed alterations to the Environment Court. Schedule 10 clause 5: amended, on 2 September 1996, pursuant to section 6(2)(a) of the Resource Management Amendment Act 1996 (1996 No 160).	
6	The Environment Court shall consider the district plan, the plan of the road proposed to be stopped, the council's explanation under clause 1, and any objection made thereto by any person, and confirm, modify, or reverse the decision of the council which shall be final and conclusive on all questions. Schedule 10 clause 6: replaced, on 1 October 1991, by section 362 of the Resource Management Act 1991 (1991 No 69). Schedule 10 clause 6: amended, on 2 September 1996, pursuant to section 6(2)(a) of the Resource Management Amendment Act 1996 (1996 No 160).	
7	If the Environment Court reverses the decision of the council, no proceedings shall be entertained by the Environment Court for stopping the road for 2 years thereafter. Schedule 10 clause 7: amended, on 2 September 1996, pursuant to section 6(2)(a) of the Resource Management Amendment Act 1996 (1996 No 160).	
8	If the Environment Court confirms the decision of the council, the council may declare by public notice that the road is stopped; and the road shall, subject to the council's compliance with clause 9, thereafter cease to be a road. Schedule 10 clause 8: amended, on 2 September 1996, pursuant to section 6(2)(a) of the Resource Management Amendment Act 1996 (1996 No 160).	
9	Two copies of that notice and of the plans hereinbefore referred to shall be transmitted by the council for record in the office of the Chief Surveyor of the land district in which the road is situated, and no notice of the stoppage of the road shall take effect until that record is made.	
10	The Chief Surveyor shall allocate a new description of the land comprising the stopped road, and shall forward to the Registrar-General of Land or the Registrar of Deeds, as the case may require, a copy of that description and a copy of the notice and the plans transmitted to him by the council, and the Registrar shall amend his records accordingly. Schedule 10 clause 10: amended, on 12 November 2018, by section 250 of the Land Transfer Act 2017 (2017 No 30).	

Schedule 10

Local Government Act 1974

Version as at
1 July 2022

Temporary prohibition of traffic

- 11 The council may, subject to such conditions as it thinks fit (including the imposition of a reasonable bond), and after consultation with the Police and the New Zealand Transport Agency, close any road or part of a road to all traffic or any specified type of traffic (including pedestrian traffic)—
- (a) while the road, or any drain, water race, pipe, or apparatus under, upon, or over the road is being constructed or repaired; or
 - (b) where, in order to resolve problems associated with traffic operations on a road network, experimental diversions of traffic are required; or
 - (c) during a period when public disorder exists or is anticipated; or
 - (d) when for any reason it is considered desirable that traffic should be temporarily diverted to other roads; or
 - (e) for a period or periods not exceeding in the aggregate 31 days in any year for any exhibition, fair, show, market, concert, film-making, race or other sporting event, or public function:
- provided that no road may be closed for any purpose specified in paragraph (e) if that closure would, in the opinion of the council, be likely to impede traffic unreasonably.
- Schedule 10 clause 11: replaced, on 14 August 1986, by section 14(1) of the Local Government Amendment Act (No 3) 1986 (1986 No 50).
- Schedule 10 clause 11: amended, on 26 March 2015, by section 5 of the Local Government Act 1974 Amendment Act 2015 (2015 No 20).
- 11A The council shall give public notice of its intention to consider closing any road or part of a road under clause 11(e); and shall give public notice of any decision to close any road or part of a road under that provision.
- Schedule 10 clause 11A: inserted, on 14 August 1986, by section 14(1) of the Local Government Amendment Act (No 3) 1986 (1986 No 50).
- 11B Where any road or part of a road is closed under clause 11(e), the council or, with the consent of the council, the promoter of any activity for the purpose of which the road has been closed may impose charges for the entry of persons and vehicles to the area of closed road, any structure erected on the road, or any structure or area under the control of the council or the promoter on adjoining land.
- Schedule 10 clause 11B: inserted, on 14 August 1986, by section 14(1) of the Local Government Amendment Act (No 3) 1986 (1986 No 50).
- 11C Where any road or part of a road is closed under clause 11(e), the road or part of a road shall be deemed for the purposes of—
- (a) *[Repealed]*
 - (b) the Traffic Regulations 1976:

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Schedule 10

- (c) the Transport (Drivers Licensing) Regulations 1985:
 - (d) *[Repealed]*
 - (e) the Transport (Vehicle Registration and Licensing) Notice 1986:
 - (ea) the Land Transport Act 1998:
 - (f) any enactment made in substitution for any enactment referred to in paragraphs (a) to (ea)—
- not to be a road; but nothing in this clause shall affect the status of the road or part of a road as a public place for the purposes of this or any other enactment.
- Schedule 10 clause 11C: inserted, on 14 August 1986, by section 14(1) of the Local Government Amendment Act (No 3) 1986 (1986 No 50).
- Schedule 10 clause 11C(a): repealed, on 10 May 2011, by section 100(3) of the Land Transport (Road Safety and Other Matters) Amendment Act 2011 (2011 No 13).
- Schedule 10 clause 11C(d): repealed, on 1 May 2011, by section 35(4) of the Land Transport Amendment Act 2009 (2009 No 17).
- Schedule 10 clause 11C(ea): inserted, on 1 March 1999, by section 215(1) of the Land Transport Act 1998 (1998 No 110).
- Schedule 10 clause 11C(f): amended, on 1 March 1999, by section 215(1) of the Land Transport Act 1998 (1998 No 110).
- 12 The powers conferred on the council by clause 11 (except paragraph (e)) may be exercised by the chairman on behalf of the council or by any officer of the council authorised by the council in that behalf.
 - 13 Where it appears to the council that owing to climatic conditions the continued use of any road in a rural area, other than a State highway or government road, not being a road generally used by motor vehicles for business or commercial purposes or for the purpose of any public work, may cause damage to the road, the council may by resolution prohibit, either conditionally or absolutely, the use of that road by motor vehicles or by any specified class of motor vehicle for such period as the council considers necessary.
 - 14 Where a road is closed under clause 13, an appropriate notice shall be posted at every entry to the road affected, and shall also be published in a newspaper circulating in the district.
 - 15 A copy of every resolution made under clause 13 shall, within 1 week after the making thereof, be sent to the Minister of Transport, who may at any time, by notice to the council, disallow the resolution, in whole or in part, and thereupon the resolution, to the extent that it has been disallowed, shall be deemed to have been revoked.
 - 16 No person shall—
 - (a) use a vehicle, or permit a vehicle to be used, on any road which is for the time being closed for such vehicles pursuant to clause 11; or

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- (aa) without the consent of the council or the promoter of any activity permitted by the council, enter or attempt to enter, or be present, on any road or part of a road that is for the time being closed to pedestrian traffic pursuant to clause 11; or
- (b) use a motor vehicle, or permit a motor vehicle to be used, on any road where its use has for the time being been prohibited by a resolution under clause 13.

Schedule 10 clause 16(aa): inserted, on 14 August 1986, by section 14(2) of the Local Government Amendment Act (No 3) 1986 (1986 No 50).

Schedule 11
Width of roads, access ways, and service lanes

[Expired]

s 325(1)

Schedule 11: expired, on 1 January 1993, by section 325(3).

ODT Advert – 13 June 2026

TEMPORARY ROAD CLOSURE
(Pursuant to the Local Government Act 1974)

Special rigs for Special kids

The Council is considering closing Midland Street, between Timaru Street and Portsmouth Drive, and Otaki Street, between Turakina Road and Teviot Street, on Sunday, 30 August from 6am to 6pm for this event and; Teviot Street, between Portsmouth Drive and Timaru Street, for 20 minutes to allow the convoy to leave.

Emerson's Dunedin Marathon

The Council is considering closing the Ward Street overbridge from 5pm on Saturday, 12 September until 5pm on Sunday, 13 September and; Portobello Road, between Shore Street and Portobello Road at Glenfalloch, Marne Street, between Portobello and Larnach Roads, Doon Street, between Portobello Road and Glengyle Street, Fryatt and Wickliffe Streets, Kitchener and Birch Streets, Anzac Avenue, between Union Street East and Ravensbourne Road, Logan Park Drive, and Butts Road, between Dundas Street and Anzac Avenue, on Sunday, 13 September from 8.30am to 1pm, for this event.

Vintage Car Run

The Council is considering closing the Octagon central carriageway, between Princes and George Streets, on Saturday, 23 January 2027 from 9.30am to 12pm for this event.

August Graduation parade

The Council is considering closing Great King Street, between Frederick and Albany Streets, between 11am and 11.45am and; Moray Place, between George and upper Stuart Streets, and Filleul Street, between Moray Place and St Andrew Street, from 11.10am to 12.30pm;

Frederick Street, between Great King and George Streets and George Street, between Frederick Street and Moray Place, from 11.10am to 12pm and; Intersection of George Street and Moray Place from 11.30am to 12.15pm on Saturday, 22 August for this event.

These closures will be considered at the Council meeting on Wednesday, 22 July.

