

Notice of Meeting:

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

Date: Thursday 20 August 2026
Time: 9.00 am
Venue: Council Chamber, Level 2, Dunedin Public Art Gallery, The Octagon, Dunedin
YouTube Link: <https://youtube.com/live/NdmxZrrROPY?feature=share>

Sandy Graham
Chief Executive Officer

Policy and Planning Committee

PUBLIC AGENDA

MEMBERSHIP

Chairperson	Mayor Sophie Barker	
Deputy Chairperson	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 Andrew Simms
	Cr Mickey Treadwell	Cr Lee Vandervis
	Cr Steve Walker	Cr Brent Weatherall
	Ms Nadia Wesley-Smith	Prof Emma Wyeth
Senior Officer	Paul Henderson, General Manager Corporate and Regulatory Services	
Governance Support Officer	Rebecca Murray	

Rebecca Murray
Governance Support Officer

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

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

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1 KARAKIA TIMATANGA

The meeting will open with a Karakia Timatanga.

2 PUBLIC FORUM

At the close of the agenda no requests for public forum had been received.

Public Forum registrations close at 9.00am on Wednesday 19 August. Members of the public wishing to speak to the Policy and Planning Committee please contact the Governance Support Team at governance.support@dcc.govt.nz or alternatively phone 03 477 4000.

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 or independent representative and any private or other external interest they might have.
2. Elected or independent members are reminded to update their register of interests as soon as practicable, including amending the register at this meeting if necessary.

RECOMMENDATIONS

That the Committee:

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

Attachments

	Title	Page
↓A	Policy and Planning Committee Register of Interest	6

Policy and Planning Committee Register of Interest 13 August 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.
	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	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.
	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	Dunedin Chinese Garden Advisory 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.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr John Chambers (cont)	Member	Okia Reserve Management Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	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.
	Co-Lead	Heritage Portfolio (Council Appointment)	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	Hereweka Harbour Cone Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Christine Garey	Member	Theomin Gallery Management Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	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.
	Member	West Harbour Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Marie Laufiso	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 Office	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.
	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	Saddle Hill Community Board (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	Puketāi 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.
	Deputy Lead	Infrastructure Portfolio (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.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Cherry Lucas (cont)	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.
	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.
	Co-Lead	Heritage Portfolio (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	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.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Mandy Mayhem (cont)	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.
	Member	Blueskin Baywatch	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Creative New Zealand Grants Advisory Panel (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 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.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Andrew Simms (cont)	Member	Mosgiel 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.
	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.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Steve Walker (cont)	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.
	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.
	Lead	Infrastructure Portfolio (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Acquisitions Committee (Council Appointment)	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.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Ms Nadia Wesley-Smith	Trustee	Dunedin Writers and Readers Festival	No Conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Iwi Representative	Sustainable Destinations – Piopiotahi Programme Board	No Conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Interim Chair	Kōkiri Training Centre	No Conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property Owner	No Conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Tatane Alex Tarewai Wesley Whānau Trust	No Conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Prof Emma Wyeth	Trustee and Chair	WellSouth Primary Health Network	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director & Deputy Chair	Te Tauraki Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Executive member & Deputy Chair, Registered member	Kāti Huirapa Rūnaka ki Puketeraki	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Dunedin After Hours Doctors Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	New Dunedin Hospital Project Steering Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Representative	Kāti Huirapa Rūnaka ki Puketeraki – Te Rūnanga o Ngāi Tahu	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Pae Māori	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Board member	Health Research Council of New Zealand	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Tumu Korero Ltd (consultancy)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Employee	University of Canterbury	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential property in Ōpoho, Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	bare rural land in Karitāne	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Registered member	Te Rūnanga o Ōtākou	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

CONFIRMATION OF MINUTES

POLICY AND PLANNING COMMITTEE MEETING - 18 JUNE 2026

RECOMMENDATIONS

That the Committee:

- a) **Confirms** the minutes of the Policy and Planning Committee meeting held on 18 June 2026 as a correct record.

Attachments

	Title	Page
A↓	Minutes of Policy and Planning Committee meeting held on 18 June 2026	15

Policy and Planning Committee

MINUTES

Minutes of an ordinary meeting of the Policy and Planning Committee held in the Council Chamber, Level 2, Dunedin Public Art Gallery, The Octagon, Dunedin on Thursday 18 June 2026, commencing at 9.00 am

PRESENT

Chairperson	Mayor Sophie Barker	
Deputy Chairperson	Cr Cherry Lucas	
Members	Cr John Chambers	Cr Jo Galer
	Cr Christine Garey via Zoom	Cr Doug Hall
	Cr Marie Laufiso	Cr Mandy Mayhem
	Cr Andrew Simms via Zoom	Cr Mickey Treadwell
	Cr Lee Vandervis	Cr Steve Walker
	Cr Brent Weatherall	Ms Nadia Wesley-Smith

IN ATTENDANCE

David Ward (General Manager 3 Waters, Property and Urban Development), Nicola Morand (Manahautū – Kaiwhakahaere Hapori me Rautaki / General Manager – Community and Strategy), Paul Henderson (General Manager Corporate and Regulatory), Scott MacLean (General Manager City Services), Mike Costelloe (General Manager Arts Culture and Economic Development), Robyn Dillon (Manager Governance), Jonathan Rowe (Programme Manager, South Dunedin Future), Brandy Saxton (Senior Advisor – Climate Adaptation and Resilience, South Dunedin Future) and Gina Hu’akau (Manager Community Partnerships).

Governance Support Officer Rebecca Murray

1 KARAKIA TIMATANGA

Mayor Sophie Barker opened the meeting with a Karakia Timatanga.

2 PUBLIC FORUM

There was no Public Forum.

3 APOLOGIES

An apology was received from Professor Emma Wyeth and an apology for early departure was received from Cr Marie Laufiso.

Moved (Mayor Sophie Barker/Cr Mandy Mayhem):

That the Committee:

Accepts the apology from Professor Emma Wyeth and the apology for early departure was received from Cr Marie Laufiso.

Motion carried (PAPCC/2026/013)

4 CONFIRMATION OF AGENDA

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Committee:

Confirms the agenda without addition or alteration.

Motion carried (PAPCC/2026/014)

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 Committee:

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

Motion carried (PAPCC/2026/015)

6 CONFIRMATION OF MINUTES

6.1 POLICY AND PLANNING COMMITTEE MEETING - 2 APRIL 2026

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Committee:

Confirms the minutes of the Policy and Planning Committee meeting held on 02 April 2026 as a correct record.

Motion carried (PAPCC/2026/016)

PART A REPORTS

7 DELIVERING THE CITYWIDE CLIMATE RESILIENCE FRAMEWORK

A report from South Dunedin Futures provided a progress update on Council's agreed approach to managing climate risks by ensuring decisions about infrastructure, services and investment are informed by consistent, up-to-date climate risk information. In January 2025, Council endorsed a Citywide Climate Resilience Framework and approved funding through the 2025–34 9-Year Plan to design and establish that framework.

Cr Andrew Simms entered the meeting via Zoom at 9.05am.

The General Manager City Services (Scott MacLean), Manager Climate Adaptation and Resilience (Jonathan Rowe), and Senior Advisor Climate Adaptation and Resilience (Brandy Saxton) spoke to the report and responded to questions.

Moved (Cr Mickey Treadwell/Mayor Sophie Barker):

That the Committee:

- a) **Repeals** the Climate Change Predictions Policy (2011).
- b) **Adopts** the proposed Climate Adaptation Policy.
- c) **Notes** the Citywide Climate Resilience Framework.
- d) **Notes** the Resilience Roadmap as the interim Citywide Climate Adaptation Plan.
- e) **Notes** the delivery of the framework includes evaluation and development of a dynamic Citywide Climate Risk Assessment platform to support risk-informed decision-making.

Division

The Committee voted by division

For: Crs John Chambers, Christine Garey, Doug Hall, Marie Laufiso, Cherry Lucas, Mandy Mayhem, Andrew Simms, Mickey Treadwell, Steve Walker, Brent Weatherall, Ms Nadia Wesley-Smith and Mayor Sophie Barker (12).
Against: Crs Lee Vandervis and Jo Galer (2).
Abstained: Nil

The division was declared CARRIED by 12 votes to 2

Motion carried (PAPCC/2026/017)

8 RESIDENTS' OPINION SURVEY QUARTERLY REPORT

The report provides the Residents' Opinion Survey (ROS) quarterly results for Quarter Three 2025/2026 (January - March 2026).

The Manahautū – Kaiwhakahaere Hapori me Rautaki / General Manager Community and Strategy (Nicola Morand) and Manager Community Partnerships (Gina Hu'akau) responded to questions.

Cr Marie Laufiso left the meeting at 10.25am.

Cr Steve Walker left the meeting at 10.25am and returned to the meeting at 10.26am.

Cr Doug Hall left the meeting at 10.25am and returned to the meeting at 10.28am.

Cr Mickey Treadwell left the meeting at 10.27am and returned to the meeting at 10.28am.

Mayor Sophie Barker left the meeting at 10.30am, Cr Cherry Lucas chaired the meeting in her absence.

Moved (Cr Cherry Lucas/Cr Mandy Mayhem):

That the Committee:

Notes the Residents' Opinion Survey quarterly results for the period of January – March 2026 (Quarter Three 2025/26).

Motion carried (PAPCC/2026/018)

9 ITEMS FOR CONSIDERATION BY THE CHAIR

Any items for consideration by the Chair.

Mayor Sophie Barker returned to the meeting at 10.43am and resumed the Chair.

Cr Mickey Treadwell queried the process for Council making a submission on the '(Move on Orders) Amendment Bill' consultation, noting its closing date was 2 July 2026.

10 KARAKIA WHAKAMUTUNGA

Mayor Sophie Barker closed the meeting with a Karakia Whakamutunga.

The meeting concluded at 10.44am.

.....
CHAIRPERSON

PART A REPORTS

UPDATE REPORT ON THE DUNEDIN ECONOMY FOR THE YEAR TO MARCH 2026

Department: Enterprise Dunedin

EXECUTIVE SUMMARY

- 1 This paper is a cover report for the attached Quarterly Economic Monitor (QEM) and provides selected indicators from the QEM to March 2026.
- 2 The Quarterly Economic Monitor (QEM) provides an in-depth description and analysis of Dunedin's economy and performance to the year ending 31 March 2026. It is attached as Attachment A.
- 3 Enterprise Dunedin staff have also prepared a short paper attached as Attachment B. The paper summarises 10-year trends in the Dunedin economy, providing comparisons to selected cities and national results in the same period. These insights focus on Gross Domestic Product (GDP), Employment and Income for Dunedin.
- 4 The insights paper examines the headline economic numbers to gain greater insight into the Dunedin Economy. Headline data such as GDP growth applied to the unique composition of the Dunedin economy and population can lead to inaccurate assumptions. The attached paper Attachment B expands the key points below, which are counter to some popular misunderstandings about the city economy, and suggests the city programme has enabled growth in the city economy and liveability.
 - When rate of population growth is accounted for the Dunedin economy has grown faster than the national economy in the last 10 years.
 - Dunedin residents between 30 to 65 years age earn the same as the national average income.
 - The rate of increase in filled jobs has grown faster than rate of population growth in the last 10 years.
 - Unemployment in Dunedin has been close to its 10-year lowest rate whilst nationally unemployment rate is close to its 10-year high.
- 5 The insights paper is not a comprehensive review of the economy, future papers will use public data to examine further topics.

RECOMMENDATIONS

That the Committee:

- a) **Notes** the Update Report on the Dunedin Economy for the Year to March 2026.

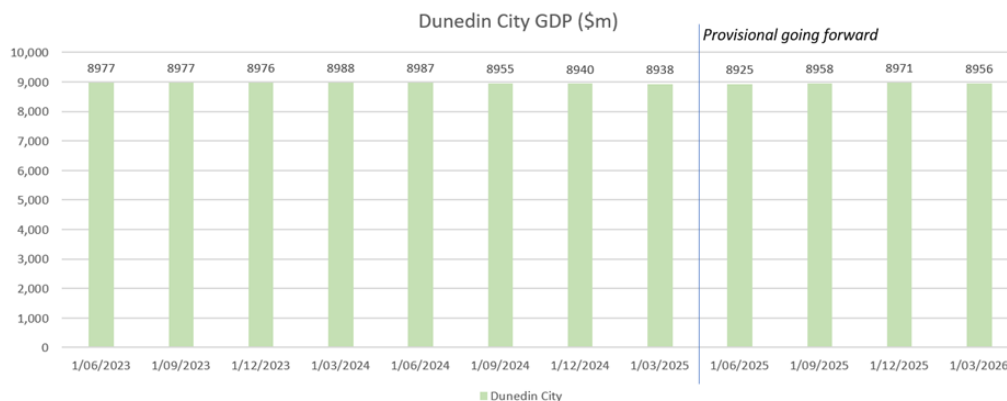
BACKGROUND

6 Enterprise Dunedin's activity is guided by the 2013-2023 Economic Development Strategy (EDS). This EDS incorporates five themes:

- Business Vitality - to improve the ease of doing business
- Alliances for Innovation – to improve linkages between industry and research
- A hub for skills and talent – to increase retention of graduates, build the skills bas and grow migrant numbers
- Linkages beyond our borders – to increase international investment and establish projects with other cities
- A compelling destination – to increase the value of tourism and events and improve the understanding of Dunedin's advantages.

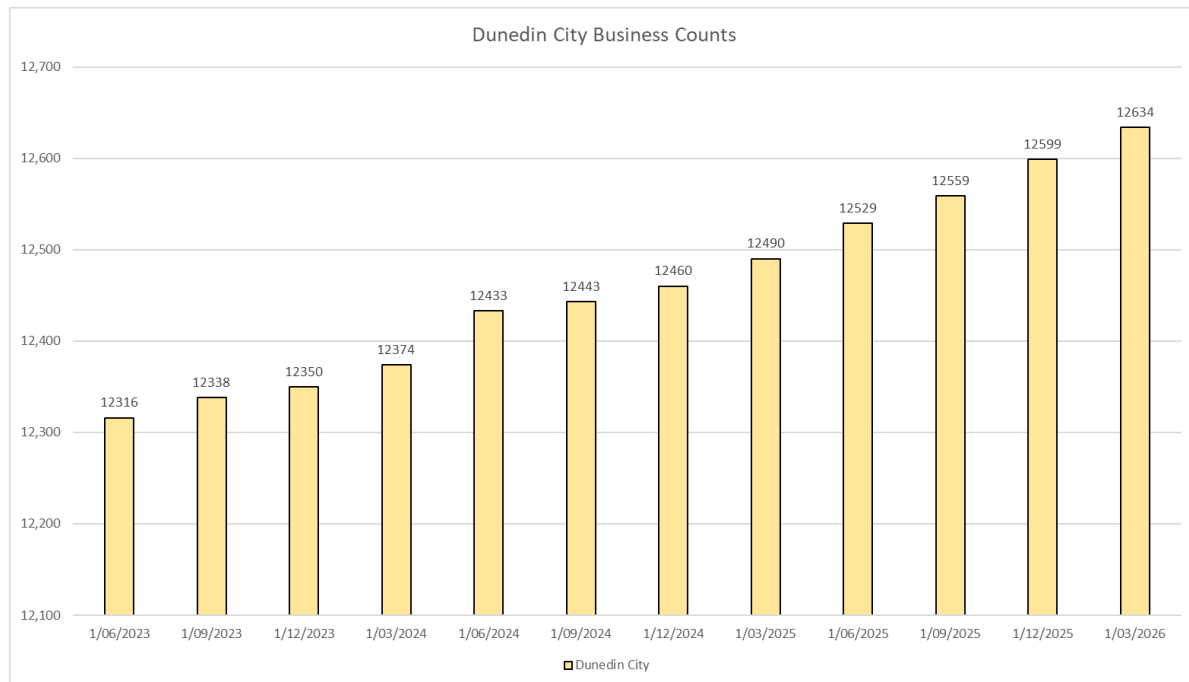
DISCUSSION

7 Infometrics provisional GDP estimates show that Dunedin's economy grew 0.2% in the year to March 2026, dragged down by a 0.6%pa fall in the March 2026 quarter. Growth was lower than New Zealand as a whole which recorded a 0.4% gain. Infometrics Figures are annual, presented year on year quarterly.



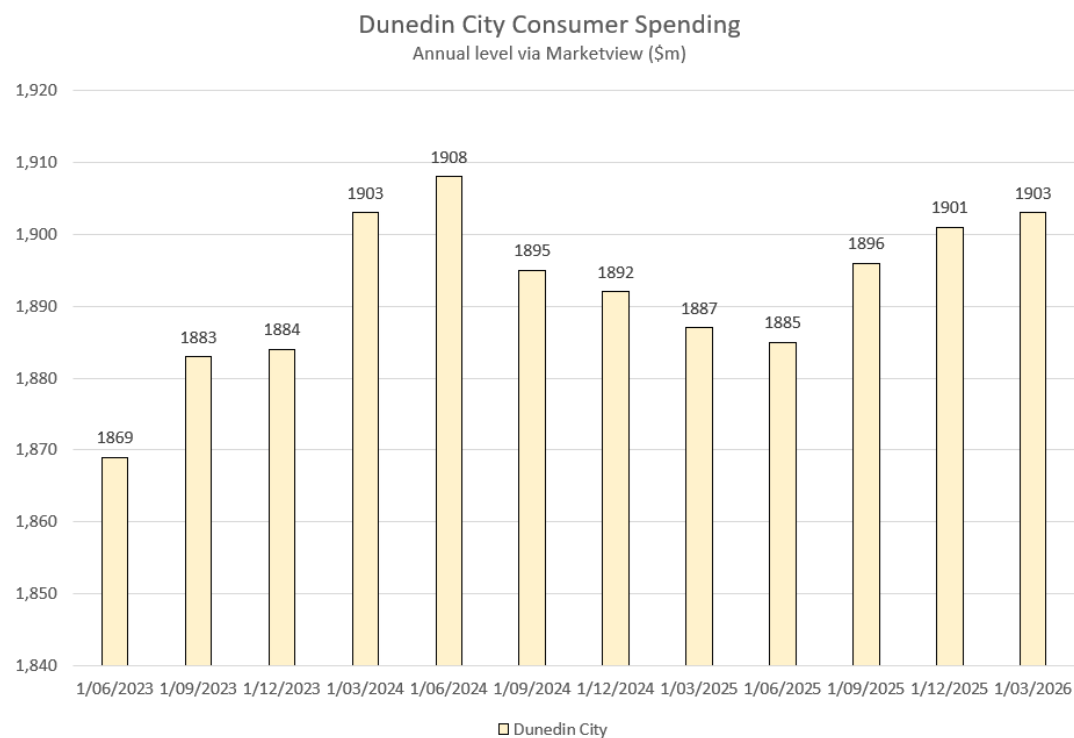
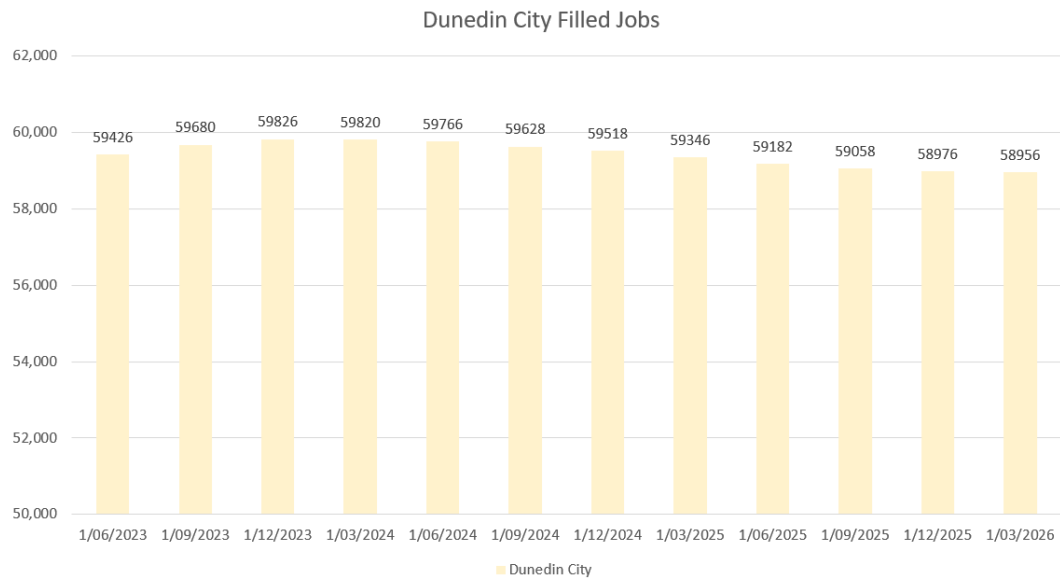
8 GDP was provisionally \$8.95 billion in Dunedin City for the year to March 2026 (2025 prices).

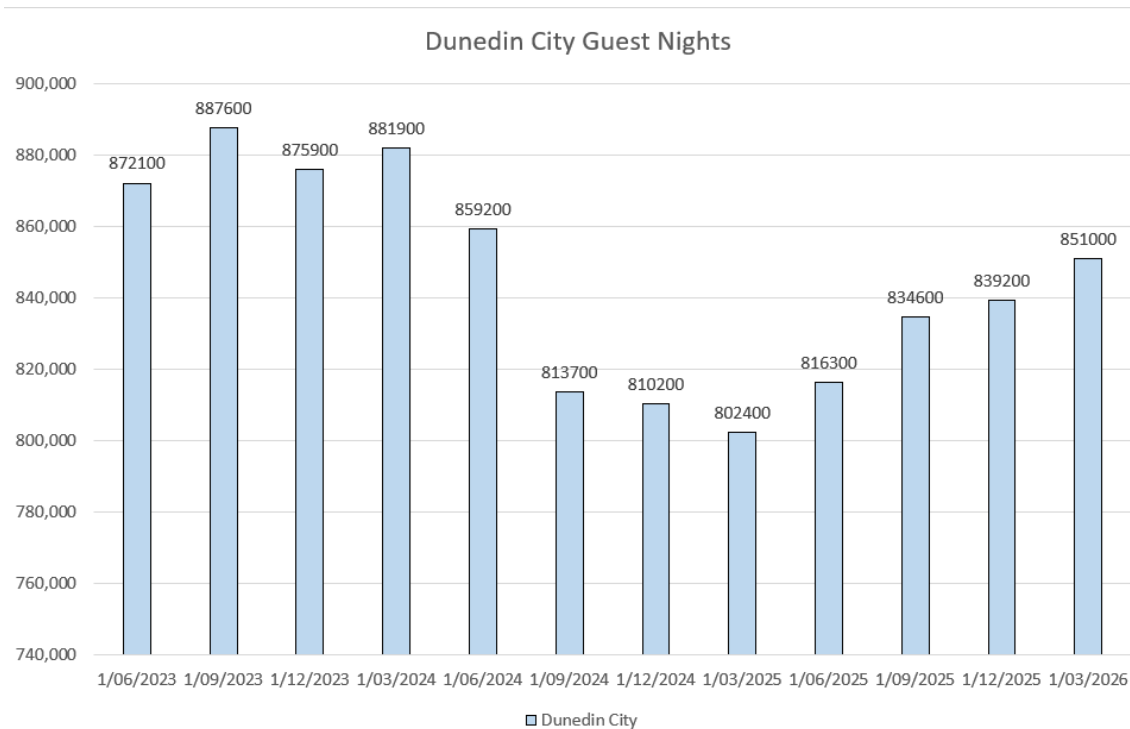
9 The number of business units (number of registered businesses) in Dunedin City was up 1.2% for the year to March 2026, compared to a year earlier.