Please provide any feedback on any of the proposals by emailing twp@dcc.govt.nz before 5pm on Saturday, 20 June.

CITY-WIDE EMISSIONS TARGET REFRESH OPTIONS

Department: Zero Carbon

EXECUTIVE SUMMARY

- 1 The purpose of this report is for Council to consider whether to refresh the existing city emissions targets set in 2019, and if Council wish to refresh the existing targets, determine the type of target.
- 2 If Council decides to refresh the city-wide emissions target, staff will present options for the level of ambition of a refreshed target in a subsequent report.
- 3 Dunedin's current city-wide emissions target, adopted in 2019, is highly unlikely to be achieved. While progress has been made in reducing emissions, changes in national policy settings, economic conditions, and updated data mean the existing "net zero by 2030" target is no longer considered achievable.
- 4 An overview of best practice for setting city/district level targets, and a comparison of peer cities confirms that:
 - a) It is viable to have a split-gas approach under the latest climate science and guidance, provided the target is explicit, transparently reported, and where methane reductions are ambitious and science-aligned.
 - b) A target with science-aligned ambition, consistent with best practice guidance, is very difficult for Dunedin to achieve.
 - c) Action to reduce emissions and adapt to climate change in the short term has transition risks in a New Zealand local government context, however decisive action in the next 5 to 10 years is expected to lead to the lowest transition risks and physical hazards overall.
 - d) There are a range of target options used by local authorities within New Zealand, and by local authorities internationally with a similar emissions profile to Dunedin.
- 5 While the three emissions modelling scenarios for Dunedin reconfirms advice from May 2025 that the "net zero by 2030" target is not considered achievable, under all scenarios Dunedin is anticipated to achieve net zero emissions for all greenhouse gases other than biogenic methane earlier than New Zealand's 2050 target.

RECOMMENDATIONS

That the Council:

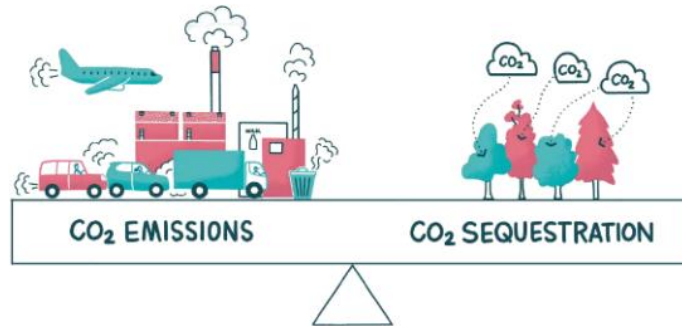
- a) **Decides** whether to retain the existing Zero Carbon 2030 targets, or adopt refreshed targets
- b) If Council decides to adopt refreshed targets in (a), **decides** which of the following types of target for Dunedin:
 - i) A single year net zero target OR
 - ii) A single year gross emissions reduction target, with no net zero claim OR
 - iii) A budget envelope approach defining an emissions limit over a defined period; OR
 - iv) A two stage target, with a near term gross emissions focus, and a long-term net zero target
- c) If Council decides to adopt refreshed targets in (a), **decides** whether to:
 - i) Include biogenic methane in one overall target OR
 - ii) Have separate biogenic methane and all other greenhouse gases targets
- d) **Notes** that if Council decides to refresh a target, staff will present options for Council to consider the level of ambition of a refreshed target later in 2026

BACKGROUND

- 6 This report refers to emissions in tonnes of carbon dioxide equivalents (tCO₂e). This is a measure used to standardise the climate effects of different greenhouse gases. A summary of the global warming potentials of three main greenhouse gases (carbon dioxide, methane, and nitrous oxide) is included in Attachment A.

The DCC is seeking to manage and reduce greenhouse gas emissions at both the city and DCC scale

- 7 The DCC is seeking to manage and reduce emissions at two scales, as directed by the Zero Carbon Policy: city (Dunedin emissions) and organisational (DCC emissions).
- 8 The DCC's Zero Carbon Policy provides that all DCC activities, including renewals, should seek to minimise emissions and contribute to achieving both city-wide and DCC emissions reduction targets.
- 9 At the city scale, in 2019 the Council declared a climate emergency and adopted a 'Zero Carbon 2030' city emissions reduction target in 2019 (**CNL/2019/154**), which is in two parts:
- a) net zero emissions of all greenhouse gases other than biogenic methane by 2030, and
 - b) 24% to 47% reduction below 2017 biogenic methane emissions by 2050, including 10% reduction below 2017 biogenic methane emissions by 2030.
- 10 Net zero means that greenhouse gas emissions (excluding biogenic methane) are balanced by the amount of carbon dioxide removed from the atmosphere by trees, also known as sequestration.



The Zero Carbon Plan mapped out a path to achieve the city's target

- 11 In September 2023, Council adopted an emissions reduction plan for Dunedin: The Zero Carbon Plan 2030. The Zero Carbon Plan set out a pathway to achieve the city's target, building on trends already underway.
- 12 The modelling underpinning the Zero Carbon Plan reflected the policy and economic context at the time, including emissions reduction targets and commitments made by government and other entities, as well as planned DCC actions. It concluded that achieving the city's targets would require coordinated action across government, community, and business stakeholders to pull all available levers as hard as credibly possible.
- 13 The Zero Carbon Plan outlines how emissions reductions could be achieved through five interconnected areas: resource use and waste; transport and urban form; buildings, energy and industry; forestry, land use and agriculture; and communities and economies.
- 14 As well as identifying a pathway to net zero, the Zero Carbon Plan describes the broader shifts required for Dunedin to become a Zero Carbon city.
- 15 It also identifies the DCC's role in supporting the transition to zero carbon, with action areas for the DCC prioritised according to their emissions reduction potential. The Zero Carbon Plan recognises that many actions required to reduce emissions will reduce costs in the medium term, but there will be upfront costs especially for owners of assets/infrastructure.
- 16 Despite changes in the wider context since the Plan was adopted, the key shifts identified in the Plan remain valid. Updated modelling confirms that the same fundamental actions will still be required to reduce emissions, particularly significant changes in the transport sector.
- 17 Staff do not expect changes to the city-wide emissions target to require significant amendments to the Zero Carbon Plan, the key shifts for the city, or the DCC's action areas.

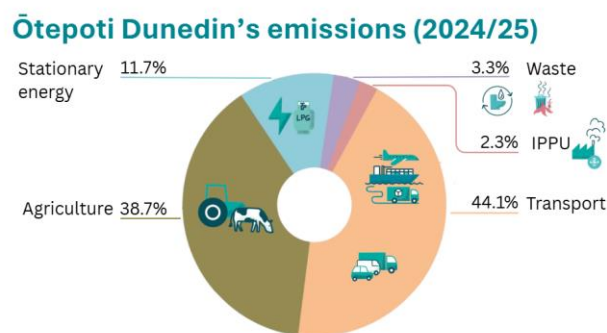
There have been significant changes in context since 2023

- 18 Since 2023 there have been changes in context across all five Zero Carbon Plan chapters. Primarily these changes relate to significant shifts in central government policy following the 2023 election. In addition, DCC modelling has incorporated improved data, and there is progress and momentum in local emissions-related partnerships and some DCC-led projects.
- 19 Updated city emissions modelling was presented to Council in May 2025 (**CNL/2025/131**), using the 2021/22 Dunedin city emissions inventory to inform projections. The modelling found that:
 - a) achieving net zero emissions for all greenhouse gases other than biogenic methane by 2030 is very unlikely; and

- b) the city's separate biogenic methane target is likely to be achieved by 2030.
- 20 The May 2025 modelling presented a *BAU Scenario* broadly following national level trajectories, and an *Accelerated Ambition* scenario which relied on some changes in central government policy and additional local investment. Modelling presented in May 2025 projected neither the *BAU* or *Accelerated Ambition* scenario would achieve 'net zero' of all gases other than biogenic methane by 2030:
- a) BAU Scenario net emissions were estimated to be 410,000 tCO₂e by 2030/31
 - b) Accelerated Ambition Scenario net emissions were estimated to be 372,000 tCO₂e by 2030/31
- 21 Council noted the modelling, and noted "that staff would further update modelling and provide advice on city emissions target options following completion of the 2024/25 Dunedin emissions inventory" (CNL/2025/131, part (h)).

Updated Dunedin 2025 emissions inventory

- 22 An updated Dunedin emissions inventory up to 2024/25 was presented to the Policy and Planning Committee in April 2026, showing that Dunedin's gross¹ emissions reduced 13% between 2018/19 and 2024/25 (PAPCC/2026/012). The key findings from the 2024/25 emissions inventory are summarised below.
- 23 The pie graph below shows Dunedin's 2024/2025 gross annual emissions profile broken down by source.



- 24 The Zero Carbon Plan uses the 2018/19 financial year as the baseline for measuring city-wide emissions. Between 2018/19 and 2024/25:
- a) **Dunedin's total gross emissions** reduced 13%, from 1,619,536 tCO₂e in 2018/19 to 1,416,010 tCO₂e in 2024/25.
 - b) **Dunedin's total net emissions** reduced 11%, from 1,258,198 tCO₂e in 2018/19 to 1,119,876 tCO₂e.

¹ **Total gross emissions** refers to all emissions released into the atmosphere within an organisational or city boundary. It doesn't include emissions removed from the atmosphere from forestry (known as sequestration). **Total net emissions** refers to total gross emissions less emissions removed from the atmosphere.

c) **Dunedin's total net emissions (excluding biogenic methane)**² reduced 9%, from 704,845 tCO₂e in 2018/19 to 641,057 tCO₂e in 2024/25.

d) **Dunedin's total biogenic methane emissions** reduced 13%, from 553,353 tCO₂e in 2018/19 to 478,819 tCO₂e in 2024/25.

25 Key drivers of the trends from 2018/19 to 2024/25 by sector were as follows:

- a) Emissions from **Transport** decreased by 8% between 2018/19 and 2024/25, from 677,210tCO₂e to 624,128tCO₂e. This reduction was mainly driven by a 7% reduction in marine freight emissions, a 30% reduction in cruise ship emissions, and 32% reduction in air travel emissions over this period. There was also a small 2% reduction in on-road transport emissions.
- b) Emissions from **Waste** decreased by 50% between 2018/19 and 2024/25, from 92,661tCO₂e to 46,092tCO₂e. This was driven by a reduction in annual emissions from landfill due to improvements to landfill gas capture, the gradual decrease in emissions from closed landfill sites, and to a lesser extent diversion of some organic material from landfill via kerbside green waste composting services.
- c) Emissions from **Stationary Energy** decreased by 19% between 2018/19 and 2024/25, from 204,735 tCO₂e to 165,894 tCO₂e. This was driven by a 70% reduction in emissions from burning coal, and a 12% reduction in emissions associated with electricity consumption. Reductions in electricity consumption emissions were due to an 11% reduction in the emissions per kWh of electricity generated. Actual electricity consumption increased 2% between 2018/19 and 2024/25. The reduction in coal use was primarily due to boiler conversions from coal to biomass at the Dunedin Energy Centre, along with reductions due to all coal school boilers converting to biomass or electric heating by 2024/25 as part of the Ministry of Education's School Coal Boiler Replacement Programme.
- d) Emissions from **Agriculture** decreased 9% between 2018/19 and 2024/25, from 600,515 tCO₂e to 547,303 tCO₂e. This decrease was mainly due to an estimated 10% reduction in sheep numbers and 16% reduction in dairy cattle numbers over the period.³
- e) Emissions from **Industrial Processes and Product Use (IPPU)** decreased 27% between 2018/19 and 2024/25, from 44,415 tCO₂e to 32,593 tCO₂e. This was driven by an ongoing trend towards using less emissions-intensive refrigerants and air conditioning gases in appliances.
- f) **Net Forestry** sequestration decreased 18% between 2018/19 and 2024/25 (18% less carbon dioxide was absorbed), from -361,337 tCO₂ to -296,134 tCO₂. The reduction in net forestry sequestration over this period is due to an increase in forestry harvested in 2024/25 compared with 2018/19. Sequestration from indigenous vegetation remained the same throughout 2018/19 to 2024/25. Sequestration from exotic commercial forestry

² **Total gross/net emissions excluding biogenic methane** refers to all emissions less biogenic methane emissions (in line with the Zero Carbon 2030 target).

³ These results are based on livestock and fertiliser data for Dunedin City from the 2017 Agricultural Census (StatsNZ), with regional data covering the subsequent years used to estimate the change in livestock and fertiliser use since 2017. The approach has known limitations, as changes in agriculture in the Otago region may not reflect changes in the Dunedin City area.

is variable from year to year. Some years have more harvesting and some years more forest growth, depending on the age of trees and market conditions. The extent of the exotic commercial forestry estate in Dunedin City actually increased over this period, from 16,087 hectares in 2018/19 to 17,298 hectares. All other factors being equal, this suggests the average forestry sequestration for Dunedin will increase over the coming years, as recently planted trees reach maturity.

Changes in gross emissions between 2018/19 and 2024/25 are shown in Table 1, split by emissions source.

Table 1 – Gross Emissions changes from 2018/19 to 2024/25 by emissions source

Sector / Emissions Source.		Emissions (tCO ₂ e)		Percentage Change 18/19 – 24/25 (%)
		2018/19	2024/25	
Transport	On-Road	330,316	322,938	-2%
	Rail	4,559	3,797	-17%
	Air travel	43,354	29,512	-32%
	Marine	251,240	219,763	-13%
	Off-Road	47,741	48,118	1%
Stationary Energy	Electricity Consumption	100,366	87,957	-12%
	Stationary Diesel and Petrol Use	26,416	26,617	1%
	LPG	29,197	28,778	-1%
	Coal	44,077	13,329	-70%
	Biofuel	4,650	9,140	97%
	Biogas	27	73	168%
Waste	Solid Waste (Landfill)	80,279	33,535	-58%
	Wastewater Treatment	12,383	12,556	1%
IPPU	Refrigerant and Air Conditioning Gases	41,330	29,959	-28%
	Other Industrial Gases	3,085	2,634	-15%
Agriculture	Agriculture	600,515	547,303	-9%
Total Gross Emissions		1,619,536	1,416,010	-13%

DISCUSSION

- 26 The updated city-wide emissions modelling and the 2024/25 emissions inventory, outlined above, indicate that the biogenic methane target is on track to be achieved. However, the 2030 net zero target for all other greenhouse gases is now considered very unlikely to be met.
- 27 In light of this updated evidence, Council may choose to consider whether the existing city emissions targets remains appropriate, or whether a refreshed target framework should be adopted.
- 28 The following sections summarise the key considerations to support that decision, including:

- a) best practice on community/city level emissions target setting, including advice on how to consider biogenic methane in targets;
 - b) city/district level targets of other New Zealand cities, and local governments of other countries with similar emissions profiles to Dunedin;
 - c) context on national targets, including new methane reduction targets adopted by central government since 2019; and
 - d) what is plausible, using three different emissions modelling scenarios.
- 29 This report outlines five options for Council to consider on the type of city level emissions target:
- a) Retain the current targets;
 - b) Adopt a new single year net zero target (in line with the current target format, but adopt a new target year)
 - c) A single year gross emissions reduction target, with no net zero claim
 - d) A budget envelope approach, defining an emissions limit over a defined period; and
 - e) A two stage target, with a near term gross emissions focus, and a long-term net zero target
- 30 A decision is also sought from Council on whether to include biogenic methane emissions in one overall target, or to keep biogenic methane separate in line with the current Dunedin emissions targets.

Best Practice Guidance and Frameworks

- 31 This section summarises international guidance and frameworks that are relevant to setting city-wide emissions targets.
- Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment Report (AR6)*
- 32 The IPCC AR6 synthesis report sets out core principles to define a scientifically robust target. Key findings include:
- a) Every increment of warming increases risks, and methane is a major driver of near-term warming.
 - b) Rapid methane reductions deliver climate benefits within years, not decades, due to methane's short lifespan in the atmosphere compared to other greenhouse gases.
 - c) Limiting warming to 1.5°C or 2°C will require deep cuts in all gases, particularly methane.
 - d) Net-zero carbon dioxide alone is insufficient. Other greenhouse gases must also decline sharply.
 - e) 1.5°C compatible pathways require approximately 34% methane reductions by 2030 (from 2019 levels).

- f) AR6 does not prescribe whether biogenic methane should be included in an overall target, or whether it can be separate to an all other gases net zero target. Instead, it provides scientific parameters for a target to meet.

33 For setting a Dunedin emissions target, IPCC's AR6 synthesis report confirms:

- a) A split-gas approach is scientifically valid, but only if methane ambition is high. Methane is a short lived greenhouse gas, and AR6 supports treating it separately to other long lived greenhouse gases like carbon dioxide and nitrous oxide, provided the methane reduction pathway is front-loaded (i.e a focus on significantly reductions over the next 5-10 years), and aligned with global benchmarks.
- b) Methane reductions matter immediately at the city-scale, and as such there should be a focus on short-term actions such as maximising landfill gas capture, wastewater methane management, and reducing landfilling of materials with high organic content (such as food, garden, and timber waste).
- c) Net-zero all other gases does not remove the need for significant reductions in biogenic methane. AR6 is explicit that climate stabilisation requires:
 - i) Deep and sustained reductions in carbon dioxide reaching net-zero
 - ii) Significant reductions in methane and other non-carbon dioxide gases

The Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories (GPC)

- 34 As directed by the Zero Carbon Policy, emissions in the Dunedin City Territorial Area are estimated using the production-based Global Protocol for Community-Scale Greenhouse Gas Emissions Inventory (GPC) methodology. This method covers the key sectors of Transport, Stationary Energy, Waste, Industrial Processes and Product Use (IPPU), Agriculture, and Forestry. Production-based approaches exclude global emissions relating to consumption, such as the emissions used elsewhere to produce products used/consumed within Dunedin. The GPC methodology is the global standard for estimating emissions within a territorial area.
- 35 The GPC methodology requires cities to account for all greenhouse gases within their territorial boundaries. This means Dunedin's targets must be based on the full inventory to comply with the GPC methodology.
- 36 The key implications for Dunedin emissions targets are:
 - a) Methane can be treated differently, but not hidden. The GPC methodology allows flexibility about how targets are formulated, provided the approach is explicit, transparent, and consistent with the inventory boundary.
 - b) Any target must align with the inventory scope, including the same gases, sources and boundaries as used in the city-wide emissions inventory.