- 10 The number of business units in Dunedin City reached an annual average of 12,634 in the year to March 2026, up from 12,490 in the previous 12 months.
- 11 Annual growth in the number of business units in Dunedin City peaked at 4.2% in the year to September 2022.
- 12 Real estate, central government and health care all boosted economic activity in the March quarter, but this was outweighed by contraction in education and construction.
- 13 Softer construction GDP was driven by weaker non-residential consents, falling 63% in the year to March 2026.
- 14 Residential consents are stronger, rising 12%, but unlikely to fully make up for weaker non-residential workloads.
- 15 Despite a weak recovery in economic activity, employment continues to slip in Dunedin, filled Jobs being down 0.7% in the year to March 2026, slowing to a 0.1%pa fall in the March 2026 quarter.
- 16 An average of 58,956 people living in Dunedin City were employed in the year to March 2026.
- 17 Jobseeker Support recipients in Dunedin have edged down 0.3% over the year to March 2026, driven by a reduction in short-term Jobseekers, as long-term Jobseekers rose 2.3%.
- 18 Consumer spending in Dunedin rose 0.5%pa in the March 2026 quarter, closing the year to March 2026 up 0.8%, according to Marketview data.
- 19 The slowdown in consumer spending after an earnest recovery in late 2025 shows that Dunedin households remain cautious with their spending. However, businesses appear more confident, with a 1.2% increase in the number of businesses in Dunedin, and a 4.6% increase in commercial vehicle registrations, in the year to March 2026.

- 20 Tourism is supporting 4,950 jobs, 7.5% of all jobs in the city, in the year to March 2025, according to the Infometrics *Regional Economic Profile*.





- 21 Tourism activity grew in the year to March 2026, with a 7.2% increase in tourism expenditure in Dunedin, and a 6.1% increase in guest nights at commercial accommodation. Both domestic and international markets grew, though international visitors led, with a 9.3% increase in international guest nights.

OPTIONS

- 22 As this is an update report: There are no Options.

NEXT STEPS

- 23 Further reports will be presented to monitor Dunedin's economic progress.

Signatories

Author:	David Lea - Economic Development Advisor Antony Deaker - Economic Development Team Leader Sian Sutton - Manager, Enterprise Dunedin
Authoriser:	Mike Costelloe - General Manager, Arts, Culture & Economic Development

Attachments

	Title	Page
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B	Dunedin Economic Insights #1	71

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 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	☐	☐	✓

Enterprise Dunedin is responsible for the delivery of Economic Development Strategies

Māori Impact Statement

No known impacts for Māori.

Sustainability

Data from the Infometrics Annual Economic Profile report will inform Economic Development Strategy partners with future decision making.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

Enterprise Dunedin activities and delivery on the 2013-2023 Economic Development Strategy are included in the 2018-2028 Long Term Plan.

Financial considerations

No identified financial considerations.

Significance

This report is considered of low significance in terms of Significance Engagement Strategy.

Engagement – external

Infometrics were engaged to produce the Quarterly Economic Monitor.

Engagement - internal

No internal engagement has been undertaken.

Risks: Legal / Health and Safety etc.

No identified risks.

Conflict of Interest

No identified conflict of interest.

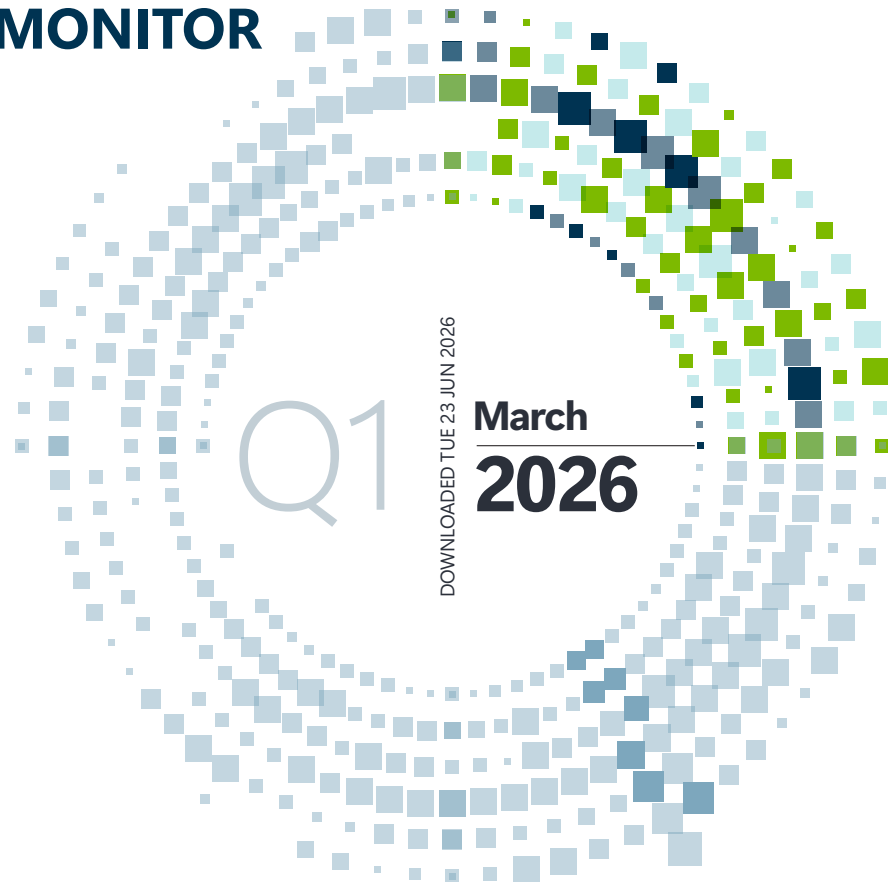
SUMMARY OF CONSIDERATIONS

Community Boards

There are no known implications for Community Boards.



QUARTERLY ECONOMIC MONITOR



Dunedin City

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1 MARCH 2026 QUARTERLY ECONOMIC MONITOR: DUNEDIN CITY

Overview of Dunedin City

Spotlight



Dunedin's economic recovery remains fragile, though most indicators are pointing upwards. Infometrics provisional GDP estimates show that Dunedin's economy grew 0.2% in the year to March 2026, dragged down by a 0.6%pa fall in the March 2026 quarter. Real estate, central government and health care all boosted economic activity in the March quarter, but this was outweighed by contraction in education and construction.

Softer construction GDP was driven by weaker non-residential consents, falling 63% in the year to March 2026. Residential consents are stronger, rising 12%, but unlikely to fully make up for weaker non-residential workloads. Stronger residential consents are indicative of a warming housing market in Dunedin, with house values rising 2.8%pa in the March 2026 quarter, ahead of a national decline of 0.8%pa. House sales in Dunedin rose 4.5% in the year to March 2026, as new listings fell 3.9%, indicative of a tightening market.

Despite the weak recovery in economic activity, employment continues to slip in Dunedin, down 0.7% in the year to March 2026, slowing to a 0.1%pa fall in the March 2026 quarter. Jobseeker Support recipients in Dunedin have edged down 0.3% over the year to March 2026, driven by a reduction in short-term Jobseekers, as long-term Jobseekers rose 2.3%.

Consumer spending in Dunedin rose 0.5%pa in the March 2026 quarter, closing the year to March 2026 up 0.8%, according to Marketview data. The slowdown in consumer spending after an earnest recovery in late 2025 shows that Dunedin households remain cautious with their spending. However, businesses appear more confident, with a 1.2% increase in the number of businesses in Dunedin, and a 4.6% increase in commercial vehicle registrations, in the year to March 2026.

Tourism is a significant part of the Dunedin economy, supporting 4,950 jobs, 7.5% of all jobs in the city, in the year to March 2025, according to Infometrics [Regional Economic Profile](#). Tourism activity grew strongly in the year to March 2026, with a 7.2% increase in tourism expenditure in Dunedin, and a 6.1% increase in guest nights at commercial accommodation. Both domestic and international markets grew, though international visitors led, with a 9.3% increase in international guest nights.

Economic indicators

Overview

Table 1. Overview of economic indicators

Indicator	Dunedin City	Otago Region	New Zealand
Gross domestic product (provisional)	+0.2% ▲	+1.5% ▲	+0.4% ▲
Business counts	+1.2% ▲	+2.5% ▲	+1.2% ▲
Consumer spending	+0.8% ▲	+1.3% ▲	-0.3% ▼
Traffic flow	+0.9% ▲	+3.5% ▲	+1.6% ▲
Guest nights	+6.1% ▲	+5.7% ▲	+4.2% ▲
Non-residential consents	-63.4% ▼	-32.2% ▼	+1.2% ▲
Electric vehicle registrations	+36.4% ▲	+43.4% ▲	+38.9% ▲
Car registrations	-1.6% ▼	+0.1% ▲	+2.9% ▲
Commercial vehicle registrations	+4.6% ▲	+10.9% ▲	+4.8% ▲
Greenhouse gas emissions (provisional) 🕒	-2.3% ▼	-2.1% ▼	-2.3% ▼

🕒 Data up to the December 2025 quarter.

All measures are annual average percentage changes.

Gross domestic product

Figure 1. Gross domestic product growth (provisional)
Annual average % change March 2025 - March 2026

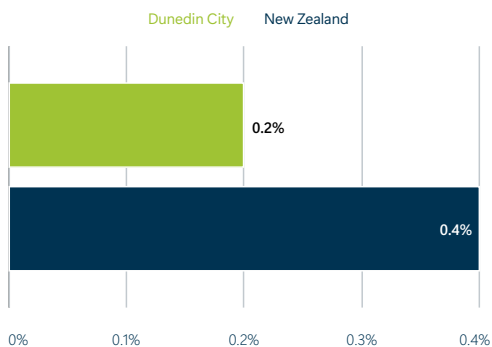
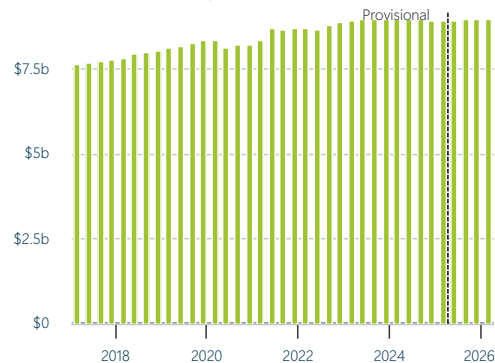


Figure 2. Gross domestic product
Annual level, Dunedin City



Highlights

3 MARCH 2026 QUARTERLY ECONOMIC MONITOR: DUNEDIN CITY

- GDP in Dunedin City was provisionally up 0.2% for the year to March 2026, compared to a year earlier. Growth was lower than in New Zealand (0.4%).
- Provisional GDP was \$8,956 million in Dunedin City for the year to March 2026 (2025 prices).
- Annual GDP growth in Dunedin City peaked at 6.9% in the year to June 2021.

National overview

Economic momentum appeared to be building in early 2026, but mostly pre-date the more challenging economic outlook that has since emerged as a result of the Iran War. Provisional estimates from Infometrics suggest that economic activity expanded 0.7%pa in the March 2026 quarter compared to a year ago, boosting the annual average growth rate to 0.4%pa. Primary sector activity remained upbeat, adding further to provincial economies, alongside better international tourism activity, and a lift in manufacturing and construction expectations. Spending trends and the jobs market had been improving, but at a slow and patchy pace. Soaring fuel costs has seen business and consumer confidence fall at the end of the March quarter, and expectations for an economic recovery have been pushed out, once again.

Business counts

Figure 3. Growth in number of business units
Annual average % change March 2025 - March 2026

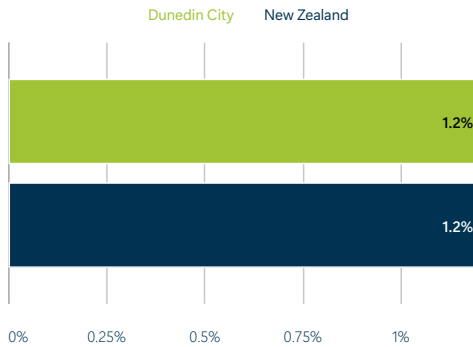
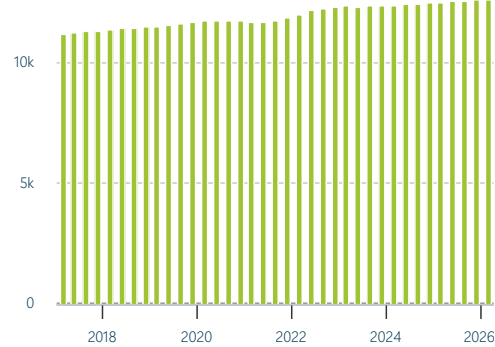


Figure 4. Business units
Annual level, Dunedin City



Highlights

- The number of business units in Dunedin City was up 1.2% for the year to March 2026, compared to a year earlier. Growth was the same as in New Zealand (1.2%).
- The number of business units in Dunedin City reached an annual average of 12,634 in the year to March 2026, up from 12,490 in the previous 12 months.
- Annual growth in the number of business units in Dunedin City peaked at 4.2% in the year to September 2022.

National overview

The number of business units rose 1.2%pa in the year to March 2026 and in the March 2026 quarter. Business unit growth has tracked between 1-1.5% since 2024, mid-2023, after peaking at nearly 5% in 2022. With weak economic activity and consumer spending, it is a difficult time to start a business. However, it's noteworthy that business units are growing faster than employment (which is down 0.8%). People may be starting businesses to work as contractors after losing their jobs, or in anticipation of better economic conditions ahead.

5 MARCH 2026 QUARTERLY ECONOMIC MONITOR: DUNEDIN CITY

Consumer spending

Figure 5. Growth in consumer spending
Annual average % change March 2025 - March 2026

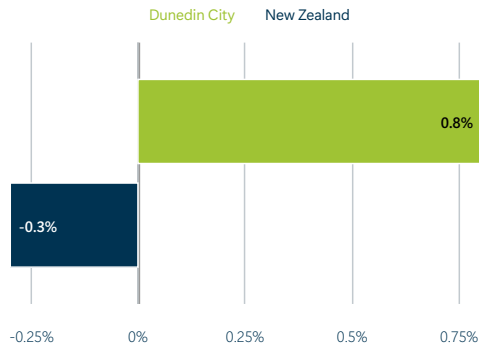
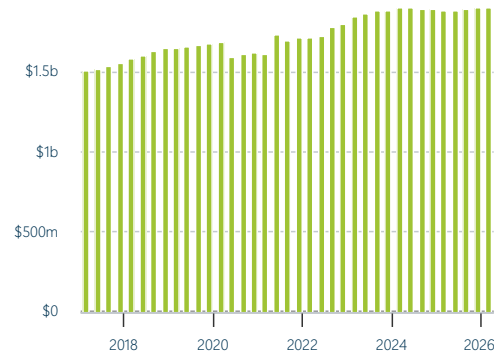


Figure 6. Consumer spending
Annual level, Dunedin City



Highlights

- Electronic card consumer spending in Dunedin City as measured by Marketview, increased by 0.8% over the year to March 2026, compared to a year earlier. This compares with a decrease of 0.3% in New Zealand.

National overview

Marketview card spending data shows a 0.3% lift in retail spending in the March 2026 quarter compared to a year earlier, narrowing the annual average decline to 0.3%pa over the last 12 months. After adjusting for retail price inflation, Infometrics estimates that spending volumes fell 0.8%pa over the last year. The March quarter result does include the early impacts of higher fuel prices, although the overall impact is muted, given higher fuel prices were only present for a third of the quarter, and fuel only accounting for 5.7% of total retail spending in 2025. Early signals suggest that higher prices for fuel are being paid for by reducing overall fuel use, and with reductions in spending on apparel and hospitality.

Traffic flow

Figure 7. Annual change in traffic flows
Annual average % change March 2025 - March 2026

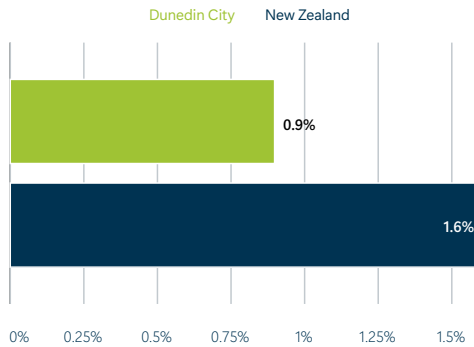
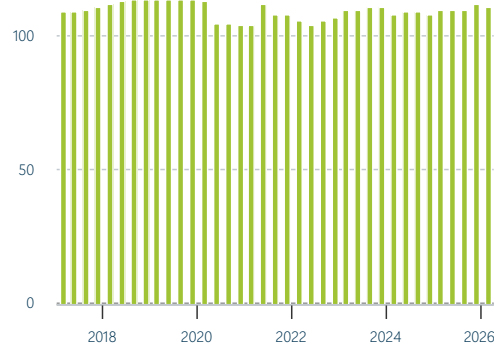


Figure 8. Traffic
Annual level, Dunedin City



Highlights

- Traffic flows in Dunedin City increased by 0.9% over the year to March 2026, compared to a year earlier. This compares with an increase of 1.6% in New Zealand.

National overview

Traffic flows rose 1.6% in the year to March 2026 year, driven by a 2.3%pa increase in the March 2026 quarter, which reflects ongoing economic recovery. The March quarter largely misses the effects of the Iran War, but we expect softer flows from the June quarter onwards as high fuel prices curtail traffic flows.

7 MARCH 2026 QUARTERLY ECONOMIC MONITOR: DUNEDIN CITY

Guest nights

Figure 9. Guest nights

Annual average % change March 2025 - March 2026

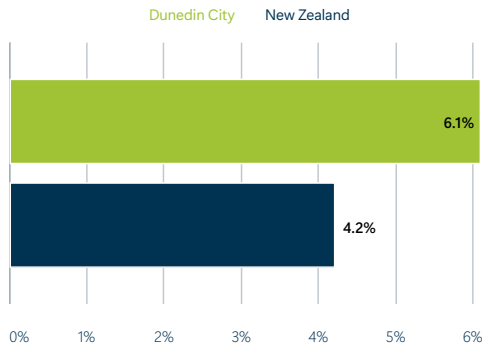
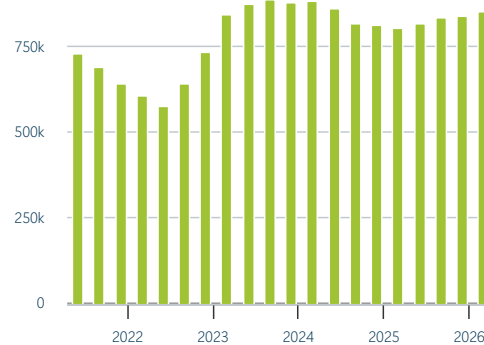


Figure 10. Guest nights

Annual number, Dunedin City



Highlights

- Total guest nights in Dunedin City increased by 6.1% in the year to March 2026, compared to a year earlier. This compares with an increase of 4.2% in New Zealand.
- Visitors stayed a total of 851,000 nights in Dunedin City during the year to March 2026, which was up from 802,400 a year ago.

National overview

Guest nights continue to improve with a solid 4.2% increase in the year to March 2026, led by a 4.6%pa increase in the March 2026 quarter. International guest nights continue to do the heavy lifting, with an 8.2%pa increase in the March 2026 quarter. It is also encouraging to see domestic guest nights rise 2.4%pa in the March 2026 quarter, after a fall in the December 2025 quarter.

Global disruption from the Iran War could bring downside risk to guest nights in coming quarters. Higher fuel costs may dent demand for long haul flights bringing international visitors to New Zealand. High fuel and general inflation may squeeze household budgets, limiting domestic appetites for travel.

Non-residential consents

Figure 11. Growth in value of consents
Annual average % change March 2025 - March 2026

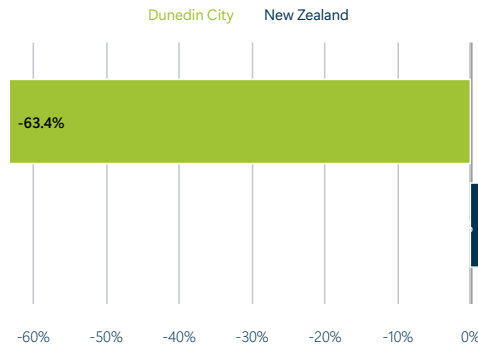
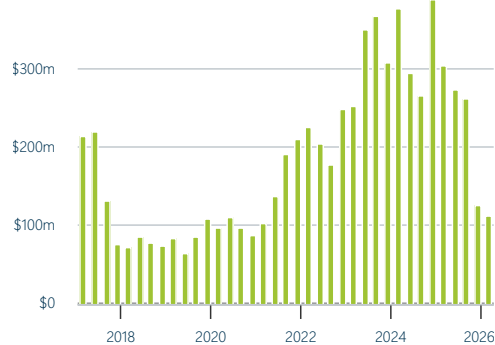


Figure 12. Non-residential consents, Dunedin City
Annual running total, Dunedin City



Highlights

- Non-residential building consents to the value of \$111.5 million were issued in Dunedin City during the year to March 2026. This compares with the ten year annual average of \$184.4 million.
- The value of consents in Dunedin City decreased by 63.4% over the year to March 2026, compared to a year earlier. In comparison, the value of consents increased by 1.2% in New Zealand over the same period.

National overview

The value of non-residential consents issued across New Zealand over the March 2026 year totalled just under \$9.0b, up 1.2%pa from a year earlier. The South Island has dominated both the highs and lows for this indicator, with Southland, Tasman, and Marlborough having experienced stronger non-residential consent intentions recently, but Nelson, West Coast, and Otago seeing the largest annual falls. Public sector work has driven the overall increase in non-residential consents, with higher education and social building intentions, although hospital consents are down considerably from their peak. Private sector consents are still in decline, with businesses unable or unwilling to commit to new investments in the current economic climate.

9 MARCH 2026 QUARTERLY ECONOMIC MONITOR: DUNEDIN CITY

Dairy payout

Figure 13. Total dairy payout
May years

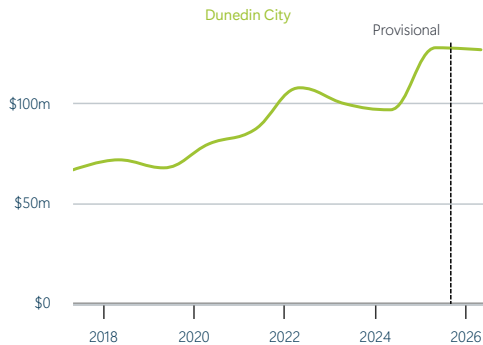
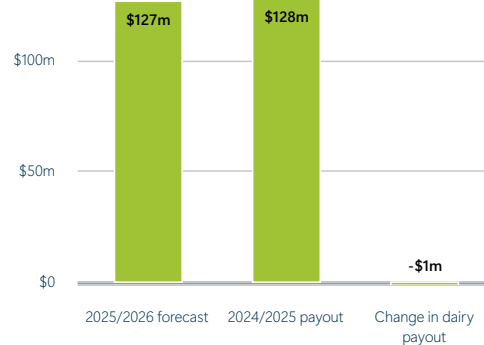


Figure 14. Total dairy payout
May years



Highlights

- Dunedin City total dairy payout for the 2024/2025 season is estimated to have been approximately \$128 million.
- Dunedin City's dairy payout for the 2025/2026 season is expected to be approximately \$127 million, \$1 million lower than last season, assuming that production levels from last season are maintained.
- The total dairy payout for New Zealand is estimated to have been approximately \$19,678 million in the 2024/2025 season, and is expected to be \$182 million lower in the 2025/2026 season.

National overview

Dairy sector returns remain high, with Fonterra raising the farmgate milk price in February and again in March, to a mid-point of \$9.70/kgMS as global demand for dairy products remains healthy. Fonterra's capital return also bolsters returns this season. Production levels continue to hit new highs, with current milk solids levels up 4.0%pa over the last 12 months to over 2m tonnes for the first time. At current prices and production levels, Infometrics estimates a total dairy pay-out of just under \$19.5b, slightly lower than last season's record. South Island collections have been stronger than growth in the North Island, although the sector is bracing for higher operating costs stemming from the Iran War.

Electric vehicle registrations

Figure 15. Growth in number of EV registrations
Annual average % change March 2025 - March 2026

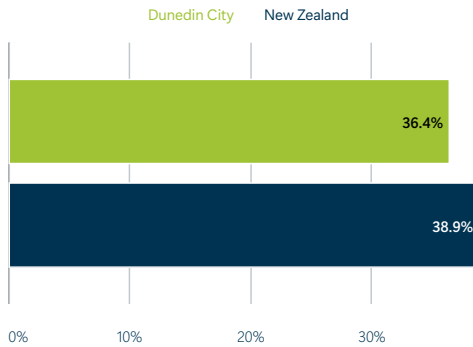
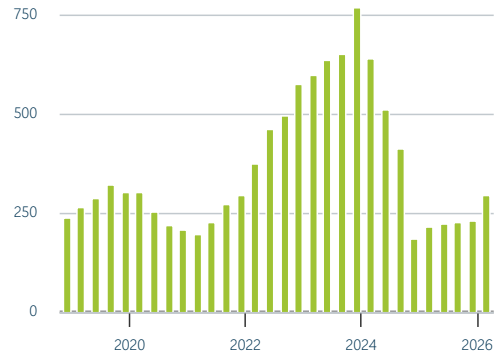


Figure 16. EV registrations
Annual level, Dunedin City



Highlights

- The number of EV registrations in Dunedin City increased by 36.4% in the year to March 2026, compared to a year earlier. Growth was lower than in New Zealand (38.9%).
- The number of EV registrations in Dunedin City reached an annual total of 292 in the year to March 2026, up from 214 in the year to March 2025 and 639 in the year to March 2024.

National overview

Electric vehicle (EV) registrations rocketed up by 39% in the year to March 2026, driven by a 115%pa increase in the March 2026 quarter. EV registrations were modest up to February 2026, but the Iran War's effect on fuel prices has driven a resurgence in interest in EVs. The sudden surge in EV sales will have diminished in-country stock levels, which will constrain registrations in the coming quarter.

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Car registrations

Figure 17. Car registrations

Annual average % change March 2025 - March 2026

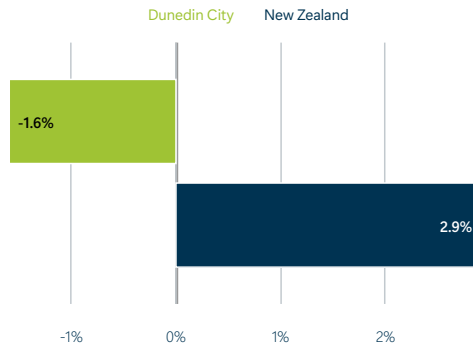
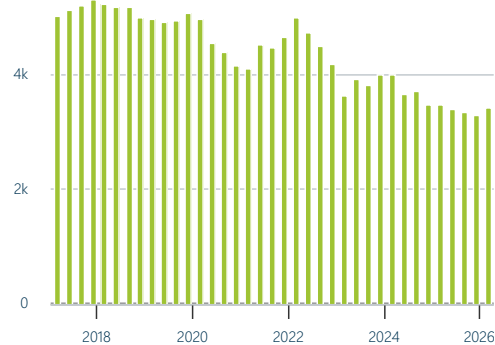


Figure 18. Car registrations

Annual number, Dunedin City



Highlights

- The number of cars registered in Dunedin City decreased by 1.6% in the year to March 2026, compared to a year earlier. The decline was greater than in New Zealand (2.9% growth).
- A total of 3,409 cars were registered in Dunedin City in the year to March 2026. This compares with the ten year annual average of 4,379.

National overview

There were just under 49,000 car registrations in the March 2026 quarter, up 9.1%pa from the same quarter in 2025. The strong quarterly result was bolstered by a near 17%pa lift in passenger car registrations in the March month alone, as soaring fuel prices led to a large lift in electric vehicle registrations, with 4x more full battery EV and 3x PHEV registrations than last March. Car registration trends earlier in the quarter weren't nearly as strong, with households still somewhat reluctant to commit to large purchases. Lower consumer confidence since the Iran War is likely to limit passenger car purchases going forward.

Commercial vehicle registrations

Figure 19. Commercial vehicle registrations
Annual average % change March 2025 - March 2026

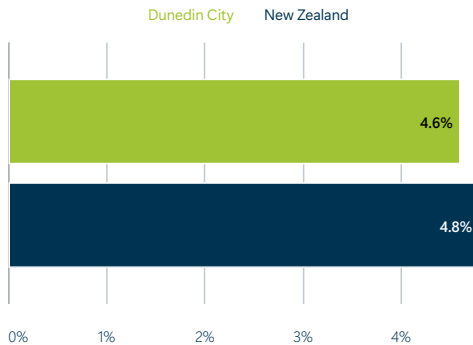
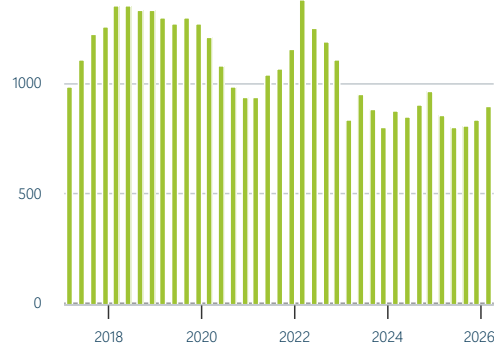


Figure 20. Commercial vehicle registrations
Annual number, Dunedin City



Highlights

- The number of commercial vehicles registered in Dunedin City increased by 4.6% in the year to March 2026, compared to a year earlier. Growth was lower than in New Zealand (4.8%).
- A total of 894 commercial vehicles were registered in Dunedin City in the year to March 2026. This is lower than the ten year annual average of 1,061.

National overview

Annual commercial vehicle registrations rose 4.8%pa on average over the 12 months ending March 2026, the first annual average increase since the end of 2024. Commercial vehicle registrations totalled just under 46,000 over the last year, with the recent lift supported by a surge of EV and hybrid light commercial vehicles in March as fuel prices surged and diesel utes fell out of favour – at least momentarily. Although stronger primary sector returns are likely to be assisting with higher commercial registrations, regional trends aren't as obvious, with Nelson, Northland, and Bay of Plenty seeing the largest increase in commercial registrations. However, overall commercial registrations remain lower than a year ago in some areas, like in the Manawatu, Hawke's Bay, and Auckland, suggesting a still mixed bag.

Greenhouse gas emissions

Figure 21. Greenhouse gas emission growth (provisional)
Annual average % change December 2024 - December 2025

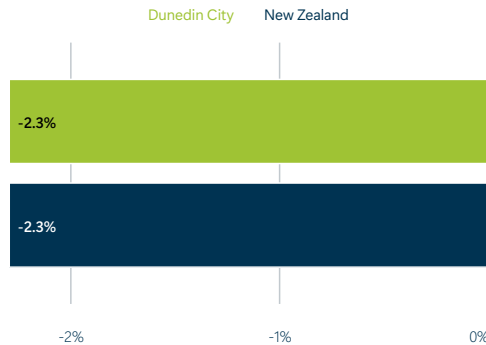
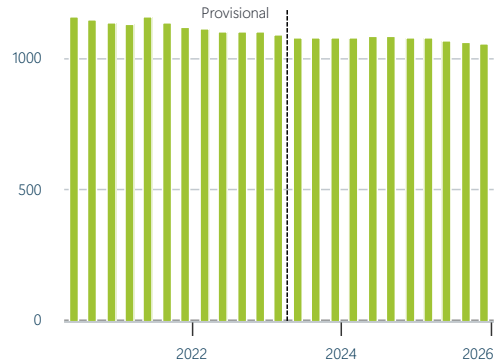


Figure 22. Greenhouse gas emissions
Annual level kilotonnes CO₂-e, Dunedin City



Highlights

- Greenhouse gas emissions in Dunedin City were provisionally down 2.3% for the year to December 2025, compared to a year earlier. The decline was the same as in New Zealand (2.3%).
- Provisional greenhouse gas emissions were 1,055 kilotonnes CO₂-e in Dunedin City for the year to December 2025.
- The sharpest decline in greenhouse gas emissions in Dunedin City occurred in the year to June 2022, with a fall of 5.3%.
- Please note that greenhouse gas emissions is not yet available for the year to March 2026. Data for the year to December 2025 is displayed instead.*

National overview

Greenhouse gas emissions, in terms of carbon dioxide equivalents, eased 2.3% nationally in the year to December 2025, driven by less use of fossil fuels in electricity generation and manufacturing.

Our greenhouse gas emissions estimates are based on Stats NZ's estimates of national and regional emissions, and our own modelling with GDP and employment.

Labour market indicators

Overview

Table 2. Overview of labour market indicators

Indicator	Dunedin City	Otago Region	New Zealand
Employment (place of residence)	-0.7% ▼	+0.4% ▲	-0.8% ▼
Jobseeker Support recipients	-0.3% ▼	+0.5% ▲	+5.8% ▲
Unemployment rate ^	3.9% ▼	2.9% ▼	5.3% ▲
NEET rate ^	9.2% ▲	8.1% ▲	13.6% ▲

All measures are annual average percentage changes unless:

^ Levels

Employment (place of residence)

Figure 23. Employment (place of residence) growth
Annual average % change March 2025 - March 2026

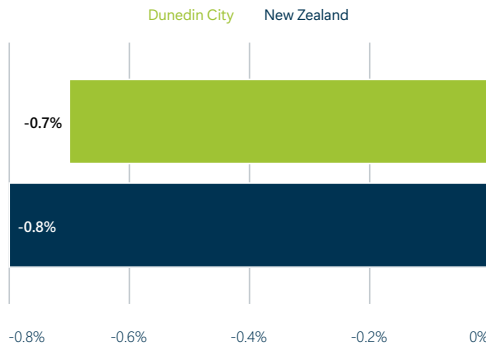
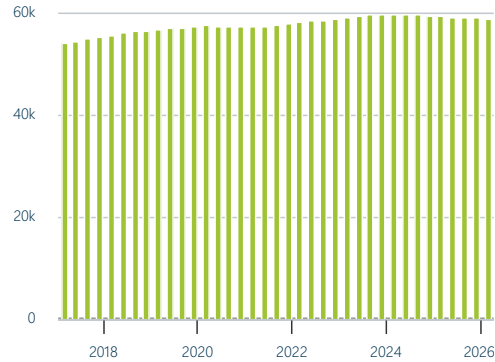


Figure 24. Employment (place of residence)
Annual level, Dunedin City



Highlights

- Employment for residents living in Dunedin City was down 0.7% for the year to March 2026, compared to a year earlier. The decline was not as low as in New Zealand (0.8%).
- An average of 58,956 people living in Dunedin City were employed in the year to March 2026.
- Annual employment growth for Dunedin City residents peaked at 2.9% in the year to June 2018.

National overview

Filled jobs were continuing to slowly turnaround over the 12 months to March 2026, with the annual average decline narrowing further to sit 0.8%pa lower over the last year, an improvement on the 1.5%pa drop seen in mid-2025. Job trends had been improving across most industries, with primary sector roles higher than a year ago, construction and manufacturing still lower over the same period, and services roles mixed. South Island job numbers have strengthened more than North Island jobs, continuing recent trends. Job ads have been essentially flat over the first few months of 2026, albeit at a slightly higher level than a year ago, but recent business surveys show that hiring intentions have reduced considerably after the Iran War, with businesses uncertain about future demand and likely to limit new hiring.

Jobseeker Support recipients

Figure 25. Annual change in Jobseeker Support recipients

Annual average % change March 2025 - March 2026

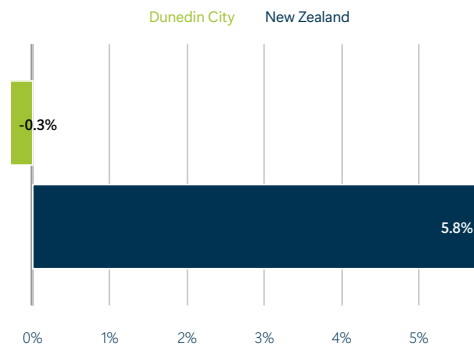
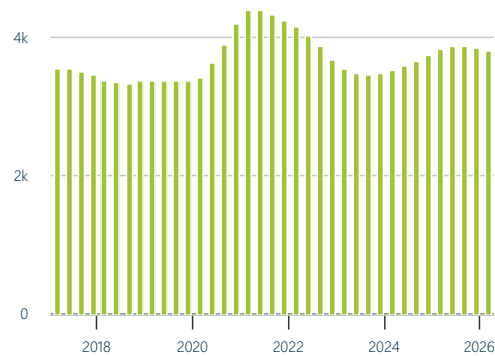


Figure 26. Jobseeker Support recipients

Annual average, Dunedin City



Highlights

- Jobseeker Support recipients in Dunedin City in the year to March 2026 decreased by 0.3% compared to a year earlier. The decline was greater than in New Zealand (5.8% growth).
- An average of 3,818 people were receiving a Jobseeker Support benefit in Dunedin City in the 12 months ending March 2026. This compares with the ten year annual average of 3,703.

National overview

System issues at MSD have now been rectified, and our figures are now based on the latest published figures. Jobseeker support recipients rose to just over 218,000 on average over the March 2026 year, a 5.8%pa increase. Although still high, this growth rate for jobseekers was the slowest in two years and comes as other signs suggest a little more momentum in the labour market. The increase in Jobseeker Support – Work Ready recipients was markedly slower at the start of 2026, with stronger relative growth in Jobseeker Support – Health Condition or Disability recipients.

Unemployment rate

Figure 27. Unemployment rate
Annual average rate to March 2026

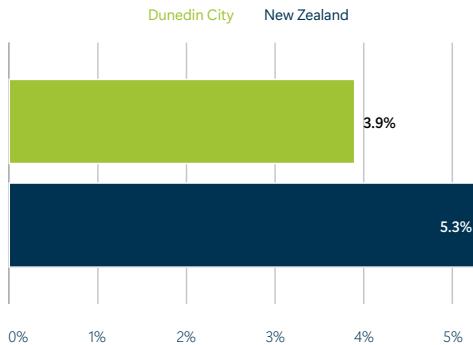
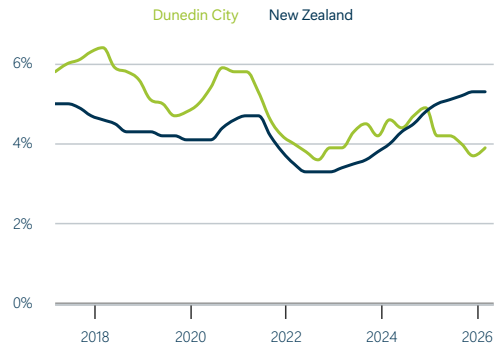


Figure 28. Unemployment rate
Annual average rate



Highlights

- The annual average unemployment rate in Dunedin City was 3.9% in the year to March 2026, down from 4.2% in the previous 12 months.
- In the year to March 2026, the annual average unemployment rate in Dunedin City was lower than in New Zealand (5.3%).
- Over the last ten years the annual average unemployment rate in Dunedin City reached a peak of 6.4% in March 2018.

National overview

The unemployment rate pulled back slightly to 5.3% (seasonally adjusted), with the annual average unemployment rate remaining at 5.3% too. Regional unemployment rates continue to show considerable labour market differences across New Zealand, with noticeably higher unemployment rates in Bay of Plenty, Auckland, and Wellington, but lower rates in Otago. Not all unemployment rate increases have been driven by rising job losses – Bay of Plenty, for example, now has the highest regional unemployment rate, but also saw strong jobs growth at the start of 2026, with some areas seeing a shift in those not previously active in the labour market, becoming active once again as cost of living pressures see more people looking for work.

NEET rate

Figure 29. NEET rate

% of people aged 15-24 not in employment, education or training, annual average rate to March 2026

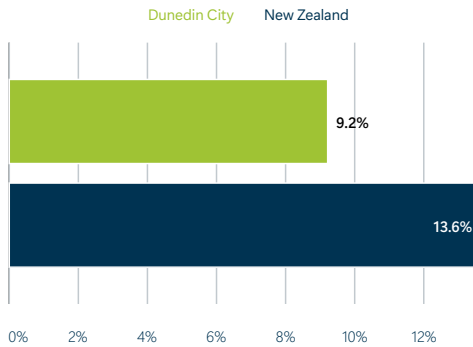
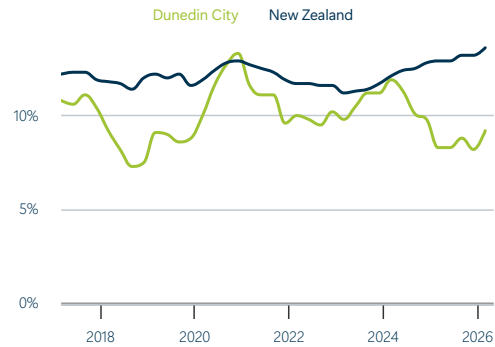


Figure 30. NEET rate

% of people aged 15-24 not in employment, education or training, annual average rate



Highlights

- The annual average NEET rate in Dunedin City was 9.2% in the year to March 2026, up from 8.3% in the previous 12 months.
- In the year to March 2026, the annual average NEET rate in Dunedin City was lower than in New Zealand (13.6%).
- Over the last ten years the annual average NEET rate in Dunedin City reached a peak of 13.3% in December 2020.

Housing indicators

Overview

Table 3. Overview of housing indicators

Indicator	Dunedin City	Otago Region	New Zealand
Residential consents	+12.4% ▲	+7.6% ▲	+11.0% ▲
House sales	+4.5% ▲	+9.6% ▲	+7.8% ▲
Real estate listings	-3.9% ▼	-2.3% ▼	+2.2% ▲
House values *	+2.8% ▲	-2.1% ▼	-0.8% ▼
Housing affordability ^	5.0 ▶	6.8 ▼	5.9 ▼
First Home Loan purchases	+39.3% ▲	+40.6% ▲	+38.1% ▲
Residential rents	+4.0% ▲	+3.7% ▲	-1.2% ▼
Rental affordability ^	22.7% ▶	23.5% ▶	19.8% ▼
Emergency housing grants	-100.0% ▼	-100.0% ▼	-59.2% ▼
Housing register applicants	-2.6% ▼	-0.6% ▼	-10.1% ▼
Public housing stock	+2.9% ▲	+2.8% ▲	+3.2% ▲

All measures are annual average percentage changes unless:

* Annual percentage changes

^ Levels

Residential consents

Figure 31. Growth in number of new dwelling consents
Annual average % change March 2025 - March 2026

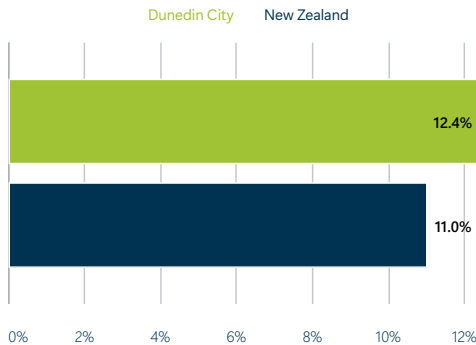
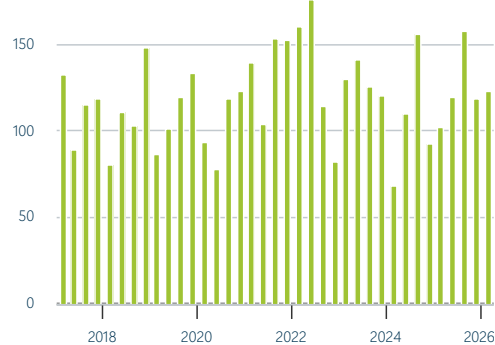


Figure 32. Residential consents
Quarterly number, Dunedin City



Highlights

- A total of 123 new residential building consents were issued in Dunedin City in the March 2026 quarter, compared with 102 in the same quarter last year.
- On an annual basis the number of consents in Dunedin City increased by 12.4% compared with the same 12-month period a year before. This compares with an increase of 11.0% in New Zealand over the same period.

National overview

Residential consent numbers have continued to improve, with an 11%pa lift to 37,813 over the 12 months to March 2026. The underlying trend for consents recently does suggest more of a sideways shift from here, with a lack of lift in house prices likely limiting an even greater surge in construction intentions. Townhouses have led the continued growth in residential consents, up 14%pa, followed by standalone houses – up 9.2%pa. Retirement units and apartment consents also rose, up at a slower pace and off a lower base. Regionally, growth has been driven by Auckland and Canterbury, with larger lifts in Southland, Nelson, and Gisborne too.

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House sales

Figure 33. Annual change in house sales
Annual average % change March 2025 - March 2026

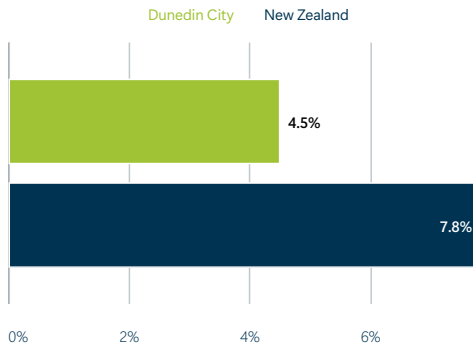
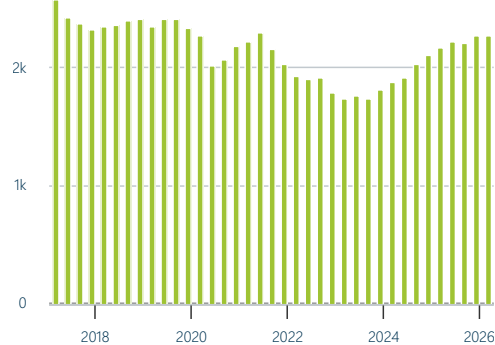


Figure 34. House sales
Annual number, Dunedin City



Highlights

- House sales in Dunedin City increased by 4.5% in the year to March 2026, compared to a year earlier. This compares with an increase of 7.8% in New Zealand.
- A total of 2,267 houses were sold in Dunedin City in the 12 months ending March 2026. This compares with the ten year annual average of 2,173.

National overview

House sales rose 7.8%pa on average over the 12 months to March 2026, although the annual total has levelled off over the March 2026 year at much the same level seen over the 2025 calendar year. Housing activity has failed to sustain as much momentum in 2026 as was seen in 2025 generally, with a level of stabilisation in the housing market but no real further upward momentum in the first few months of this year. Rising retail mortgage rates in the last couple of months, and lower consumer confidence due to the Iran War, is likely to curb housing activity in the near-term, although stronger migration-driven population growth could add to house sales later in the year.