Science-Based Targets for Cities (Guide)

- 37 The Science-Based Targets Network is a science-led initiative founded by a group of global Non-governmental Organisations (NGOs) to define what is necessary for cities to do enough to stay within planetary limits. The Science-Based Targets Network (SBTN) have issued guidance on how

cities can set science-based targets⁴. The SBTN guide states that a target is considered science-based if it:

- a) Aligns with the IPCC 1.5°C pathways
- b) Includes a clear 2030 milestone
- c) Is net-zero by 2050 at the latest
- d) Follows a reduction pathway rather than a single end point

38 The guide provides an indication of what level of ambition a city should have when setting their emissions reduction targets, based on a “fair share” approach where higher emitting and higher income cities reduce their emissions more than lower emitting and lower income cities. Under the SBTN guide Dunedin is considered a high income city with high emissions, having more than 5.1tCO₂e emissions per capita, and GDP per capita above NZ\$25,000⁵. The SBTN guide recommends targets with the following level of ambition for high emissions and high income cities:

- a) 2030: A 70-75% reduction in emissions compared with 2015 levels
- b) 2050: Net zero emissions

39 The key implications for Dunedin emissions targets are:

- a) To align with the SBTN guide, any updated target needs to have a near term 2030 target and a long-term target no later than 2050.
- b) Under the SBTN guide, the 2030 target should reflect Dunedin’s fair share of halving global emissions by 2030. The level of reduction required to meet Dunedin’s fair share under the SBTN guide far exceeds what is possible under any of the three emissions modelling scenarios covered later in this report.

Global Covenant of Mayors for Climate and Energy

40 Dunedin has been a signatory to the Global Covenant of Mayors for Climate and Energy (GCoM) since 2015. Cities in GCoM pledge to set “targets at least as ambitious as their country’s Nationally Determined Contributions under the United Nations Framework Convention on Climate Change (UNFCCC).”⁶

41 This does not provide specific guidance on the form a target should take, rather affirms that for Dunedin to remain a signatory to GCoM, a city level target of some form is required, with a level of ambition at least equivalent to that set nationally.

⁴ <https://sciencebasedtargetsnetwork.org/wp-content/uploads/2020/11/SBTs-for-cities-guide-nov-2020.pdf>

⁵ Dunedin had net emissions of 8tCO₂e/capita in 2024/25. In the year to March 2025, Infometrics estimate Dunedin’s GDP per capita as being NZ\$67,405. The SBTN guide refers to high income cities as having per capita GDP above \$US15,000, which equates to approximately \$NZ25,000 based on recent exchange rates.

⁶ <https://www.globalcovenantofmayors.org/journey/#1594369253859-2c931b65-720e> “Set Goals and Targets” sub-header

Local Government Funding Agency – Local Government Sector Climate Scenarios

- 42 In September 2025, the Local Government Funding Agency (LGFA) released their *Local Government Sector Climate Scenarios*⁷ (LGFA Climate Scenarios). The LGFA Climate Scenarios illustrate how climate change could impact the local government sector under different plausible climate futures. While these scenarios do not provide guidance on how to set a district level target, they do provide guidance on the likely impacts to local government and the communities local government support.
- 43 There are three scenarios included in the LGFA Climate Scenarios report:
- a) **Scenario 1: Acting now for our mokopuna** – based on coordinated global climate action from the late 2020s, driving a transition to a low-carbon, climate resilient economy, and limiting global warming to 1.7°C above pre-industrial levels by 2100.
 - b) **Scenario 2: Leaving it to the next generation** – Global climate action is delayed until the mid-2030s, with a rapid disorderly transition to a low-carbon economy. This leads to high economic and social costs for Aotearoa New Zealand. Global warming of 2.7°C above pre-industrial levels by 2100.
 - c) **Scenario 3: Inheriting a broken world** – Global climate action falters due to geopolitical tensions. Global warming of 3.9°C above pre-industrial levels by 2100.
- 44 Each of the scenarios leads to differences in the timing and severity of transition risks and physical hazards. As stated on page 7 of the LGFA Climate Scenarios report “[r]educing emissions or building resilience creates transition risk, whilst higher temperatures cause physical risk...Acting early leads to higher short-term transition risk, but reduces longer-term exposure to physical impacts. Conversely, not reducing emissions leads to physical risks rising exponentially to 2100 and beyond.”
- 45 This is illustrated below, in terms of the extent of the transition risks and physical risks under each scenario, as well as the impacts of each scenario over time:



Peer Cities Emissions Reduction Targets

- 46 A comparison of the Hamilton, Palmerston North and Christchurch district level targets is shown below in Table 2. While there are some similarities between Dunedin and these cities, for all

⁷ [Local Government Sector Climate Scenarios Report - FINAL.pdf](#)

three agriculture makes up a smaller share of their city emissions compared with Dunedin (agriculture made up 39% of Dunedin's emissions in 2024/25). Similarly, because of Dunedin's large territorial boundaries, there are higher rates of forestry sequestration in Dunedin than places like Hamilton which are largely urban. This can help explain why Hamilton have set ambitious gross emissions reduction targets for 2050, without setting an overall net zero emissions target for Hamilton city.

Table 2 – Comparative New Zealand District Level Targets

NZ Peer District	Target Statement	District Target Years (Gross or Net)	Biogenic Methane Treatment
Palmerston North City Council	<i>A central part of our goal to be an eco-city is achieving a 30% reduction in Palmy's greenhouse gas emissions by 2031. This target is our part of a national effort to make the whole of New Zealand carbon neutral by 2050.⁸</i>	Gross target for 2031. Reference to 2050 national net-zero target.	Included in 2031 target. (Agriculture was 17% of Palmerston North city gross emissions in 2021)
Christchurch City Council	<i>Our targets for Christchurch are to halve emissions by 2030, compared with 2016-2017 levels, and to achieve net zero greenhouse gas emissions by 2045, with at least a 50% reduction in methane emissions by 2045.⁹</i>	Gross target for 2030. Net Zero 2045	Separate target – 50% reduction in biogenic methane by 2045 (Agriculture was 16% of Christchurch city gross emissions in 2023)
Hamilton City Council	<i>By 2030 our city's emissions are reduced by at least 30%. By 2050 our city's emissions are reduced by at least 82%.¹⁰</i>	Gross target for 2030 and 2050. No net zero community target.	Included in overall targets. (Agriculture was 1% of Hamilton city gross emissions in 2022)

- 47 Given Dunedin's relatively high share of agriculture emissions compared with other comparable New Zealand districts, staff have provided an assessment of the types of approaches used when setting district level targets in Irish and Scottish areas, given the similarities in the emissions footprints between Dunedin and these districts. As shown below in Table 3, the Irish counties and Highland Council in Scotland refer to contributing towards national targets rather than set district level targets. Dumfries and Galloway Council (Scotland) set district targets exceeding the ambition of Scotland's national level targets.

Table 3 – Comparative Scottish and Irish District Level Targets

⁸ <https://www.pncc.govt.nz/Council/What-were-doing/Strategic-initiatives/Tackling-climate-change#section-1>

⁹ [Our climate emissions targets : Christchurch City Council](#)

¹⁰ [Hamilton City Council Climate Change Strategy](#)

Peer District	Target Statement	District Target Years (Gross or Net)	Biogenic Treatment	Methane
Mayo, Kerry, and Cork County Councils (Ireland)	All three Irish County Councils refer to national climate goals and agriculture targets: 25% reduction in agricultural (biogenic) methane by 2030 - National climate neutrality by 2050¹¹	Contribute to Ireland's national targets	Separate biogenic methane target at national level. (Agriculture was 38% of Ireland's overall emissions in 2023)	
Highland Council (Scotland)	As a public body, we are legally required to contribute to Scotland's Net Zero target by 2045. ¹²	Contribute to Scotland's Net Zero 2045 Target	Included in overall Scotland target. (Agriculture was 26% of net Highlands and Islands emissions in 2019)	
Dumfries and Galloway Council (Scotland)	We support the region to: - become a net zero region on or before 2040 - transition to a carbon negative region by 2045 to align with the wider aspiration outlined by South of Scotland Enterprise¹³	Net zero 2040 Net negative 2045	Included in overall target. (Agriculture was 55% of Dumfries and Galloway District gross emissions in 2018)	

New Zealand emissions targets

- 48 Central Government have set the following emissions reductions targets for New Zealand to meet, under the Climate Change Response Act:
- Net zero emissions of all greenhouse gas emissions other than biogenic methane by 2050.
 - 14% to 24% reduction below 2017 biogenic methane emissions by 2050, including 10% reduction below 2017 biogenic methane emissions by 2030.
- 49 The 2050 biogenic methane emissions target was amended in December 2025, having previously been a target of a 24% to 47% reduction below 2017 biogenic methane emissions by 2050.

¹¹ [Mayo-County-Council-Climate-Action-Plan_2024_V2_Final](#)

¹² [Highland Council – Climate Change](#)

¹³ <https://www.dumfriesandgalloway.gov.uk/environment-community-safety/climate-emergency>

- 50 The New Zealand targets exclude international shipping and aviation emissions, which are included within Dunedin's emissions inventory and targets.
- 51 Central Government have also set the first and second Nationally Determined Contributions (NDCs) under the Paris Agreement covering 2021-2030 (NDC1) and 2031-2035 (NDC2). The NDC1 target is to reduce net greenhouse gas emissions to 50% below 2005 levels by 2030. This target can be met by domestic emissions reductions (reductions within New Zealand) and also by emissions reductions occurring offshore but paid for by New Zealand.

Summary of emissions modelling scenarios

- 52 This report seeks a decision on the preferred form of Dunedin's emissions reduction target, rather than its level of ambition. To support that decision, three emissions modelling scenarios are summarised below to provide context on the achievability of the current Zero Carbon 2030 target and potential future pathways.
- 53 The emissions modelling presented to Council in May 2025 (**CNL/2025/131**) projected emissions through to 2035 and assessed the achievability of the existing Zero Carbon 2030 target. That work considered two emissions scenarios: a business as usual (BAU) scenario broadly aligned with the Second National Emissions Reduction Plan 2026-2030, and an Accelerated Ambition scenario reflecting additional policy and investment interventions.
- 54 To support Council's consideration for a refreshed city emissions target, emissions have now been modelled through to 2050 to provide longer-term context:
- a) **A BAU scenario**, which broadly follows national level trajectories included in the modelling underpinning the Second National Emissions Reduction Plan (2026-2030)
 - b) **An Accelerated Ambition scenario**, which requires some changes in central government policy (but not a complete reversal), as well as some additional local investment; and
 - c) **A High Ambition scenario** which would require significant changes in central government policy, and higher levels of local investment into a transition to becoming a lower carbon city.
- 55 The key differences in the different emissions scenarios through to 2030, and what was modelled in 2023 when the Zero Carbon Plan was adopted, are included under Attachment B. Should Council decide to adopt refreshed targets, further information will be provided on each of the scenarios beyond 2030 at a subsequent Council meeting.
- 56 Under all scenarios, Dunedin does not achieve the existing 2030 net zero greenhouse gases other than biogenic methane target. The modelled emissions for 2030 under each scenario are shown below in Table 4, along with when net zero is projected to be achieved for each scenario. All values are rounded to the nearest 1000 tCO₂e.

Table 4 – Emissions Modelling for net zero greenhouse gases excluding biogenic methane

Emissions Scenario	Actual		Modelled		
	2018/19 net emissions (tCO ₂ e)	2024/25 net emissions (tCO ₂ e)	2030 net emissions (tCO ₂ e)	Year net zero is projected to be achieved	
BAU	705,000	641,000	370,000	~2047	

Accelerated Ambition			336,000	~2044
High Ambition			303,000	~2042

- 57 Emissions for biogenic methane have also been modelled through to 2050. This shows Dunedin is on track to meet the current target to reduce biogenic methane emissions by 10% by 2030 (with emissions modelling indicating a 16% reduction by 2030).
- 58 If Council resolves to retain a net zero greenhouse gases target, and to include biogenic methane within an overall target rather than have a separate biogenic methane reduction target, no emissions modelling scenario achieves a net zero all greenhouse gases target by 2050.

Summary

- 59 The information presented in this report confirms that Dunedin has made measurable progress in reducing greenhouse gas emissions since the adoption of the current city-wide emissions targets in 2019. However, updated emissions modelling indicates the existing 2030 net zero target for all greenhouse gases other than biogenic methane is now very unlikely to be achieved. The table below summarises the key findings that underpin the options presented to Council and the decision sought through this report.

Key question	Summary
Has Dunedin reduced emissions?	Yes. Gross emissions have reduced by 13% between 2018/19 and 2024/25.
Is the current 2030 net zero target likely to be achieved?	Updated modelling indicates it is very unlikely.
Is the biogenic methane target on track?	Yes. The 2030 methane target has effectively been achieved based on the 2024/25 inventory.
Does the Zero Carbon Plan remain relevant?	Yes. The key shifts and action areas remain appropriate despite changes in context.
What decision is Council being asked to make?	Whether to retain the current target or adopt a refreshed approach. This report seeks a decision on the type of target only; a future report will address the level of ambition.

OPTIONS

- 60 This report presents five main options on the type of Dunedin emissions target for Council to consider:
- a) Retain the current targets
 - b) A single year net zero target (in line with the current target format, new target year)
 - c) A single year gross emissions reduction target, with no net zero claim

- d) A budget envelope approach, defining an emissions limit over a defined period; and
- e) A two stage target, with a near term gross emissions focus, and a long-term net zero target

61 A decision is also sought on whether to keep a separate biogenic methane target.

Overall Target: Option One – Retain existing targets

62 Council adopted the following emissions targets for Dunedin in 2019:

- a) net zero emissions of all greenhouse gases other than biogenic methane by 2030, and
- b) 24% to 47% reduction below 2017 biogenic methane emissions by 2050, including 10% reduction below 2017 biogenic methane emissions by 2030.

63 Council could resolve to retain the existing targets, rather than consider adopting a refreshed target.

64 While many city/district level targets elsewhere have aimed for net zero emissions later than 2030, the Mayor of London previously set a target for London to be net zero by 2030. London faces similar challenges to Dunedin in terms of the achievability of their net zero 2030 target.¹⁴

Advantages

- The existing targets are embedded into current strategies, including the Zero Carbon Plan
- The existing targets have a clear target date and ambition, and explicitly recognise the different warming impacts of methane by having a separate biogenic methane target
- The existing targets for biogenic methane were previously aligned with New Zealand's national methane policy, however those targets have since been amended by Central Government

Disadvantages

- A single target year is very sensitive to single year timing effects, particularly relating to forestry harvesting cycles
- Focus on a single target year suggests Dunedin either passes or fails depending on whether the target is met. In reality every tonne of greenhouse gas emissions avoided helps the global effort to reduce the impact of climate change
- Emissions modelling shows Dunedin is highly unlikely to meet the 2030 net zero all greenhouse gases other than biogenic methane part of the target. This creates credibility risks continuing to refer to an unachievable target
- A single year target, which splits out biogenic methane, is less aligned with emerging international best practice than other target options (emerging best practice avoids gas specific, single year targets)

¹⁴ [London to miss 2030 net-zero target, mayor admits](#)

Overall Target: Option Two - A single year net zero target

- 65 While the net zero all other gases part of the current 2030 targets is highly unlikely to be met, Council could decide to adopt an amended target year but follow the same format (have a single year net zero target).
- 66 A single year net zero target is relatively common, with the following examples used in New Zealand:
- a) Christchurch City Council – has a Net Zero 2045 target for Christchurch, with a separate biogenic methane target
 - b) Far North District Council – has set a Net Zero 2050 target for the Far North, in line with New Zealand’s overall target

Advantages

- This option has similar advantages to Option One.
- This option has the advantage over Option One that a refreshed target year can be selected based on what emissions modelling shows is a plausible target to aim for

Disadvantages

- This option has similar disadvantages to Option One.

Overall Target: Option Three – Single Gross Emissions Reduction Target (with no net zero claim)

- 67 While the current target seeks to balance all greenhouse gases emitted in Dunedin (excluding biogenic methane) by 2030, a refreshed target could focus on reducing gross emissions only.
- 68 This option would involve Council specifying a gross emissions reduction target by a specified year. It could include all gases, and not separate out biogenic methane. Adopting a target in this form would mean making no commitment to a long-term net zero greenhouse gases position for Dunedin.
- 69 Hamilton City Council have adopted a target in this format, aiming to reduce gross emissions 82% by 2050.

Advantages

- This type of target is very clear and intuitive.
- A gross reduction target encourages tangible action to reduce emissions from stationary energy, transport, industry, and waste.
- Mitigates the risk of over-reliance on forestry sequestration, or future technologies to remove greenhouse gases from the atmosphere.

Disadvantages

- May appear less ambitious than a net zero commitment.