Real estate listings

Figure 35. Real estate listings

Annual average % change March 2025 - March 2026

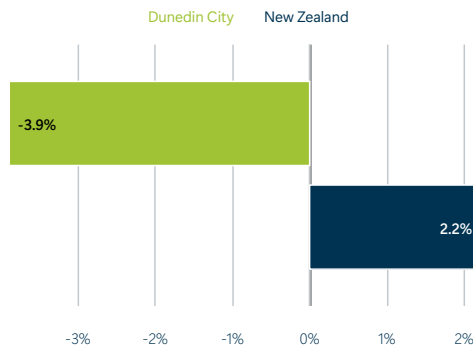
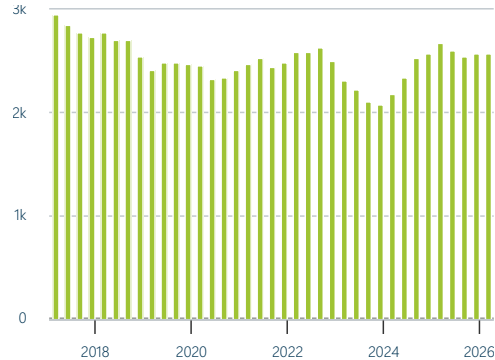


Figure 36. Real estate listings

Annual number, Dunedin City



Highlights

- The number of new real estate listings in Dunedin City decreased by 3.9% in the year to March 2026, compared to a year earlier. The decline was greater than in New Zealand (2.2% growth).
- There were an average of 2,566 new real estate listings in Dunedin City in the 12 months ending March 2026. This compares with the ten year annual average of 2,533 new real estate listings.

National overview

Annual new real estate listings rose 2.2% in the year to March 2026, to a total of 114,300, the highest since the year to June 2021. New listings continue to significantly outnumber sales, with 80,800 sales signed in the year to March 2026, although sales are growing faster than listings. Despite low interest rates, high unemployment and uncertainty around the Iran War is limiting the willingness of households to engage in the housing market.

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House values

Figure 37. Annual change in house value

Annual % change in house value March 2025 - March 2026

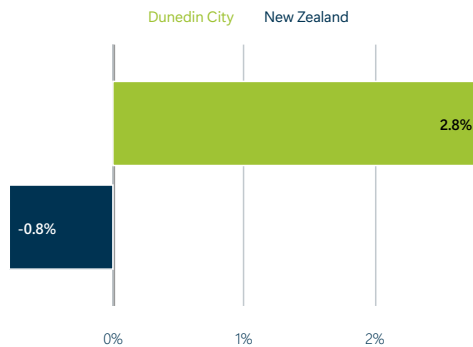
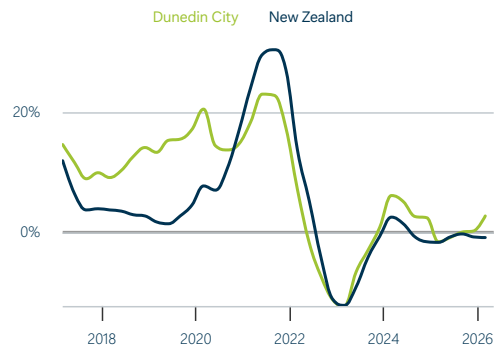


Figure 38. House value growth

Annual % change



Highlights

- The average current house value in Dunedin City was up 2.8% in March 2026, compared to a year earlier. Growth was higher than in New Zealand (-0.8%).
- The average current house value was \$625,429 in Dunedin City in March 2026. This compares with \$871,831 in New Zealand.

National overview

The average house value in New Zealand fell 0.8%pa in the March 2026 quarter, to sit at nearly \$872,000. House values have continued to trend sideways in recent months, with no real momentum noticeable in either direction. There is still a considerable volume of unsold houses available on the market, which has kept a limit on further growth in values. Higher mortgage rates are likely to curb any enthusiasm for housing too, with recent indicators suggesting a sharper pull-back in housing activity as the effects of the Iran War and wider economic concerns filter through to households.

Housing affordability

Figure 39. Housing affordability

Ratio of house prices to household incomes, year to March 2026

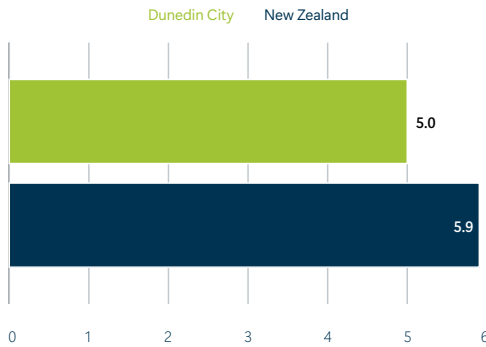
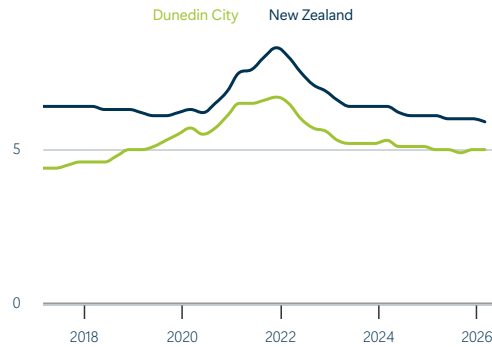


Figure 40. Housing affordability

Ratio of house prices to household incomes, annual average



Highlights

- Housing in Dunedin City (5.0) was more affordable than in New Zealand (5.9) in March 2026, based on the ratio between mean house values and mean household incomes.
- Housing affordability in Dunedin City not materially changed on average between March 2025 and March 2026. Housing affordability has improved in New Zealand over the same period.
- During the last ten years, housing in Dunedin City was most affordable in June 2017, when the index reached a low of 4.4.

National overview

Housing affordability improved in the year to March 2026, as incomes increased slightly and house values fell slightly. In the year to March 2026, the average house value amounted to 5.9 times the average household income, down from 6.1 in the year to March 2025. The housing affordability multiple was last under 6 in March 2016, so the current level is among the most affordable in the past decade.

The average household would need to spend 35% of their household income servicing a mortgage on an average house – down from a peak of 45% in March 2022, and up from 33% in 2016.

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First Home Loan purchases

Figure 41. Annual change in First Home Loan purchases

Annual average % change March 2025 - March 2026, First Home Loan purchases

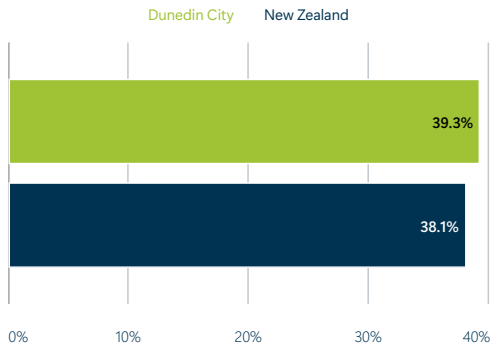
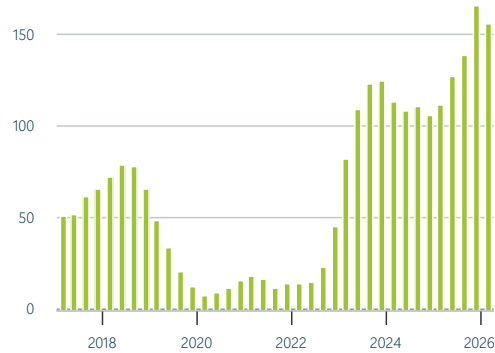


Figure 42. First Home Loan purchases

Annual number First Home Loan purchases, Dunedin City



Highlights

- Purchases using the Kainga Ora First Home Loan scheme in Dunedin City increased by 39.3% in the year to March 2026, compared to a year earlier. This compares with an increase of 38.1% in New Zealand.
- A total of 156 properties were purchased using the Kainga Ora First Home Loan scheme in Dunedin City in the 12 months ending March 2026. This compares with the ten year annual average of 68.

National overview

Purchases using First Home Loans rose 38% in the year to March 2026, to an annual total of 3,906, the highest level on record.

First Home Loans counts the number of purchases made using Kainga Ora's First Home Loan scheme. First Home Loans have stricter eligibility criteria than First Home Grants, so represent a smaller, and different, portion of first home buyer activity. In the year to March 2026, First Home Loans amounted to 16% of all first home buyer purchases, based on the Cotality – Westpac First Home Buyer Report.

Residential rents

Figure 43. Annual change in residential rents

Annual average % change March 2025 - March 2026

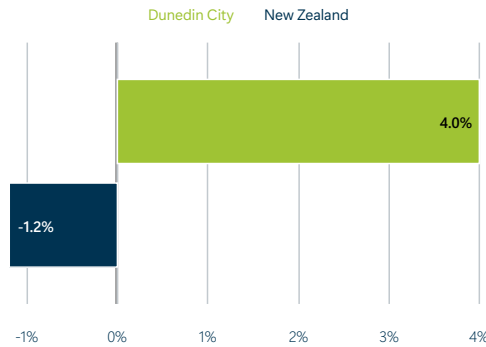
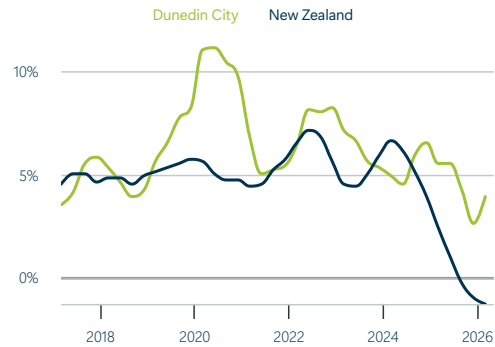


Figure 44. Residential rents growth

Annual average % change



Highlights

- The average residential rent in Dunedin City was up 4% in the year to March 2026, compared to a year earlier. Growth was higher than in New Zealand (-1.2%).
- The average residential rent in Dunedin City was \$549 in the year to March 2026. This compares to \$564 in New Zealand.
- Annual growth of residential rents in Dunedin City peaked at 11.2% in the year to June 2020.

Rental affordability

Figure 45. Rental affordability

Rents as % of household income, year to March 2026

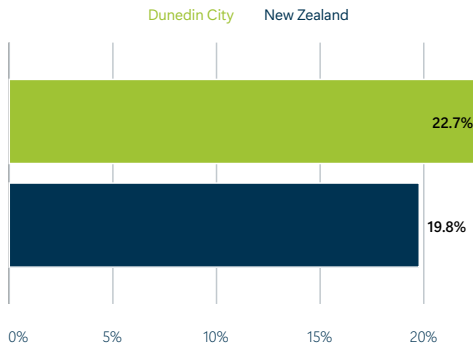
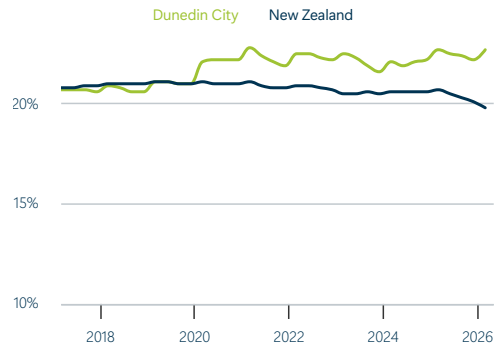


Figure 46. Rental affordability

Rents as % of household income, annual average



Highlights

- Renting in Dunedin City (22.7%) was less affordable than in New Zealand (19.8%) in the year to March 2026, based on the ratio of mean rents to mean household incomes.
- Rental affordability in Dunedin City not materially changed on average between March 2025 and March 2026. Rental affordability has improved in New Zealand over the same period.
- During the last ten years, renting in Dunedin City was most affordable in December 2018, when the index reached a low of 20.6%.

Emergency housing grants

Figure 47. Households in emergency housing
Annual average % change March 2025 - March 2026

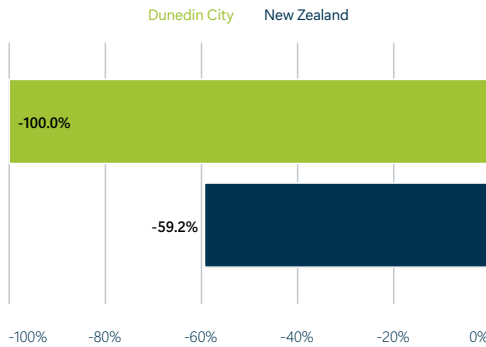
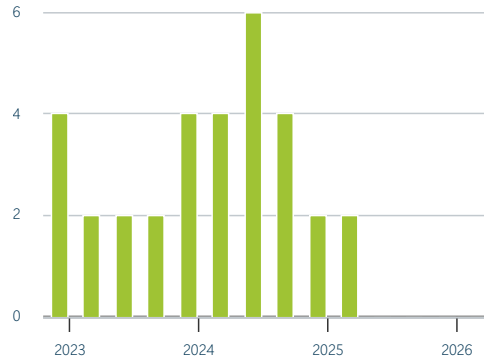


Figure 48. Households in emergency housing
Annual average, Dunedin City



Highlights

- The number of households in emergency housing in Dunedin City decreased by 100% in the year to March 2026, compared to a year earlier. This compares with a decrease of 59.2% in New Zealand.
- An average of 0 households were in emergency housing in Dunedin City in the 12 months ending March 2026. This compares with the five year annual average of 2.

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Housing register applicants

Figure 49. Annual change in housing register applicants
Annual average % change March 2025 - March 2026

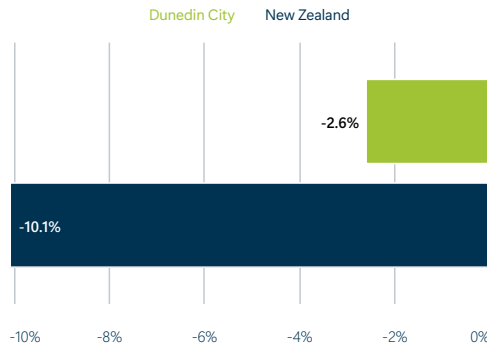
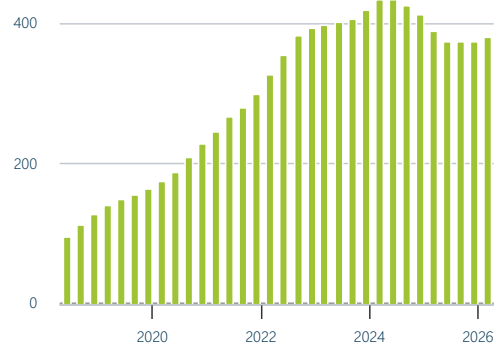


Figure 50. Housing register applicants
Annual average, Dunedin City



Highlights

- The number of applicants on the housing register in Dunedin City decreased by 2.6% in the year to March 2026, compared to a year earlier. This compares with a decrease of 10.1% in New Zealand.
- An average of 380 applicants were on the housing register in Dunedin City in the 12 months ending March 2026. This compares with the nine year annual average of 311.

Public housing stock

Figure 51. Public housing stock

Annual average % change March 2025 - March 2026

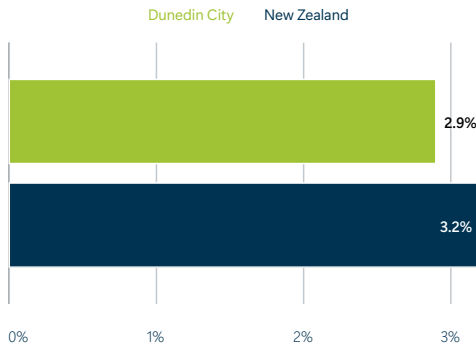
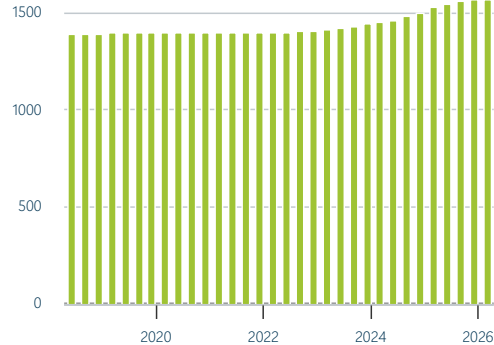


Figure 52. Public housing stock

Annual average, Dunedin City



Highlights

- The number of public houses in Dunedin City in the year to March 2026 increased by 2.9% compared to a year earlier. Growth was lower than in New Zealand (3.2%).
- There were an average of 1,572 public houses in Dunedin City in the 12 months ending March 2026. This compares with the nine year annual average of 1,445.

National overview

The public housing stock grew 3.2%pa in the year to March 2026, adding around 2,600 public houses over the year, but down from 4,600 added in the year to June 2025. The annual average grew to around 87,300.

Public housing includes properties that are owned or leased by Kāinga Ora and other registered Community Housing Providers (CHPs) that can be tenanted by people who are eligible for public housing. The totals presented include both occupied and vacant houses. Public housing was previously referred to as social housing. This data is sourced from the Ministry of Housing and Urban Development.

Social indicators

Overview

Table 4. Overview of social indicators

Indicator	Dunedin City	Otago Region	New Zealand
School attendance [^] [🕒]	62.3% [▲]	61.9% [▲]	58.0% [▲]
Gaming machine profits [🕒]	+5.8% [▲]	+3.4% [▲]	+0.2% [▲]
Crime rate [^]	178 [▼]	191 [▼]	212 [▼]
Health enrolments	-0.5% [▼]	+0.8% [▲]	+1.0% [▲]
Other benefit recipients	+1.8% [▲]	+2.0% [▲]	+3.3% [▲]

[🕒] Data up to the December 2025 quarter.

All measures are annual average percentage changes unless:

[^] Levels

School attendance

Figure 53. School attendance

% of school students attending greater than 90% of classes, annual average to December 2025

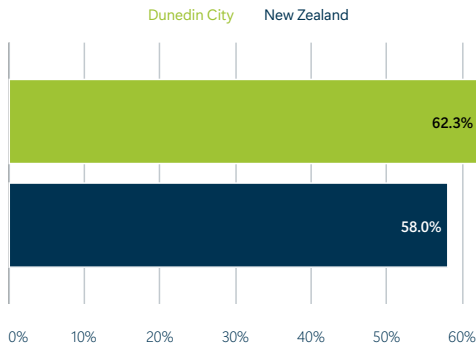
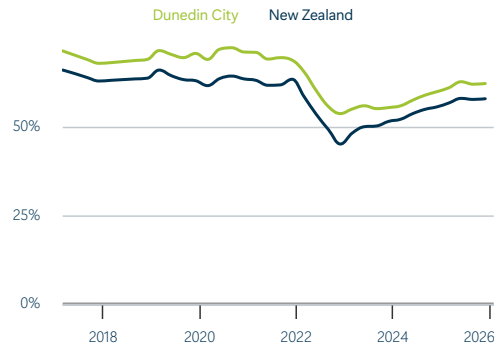


Figure 54. School attendance

% of school students attending greater than 90% of classes, annual average



Highlights

- The annual average school attendance rate in Dunedin City was 62.3% in the year to December 2025, up from 60% in the previous 12 months.
- In the year to December 2025, the annual average school attendance rate in Dunedin City was higher than in New Zealand (58.0%).
- Over the last nine years the annual average school attendance rate in Dunedin City reached a peak of 72.4% in September 2020.
- *Please note that school attendance is not yet available for the year to March 2026. Data for the year to December 2025 is displayed instead.*

National overview

School attendance continues to improve, from 55.7% in the year to December 2024 to 58.0% in the year to December 2025, reflecting an ongoing focus by the government and schools on attendance. However, improvements are starting to diminish, with a 2 percentage point improvement over 2025, compared to a 4-point improvement in 2024 and 6-point improvement in 2023.

Gaming machine profits

Figure 55. Gaming machine profits
Annual level, Dunedin City

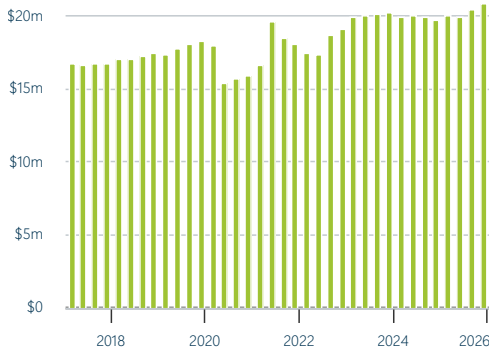
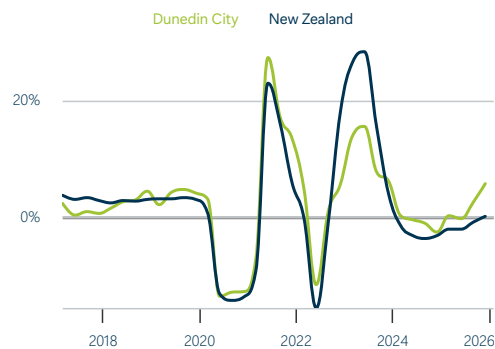


Figure 56. Gaming machine profits
Annual average % change



Highlights

- Gaming machine profits in Dunedin City increased by 5.8% over the year to December 2025, compared to a year earlier. This compares with an increase of 0.2% in New Zealand.
- Gaming machine profits in Dunedin City totalled \$20.89 million in the year to December 2025.
- Annual gaming machine profit growth in Dunedin City peaked at 27.4% in the year to June 2021.
- Please note that gaming machine profits is not yet available for the year to March 2026. Data for the year to December 2025 is displayed instead.*

National overview

Gaming machine profits measure the profits from pokie machines in pubs – which effectively measures the amount of money taken out of communities, before considering what is returned in the form of community grants. Gambling reflects a combination of structural socioeconomic factors and current economic conditions.

Gaming machine profits edged up 0.2% in the year to December 2025, the first increase following declines in 2024 and 2025. By comparison, Marketview card spending fell 0.4% in the year to December 2025, showing that although household budgets remain under pressure, some are prioritising gaming machines.

Crime rate

Figure 57. Crime rate

Criminal proceedings per 10,000 residents, annual average to March 2026

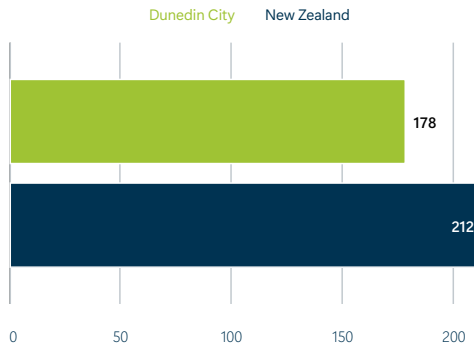
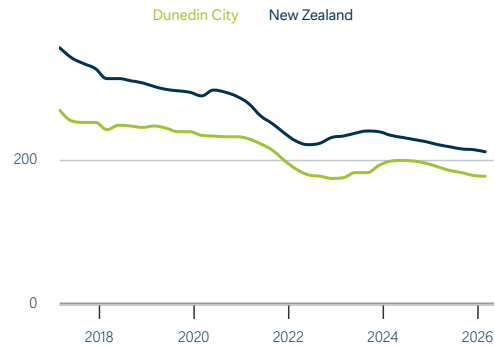


Figure 58. Crime rate

Criminal proceedings per 10,000 residents, annual average



Highlights

- The crime rate in Dunedin City was 178 (per 10,000 residents) in the year to March 2026, down from 191 in the previous 12 months.
- In the year to March 2026, the crime rate in Dunedin City was lower than in New Zealand (212).
- Over the last ten years the annual average crime rate in Dunedin City reached a peak of 270 in March 2017.

National overview

New Zealand's reported crime rate continued to ease over the past year, from 222 criminal proceedings per 10,000 people in the year to March 2025, to 212 in the year to March 2026.

A fall in traffic and vehicle offences accounted for 38% of the fall in proceedings, with a fall in drink driving offences leading the fall.