- Does not explicitly plan for or encourage carbon removals, which will likely be necessary to address residual emissions long-term, and absorb current emissions in the transition to becoming a low carbon city
- Poorly aligned with international “net zero” emissions narratives.
- Does not account for the significant levels of carbon sequestration already occurring within Dunedin’s territorial area

Overall Target: Option Four – A budget-envelope (carbon budget) approach

- 70 Under this option, Council would adopt cumulative emissions budgets over a defined period (for example, five, 10, or 15 years). This could be a budget for the total gross emissions over a specified period, or it could be a measure of the total net emissions (gross emissions minus sequestration from things like forestry).
- 71 Performance would be measured against cumulative emissions over time, rather than emissions in a single year.
- 72 This approach is not currently used by local authorities in New Zealand, however it is used as a framework to set five yearly emissions budgets for New Zealand nationally. It is used internationally by local authorities, including but not limited to London, Oslo, and Stockholm County.
- 73 An example of a territorial budget envelope target is Stockholm’s emissions budget for 2024-2040, which allows a maximum of 9 million tCO₂e in that period (net emissions).¹⁵

Advantages

- Strong alignment with climate science (as cumulative emissions matter more than hitting a target in one year)
- Handles uncertainty and volatility better than single year targets
- Supported by international best practice, including C40 and Leading Cities
- Reduces end year loading/reliance on offsets close to a single target year
- Well suited to forestry harvest cycles and large land areas (such as Stockholm County)
- Aligns with New Zealand’s national emissions budget framework

Disadvantages

- Less intuitive for public audiences
- Requires strong governance to monitor performance over time

¹⁵ [Stockholm Climate Action Plan: Klimathandlingsplan 2030](#)

- Has a higher communications and capability burden than a single target year
- Not yet used by other New Zealand territorial authorities

Overall Target: Option Five – A Two Stage Target: Near-term gross emissions reduction, long-term net zero

74 The final option presented is to adopt a near-term gross emissions reduction target and a long-term net zero ambition target. A two-stage target would prioritise gross emissions reductions in the short term, with carbon removals balancing residual emissions over the longer term.

Advantages

- Provides clear framing to focus on gross emissions reductions now, and to balance remaining emissions in the longer term
- Mirrors global best practice, particularly for organisations (having a short-term focus on gross emissions reductions)
- Reduces short term dependence on carbon removals
- Allows long-term planning for sequestration
- Mirrors the format of DCC’s organisational emissions reduction targets
- Strongly aligned with climate science, in that efforts to reduce emissions over the next 5 to 10 years are crucial to limit the effects of climate change

Disadvantages

- Has the potential to make the net zero portion of the target seem less urgent, due to the target being “far away”
- Requires careful monitoring to ensure that the short-term gross emissions target is not weakened by expectations around future removals

Biogenic Methane: Option One – Keep Separate from all other greenhouse gases target

75 The current Dunedin emissions targets keep biogenic methane separate from all other greenhouse gases. Council could decide to keep biogenic methane separate in refreshed city-wide targets.

Advantages

- Consistent with national level targets
- Recognises that methane has a different warming impact on the atmosphere to long lived greenhouse gases like carbon dioxide and nitrous oxide
- Consistent with current target structure

Disadvantages

- Less aligned with some international best practice guidance, which avoids having gas specific targets

Biogenic Methane: Option Two – Include in overall target

- 76 Council could decide to include biogenic methane within one overall emissions reduction target for Dunedin.

Advantages

- Better aligned with some international best practice guidance than a split biogenic methane target

Disadvantages

- Does not align with New Zealand policy on having a separate biogenic methane reduction target
- If biogenic methane is included within an overall emissions target, this does not acknowledge the short-lived warming impact of methane compared with other long lived greenhouse gases
- Does not align with the current target structure, so may have a higher communications burden than keeping biogenic methane separate

NEXT STEPS

- 77 Following council decisions on the preferred type of Dunedin's city-wide target, options for the level of ambition of the type of target chosen will be presented to Council for consideration at a subsequent Council meeting in 2026.

Signatories

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Attachments

	Title	Page
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↗B	Attachment B - Summary of city emissions modelling changes since 2023	281

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

Implementation of the Zero Carbon Policy, Zero Carbon Plan and DCC's Emissions Management and Reduction Plan promotes the economic, social and environmental wellbeing of communities in the present and for the future, by facilitating the transition to a low carbon economy.

Fit with strategic framework

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

Other relevant strategies/plans include Zero Carbon Plan, DCC Emissions Management and Reduction Plan, Zero Carbon Policy. As noted within the report, while the Zero Carbon Plan maps out a path for Dunedin to achieve net zero emissions by 2030, and this report considers options for a refreshed target, the key shifts required for Dunedin to become a low/zero net emissions city, and the action areas for DCC to support that transition, remain unchanged.

Māori Impact Statement

A Treaty of Waitangi analysis was prepared previously as part of the Zero Carbon work programme. This indicated that, in general, taking action to reduce emissions is aligned with Treaty of Waitangi obligations because a wide range of taonga are at risk from climate change. However, individual projects will need to consider Te Taki Haruru and incorporate mana whenua and mātauranga inputs when delivered.

Sustainability

Climate change mitigation/emissions reduction efforts are considered key to sustainability. 'Climate Action' is one of the United Nation's Sustainable Development Goals, reflecting the centrality of action on climate change to the achievement of sustainable development. Without significant cuts to emissions, climate change impacts will further accelerate, with commensurate negative impacts on the social, environmental, cultural and economic wellbeing of New Zealand communities. Conversely, actions to reduce emissions generally have significant co-benefits in terms of community wellbeing, resilience of the local economy, and environmental indicators such as improved air quality.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

References to the 2030 Zero Carbon targets are embedded throughout the 9 Year Plan 2025-2034. If Council decides to adopt new Dunedin emissions reduction targets, reference to these new targets will be incorporated into the Long Term Plan 2027-2037.

SUMMARY OF CONSIDERATIONS

Financial considerations

There are no direct financial implications of this decision. Council decisions on actions to support reducing Dunedin emissions will be considered as part of Long Term Plan processes.

Significance

This decision is considered low significance as the proposed changes seek to give effect to existing resolutions of Council, and as noted in the report staff have assessed that should Council decide on adopting refreshed targets, this does not fundamentally change the priority action areas for DCC as outlined in the Zero Carbon Plan. Any changes to the emissions targets Council set for Dunedin will be incorporated into consultation on the Long Term Plan 2027-2037 for community engagement and feedback.

Engagement – external

There was significant external engagement during 2023 in the development of the Zero Carbon Plan. There has been limited external engagement in relation to options to refresh Dunedin's emissions targets, given adopting refreshed targets does not fundamentally change the key shifts needed for Dunedin to reduce its emissions, and the priority action areas for DCC to support emissions reduction at the city level.

DCC's Zero Carbon team have engaged with Zero Carbon Alliance partners on target refresh options, given the Memorandum of Understanding for the Zero Carbon Alliance includes direct reference to the 2030 city emissions targets. Should Council resolve to adopt refreshed targets, this is not anticipated to change the overall purpose of the Zero Carbon Alliance, or the level of urgency required for both organisational and city-wide emissions reduction efforts across the 6 partners.

Engagement - internal

A range of teams have been informed that Council will be considering refreshed Dunedin emissions targets, with specific engagement as necessary to update emissions modelling scenarios assumptions (for instance, engagement with Transport).

Risks: Legal / Health and Safety etc.

There may be reputational risks for the DCC associated with perceptions of non-delivery on emissions reduction ambitions, given the net zero 2030 target adopted by Council in 2019 is considered unachievable.

Conflict of Interest

No conflict of interest has been identified.

Community Boards

There are no direct implications identified for Community Boards relating to this decision.

Global Warming Potentials

There are many greenhouse gases, each with a different ability to warm the atmosphere. *Global Warming Potential (GWP)* is a measure used to compare how much heat a greenhouse gas traps in the atmosphere over time, relative to carbon dioxide (CO₂).

The GWP of a gas depends on:

- How effectively it traps heat, and
- How long it remains in the atmosphere before breaking down.

To account for these differences, emissions are standardised by converting each gas into *carbon dioxide equivalents (CO₂e)* using its GWP. This allows different greenhouse gases to be compared and reported on a consistent basis.

GWP values using in the Dunedin inventory

The Dunedin City Greenhouse Gas Emissions Inventory for 2024/25 uses the most recent values from the Intergovernmental Panel on Climate Change (IPCC) 6th Assessment Report (2021), often referred to as *AR6*.

These values are based on a 100-year timeframe, known as *GWP100*, which is the most commonly used approach for emissions reporting.

There is a minor error in the Global Warming Potentials used in the 2024/25 inventory – see page 2 of this document for an explanation.

The GWP100 values for the main greenhouse gases are:

Greenhouse Gas	Global Warming Potential (GWP100)	Margin of error
Carbon dioxide (CO ₂)	1	-
Biogenic methane (CH ₄)	27	±11
Non-biogenic methane (CH ₄)	29.8	±11
Nitrous oxide (N ₂ O)	273	±130

Biogenic methane comes from biological sources (plants and animals), while non-biogenic methane is associated with fossil fuels (such as natural gas leakage). It lasts about 12 years in the atmosphere in the form of methane, before breaking down into carbon dioxide and water vapour.

As shown above, there is a relatively high margin of error for methane and nitrous oxide. There are also many other greenhouse gases (such as refrigerants) with their own GWP values that are not included here.

Why GWP values change over time

GWP100 values are updated in each IPCC Assessment Report to reflect the latest scientific understanding.

For example, the GWP100 value for biogenic methane (CH₄) has changed over time:

IPCC Assessment Report	Year Released	GWP100 for methane
AR1	1990	21
AR4	2007	25
AR5	2014	34 ¹
AR6	2021	27

These updates reflect ongoing improvements in climate science and measurement.

Minor error in Dunedin Greenhouse Gas Inventory 2024/25

A minor discrepancy has been identified in the Dunedin City Greenhouse Gas Emissions Inventory 2024/25.

A GWP100 value of 27.2 was used for biogenic methane in the inventory prepared by AECOM. This figure of 27.2 was stated by staff at the Policy and Planning Committee on 2 April 2026.

The correct GWP100 value for biogenic methane from the final IPCC AR6 report is 27.

This occurred because an earlier version of the IPCC report (used during drafting) included the 27.2 figure, which was later updated to 27 in the final published version. Staff have confirmed this with AECOM.

The impact of this difference is very small. Using the correct value reduces reported biogenic methane emissions by 3,511 tCO₂e, equivalent to 0.25% of Dunedin's total emissions for 2024/25. Given the minor impact on Dunedin's total emissions for 2024/25, the Greenhouse Gas Inventory report will not be updated to amend this error. Rather, it will be corrected when the next inventory is completed.

¹ When climate change feedback is included. The Fifth Assessment Report is the first time the IPCC reported on climate change feedback in Global Warming Potentials (GWP), and included *with climate change feedback* and *without climate change feedback* GWP values. This was an emerging area of research at the time of the Fifth Assessment Report. In the Sixth Assessment Report, all GWPs included climate change feedbacks by default. Climate change feedbacks refer to flow on impacts caused by the release of greenhouse gases – for example, burning of fossil fuels releases CO₂, which traps more heat in the atmosphere, which leads to melting of ice sheets. Ice sheets have high albedo (reflect sunlight away, which has a cooling effect) and the ocean has low albedo, so as the ice sheets melt due to the release of CO₂, more sunlight is absorbed by oceans, which leads to more warming, which leads to more ice and snow melt.

Attachment B – Summary of city emissions modelling changes since 2023

Key					
	Minor negative change to emissions reduction potential				
	Moderate negative change to emissions reduction potential				
	Significant negative change to emissions reduction potential				
	No change in projections				
	Minor positive change to emissions reduction potential				

Area	Zero Carbon Plan scenario	New modelling - BAU Scenario - by 2030	New modelling - Accelerated Ambition Scenario - by 2030	New modelling – High Ambition scenario - by 2030	Reason for change
Food, garden and timber waste	95% diversion of food, garden and timber waste	95% diversion of <i>divertable</i> food, garden and timber waste	95% diversion of <i>divertable</i> food, garden and timber waste	95% diversion of <i>divertable</i> food, garden and timber waste	No change in projections, change is to clarify the waste reduction target (95% of food, garden and timber waste identified as divertible in the November 2022 SWAP survey. Works out as 70% of food waste diverted, 35% of timber waste diverted, 60% of garden waste diverted)
Paper waste	80% diversion of paper waste	80% diversion of <i>divertable</i> paper waste	80% diversion of <i>divertable</i> paper waste	80% diversion of <i>divertable</i> paper waste	No change in projections, change is to clarify the waste reduction target (80% of paper waste identified in the November 2022 SWAP survey as divertible. Works out as 67% of all paper waste diverted)
Landfill management	Improved landfill gas capture	Improved landfill gas capture	Improved landfill gas capture	Improved landfill gas capture	No change in projections
Total waste	10% reduction in per capita waste	10% reduction in per capita waste	10% reduction in per capita waste	10% reduction in per capita waste	No change in projections
Wastewater	At minimum, no increase in per capita emissions from wastewater	At minimum, no increase in per capita emissions from wastewater	At minimum, no increase in per capita emissions from wastewater	At minimum, no increase in per capita emissions from wastewater	No change in projections
Light vehicle travel demand	Light vehicle travel demand reduces 24% per capita	Light vehicle travel demand reduces 10% per capita	Light vehicle travel demand reduces 14% per capita	Light vehicle travel demand reduces 14% per capita	Projections updated in line with updated national level projections, and FY25 data. Significantly lower ambition and central government incentives available for active and public transport.
Cycling	18% of trips done by bike	4% of trips done by bike	8% of trips done by bike	8% of trips done by bike	Projections updated in line with updated local and national context. Significantly lower ambition due to lack of central government incentives available. Differences between Accelerated Ambition & High Ambition occur from 2030-2050.
Walking	21% of trips done by walking	10% of trips done by walking	13% of trips done by walking	20% of trips done by walking	Projections updated in line with updated local and national context. Lower ambition due to lack of central government incentives available.
Public Transport	18% of trips done by public transport	4% of trips done by public transport	6% of trips done by public transport	8% of trips done by public transport	Projections updated in line with updated local and national context. Significantly lower ambition due to lack of central government incentives available.

Rail/Road Freight Share	Shifting 20% freight by rail rather than road	Current road/rail freight share remains the same	Current road/rail freight share remains the same	Current road/rail freight share remains the same	No national level plans to expand current rail share of freight, however significant cost pressures on road freight in 2026 due to escalating fuel prices. Accelerated Ambition and High Ambition scenarios assume one or both of the proposed inland ports progress, and those inland port/s lead to some additional freight shifting from road to rail, however the impact on freight movements is anticipated to occur after 2030. Unclear what the enduring impact of 2026 fuel prices will be on road/rail freight share.
Total Freight Demand	4% reduction in land freight task	4% reduction in land freight task	4% reduction in land freight task	4% reduction in land freight task	No change in projections.
Aviation emissions	50% reduction in aviation emissions	30% reduction in aviation emissions	30% reduction in aviation emissions	30% reduction in aviation emissions	Air travel has rebounded post covid, however not to pre-covid levels. FY25 air travel emissions were 30% down compared with FY19. Modelling assumes FY25 levels retained to 2030.
Cruise ship emissions	At minimum, 40% reduction in cruise emissions	Cruise emissions reduce by 20%	Cruise emissions reduce by 20%	Cruise emissions reduce by 20%	Modelling updated to account for shore power at Port Chalmers not being progressed, target relies upon International Maritime Organisation (IMO) meeting global 20-30% gross reduction target by 2030.
Marine emissions	Marine emissions reduce by 40%	Marine emissions reduce by 20%	Marine emissions reduce by 20%	Marine emissions reduce by 20%	Modelling updated to account for shore power at Port Chalmers not being progressed, target relies upon IMO meeting 20-30% gross reduction target by 2030.
Heavy vehicle EV share	Electrify 14% of heavy vehicle fleet	Electrify 1% of heavy vehicle fleet	Electrify 2% of heavy vehicle fleet	Electrify 2% of heavy vehicle fleet	Projections updated in line with updated national level projections. Significantly lower ambition and central government incentives available.
Light vehicle EV share	Electrify 31% of light vehicle fleet	Electrify 10% of light vehicle fleet	Electrify 10% of light vehicle fleet	Electrify 21% of light vehicle fleet	Projections updated in line with updated national level projections. High Ambition relies on ERP2 2035 pathway being achieved by 2030. Significantly lower ambition and central government incentives available.
Vehicle fuel efficiency	ICE vehicle fuel efficiency to improve by 6.7%	ICE vehicle fuel efficiency to improve by 6.7%	ICE vehicle fuel efficiency to improve by 6.7%	ICE vehicle fuel efficiency to improve by 6.7%	No change in projections.
Coal	Phase out coal use	Phase out coal use	Phase out coal use	Phase out coal use	No change in projections. Major institutions in Dunedin have committed to switching from coal use.
Stationary LPG	65% reduction in stationary LPG use	26% reduction in stationary LPG use	42% reduction in stationary LPG use	42% reduction in stationary LPG use	Projections refined from 2023, to reflect differing uses of stationary LPG across commercial/industry/and residential. There is less Central Govt support available, however increasing LPG prices and reductions in the cost of low carbon alternatives incentivise building and home owners to switch from LPG to low carbon space heating/hot water heating. LPG use for process heat is more challenging to displace.
Stationary diesel	41% reduction in stationary diesel use	16% reduction in stationary diesel use	23% reduction in stationary diesel use	23% reduction in stationary diesel use	Projections refined from 2023, to reflect differing uses of stationary diesel across commercial/industry/and residential. While there is reduced central government funding, there are still incentives for building/asset owners to decarbonise stationary energy.
Energy efficiency	Improvements in energy efficiency	Improvements in energy efficiency	Improvements in energy efficiency	Improvements in energy efficiency	No change in projections to 2030.
Solar	Increased uptake of solar	Increased uptake of solar	Increased uptake of solar	Increased uptake of solar	No change in projections to 2030.
National electricity grid	100% renewable grid	94% renewable grid	94% renewable grid	94% renewable grid	Central government target of 100% renewable grid by 2030 removed. MBIE projections forecast 94% renewable grid by 2030.