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Health enrolments

Figure 59. Annual change in health enrolments
Annual average % change March 2025 - March 2026

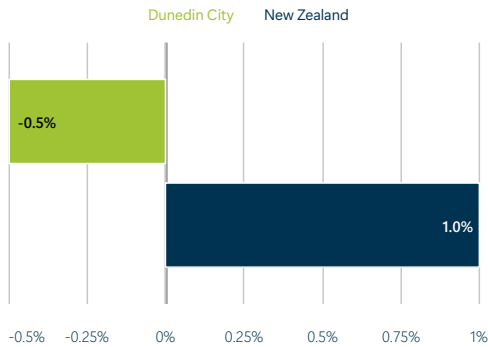
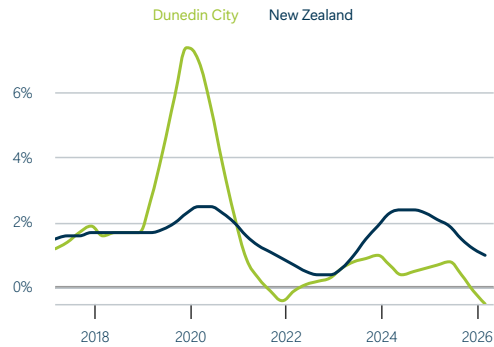


Figure 60. Health enrolments
Annual average % change



Highlights

- The number of people enrolled with a primary health organisation in Dunedin City in the year to March 2026 decreased by 0.5% compared to a year earlier. The decline was greater than in New Zealand (1.0% growth).
- An average of 125,451 people were enrolled with primary healthcare providers in Dunedin City in the 12 months ending March 2026. This compares with the ten year annual average of 120,688.

Other benefit recipients

Figure 61. Annual change in other benefit recipients
Annual average % change March 2025 - March 2026

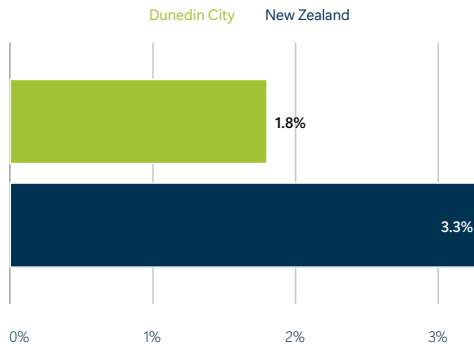
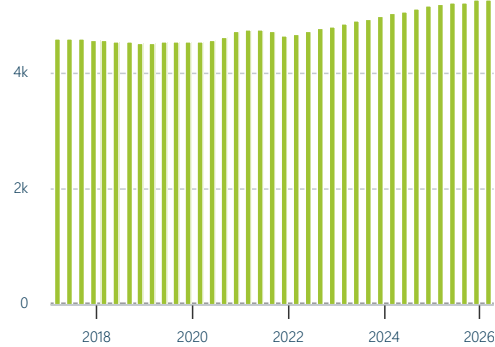


Figure 62. Other benefit recipients
Annual average, Dunedin City



Highlights

- Other benefits recipients (including Sole Parent Support and Supported Living Payment) in Dunedin City in the year to March 2026 increased by 1.8% compared to a year earlier. Growth was lower than in New Zealand (3.3%).
- An average of 5,284 people were receiving an other benefit (including Sole Parent Support and Supported Living Payment) in Dunedin City in the 12 months ending March 2026. This compares with the ten year annual average of 4,800.

Technical notes

Building consents

Building consents data is sourced from Stats NZ. The number of residential consents issued for new dwellings is the measure for residential consents. For non-residential consents, the measure is the value of both new buildings and alterations.

Business counts

This data is from Business Count Indicators (BCI) from Statistics New Zealand. It is a series is based on a monthly count of geographic units as at the end of each month, mostly sourced from administrative data. Geographic units represent a business location engaged in one, or predominantly one, kind of economic activity at a single physical site or base (eg a factory, a farm, a shop, an office, etc).

The business counts data is different from the annually published Business Demography Statistics.

This series is limited to economically significant enterprises. It can be an individual, private-sector and public-sector enterprises that are engaged in the production of goods and services in New Zealand. These enterprises are maintained on the Statistics NZ Business Register, which generally includes all employing units and those enterprises with GST turnover greater than \$30,000 per year.

Calculating changes

We use several different calculations to calculate change in the indicators used in the Quarterly Economic Monitor.

- Annual average percentage change: Annual average percentage change compares average values over the past year with those in the prior year. For example, the change from the year ending March last year to the year ending March this year.
- Annual percentage change: Annual percentage change compares the value this quarter to the value in the same quarter last year. For example, the change from March quarter last year to March quarter this year.
- Levels: In the case of levels, such as unemployment rate, we do not calculate the change in level – we simply show the latest level value.

Consumer spending

The consumer spending data is sourced from Marketview. It measures total electronic card spending at 'bricks + mortar' retailers using a combination of spending through the Paymark network and modelled estimates at non-Paymark retailers. For further breakdown of the data by storetype and other variables contact Marketview.

Crime

The crude crime rate is calculated as the number of crimes committed and recorded (offender proceedings) in an area per 10,000 residents. Crime counts are sourced from the New Zealand Police. Population data is sourced from Stats NZ and Infometrics own population projections (for the most recent quarters).

The data available at a detailed level only included reported crime and does not provide a dimension of how safe people feel. However, higher crime is an obvious proxy for unreported crime (more reported crime would seem to imply a higher overall crime burden), and more crime would logically see people feel less safe.

Dairy

Dairy data has been sourced from the *New Zealand Dairy Statistics*, a publication jointly produced by DairyNZ and LIC, as well as calculations made by Infometrics. The data accords to dairy seasons, which run from June to May. Total dairy payouts in each territorial authority have been calculated by Infometrics by utilising milk solids production in conjunction with Fonterra's farmgate milk price (excluding dividends) from the dairy season in question. For the current season, Infometrics calculates a payout forecast using our own expectation of the farmgate milk price and the assumption that milk solids production continues running at the same level as the last 12 months.

Emergency housing

Emergency housing measures the number of households living in emergency housing at the end of each quarter. This is recorded based on data from the Ministry of Social Development (MSD) on the number of emergency housing special needs grants (EH SNG) issued for individuals and families staying in short-term accommodation such as motels if they are temporarily unable to access a contracted transitional housing place or private rental.

Please note that some publications, such as the Ministry of Housing and Urban Development's Public housing regional factsheets, report the number of emergency housing grants issued. This number is generally much higher than the number of households living in emergency housing, as the grants have to be renewed every few weeks. For example, a household living in emergency housing continuously through a quarter would receive several grants during that time. We present the number of households as this better reflects the ongoing use of emergency housing.

Employment (place of residence)

Employment data is based off a range of Stats NZ employment datasets, and represents the number of filled jobs, based on the area of residential address for the employee (rather than workplace address). This place of residence location means that the employment series reflects trends in employment of an area's residents, which may be different to trends in employment at businesses in an area, particularly when there are strong commuting flows. The most recent quarter is based off the average of Monthly Employment Indicator (MEI) filled jobs from Stats NZ for the past three months, with previous quarters being backcasted using the percentage change in the quarterly Business Data Collection dataset published by Stats NZ.

First Home Loan purchases

First Home Loan purchases are measured using data from Kainga Ora on the number of properties bought (settled) using a Kainga Ora First Home Loan. First Home Loans are low-deposit (as low as 5%) home loans underwritten by Kainga Ora and issued through trading banks. First Home Loans were previously known as Welcome Home Loans. First Home Loans have additional eligibility criteria including a maximum income, and carry a 0.5% insurance premium to cover risks associated with such a low deposit. The uptake of First Home Loans varies by area, but changes in the number of purchases using the scheme serve as a useful indicator of changes in first home buyer activity.

First Home Loan purchases were introduced in the September 2024 Quarterly Economic Monitor to replace First Home Grants, which were closed to new applications in May 2024.

Gaming machine profits

Gambling activity is estimated using gaming machine profits (GMP) data published by the Department of Internal Affairs. This GMP data is based on Class 4 gambling which represents electronic gaming machines, commonly known as 'pokies', located in venues such as pubs and clubs. This excludes all sports betting and casino-based gaming. GMP represents money spent by gamblers which is not returned to gamblers in the form of winnings. A minimum of 40% of GMP are required by law to go back to the community in the form of grants.

Data for South Taranaki District, Stratford District, Kaikoura District, Hurunui District and Central Hawke's Bay District is not available separately from DIA. From December 2024, Hastings District contains data from one venue in Central Hawke's Bay District.

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Greenhouse gas emissions

Greenhouse gas emission estimates are modelled using Stats NZ emissions estimates for industries and regions, coupled with Infometrics estimates of GDP and employment.

Stats NZ's emissions estimates are produced using the System of Environmental-Economic Accounts (SEEA) framework, designed to align greenhouse gas (GHG) emissions data to economic indicators such as GDP. These are production-based emissions of greenhouse gas emissions for ANZSIC industries and households. Emissions are expressed in carbon dioxide equivalents (CO₂-e), which are the emissions of greenhouse gases weighted by their 100-year global warming potential.

Using a production-based approach means that emissions associated with consumption are not accounted for. For example, the emissions associated with burning coal for home heating will accrue to the area in which the coal is burnt. However, the emissions associated with burning coal to generate electricity accrue to the area with the power station, not the area which uses the resulting electricity to heat their homes.

Gross domestic product

Gross Domestic Product is estimated by Infometrics. A top-down approach breaks national industrial production (sourced from production-based GDP measures published by Stats NZ) to TA level by applying TA shares to the national total. Each TA's share of industry output is based on labour market data from LEED. GDP growth in recent quarters is based on a model which uses residence-based employment from Monthly Employment Indicators that have been mapped to place of work. Estimates of GDP for these recent quarters are provisional until Infometrics updates its annual GDP series in the Regional Economic Profile at the beginning of each year. Gross domestic product is measured in 2025 prices.

Guest nights

The number of guest nights is sourced from the Accommodation Data Programme, which is funded by the Ministry of Business, Innovation and Employment (MBIE) and managed by Fresh Info. A guest night is equivalent to one guest spending one night at an establishment. For example, a motel with 15 guests spending two nights would report that they had provided 30 guest nights.

Health enrolments

Health enrolments are sourced from the Ministry of Health. They record the number of people in each area who are enrolled with a Primary Health Organisation (PHO). Enrolment is voluntary, but most New Zealanders enrol at a general practice for health reasons and for the benefits of enrolment, such as cheaper doctors' visits and reduced costs of prescription medicines. Health enrolments are attributed to territorial authorities based on the residential address of patients, regardless of where their general practice is located.

The Ministry of Health changed how health enrolments were coded to areas in 2023, which caused a break in the series between the June 2023 and September 2023 quarter. We have undertaken modelling to combine the series over this period.

House sales

The number of house sales is sourced from REINZ. The indicator measures the number of house sales at the point when the sale becomes unconditional. The unconditional date is the date when all the terms of an agreement have been satisfied and the sale and purchase can proceed to settlement.

House values

House values (dollar value) are based on Cotality's Hedonic Home Value Index, the previous Cotality SPAR Index, and the Cotality/CoreLogic/QV/Valuations New Zealand long-term quality adjusted House Price Index. This index assesses the market value of all housing stock (not just properties sold) based on analysis of recent house sales and the characteristics on properties in the area. The level presented is the quarterly average house value of all properties in the area for the quarter in question.

Household income

In 2024 we revised our methodology for estimating household incomes to incorporate new data sources. Previously we relied heavily on Stats NZ's LEED-Annual for historical income estimates, however, we have since uncovered a number of issues with how regional incomes are distributed to territorial authorities within some regions.

Previously, we eschewed Census data, due to its tendency to under-report incomes, due to challenge of accurately recollecting incomes when filling out a Census form. Stats NZ have started producing the Administrative Population Census (APC) which draws upon tax data to more completely record incomes, partially overcoming the problem of Census data. In light of the issues with LEED-Annual at a territorial authority level, we now use APC data to indicate each territorial authority's share of regional income. The APC still underestimates incomes, but is a reliable indicator of relative incomes.

These changes have resulted in historical revisions of our household income and housing affordability estimates for many areas, however, we expect future revisions to be minimal. We always recommend that you download a complete time series if looking to compare changes over time.

Housing affordability

Housing affordability is measured by comparing average current house values from CoreLogic with Infometrics' estimate of annual average household income. Household incomes are a better measure for housing affordability than individual incomes as it reflects the true ability of a household to afford housing. We present a ratio of average house values to average household incomes. A higher ratio, therefore, suggests that average houses cost a greater multiple of typical incomes, which indicates lower housing affordability.

Housing register applicants

The housing register counts applicants who are not currently in public housing, who have been assessed as eligible for public housing and who are ready to be matched to a suitable property. This is often referred to as the public housing waiting list. Public housing was previously referred to as social housing.

Data is sourced from the Ministry of Social Development (MSD) and are shown as the average number of applicants. One applicant could represent a single person, couple or family looking for housing. Applicants could be living in emergency housing, unaffordable private rentals, or other insecure arrangements such as couch-surfing or rough-sleeping.

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Jobseeker Support recipients

In July 2013 the New Zealand's welfare system changed to better recognise and support people's work potential. As part of this the Jobseekers Support benefit was introduced. This benefit is for people who can usually look or prepare for work but also includes people who can only work part-time or can't work at the moment, for example, because they have a health condition, injury or disability.

Data presented for the September 2013 quarter onwards is provided by the Ministry of Social Development (MSD). Data prior to September 2013 are Infometrics estimates based on re-grouping pre-July 2013 benefit categories to be consistent with the post-July 2013 benefit categories. The pre-July 2013 benefit categories used to estimate the number of Jobseekers Support recipients are: Unemployment Benefit and Unemployment Benefit Hardship; Unemployment Benefit Training and Unemployment Benefit Hardship Training; Sickness Benefit and Sickness Benefit Hardship; Domestic Purposes Benefit - Sole Parent (if youngest child is 14 or over); Women Alone and Widow's Benefit (without children or with children 14 or over)

NEET

NEET rates measure the proportion of young people aged 15-24 that are not in education, employment or training.

Infometrics estimates NEET rates by territorial authority. The following datasets are used in to estimate territorial authority NEET rates: Stats NZ's Household Labour Force Survey (HLFS), Census data, Jobseeker Support recipients by age, and transient secondary school student numbers.

Territorial authority estimates are benchmarked on annual average regional NEET rates from the HLFS, which at this level of disaggregation can be volatile from year to year. Large year-to-year changes are likely to be partially caused by sampling errors in the HLFS, rather than actual fundamental shifts in NEET rates. As the HLFS is the official measure of youth NEET in NZ, we benchmark our data to align with published NEET rates.

Other benefits

Other benefits include Sole Parent Support, Supported Living and other residual main benefits (excluding Jobseeker Support). Data is sourced from the Ministry of Social Development (MSD) and are shown as the average number of beneficiaries in each benefit category across each quarter for the current year. Further details of the benefit categories can be found on MSD's website.

Public housing stock

Public housing includes properties that are owned or leased by Kāinga Ora and other registered Community Housing Providers (CHPs) that can be tenanted by people who are eligible for public housing. The totals presented include both occupied and vacant houses. Public housing was previously referred to as social housing. This data is sourced from the Ministry of Housing and Urban Development.

Real estate listings

Real estate listings measure the number of new listings for residential dwellings on realestate.co.nz. It is based on the number of listings added each quarter or year.

Rental affordability

Rental affordability is measured by comparing average annualised rents from CoreLogic with Infometrics' estimate of annual average household income. Household incomes are a better measure for housing affordability than individual incomes as it reflects the true ability of a household to afford housing. We present a ratio of an annual ratio of average rent to average household incomes. A higher ratio, therefore, suggests that average rents cost a greater multiple of typical incomes, which indicates lower rental affordability.

Residential rents

Residential rents (\$ per week) are sourced from monthly data provided by MBIE and averaged across each quarter or year using weighted geometric means. Rental data pertains to averages from data collected when bonds are lodged and does not control for specifications of the home (eg. size, number of bedrooms, age of home, etc).

School attendance

School attendance is presented as the percentage of school students who attend greater than 90% of their classes. This includes students at primary, intermediate and secondary schools. Some individual students have legitimate absences which bring their attendance to below 90%, but are still counted in this measure as the aim is to reflect overall trends in school attendance. This should not be taken as a proxy for truancy however.

The Ministry of Education provides attendance data on a school term basis. We have apportioned Terms 1, 2, 3 and 4 to the March, June, September and December quarters respectively.

Tourism expenditure

Tourism Expenditure is based on MBIE's monthly regional tourism estimates (MRTes). The MRTes are based on electronic card transaction data, calibrated to be consistent with national tourism expenditure data shown in Stats NZ's Tourism Satellite Account. This calibration takes into consideration the International Visitor Survey, so that differences in propensities to use cards versus cash for visitors from various countries of origin are accounted for.

The current MRTE series runs from December 2023 onwards, and we have spliced this onto previous MRTE and TECT series to provide a complete timeseries back to 2009.

Traffic flow

Traffic flow growth rates are calculated from the number of vehicles passing approximately 110 sites monitored by New Zealand Transport Agency. Each territorial authority has been mapped to one or more sites. Traffic flow is presented as an index, with a base of 100 in September 2012 for each area.

From October 2022 until September 2024, there was a substantial level of non-reporting of traffic sites, forcing Infometrics to interpolate a high proportion of traffic activity based on adjacent reporting sites, or reporting sites that usually had a similar trend to a non-reporting site. Data over this period should be treated with caution.

Unemployment rate

Regional level unemployment rates are sourced from Stats NZ's Household Labour Force Survey. Trends in the number of Jobseekers are used to break down regional unemployment rates to TA levels. The TA level unemployment rates are benchmarked on census following the release of each census. To reduce volatility the unemployment rate is presented as an average for the last four quarters.

Vehicle sales

Car and commercial vehicle sales data are sourced from New Zealand Transport Authority. Sales are based on new registrations which include the first time registration of new vehicles and used vehicles imported from overseas. Electric vehicle registrations are based on new sales of battery electric cars (excluding hybrid, plug-in hybrid or fuel cell cars).

City Economic Insights #1

July 2026

This is the first in a series of papers that will examine trends in the Dunedin economy over the last 10 years and make comparisons to other cities and the national economy for reference. The purpose of these papers is to take readers beneath the headline numbers for a deeper understanding of how the city is going.

Researcher

David Lea BMS (University of Waikato) MBA
(University of Edinburgh)
Economic Development Advisor
Enterprise Dunedin
Data Sourced: Infometrics, Stats NZ.

dunedin

Understanding Dunedin's Economic Performance – The Story Behind the Numbers for Gross Domestic Product (GDP), Jobs and Income.

When population growth is considered, Dunedin's GDP growth has outperformed New Zealand over the past decade. Dunedin is a more productive and resilient economy than its headline numbers suggest. A deeper look shows that:

- Dunedin is generating strong economic output relative to its population growth
- Employment is growing faster than population growth
- The city's large tertiary education and public sectors significantly influence traditional economic measures
- Dunedin's core working population earns the same as the national average income.

Three key factors help explain why Dunedin's economic performance should be viewed through a broader lens than headline GDP, Jobs and Income figures alone.

1.

Dunedin derives more economic output per person than the national average.

Dunedin has outperformed New Zealand GDP measures when population growth is accounted for and is converting population growth into economic output more efficiently than the national economy. From 2016 to 2025, Dunedin added 3% to its population and the city economy (GDP) grew by 20%.

In Dunedin over the last 10 years, 1% increase in population growth has equated to 6.7% GDP growth, whereas New Zealand's GDP only grew by 1.8% for each 1% of population growth.

Another way to interpret this is to say Dunedin's GDP per capita rose 16% between 2016 and 2025 compared to a 9% per capita increase nationally in the same period.



2.

More people are working in Dunedin than before.

Employment growth provides another positive indicator of Dunedin's economic performance.

Between 2016 and 2025, the number of *filled jobs* in Dunedin increased by 13%, while the city's population grew by 3%. Nationally, *filled jobs* increased by 18% alongside population growth of 13%.

This indicates that while Dunedin's population is growing slowly it is creating employment opportunities at a proportionally faster rate.

More people are actively engaged in the economy, and the unemployment rate is close to recent 10-year lows, which are positive signs.

3.

Dunedin's economy is influenced by its university and public sector.

Dunedin's economy differs from most New Zealand cities due to the significant size of the education and health sectors. The level of Dunedin's GDP sourced from the publicly funded sectors (primarily health and education services) is close to twice the level of New Zealand's economy.

Public sector GDP is calculated differently than private sector GDP because there is no *earnings component* which can make comparisons with other cities less straightforward. This means the GDP measure for Education and Health is lower than for the private sector if all else between them is equal. As a result, comparisons with cities that have pre-dominantly private-sector economies can deflate Dunedin's underlying economic performance.

The city's large tertiary education sector also has a significant impact on economic statistics. Around 27% of Dunedin's working-age population (15-64 years) are tertiary students. Most are studying full-time and, if employed, generally work only part-time. This lowers average income and GDP measures despite reflecting one of Dunedin's significant economic strengths, that we are one of New Zealand's leading education centers. It can make the city appear to have lower income on paper, because students are not full-time earners.

The 30 to 64 age cohort in Dunedin is earning the same as the national median income. In other words, once you remove the student effect, Dunedin's core working population earns the same as the rest of the country.

Rather than indicating economic weakness, these figures reflect the characteristics of a city whose economy is anchored by world-class education and health institutions that provide stability, skilled jobs and long-term resilience.

This paper examines the background to these factors in Dunedin's economic performance.



3

GDP - private and public sector differences

Gross Domestic Product is the total value of *final goods and services* produced within a defined territorial area. Final goods and services are the finished product and not the component materials used. GDP measures the size of the economy in the specified area regardless of where the company or institution producing the goods or service is owned.

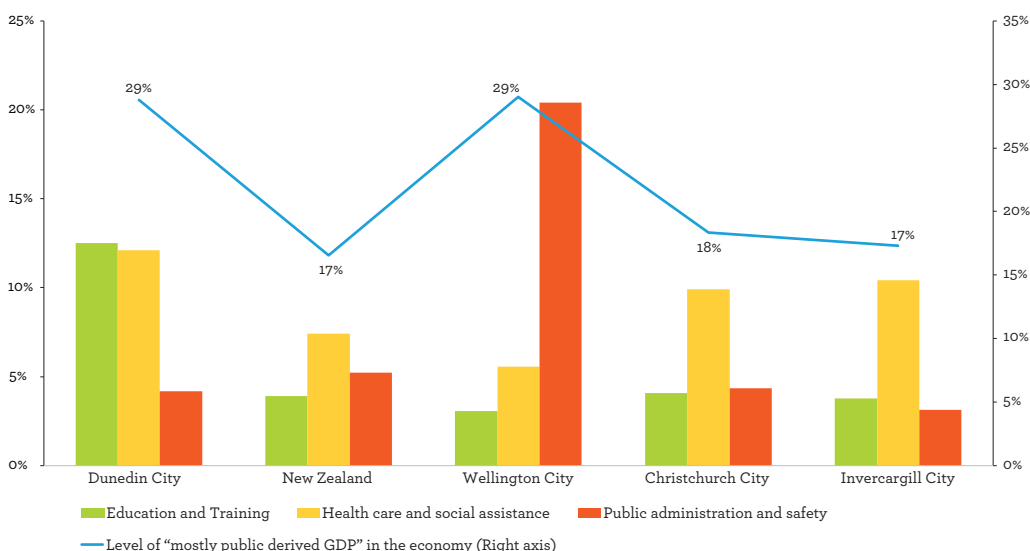
As a measurement of output, GDP is calculated in different ways for public and private sector organisations:

- Private sector GDP is calculated as *earnings before interest and taxes* (EBIT) + salaries and benefits + depreciation
- Public sector GDP calculation is calculated as salaries and benefits + depreciation.

In other words, when measuring GDP for a public sector entity there is no earnings component. This has implications for Dunedin's economic performance as it lowers the GDP measure for a public organisation versus a private one if all else between them is equal.

If you remove the accounting entry of *Owner-occupied property operation/housing imputation*¹ from the GDP calculation, you get a truer picture of real-world cash flows. Doing so shows some 29% of Dunedin's GDP is sourced from the public sector (primarily health and education services), the same level as Wellington but close to twice the level of New Zealand's economy.

Figure 1: The Anchor Tenant. Direct government economic activity as a percentage of GDP in year to December 2025.





Having a large proportion of public sector activity in the economy is an advantage to Dunedin. Like a stable anchor tenant in a commercial property, public sector activity in the city economy provides a well-resourced and relatively stable level of employment and core economic activity regardless of fluctuating business cycles.

Figure 1 shows the components that make up public sector GDP, and their proportion of total GDP across selected locations.

Dunedin benefits again from central government funding in the *Public administration and safety* segment of GDP where 83.5% of the total is from regional offices of national organisation's such as fire, police and social development services.

¹ Owner-occupied property operation is an accounting entry that estimates the "rental value" of homes lived in by their owners. It measures the economic value of housing services, but because it does not involve actual cash changing hands. In 2025 owner-occupied property operation made up 10% of Dunedin's GDP and 8% of New Zealand's as a whole. Owner-occupied property operation is also referred to as a "housing imputation".

General Economic Profile

Invercargill has strong levels of manufacturing activity due to its regional concentration of primary industry services. Wellington has strong levels of high-value services, due to its location as the seat of government, and as a headquarters of government ministries and private sector corporates.

Dunedin's GDP profile is closer to Christchurch and the New Zealand average as illustrated in Figure 2. The largest contributors to GDP in Dunedin are education and healthcare (see Figure 3). Both attract people to the city from the wider region, nationally and internationally.

In the case of education, the combined tertiary student population of University of Otago and Otago Polytechnic is around 28,000, although these figures include enrolments at satellite campuses outside Dunedin. This significant input contributes to spending in other sectors of the economy such as accommodation and retail.

Over the last ten years Dunedin's GDP grew by 20% with Education and Training, Healthcare, Construction and Professional Scientific and Technical Services gaining the most by value (see Figure 4).

Figure 2: Economic profile shown as a percentage of total GDP in year to December 2025.



Figure 3: Top ten contributors to Dunedin GDP in year to December 2025.



Figure 4: Dunedin GDP growth by sector 2016 to 2025 (\$M)

Dunedin GDP, top ten 2025 industries 10-year view (\$m).					
Rank	Industry	GDP	% 2025 GDP	Gain since 2016	% Growth since 2016
1	Education and training	1,008.5	11.3%	87.2	9.5%
2	Health care and social assistance	976.2	10.9%	305.8	45.6%
3	Construction	696.1	7.8%	152.9	28.1%
4	Professional, scientific, and technical services	666.4	7.4%	226.6	51.5%
5	Electricity, gas, water, and waste services	494.6	5.5%	77.3	18.5%
6	Retail trade	469.1	5.2%	55.1	13.3%
7	Rental, hiring and real estate services	443.0	5.0%	29.9	7.2%
8	Transport, postal and warehousing	430.3	4.8%	32.7	8.2%
9	Manufacturing	392.0	4.4%	12.3	3.2%
10	Public administration and safety	337.6	3.8%	72.9	27.5%
Total GDP including unallocated and housing imputation		8,951.4	100%	1,495.7	20.1%

Simply adding more people increases GDP

Dunedin's GDP has outperformed New Zealand's when population growth is accounted for (Figure 5).

Gross Domestic Product grows for several reasons, especially:

- more consumption – higher incomes, household spending increases, population growth
- more investment – businesses expand and invest in more capacity for production
- government spending increases, e.g., infrastructure work, health and education services expand
- exports improve or imports fall.

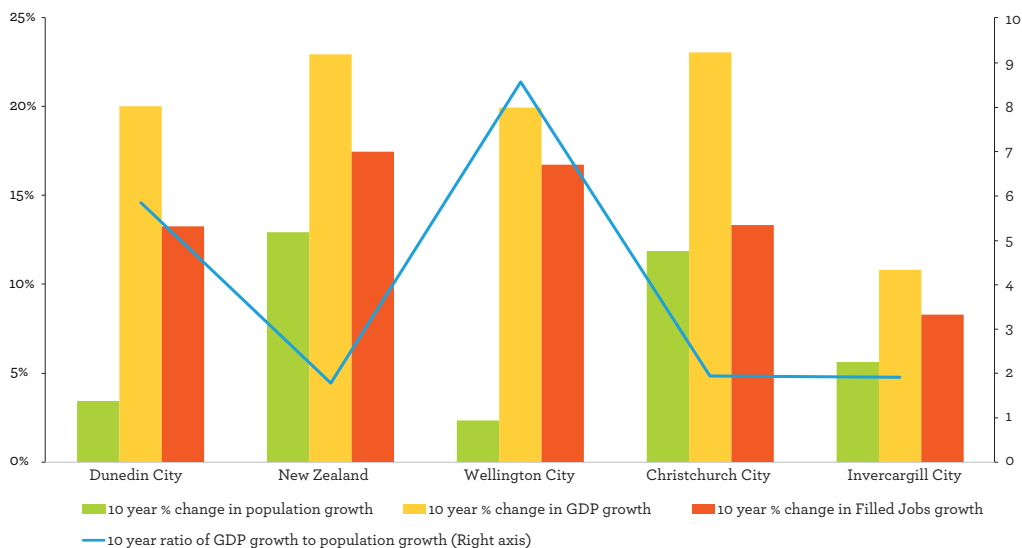
Dunedin's 20% growth in GDP from 2016 to 2025 is less than the 23% recorded by New Zealand in the same period. However, New Zealand added 13% to its population in the 10

years since 2016 for 23% growth in GDP while Dunedin added 3% to its population for 20% growth in GDP in the same period. For every percentage point of population growth New Zealand's GDP grew by 1.8%. Dunedin had 6.7% GDP growth for each percentage of population growth.

In the same period the number of people in *filled jobs* in Dunedin grew 13% while the population grew by 3%, indicating growing participation in the workforce. At the national level employment as measured by *filled jobs* has expanded 18% from a 13% population increase.

Dunedin's performance is also reflected in the December 2025 unemployment rates where the city at 3.7% was close to its 10-year lowest rate of unemployment (3.6% in 2016) whereas the national figure of 5.3% unemployment was at a 10-year high.

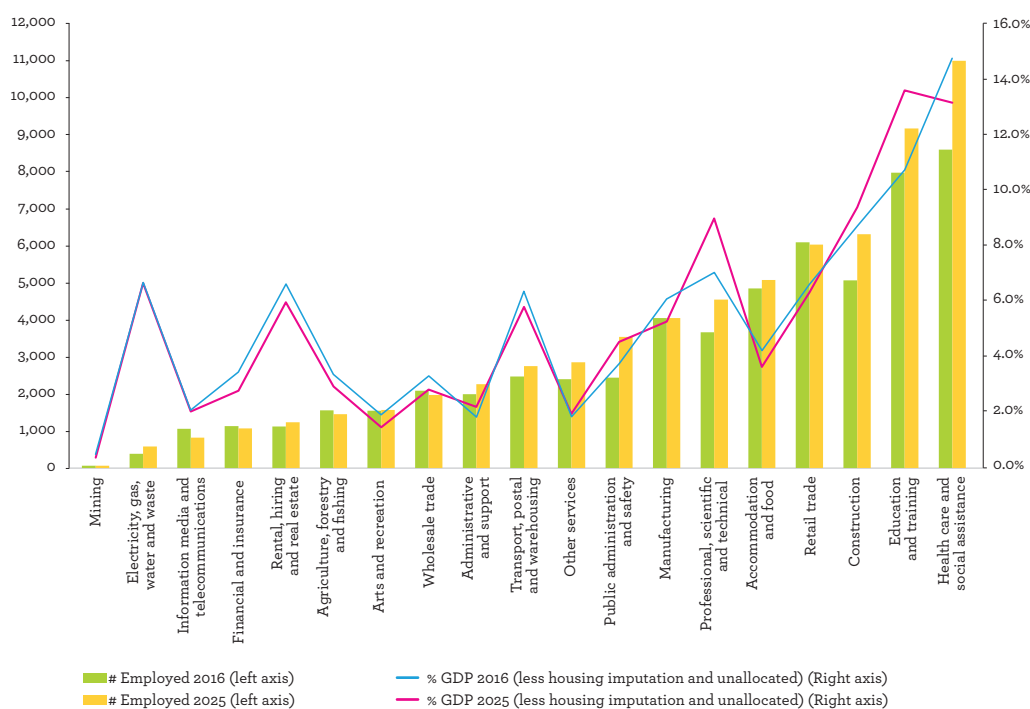
Figure 5: GDP growth, population growth and filled jobs growth 2016 to 2025.



Employment vs. filled jobs, and average annual earnings

Employment measures those people 15-years-old and over who are participating in the workforce. Dunedin employment has expanded faster off a lower population base growth than all comparator localities except Wellington City. Employment growth has been strongest in Dunedin in the same sectors that contribute most to GDP, as illustrated in Figure 6.

Figure 6: 2016 to 2025 changes in Dunedin employment by industry and industry percentage of GDP*



*Average and Median: The median is the middle number in a series, whilst the average is the sum of the series divided by the number of instances in the series. This can lead to divergent results; if four people in a group earn \$10 each and a fifth earns \$100, the group's median earnings level will be \$10 (the third or middle number if the numbers are ranked), whereas the group's average earnings level will be \$28.

Dunedin's demographic profile is unlike any other city in the country due to the large number of students.

Many students have part-time employment only. This statistically *averages down* earnings per *filled job* at a citywide reporting level, while not affecting the real level of salary received by Dunedin's full-time working population.

Note that there is a difference between *employment* and *filled jobs*:

- *employment* is the number of individual people in either full-time or part-time jobs.
- *filled jobs* are the number of individual payroll records. One person may well have several jobs with various employers.

This has implications for Dunedin's *Average Annual Earnings* per filled job. Essentially *average annual earnings per filled job* equals: total *PAYE take* divided by the *number of filled jobs*.

According to Infometrics, the *Average Annual Earnings* in Dunedin was \$74,818 in 2025, or 9.5% less than the national average level of \$81,958.

This *averaging down* effect is clearly seen in the median income data reported in the 2023 Census (see Figure 7).*

Figure 7: Median Income Levels by age cohorts (NZ Census)



***Average and Median:** The median is the middle number in a series, whilst the average is the sum of the series divided by the number of instances in the series. This can lead to divergent results; if four people in a group earn \$10 each and a fifth earns \$100, the group's median earnings level will be \$10 (the third or middle number if the numbers are ranked), whereas the group's average earnings level will be \$28.

10

The high number of 15 to 29-year-olds enrolled as students in Dunedin earn, as a median, considerably less than their demographic peers in the other New Zealand centers. This age bracket's median income is reduced by students with no income from employment, and the prevalence of limited-hours, part-time work amongst those students who are employed.

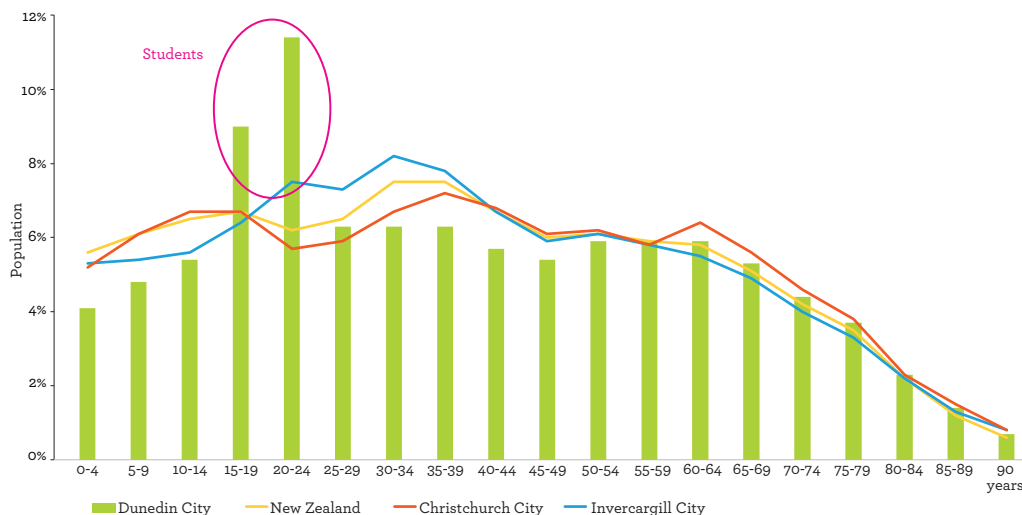
In contrast Dunedin's non-student, 30-64-year-olds, have earnings entirely consistent with the New Zealand median income levels.

So, while Stats NZ can correctly say that Dunedin's median income in the 2023 census was \$33,500 compared to New Zealand's \$41,500, their data also shows that Dunedin's 30 to 64 age cohort and those 65 plus, are earning the same as the national median income.

This is not to say Dunedin's large student population (see Figure 8) is a disadvantage. The GDP figures and earnings from our large student population are not a problem, they are a feature of the strong education sector, which supports a great deal of the city's economic, cultural, and social activity.



Figure 8: Population by age brackets and proportion of total.



TOWN BELT ACTIVE TRAVEL TRIAL SUMMARY REPORT

Department: Parks and Recreation

EXECUTIVE SUMMARY

- 1 This report presents the findings of the Town Belt Active Travel Trial, undertaken between 26 January and 19 April 2026 to assess the effects of temporary vehicle access changes on sections of Queens Drive and Braid Road.
- 2 The trial involved temporary closure of sections of Queens Drive and Braid Road to through-traffic while maintaining access for residents, emergency services, maintenance vehicles, and operational access requirements.
- 3 Council adopted the Dunedin Town Belt Reserve Management Plan in August 2025. Policy 8.10.1.12 provided for consideration of adapting Queens Drive to enable resident-only access and establish a pedestrian/cycleway route through the Town Belt.
- 4 A total of 1,546 submissions were received during the engagement period.
- 5 Of these, the majority of respondents (896) opposed permanent closure of Queens Drive to vehicles, while 599 respondents supported permanent closure, and 51 were unsure or did not indicate a preference.

RECOMMENDATIONS

That the Committee:

- a) **Notes** the findings of the Town Belt Active Travel Trial Final Report
- b) **Notes** that the trial was undertaken to provide information relevant to Policy 8.10.1.12 of the Town Belt Reserve Management Plan.
- c) **Notes** that the majority of submitters opposed permanent closure of Queens Drive to vehicles.
- d) **Notes** that following feedback from the trial, no further trials or changes to walking and cycling access are planned for the Town Belt.

BACKGROUND

- 6 As part of the 9 Year Plan 2025-34, Council included \$2M across years 2028 - 2032 (\$500,000 each year) in the Transport budget for Town Belt active travel (walking and cycling) improvements.
- 7 Council, at its meeting of 12 August 2025 adopted the Dunedin Town Belt Reserve Management Plan;

Moved (Cr Andrew Whiley/Cr Steve Walker):

That the Council:

- a) *Notes that the Hearings Committee had heard and considered submissions on the draft Dunedin Town Belt Reserve Management Plan 2025.*
- b) *Adopts the Dunedin Town Belt Reserve Management Plan 2025.*

Motion carried (CNL/2025/218) with Cr Lee Vandervis recording his vote against

- 8 Policy 8.10.1.12 of the Dunedin Town Belt Reserve Management Plan 2025 provided for consideration of the adaptation of Queens Drive to enable resident-only access and establish a pedestrian/cycleway route through the Town Belt.
- 9 The policy identified objectives including transport safety, active transport, reduction in illegal dumping, and zero carbon outcomes.
- 10 The Town Belt Reserve Management Plan implementation plan that was presented as part of the agenda item identified the following action for the 2025/26 financial year:

Investigate the adaptation of Queens Drive to enable resident only access and to establish a pedestrian/cycleway route through the length of the Town Belt.
- 11 Following adoption of the Dunedin Town Belt Reserve Management Plan, staff investigated how to give effect to the adopted implementation programme and subsequently presented the Town Belt Active Travel Trial as an option for Council to consider. It was intended for the results of the survey to inform any future active travel improvements in the Town Belt as budgeted for in the out years of the 9 Year Plan.
- 12 Council resolved to proceed with the trial at the full Council meeting on 11 December 2025.

Moved (Cr Steve Walker/Cr Mandy Mayhem):

That the Council:

- a) ***Approves*** the approach outlined in the report to implement the Town Belt Active Travel Trial.
- b) ***Notes*** that the trial was the first step in delivering on the Town Belt Reserve Management Plan's objectives and implementation plan.
- c) ***Notes*** that at the conclusion of the trial staff will report back to Council on the results of the trial, including community feedback.

Division

The Council voted by division

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

Against: Crs Russell Lund, Jules Radich, Andrew Simms and Lee Vandervis (4).

Abstained: Nil

The division was declared CARRIED by 10 votes to 4

Motion carried (CNL/2025/351)

- 13 The Town Belt Active Travel Trial was developed as a temporary trial involving reduced vehicle access within sections of Queens Drive and Braid Road prior to any consideration of permanent changes.
- 14 The Reshaping Streets regulatory framework introduced by Waka Kotahi NZTA enables councils, as Road Controlling Authorities, to undertake temporary street trials and traffic changes as regulated under the Land Transport Rule: Street Layouts 2023.
- 15 Per section 3 of this Rule, for a period of up to two years, a road controlling authority may install a pilot to make street layout changes on a road in order to receive and consider feedback from the public based on their experience of using the street layout.
- 16 The trial operated between 26 January and 19 April 2026 and involved temporary closure of sections of Queens Drive and Braid Road to through-traffic while maintaining access for residents, emergency services, maintenance vehicles, and operational access requirements.
- 17 The trial area was selected due to its connections between the hill suburbs, nearby schools, the central city, and the wider Town Belt network. Previous engagement undertaken through development of the Reserve Management Plan also identified concerns relating to transport safety, illegal dumping, pedestrian access, and vehicle behaviour within the corridor.
- 18 The trial sought to assess recreation and active travel use, transport network and safety effects, user experience and public feedback, environmental and amenity effects, and operational and accessibility considerations.
- 19 Monitoring undertaken during the trial included AI transport monitoring, tube count monitoring, speed environment assessment, observational assessment, engagement and stakeholder feedback, rubbish and illegal dumping monitoring, and biodiversity observations.
- 20 The trial was also identified as relevant to broader Council work relating to active travel and network connectivity.
- 21 Staff advised Council that findings from the monitoring and engagement process would be reported back to inform any future consideration of corridor options and next steps.
- 22 The trial was undertaken to collect information relating to transport, operational, environmental, and community response outcomes prior to consideration of future long-term design options.

DISCUSSION

- 23 The Town Belt Active Travel Trial Report appended as Attachment A summarises engagement findings, transport monitoring, biodiversity observations, rubbish monitoring, and operational observations from the trial period.

Engagement and Community feedback

- 24 An engagement programme was undertaken during the trial period. A total of 1,546 submissions were received. Of these, 896 opposed permanent closure of Queens Drive to vehicles, 599 supported permanent closure, and 51 were unsure or did not indicate a preference. Further detail is contained in Attachment A.

Transport Assessment

- 25 Transport monitoring identified increased pedestrian and cycling activity during periods of reduced vehicle access. Activity reduced following reinstatement of normal vehicle access.
- 26 Monitoring also identified transport safety and accessibility considerations within sections of the corridor, including constrained road geometry, limited pedestrian separation and vehicle speeds exceeding the posted speed limit in some locations.

Biodiversity and Environmental Observations

- 27 Biodiversity monitoring undertaken during the trial was insufficient to support conclusions regarding ecological change due to the short duration of the trial. Long-term and seasonal monitoring would be required to reliably assess ecological effects within the Town Belt environment.

Rubbish and Illegal Dumping

- 28 Illegal rubbish dumping was identified as a concern through development of the Dunedin Town Belt Reserve Management Plan. Community clean-up activities undertaken before, during and after the trial identified fewer newly dumped items during the trial period.
- 29 The available dataset was insufficient to establish a definitive causal relationship between reduced vehicle access and dumping behaviour.

Assessment Against the Dunedin Town Belt Reserve Management Plan

- 30 The Town Belt Active Travel Trial was undertaken to inform implementation of Policy 8.10.1.12 of the Dunedin Town Belt Reserve Management Plan.
- 31 The findings provide information relevant to the policy objectives relating to transport safety, active transport, reduction in illegal dumping and zero-carbon outcomes.
- 32 Transport monitoring identified increased pedestrian and cycling activity during periods of reduced vehicle access and highlighted transport safety and accessibility considerations within sections of the corridor.
- 33 Community feedback demonstrated a range of views regarding future access arrangements.
- 34 While biodiversity monitoring was inconclusive due to the short duration of the trial, the trial provided information regarding community use of the corridor and perceptions of the Town Belt environment.
- 35 Staff consider that the findings provide a useful evidence base to inform future consideration of relevant objectives and actions within the Dunedin Town Belt Reserve Management Plan and associated Ōtepoti Pathways work.

- 36 The findings do not identify a single preferred outcome for the future management of Queens Drive, and any future options would require further Council consideration and direction.

Financial Summary

- 37 Total cost to Council for the trial was **\$14,018.21** against an estimated cost of \$15,200.
- 38 The transport implementation costs for the trial received a Funding Assistance Rate of 51%, with the remaining amount to be claimed from NZ Transport Agency Waka Kotahi.
- 39 Council received funding support from Sport Otago to purchase stencils that were used for temporary road markings.
- 40 The “Town Belt Trial Launch Event” and “Bikes and Birds Event” were delivered using existing Council resources, including Marketing and Events equipment, Taskforce Green volunteers, and staff support from the Parks and Recreation and Transport teams.
- 41 Trial costs were met through existing operational and project budgets.
- 42 Costs associated with the Town Belt trial are summarised below.

Item	Item Description	Amount
	<i>Transport Costs</i>	
1	Installation of trial assets	\$16,199.43
2	Variation (Parklet Flooring)	\$1,656.46
3	Removal of trial assets	\$9,237.04
4	Hiab Costs	\$1,325.75
	Subtotal	\$28,420.68
	Less Funding Assistance - Waka Kotahi	\$13,926.13
	<i>Engagement and Parks Costs</i>	
5	Spray Paint for Stencils	\$88.08
6	Stamps for Bikes and Birds Event	\$4.00
	Subtotal	\$92.08
Total		\$14,018.21

OPTIONS

- 43 There are no options associated with this report.

NEXT STEPS

- 44 Following the results of the trial, no further work on changes to walking and cycling access in the Town Belt is planned.
- 45 Further implementation of the Town Belt Management Plan 2025 will be subject to normal long term and annual planning processes.

Signatories

Author:	Katie Eglesfield - Parks and Recreation Planner
Authoriser:	Heath Ellis - Group Manager Parks and Recreation Scott MacLean - General Manager, City Services

Attachments

	Title	Page
↓A	Town Belt Active Travel Trial - Engagement and Trial Summary Report	90

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This report enables democratic local decision-making by presenting the findings of the Town Belt Active Travel Trial and the feedback received during the trial period for Council's consideration.

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 trial was undertaken following adoption of the Dunedin Town Belt Reserve Management Plan and relates to policy direction contained within that Plan.

The report presents findings from the trial and does not seek a decision on future corridor changes.

Māori Impact Statement

The Town Belt is part of the wider cultural landscape of Ōtepoti and is of interest to mana whenua.

This report presents the findings of the Town Belt Active Travel Trial and does not seek a decision on future changes to Queens Drive or associated sections of the Town Belt.