IPPU Emissions	15% reduction in IPPU	38% reduction in IPPU	38% reduction in IPPU	38% reduction in IPPU	Amended to account for significant reduction in IPPU emissions up to FY25.
Agriculture emissions	11% reduction in agricultural emissions	12% reduction in agricultural emissions	12% reduction in agricultural emissions	12% reduction in agricultural emissions	National projections for agriculture emissions are largely unchanged compared with data available in 2023. Slightly higher reduction is based on changes in Dunedin from FY19 to FY25.
Sequestration	64% increase in sequestration	22% increase in sequestration	22% increase in sequestration	22% increase in sequestration	While the total extent of forestry cover within Dunedin is forecast to increase, DCC staff have a more robust understanding of harvest/planting cycles than when sequestration was modelled in 2023.
2030 target	Net zero by 2030	Net emissions of 370,000tCO2e	Net emissions of 336,000tCO2e	Net emissions of 303,000tCO2e	
Timeframe net zero met	2030	~2047	~2044	~2042	

NOTICE OF MOTION

NOTICE OF MOTION - POSITIONING DUNEDIN TO BENEFIT FROM THE NEW ZEALAND-INDIA FTA BY ATTRACTING MEDICAL SPECIALISTS FROM INDIA

EXECUTIVE SUMMARY

- 1 In accordance with Standing Order 26.1, the following Notice of Motion has been received from Cr Benedict Ong for inclusion on the agenda for the meeting being held on Wednesday, 22 July 2026:

RECOMMENDATIONS

That the Council:

- a) **Receives** the Notice of Motion.
- b) **Notes** the continuing shortage of medical and specialist medical practitioners serving Dunedin Hospital and the wider Southern region and recognises that this shortage is contributing to unacceptable waiting times for elective procedures and poorer health outcomes for patients.
- c) **Notes** that the New Zealand–India Free Trade Agreement establishes new mobility pathways for skilled professionals, including occupations within specialist health services, creating a significant opportunity for New Zealand and Dunedin to attract internationally trained medical specialists.
- d) **Recognises** Dunedin’s unique competitive advantages as New Zealand’s leading medical education city, home to the University of Otago’s medical campus, Dunedin Hospital, and internationally respected health research institutions.
- e) **Requests** that the Chief Executive, through Enterprise Dunedin, work with Health New Zealand, the University of Otago, Immigration New Zealand, Health Workforce New Zealand, the Ministry of Foreign Affairs and Trade, relevant medical colleges, and other appropriate agencies to develop opportunities to position Dunedin as New Zealand’s preferred destination for internationally trained specialist clinicians, with particular focus on opportunities arising from the New Zealand–India Free Trade Agreement.
- f) **Requests** that a report be presented to Council within three months outlining:
 - i. opportunities arising from the New Zealand–India Free Trade Agreement;
 - ii. potential partnerships with government, health sector and tertiary institutions;
 - iii. options for a coordinated international specialist medical workforce attraction and retention strategy for Dunedin; and

- iv. recommendations on actions the Council could undertake to support these initiatives.

Attachments

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From: [Benedict Ong](#)
To: [Sandy Graham](#)
Cc: [Council 2025-2028 \(Elected Members\)](#); [Executive Leadership Team \(ELT\)](#); [Councillor Support](#); Mark.Patterson@parliament.govt.nz
Subject: Positioning Dunedin to Benefit from the New Zealand–India FTA by Attracting Medical Specialists from India
Date: Thursday, 9 July 2026 03:04:22 a.m.

Kia ora Chief Executive Graham,

I am submitting the following Notice of Motion for our Council meeting on 22nd July 2026:

Notice of Motion

Positioning Dunedin to Benefit from the New Zealand–India Free Trade Agreement by Attracting Medical Specialists from India and significantly reduce long waiting times for medical and specialist medical services in our Dunedin City for Dunedin and our Southern region

Background

Dunedin faces an ongoing shortage of medical and specialist medical practitioners across numerous disciplines, affecting both Dunedin Hospital and Dunedin City healthcare services that serve our City and our wider Southern region.

Recruitment and retention of specialist clinicians has become increasingly difficult as New Zealand competes internationally for a limited pool of highly skilled medical professionals.

Australia, in particular, continues to attract many specialists by offering substantially higher remuneration and attractive employment opportunities.

The impact is being experienced by patients throughout our Dunedin Community. Countless community members are waiting more than a year for elective procedures, including orthopaedic surgery, resulting in unnecessary pain, declining mobility and reduced quality of life.

This is particularly affecting many older residents who have contributed to our Dunedin Community throughout their lives and now deserve timely access to healthcare.

The New Zealand–India Free Trade Agreement creates a significant new opportunity for New Zealand to access one of the world’s largest pools of highly skilled English-speaking professionals.

The Agreement establishes new mobility pathways for skilled workers within medical and specialist medical services.

India is home to one of the largest English-speaking medical workforces in the world. Indian-trained specialists have an internationally recognised record of serving successfully in New Zealand, Australia, the United Kingdom, Canada and the United States.

Dunedin should be proactive—not passive—in positioning itself to benefit from these new opportunities. As New Zealand’s leading medical education centre and home of Dunedin Hospital and the University of Otago’s medical campus, Dunedin is uniquely positioned to become the preferred New Zealand destination for internationally trained specialist clinicians.

Attracting an additional 20–40 specialist medical practitioners over time, together with the associated medical and allied health professionals and support personnel required to support expanded services, would substantially increase elective surgery capacity, reduce waiting times, strengthen healthcare delivery across the Southern region.

It would also deliver significant economic benefits for Dunedin through higher incomes, increased investment and a vision for our City to become a medical centre economic powerhouse.

While responsibility for healthcare delivery rests with Health New Zealand and our Crown, Dunedin City Council has a very crucial leadership role in promoting Dunedin as a destination for healthcare professionals, supporting economic development, and advocating for initiatives that improve the wellbeing of our Dunedin Community.

Motion

That Dunedin City Council:

1. Notes the continuing shortage of medical and specialist medical practitioners serving Dunedin Hospital and the wider Southern region and recognises that this shortage is contributing to unacceptable waiting times for elective procedures and poorer health outcomes for patients.
2. Notes that the New Zealand–India Free Trade Agreement establishes new mobility pathways for skilled professionals, including occupations within specialist health services, creating a significant opportunity for New Zealand and Dunedin to attract internationally trained medical specialists.
3. Recognises Dunedin’s unique competitive advantages as New Zealand’s

leading medical education city, home to the University of Otago's medical campus, Dunedin Hospital, and internationally respected health research institutions.

4. Requests that the Chief Executive, through Enterprise Dunedin, work with Health New Zealand, the University of Otago, Immigration New Zealand, Health Workforce New Zealand, the Ministry of Foreign Affairs and Trade, relevant medical colleges, and other appropriate agencies to develop opportunities to position Dunedin as New Zealand's preferred destination for internationally trained specialist clinicians, with particular focus on opportunities arising from the New Zealand–India Free Trade Agreement.
5. Requests that a report be presented to Council within three months outlining:
 - opportunities arising from the New Zealand–India Free Trade Agreement;
 - potential partnerships with government, health sector and tertiary institutions;
 - options for a coordinated international specialist medical workforce attraction and retention strategy for Dunedin; and
 - recommendations on actions the Council could undertake to support these initiatives.

Purpose

The purpose of this motion is to ensure Dunedin actively positions itself to capitalise on the opportunities created by the New Zealand–India Free Trade Agreement to attract internationally trained medical and specialist medical practitioners, reduce waiting times, improve health outcomes for the Southern region, and support Dunedin's long-term economic growth and reputation as New Zealand's leading medical city.

I have last Wednesday also had the opportunity to briefly meet New Zealand First's The Hon. Mark Patterson, at the Dunedin Area Citizens Association meeting. Since I have been barred from all our Council meetings with our Local MPs, this is my first event meeting with any MP serving our great Crown.

As New Zealand First leader and our Foreign Minister Winston Peters has not been in favour of the New Zealand-India FTA, I believe it is suited that I copy in (the only MP I have met) Hon. Patterson.

I believe this is well-suited as Hon. Patterson would certainly well appreciate that our Dunedin Hospital and Dunedin City's healthcare facilities serve our great Otago and Southern regions, and specifically recruiting medical and medical specialists

through the possible fast-track that the New Zealand-India Free Trade Agreement represents, will greatly benefit our Otago and Southern region families, seniors and communities and would reduce the currently long waiting-time for specialist medical services drastically.

Naturally, further to this Council Notice of Motion and assuming it is approved, we would require working closely with our Crown and with Crown support in the steps thereafter, via a Local MP.

Kind regards,
Ben



Benedict Ong
Councillor, Dunedin City Council
022 382 7078

RESOLUTION TO EXCLUDE THE PUBLIC

That the Council excludes the public from the following part of the proceedings of this meeting (pursuant to the provisions of the Local Government Official Information and Meetings Act 1987) namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution	Reason for Confidentiality
C1 Confirmation of the Confidential Minutes of Ordinary Council meeting - 25 June 2026 - Public Excluded	S7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information. S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	.	
C2 Mixed recycling facility	S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. S7(2)(i) The withholding of the information is necessary to enable the local authority to	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	

	carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).		
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This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by Section 6 or Section 7 of that Act, or Section 6 or Section 7 or Section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as shown above after each item.