Sustainability

The trial included consideration of active transport, transport safety, environmental outcomes, and community use of the Town Belt.

The duration of this trial was insufficient to support definitive conclusions regarding long-term environmental outcomes.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

Approximately \$2 million has been allocated within the Long-Term Plan for Town Belt interventions over a four-year period.

This report presents findings from the trial and does not seek approval for future capital expenditure.

SUMMARY OF CONSIDERATIONS

Financial considerations

Total cost to Council for the trial was \$14,018.21 against an estimated cost of \$15,200.00.
No financial decisions are sought through this report.

Significance

Engagement – external

Engagement was undertaken with residents, stakeholders, community organisations, schools, accessibility representatives, recreation groups, and transport users throughout the trial period.

A total of 1,546 submissions were received, with 896 opposing permanent closure of Queens Drive to vehicles, 599 supporting permanent closure, and 51 unsure or not indicating a preference.

Engagement - internal

The project involved collaboration between the Parks and Recreation, Transport, Communications, Marketing, Design, and Events teams.

Risks: Legal / Health and Safety etc.

No significant legal risks have been identified through preparation of this report.

Conflict of Interest

There are no conflicts of interest identified.

Community Boards

There are no direct implications for Community Boards arising from this report.

Town Belt Active Travel Trial

Engagement and Trial Summary Report

June 2026

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EXECUTIVE SUMMARY

Purpose

The Town Belt Active Travel Trial was undertaken between 26 January and 19 April 2026 to test how temporary changes to vehicle access within sections of Queens Drive and Braid Road influenced transport patterns, safety, recreation, accessibility, biodiversity experience, and community use of the Dunedin Town Belt.

The trial was undertaken in the context of Policy 8.10.1.12 of the Dunedin Town Belt Reserve Management Plan, which states that Council shall consider the adaptation of Queens Drive to enable resident-only access and establish a pedestrian and cycleway route through the length of the Town Belt, while striving to achieve:

- promotion of transport safety;
- promotion of non-vehicular transport modes;
- reduction of illegal carparking;
- reduction in the ability to illegally dump rubbish; and
- promotion of zero-carbon outcomes.

The temporary nature of the trial provided an opportunity to observe how the corridor functioned under changed vehicle access conditions and to gather community and stakeholder feedback alongside technical monitoring. A programme of transport monitoring, community engagement, stakeholder consultation, biodiversity monitoring and rubbish observations was undertaken throughout the trial. A total of 1,546 submissions were received through the online feedback form.

Key Findings

Community views were mixed.

Feedback reflected differing views about the trial and the future role of Queens Drive. Approximately 40% of online submitters supported the trial, while approximately 58% opposed it. Supportive feedback commonly identified improved amenity, reduced vehicle conflict, opportunities for walking and cycling, and enjoyment of the Town Belt environment. Opposing feedback commonly identified concerns regarding vehicle access, travel convenience, traffic redistribution, and Council spending priorities. The engagement process was an open public feedback exercise and was not designed to be statistically representative of the Dunedin population.

Active travel and recreational use increased during the trial.

Transport monitoring identified increased pedestrian and cycling activity within the trial area during the period of reduced vehicle access. Observational monitoring also identified increased recreational and social use, including walking, cycling, family use, dog walking and people spending time within the road corridor. Following the reintroduction of vehicle access, pedestrian and cycling activity reduced compared with levels observed during the closure period.

Safety and accessibility constraints were identified.

The assessment identified constrained road geometry, limited pedestrian separation, restricted visibility at some intersections, and vehicle operating speeds exceeding the posted speed limit within sections of the corridor. At the same time, reported crash numbers within the Town Belt remain relatively low, likely reflecting the relatively low traffic volumes on Queens Drive. The findings therefore identify both existing safety constraints and the importance of considering current traffic volumes and transport function when assessing future options.

Biodiversity outcomes were inconclusive.

The available bird count data was insufficient to determine whether the trial resulted in ecological change. The short trial period, seasonal variation and variability between individual counts limited the ability to draw meaningful conclusions. Community feedback did, however, identify greater enjoyment of birdsong and quieter conditions during the trial. These observations relate to people's experience of the Town Belt and do not provide evidence of ecological change.

Lower levels of newly identified dumped material were observed during the trial period.

Rubbish monitoring identified a reduction in newly identified dumped material during the trial period. However, the available information is insufficient to determine whether the change was caused by reduced vehicle access, as rubbish collection and dumping behaviour may be influenced by a range of factors.

Key Implications**The findings provide evidence to inform consideration of Policy 8.10.1.12.**

The trial provides evidence relevant to the policy direction, including observed changes in active travel and recreational use, transport network effects, safety considerations, and observations relating to rubbish. The trial also provides information about how different users experienced the corridor under reduced vehicle access. These findings can assist Council in considering the policy's objectives alongside other relevant technical, environmental, accessibility and community considerations.

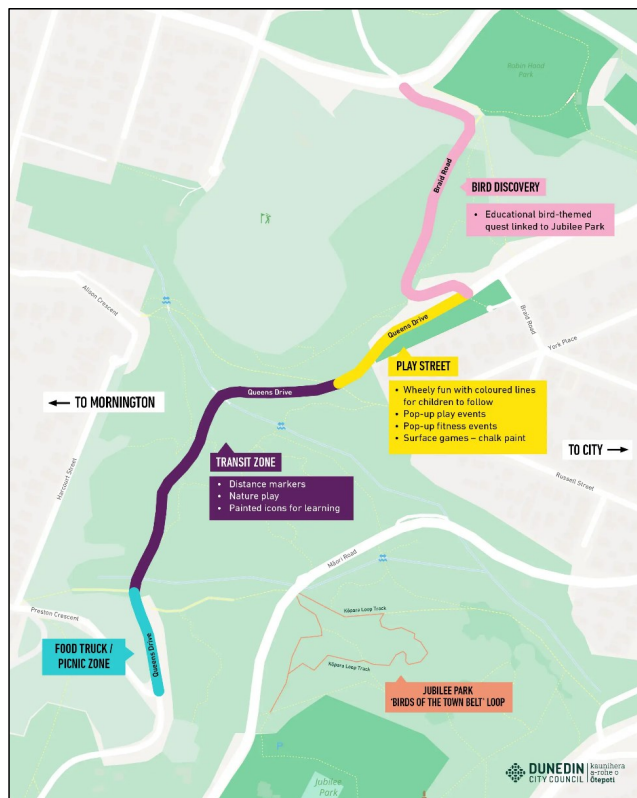
The trial does not identify a single preferred future outcome for Queens Drive.

The findings identify a range of considerations relevant to the future role and function of the corridor, including transport safety, active travel, accessibility, recreational use, network function, illegal rubbish dumping and environmental outcomes. Community feedback remains divided regarding the future role and function of Queens Drive.

The findings provide evidence to inform future planning and decision-making.

The trial provides information about how Queens Drive and the surrounding transport network operated under temporary changes to vehicle access, as well as how different users experienced and used the space. The findings can be considered alongside the policy direction, future technical assessments, funding considerations and further community engagement when considering the future role and function of Queens Drive.

The trial findings are intended to provide information for Council consideration. They do not identify a preferred future access arrangement for Queens Drive. Any future changes would remain subject to further Council consideration, community engagement, technical assessment, funding considerations and the appropriate decision-making processes.



1 INTRODUCTION

The Dunedin Town Belt is a significant recreational, ecological, landscape, and cultural asset that surrounds much of central Dunedin. Historically, sections of the Town Belt have also functioned as part of the city's transport network, including Queens Drive and Braid Road, which currently accommodate both vehicle movements and recreational use.

During development of the Dunedin Town Belt Reserve Management Plan, submitters identified a range of opportunities and concerns relating to the future role of the Town Belt. Key themes included transport safety, illegal rubbish dumping, biodiversity protection, recreation opportunities, active travel connections, and broader aspirations to enhance public interaction with the reserve environment.

The Town Belt Active Travel Trial was undertaken as a temporary street trial under the Reshaping Streets regulatory framework introduced by Waka Kotahi NZ Transport Agency. The framework enables councils, as Road Controlling Authorities, to implement temporary traffic and street changes to test potential approaches in real-world conditions prior to consideration of any permanent infrastructure or long-term design responses. The trial assessed how reduced vehicle access within sections of Queens Drive and Braid Road influenced use of the corridor and surrounding environment.

The trial operated between 26 January and 19 April 2026 and involved temporary closure of sections of Queens Drive and Braid Road to through-traffic, while maintaining access for residents, emergency services, and operational vehicles. Temporary infrastructure, activation elements, signage, seating, and recreational features were installed to support public use of the corridor during the trial period.

The purpose of the trial was not solely to assess transport outcomes, but to better understand the broader relationship between vehicle access, recreation, biodiversity experience, safety, public amenity, and community use within the Town Belt environment. The trial also provided an opportunity to observe how the corridor functioned operationally under altered conditions and to gather community feedback prior to consideration of any future decisions.

This report summarises the engagement undertaken throughout the trial period and presents findings relating to transport monitoring, safety assessment, biodiversity observations, rubbish monitoring, operational outcomes, and stakeholder feedback. The report does not recommend a single predetermined outcome. Rather, it is intended to provide Council with evidence and observations gathered throughout the trial period to help inform future decision-making regarding the role and function of Queens Drive within the Dunedin Town Belt.

2 ENGAGEMENT

2.1 What We did

The engagement period ran from 26 January to 19 April 2026 and utilised a range of communications and engagement methods to inform the community about the Town Belt Active Travel Trial and gather feedback. The engagement approach was informed by feedback received through the Dunedin Town Belt Reserve Management Plan process, as well as lessons from other temporary street trials undertaken in New Zealand under the Reshaping Streets regulatory framework.

The Town Belt Active Travel Trial was undertaken as a temporary street trial to assess how changes to vehicle access influenced the use and function of the corridor under real-world conditions. The temporary nature of the trial enabled community members, stakeholders, and road users to experience the changes directly and provide feedback based on observed conditions during the trial period.

2.2 What we wanted to find out

The Dunedin Town Belt Reserve Management Plan identified a range of community concerns and aspirations relating to transport safety, illegal parking, illegal rubbish dumping, biodiversity, recreation, walking and cycling, and progress toward zero-carbon outcomes.

A key objective of the trial was to determine whether concerns relating to transport safety, rubbish dumping, and biodiversity could be supported by measurable evidence rather than relying solely on perception. To achieve this, the trial incorporated a range of monitoring and data collection methods, including:

- transport monitoring using AI cameras and tube count surveys,
- biodiversity observations using existing bird count data,
- rubbish monitoring through community clean-up events undertaken before, during, and after the trial.

The trial also provided an opportunity to observe how a reduced-vehicle environment functioned in practice and how people interacted with the space under temporary conditions. This information is intended to inform future design options and decision-making for the Town Belt.

The survey was designed to capture both participant experiences during the trial and views on potential future options for the corridor. Questions included a combination of experiential measures (such as safety, attractiveness, and use patterns) and opinion-based questions relating to possible future scenarios. As with all public engagement surveys, responses should be interpreted within the context of the questions asked and considered alongside the wider monitoring, stakeholder engagement, and technical assessment findings presented throughout this report.

The online survey asked the following questions:

1. *Have you used this section of road during the trial?*
2. *How did you use this space?*
3. *Have you felt safer using the area during the trial?*
4. *Do you feel the area is nicer and more inviting during the trial?*
5. *Do you support exploring future shared path options within Queens Drive?*
6. *Has the change made it harder for you to get around by car?*
7. *Do you support permanently closing this section of Queens Drive to vehicles?*
8. *What do you like about the trial?*

9. What do you think could be improved?
10. Any further comments?

2.3 Communication and Engagement Methods and Timeline

Table 1 below outlines the different communications and engagement methods used to gather community feedback on the Town Belt Active Travel Trial. A range of methods were selected to help obtain input from a broad cross-section of the community. Figures 1-3 illustrate some of the communication approaches used throughout the engagement period.

Table 1: Communications and Engagement Methods

Communications and Engagement Methods	Date	Number of people who interacted
Resident Online Survey	26 January – 19 April 2026	1546 submissions
Distribution of Letters to local Residents		
1. Trial notification letter	21-23 January	400 letters
2. Launch Event notification Letter <i>*Increased spread based on requests from the community.</i>	11 February	500 letters*
Website update	26 January- 19 April	3,006 users of Town Belt Active Travel Trial page 1,938 users on Town Belt Active Travel Trial Feedback page 3 users on Urbanerds campaign 56 users of Town Belt Active Travel Trial ODT display. 32 users on QR code for Letters to Residents 12 users from Town Belt Active Travel Trial via FYI newsletter 64 users used QR code from signs on site at the Town Belt Trial area.
Social Media Posts		
We're trying something new in the Town Belt	January 26, 2026	50,326 views, 458 interactions, 293 link clicks.
Event listing for 'opening' event.	30 January 2026	No stats available
Thanks to everyone who came along to the official launch of the Town Belt Active Travel Trial on Friday.	16 February 2026	29,531 views, 198 interactions, 68 link clicks.

Join us for a fun, family-friendly day celebrating bikes, birds, and the beautiful Town Belt as part of New Zealand Festival of Nature.	9 April 2026	7296 views, 20 interactions, 13 link clicks.
The Town Belt Active Travel Trial is set to end on Sunday, 19 April.	17 April 2026	26,615 views, 92 interactions, 48 link clicks.
Media Coverage		
https://tinyurl.com/TownBeltOAR		
Interview on OAR radio.	30 January	
ODT Article “Town Belt Proposal: Car-free area to be considered”.	9 December 2025	
	29 January	
ODT Article “Council needs to fix ‘basics’ first”.	26 January	
ODT Article “Cars Banished in Town Belt trial”		
	3 February	
ODT Article “Town Belt nothing more than cycleways grab”.		
	13 April 2026	
ODT Article “Tireless effort to get bush tyre-less”.		
	3 February	
Stuff Article		
Emails to stakeholders, community, and cultural groups	January- April 2026	Schools, Clubs, Boards of Trustees, University Departments, Community Organisations, Disabled Community, Aged Care Facilities, Dunedin Police.
Onsite Engagement in the Town Belt Reserve.	31 January 21 st February 6 th March 11 th March	Each site visit resulted in at least 10 conversations each time. Minimum 40 participants.
Event based Community Engagement at Trial location (Public Drop in)		
Launch Event	February 13 th	200 people
Wild Dunedin Event	April 10 th	100 people
Keep Dunedin Beautiful Clean up Event (Beginning of Trial)	27 th January	30 people
Keep Dunedin Beautiful Clean up and Orienteering Event	April 11 th	30 people
Meetings with groups		

Arthur Street School Board of Trustees meeting	24 th April	10 people
Dunedin Amenities Society meeting	1 st April	6 people
Living Well Meeting	13 th April	1 representative
Urbanerds meeting	1 st March	10 people
Shark Bell Riders meeting	19 th March	10 people
Paul Pope – Town Belt Traverse	27 th March	1 person
NZ Police	Emails through March	2 people.
Town Belt Kaitiaki	Emails through March/April	Group response.
Public Event Engagement		
Tent City Engagement	16-18 th February	1852 students over 3 days
Spokes Bike Breakfast Event	18 th February	200-250 attendees
Wild Dunedin Nature Dome Event	12 th April	
Engagement with University		
Departments:		
Geography Department,	25 th March	20 Students
Surveying Department	13 th April	30 students
Engagement with Schools		
Otago Boys High School- Year 11 and 13 Geography Classes	20 th March	40 students
Town Belt Kaitiaki Staff Training Day.	17 th March	10 teachers

2.4 Who we heard from

Understanding who we have heard from is important for understanding which parts of the community the feedback collected speaks for. It also helps us to understand who we haven't heard from and enables us to adjust engagement methods for future engagements.

2.4.1 Online Demographics

Our web analytics are able to determine demographics of users and where they have come from. Overall, the web page has had 4,200 visits which have resulted in 1,546 physical submissions. Figure 4 below shows the rate of activity on the Town Belt Active Travel Trial webpage. Notable peaks in activity align with Otago Daily Times (ODT) and Stuff Articles at the beginning of the trial period, and Facebook reminders towards the end of trial that feedback on the trial was closing.

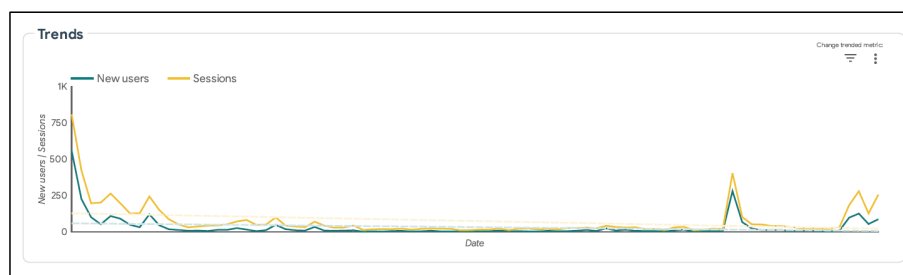


Figure 1: Number of users on the Town Belt Active Travel Trial webpage over time.

It was not always possible to determine the age of users visiting the webpage; however, age data was available for approximately 30% of users. Figure 5 depicts the known age distribution of webpage visitors. Within this group, the predominant age categories were 65 years and over (9.5%) and 55–64 years (6.3%).

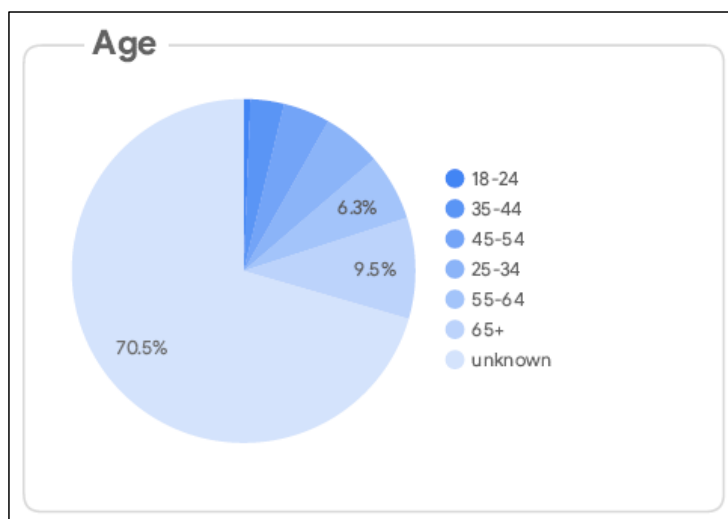


Figure 2: Known ages of webpage users.

2.4.2 Limitations and Interpretation of Engagement Data

The engagement process was designed to gather a broad range of community perspectives rather than undertake a statistically representative survey of the Dunedin population. Participation in the online feedback form and social media discussion was voluntary and self-selecting, meaning responses may reflect stronger views held by individuals with a particular interest in the trial.

Some engagement methods, particularly social media commentary and public submissions, may also amplify more strongly held positive or negative opinions. For this reason, engagement findings should be interpreted alongside other information sources within this report, including transport data, observational analysis, biodiversity monitoring, and targeted stakeholder engagement.

Demographic information was not available for all participants due to privacy settings and limitations within web analytics tools. While efforts were made to engage broadly across the community, not all groups or individuals chose to participate.

2.5 What we heard about the Town Belt Active Travel Trial

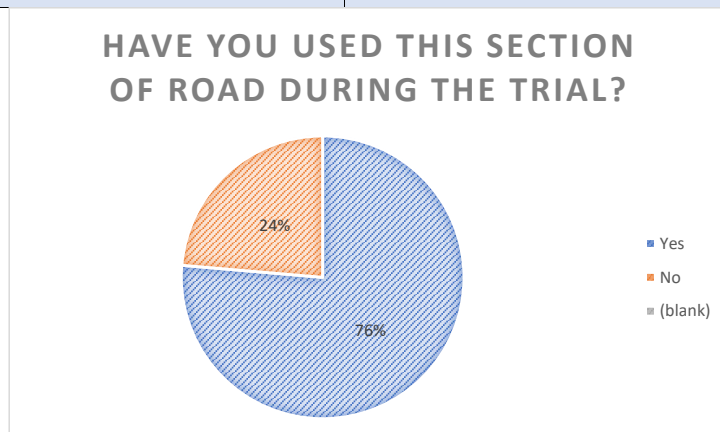
2.5.1 Feedback Form Questions 1-7.

A total of 1,546 submissions were received through the online feedback form. Submissions were reviewed for completeness and duplicates where identifiable; however, the engagement process remained an open public feedback exercise rather than a controlled survey sample.

A summary of responses to Questions 1–7, which contained specific tick-box answer options, is provided below. Not all respondents answered every question, and as a result some responses were left blank, reducing the total number of responses recorded for individual questions.

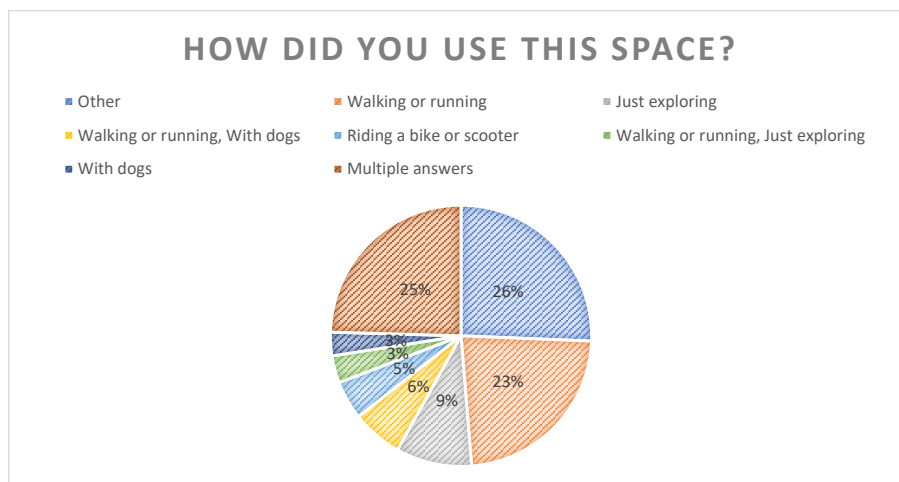
Question One: Have you used this section of road during the trial?

Have you used this section of road during the trial?	Count of Have you used this section of road during the trial?
Yes	1179
No	365
(blank)	
Grand Total	1544



Question Two: How did you use this space?

How did you use this space?	Count
Other	396
Walking or running	356
Just exploring	145
Walking or running, With dogs	97
Riding a bike or scooter	74
Walking or running, just exploring	52
With dogs	45
Multiple answers	379
Grand Total	1544

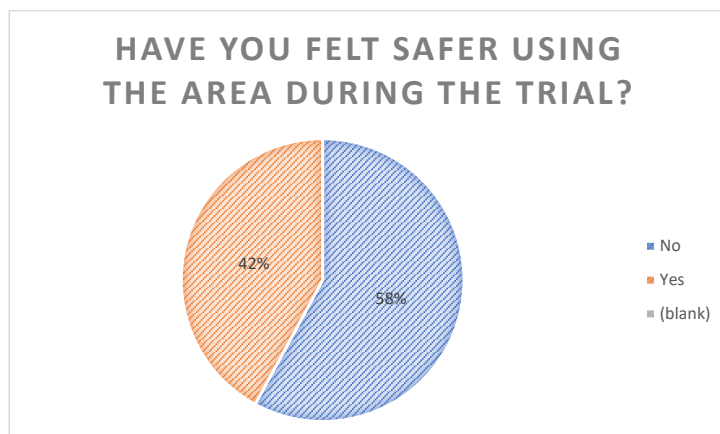


Based on the responses provided under the “Other” category, the three most common themes were:

1. People attempting to drive through the area but being unable to due to the road closure,
2. People visiting the area specifically to observe or assess the trial,
3. Recreational use of the space.

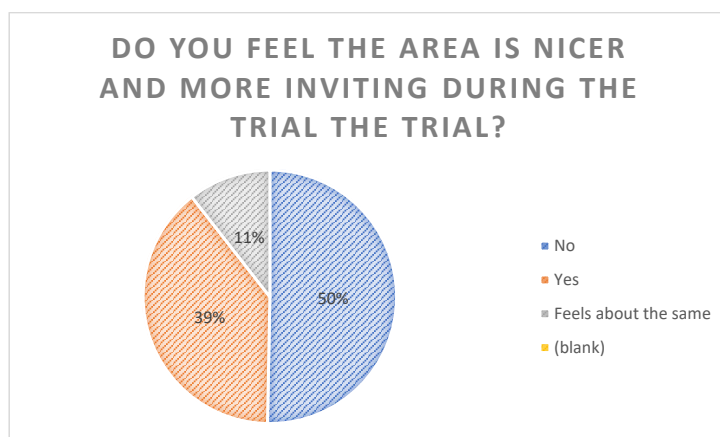
Question Three: Have you felt safer using the area during the trial?

<i>Have you felt safer using the area during the trial?</i>	<i>Count of Have you felt safer using the area during the trial?</i>
No	848
Yes	616
(blank)	
Grand Total	1464



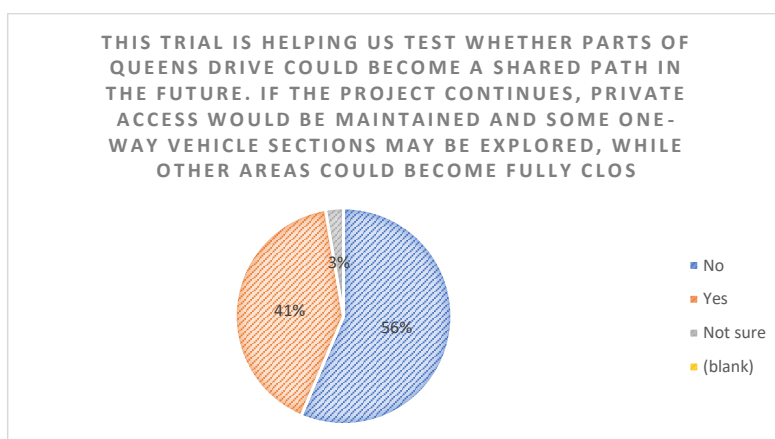
Question Four: Do you feel the area is nicer and more inviting during the trial?

<i>Do you feel the area is nicer and more inviting during the trial the trial?</i>	<i>Count of Do you feel the area is nicer and more inviting during the trial the trial?</i>
No	748
Yes	582
Feels about the same	157
(blank)	
Grand Total	1487



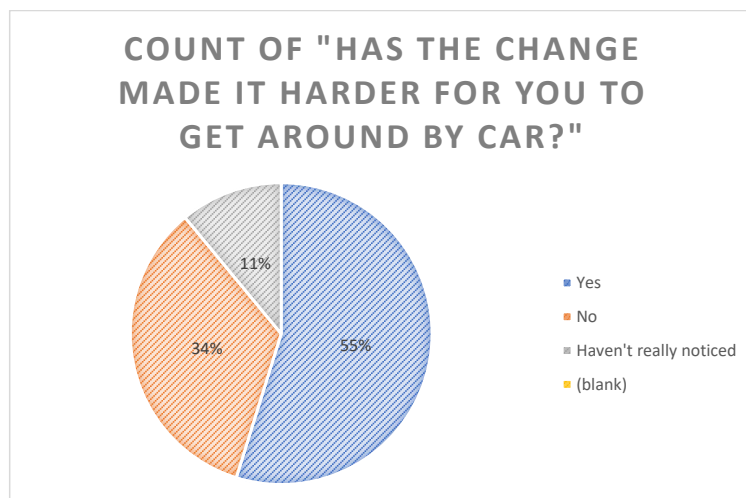
Question Five: This trial is helping us test whether parts of Queens Drive could become a shared path in the future. If the project continues, private access would be maintained and some one-way vehicle sections may be explored, while other areas could become fully closed to vehicles. Do you support us exploring this idea further?

<i>This trial is helping us test whether part of Queens Drive could become a shared path in the future. If the project continues, private access would be maintained and some one-way vehicle sections may be explored, while other areas could become fully closed. Do you support us exploring this idea further?</i>	<i>Count of This trial is helping us test whether part of Queens Drive could become a shared path in the future. If the project continues, private access would be maintained and some one-way vehicle sections may be explored, while other areas could become fully closed. Do you support us exploring this idea further?</i>
No	871
Yes	632
Not sure	41
Grand Total	1544



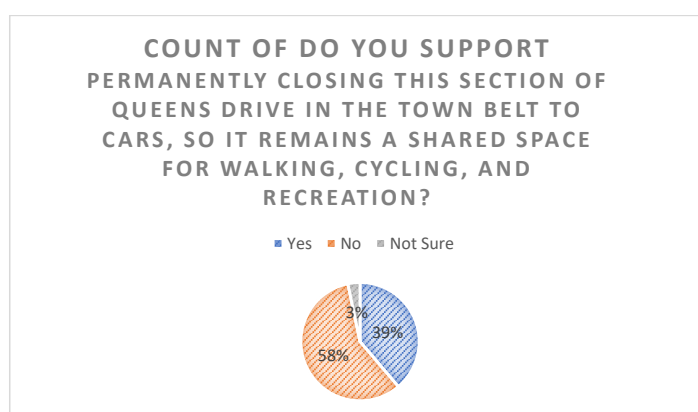
Question Six: Has the change made it harder for you to get around by car?

<i>Has the change made it harder for you to get around by car?</i>	<i>Count of Has the change made it harder for you to get around by car?</i>
Yes	837
No	522
Haven't really noticed	168
Grand Total	1527



Question Seven: Do you support permanently closing this section of Queens Drive in the Town Belt to vehicles, so it remains a shared space for walking, cycling, and recreation?

Do you support permanently closing this section of Queens Drive in the Town Belt to cars, so it remains a shared space for walking, cycling, and recreation?	Count of Do you support permanently closing this section of Queens Drive in the Town Belt to cars, so it remains a shared space for walking, cycling, and recreation?
Yes	599
No	896
Not Sure	51
Grand Total	1546



2.5.2 Feedback form questions 8-10

The final three survey questions invited respondents to provide open-ended feedback on the trial, including what they liked, what could be improved, and any additional comments.

Responses were reviewed and grouped into broad thematic categories using Microsoft Copilot as an administrative support tool. The resulting themes and summaries were subsequently reviewed by Council staff to ensure they accurately reflected the range of views expressed.

Theme frequencies have not been presented, as not all respondents answered these questions and frequency-based analysis may not accurately represent overall sentiment. Questions 5 and 7 were specifically designed to provide a quantifiable measure of support, opposition, or uncertainty regarding future options for the corridor.

2.5.2.1 Question 8: What do you like about the trial?

What Respondents Liked

Theme	Summary
Safety without cars	Felt safer walking, running, cycling; reduced traffic risk; able to use full road width
Family-friendly & inclusive	Suitable for children, prams, mobility aids, dogs; shared accessible space
Peace, quiet & nature	Less noise/pollution; more birdsong; calming environment
Increased use & social interaction	More people observed; stronger community interactions
Recreation & active transport	Supports walking, cycling, and commuting by foot/bike
Access to Town Belt	Encourages exploration and use of green space
Reduced negative behaviours	Less dumping, illegal parking, antisocial driving
Trial concept & innovation	Appreciation for testing new ideas before decisions
Amenities & features	Positive feedback on seating, table tennis, signage

What Respondents Did Not Like

Theme	Summary
Cost / value concerns	Perceived waste of money; funds should go to core services
Loss of vehicle access	Inconvenience, longer routes, reduced access

Perceived lack of need	Existing parks/paths seen as sufficient
Opposition to road closure	Preference that roads remain for vehicles
Limited perceived benefit	Some saw little increase in use
Safety concerns (other)	Concerns about personal safety or user conflict
Impact on surrounding areas	Increased traffic or parking in nearby streets
Aesthetic/design issues	Negative views of furniture and layout
Location suitability	Concerns about shade, weather, or wrong location
Consultation/process	Perceived lack of consultation or communication

2.5.2.2 Question 9: What do you think could be improved?

Theme	Summary of Feedback
Reopen or remove trial	Many respondents called for returning the road to its previous use and removing trial elements
Cost and priorities	Concern that funding should be directed to core services, maintenance, and infrastructure instead
Shared use solutions	Suggestions for one-way traffic, speed calming, or separating pedestrians, cyclists, and vehicles
Walking & cycling infrastructure	Improve paths, surfaces, lighting, drainage, and connectivity across the Town Belt
Expand or extend concept	Extend the trial area or apply similar approaches elsewhere in the city
Amenities & facilities	Requests for bins, toilets, seating, water fountains, signage, and lighting
Design & aesthetics	Improve appearance; better integrate features with natural environment; remove or redesign furniture
Safety improvements	Lighting, visibility, safe crossings, and managing interactions between users
Communication & consultation	Improve clarity of purpose, transparency, and community consultation

Alternative approaches	Focus on upgrading existing parks/tracks or testing in different locations
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2.5.2.3 Question 10: Any further comments?

Theme	Summary of Feedback
Continuation of trial	Views ranged from supporting continuation or expansion to preferring discontinuation
Funding and priorities	Comments addressed allocation of ratepayer funds and appropriate spending priorities
Transport function	The road was described both as an important transport route and as non-essential for travel
Accessibility and inclusion	Perspectives included both reduced access for some users and improved access for others
Safety considerations	Feedback included both improvements to safety and concerns about safety in different contexts
Location suitability	Views varied on whether this location is appropriate or if alternatives would be preferable
Perceived need or benefit	Responses identified a range of perceived benefits as well as views that additional provision is unnecessary
Effects on surrounding areas	Comments noted changes to traffic patterns, travel times, and local street use
Alternative approaches	Suggestions included shared-use designs, traffic calming, or investment in other spaces
Consultation and communication	Feedback referenced the need for clearer communication and engagement processes
Town Belt role and future	Views reflected different perspectives on preserving existing use versus reimagining the space

2.5.3 Social Media Summary:

Social media comments were reviewed and summarised using Copilot to identify recurring themes and areas of community interest. As with the online submissions, social media commentary reflected a broad range of views and was often strongly polarised.

Overall, supportive comments generally focused on the creation of a safer, quieter, and more people-focused environment. Common themes included improved conditions for walking and cycling, opportunities for recreation and community events, enjoyment of the Town Belt's natural environment, and support for testing new approaches through a temporary trial.

Comments opposing the trial most commonly related to the loss of vehicle access, perceived inconvenience, concerns about traffic redistribution, and views that Council resources should instead be directed toward other infrastructure priorities. Some respondents also questioned the need for the project, noting the presence of existing parks and recreational spaces elsewhere in the city.

A recurring theme across social media discussions was the level of trust in Council decision-making processes. Some commenters expressed concern that the trial outcome had been predetermined or that temporary changes could become permanent regardless of feedback received. Requests for transparency around monitoring data, consultation results, and decision-making processes were common.

Practical matters raised by both supporters and opponents included accessibility, parking, personal safety, lighting, dog control, toilets, rubbish bins, and the management of interactions between different users within the space.

Overall, social media feedback reinforced the themes identified through the online survey and stakeholder engagement process, demonstrating a community that was strongly divided on the role of Queens Drive as either a transport corridor or a recreation-focused reserve environment.

2.6 Stakeholders and Communities of Interest

Targeted stakeholder engagement was undertaken between 26 January and 19 April 2026 alongside public communications and online engagement. Engagement focused on groups that regularly use the Town Belt, are located adjacent to it, or may have been directly affected by the trial.

An initial round of outreach was undertaken during the first month of the trial. Invitations to provide feedback or meet with Council staff were distributed to schools, disability organisations, environmental groups, transport-related organisations, and community stakeholders. A second phase of engagement was undertaken following preliminary review of feedback to explore specific issues in greater detail. This included discussions with New Zealand Police regarding perceptions of safety and recorded crime data within the Town Belt area.

Additional meetings were held with stakeholder groups and individuals who independently requested further discussion. While efforts were made to engage broadly, it was not possible to meet with every interested group or individual. In some cases, organisations chose not to participate, while others had already provided detailed feedback through submissions and correspondence.

The following section summarises the feedback received through targeted engagement. Direct quotes are identified where used. Verbal feedback and lengthy written responses have been summarised for brevity and clarity. Full public submissions are available within the online submission register.

2.6.1 Arthur Street School Board of Trustees meeting

The Board supported the trial and the promotion of active travel to school. Feedback indicated that some parents considered Queens Drive safer for walking and cycling during the trial. The Board also

identified concerns regarding parking pressures generated by nearby schools and highlighted the need for safer crossings and connections between the Town Belt and surrounding schools if future improvements are pursued.

2.6.2 Dunedin Amenities Society meeting

Views expressed at the meeting were generally not supportive of the trial. Concerns focused on inconvenience, vehicle access, and the perceived need for the project. Members elected to provide individual submissions rather than a collective organisational response.

2.6.3 Living Well Meeting

Living Well was generally supportive of the trial and identified opportunities to improve accessibility within any future design. Recommendations included accessible parking, additional seating and rest areas, improved wayfinding, accessible picnic facilities, stable surfaces, and barrier treatments that maintain access for mobility users while discouraging motorcycle access.

2.6.4 Urbanerds meeting

Council staff met with Urbanerds to discuss the trial design and planning framework. Members subsequently provided individual submissions through the public feedback process.

2.6.5 Shark Bell Riders meeting

Council staff met with members of Shark Bell Riders to discuss the trial and its design objectives. Members subsequently provided individual submissions through the public feedback process.

2.6.6 Paul Pope – Ecologist & Environmental Historian

Paul Pope, creator of the Town Belt Traverse, provided a detailed submission outlining a broader long-term vision for the Town Belt. The submission supported the trial and advocated for greater recognition of the Town Belt's recreational, ecological, cultural, historical, and biodiversity values.

The submission drew upon a substantial body of previous work undertaken by Mr Pope and proposed a range of initiatives to strengthen interpretation, heritage storytelling, recreation opportunities, and connections between key destinations throughout the city. Particular emphasis was placed on improving public understanding of the Town Belt's history, ecological significance, and relationship with wider recreational networks.

The submission supported reducing vehicle access in selected locations where roads were considered to have limited transport function and concluded that the Town Belt should primarily be managed as a reserve rather than as a transport corridor.

2.6.7 NZ Police

New Zealand Police were approached to provide additional context regarding safety within the Town Belt. While the primary focus of the trial was transport safety, engagement feedback also highlighted concerns relating to personal safety and crime.

Police advised that no recorded incidents had occurred within the specific trial area over the previous two years. A total of 31 incidents were recorded on Queens Drive and Braid Road more broadly, with the most common categories relating to mental health and welfare matters. Three driving-related incidents were recorded, all occurring outside the trial area near the Queens Drive and Stuart Street intersection. No sexual offences were recorded on Queens Drive or Braid Road during the period reviewed.

2.6.8 Town Belt Kaitiaki

Teachers and student representatives involved in the Town Belt Kaitiaki programme were generally supportive of the trial. Feedback highlighted the value of improved safety, reduced vehicle presence, and increased opportunities for outdoor learning and recreation.

Suggestions focused on maintaining accessibility and ensuring safe interactions between different user groups within any future design.

2.6.9 Student Engagement

Engagement was undertaken with secondary and tertiary students through Otago Boys' High School and the University of Otago.

University students generally focused on design improvements and opportunities to improve walking and cycling connections across the city. Feedback from Otago Boys' High School varied between year groups, with younger students generally more supportive of the concept. Senior students were more likely to favour retaining vehicle access while also acknowledging the role of quality active transport infrastructure in supporting independent travel.

2.6.10 Sport Otago

Sport Otago provided an organisational submission following its involvement in activities held within the trial area during Wild Dunedin.

The submission supported the trial and identified benefits relating to safety, accessibility, community participation, recreation, and active travel. Sport Otago also identified opportunities to improve activation, accessibility, layout, and ongoing community engagement should future development of the space be considered.

3 TRANSPORT ASSESSMENT

3.1 Purpose of Transport Monitoring

Transport monitoring was undertaken throughout the Town Belt Active Travel Trial to better understand how temporary changes to vehicle access within Queens Drive influenced transport patterns, user behaviour, network effects, and perceptions of safety within the Town Belt environment.

The monitoring programme was designed to assess how the corridor currently functions as both a transport route and a recreational reserve environment, and to explore how reduced vehicle access may influence movement patterns, active travel use, recreation outcomes, and operational considerations within the wider surrounding network.

The trial also provided an opportunity to observe whether reduced through-traffic could support the creation of a lower-speed, people-focused environment more consistent with the recreational and amenity values identified through the Dunedin Town Belt Reserve Management Plan process.

Transport monitoring was undertaken using a combination of:

- baseline tube count surveys,
- AI-based movement monitoring technology,
- comparative monitoring on alternative routes,
- historical speed environment assessments,
- and review of reported crash and infrastructure incident data held by Dunedin City Council.

Monitoring focused on both the trial corridor and surrounding routes, including Māori Road as a key alternative vehicle connection. This enabled assessment of changes in traffic patterns and redistribution effects throughout the trial period.

As the trial was temporary in nature, the monitoring programme provides a snapshot of transport behaviour during the assessment period rather than a comprehensive long-term transport model. Findings should therefore be interpreted as indicative of observed trends and operational outcomes during the trial period.

3.2 Transport Monitoring Methodology

Transport monitoring for the Town Belt Active Travel Trial utilised a combination of traffic monitoring, AI-based movement analysis, historical transport data, and observational assessment methods. Using multiple monitoring approaches enabled Council to assess changes in corridor use, surrounding network effects, operational performance, and user behaviour throughout the trial period.

Baseline traffic volumes were established prior to the trial using pneumatic tube count surveys within the trial area and on surrounding routes. Māori Road was identified as a key alternative vehicle route and was monitored before, during, and after the trial period to assess redistribution effects and wider network impacts associated with changes to vehicle access on Queens Drive.

Following establishment of baseline monitoring, AI-based transport monitoring technology supplied by Betacon- Schreder ("Edge" monitoring units) was installed within the trial area. The AI monitoring system enabled ongoing monitoring of movement patterns and provided improved ability to distinguish between different user types, including pedestrians, cyclists, and vehicles.

Historical transport assessment work previously undertaken by Dunedin City Council within Queens Drive was also reviewed as part of the trial analysis. This included prior speed environment assessments undertaken for proposed speed management changes (the Interim Speed Management Plan), along with Council-held records relating to reported crash incidents, infrastructure damage, and operational complaints within the corridor area.

In addition to quantitative monitoring, observational assessment was undertaken throughout the trial period to understand how the corridor functioned operationally under reduced vehicle access conditions. Observations included user behaviour, interaction between different user groups, utilisation of public space, operational access arrangements, and interaction with temporary infrastructure treatments.

The monitoring programme provides a snapshot of corridor behaviour and network performance during the trial period rather than a comprehensive long-term transport model. External variables including weather conditions, seasonal variation, public awareness of the trial, and temporary event activation may also have influenced movement patterns and corridor use.

The original monitoring programme intended for AI-based monitoring equipment to be installed prior to commencement of the trial to enable a longer baseline comparison period. Due to factors outside the project team's control, installation of the AI monitoring system was delayed until the beginning of the trial period. To address this limitation, supplementary tube count monitoring was undertaken within the trial area prior to commencement of the trial, and post-trial monitoring was extended following reintroduction of vehicle access to provide additional comparative data relating to corridor use and the speed environment.

Different monitoring technologies utilised throughout the project contain inherent limitations relating to accuracy, classification, and interpretation. As a result, findings should be interpreted as indicative of observed trends and operational outcomes during the trial period rather than definitive long-term predictions.

3.3 Usage Numbers and Corridor Function

Baseline and comparative transport monitoring was undertaken before, during, and after the trial period to better understand how changes to vehicle access influenced use of the Queens Drive corridor.

Monitoring undertaken during the trial period identified an increase in pedestrian and cycling activity within the trial area compared with baseline conditions when cars are present. Increased use was observed throughout the daytime period, particularly between approximately 8:00am and 6:00pm (Figure 7), with the corridor functioning as both a movement route and recreational destination during the trial.

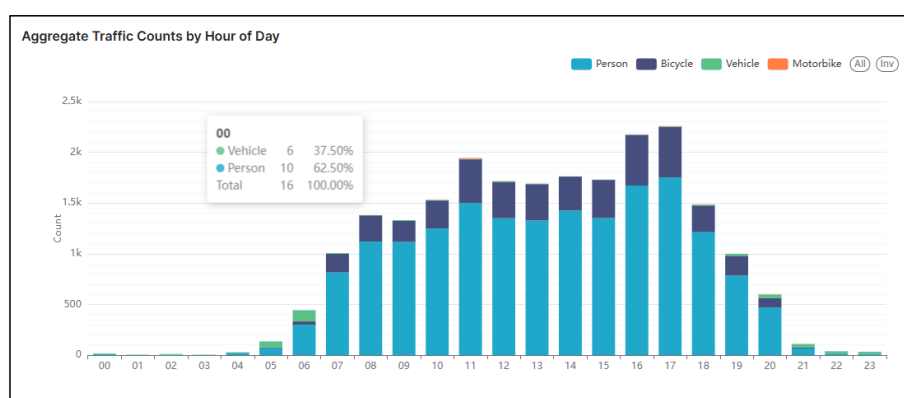


Figure 3: Aggregate Traffic Counts time of day - Over Trial Period

Observational monitoring identified significant recreational use of the space during the closure period. Pedestrians, cyclists, families, children using bikes and scooters, dog walkers, and other recreational users were observed utilising the full width of the road corridor in a manner not typically observed under normal traffic conditions. The corridor also supported increased social and passive use, including people lingering within the space rather than simply moving through it.

Following the reintroduction of vehicle access at the conclusion of the trial period, pedestrian and cycling activity reduced compared with levels observed during the closure period. This reduction occurred despite generally favourable weather conditions following reopening, including clear and calm days that would typically support higher levels of walking and cycling activity (Figure 8).

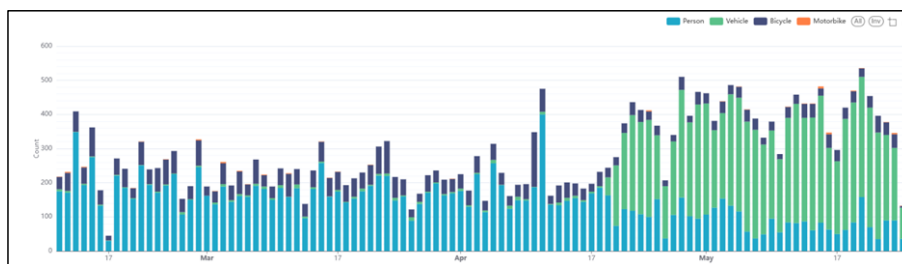


Figure 4: Total vehicle activity from January 26th, 2026, from Edge monitors.

Weather conditions were identified as an important variable influencing corridor use throughout the monitoring period. Lower pedestrian and cycling numbers observed on individual days during the trial generally aligned with poorer weather events. However, the reduction in activity observed following reopening was not considered to be explained by weather conditions.

Similarly, while seasonal daylight variation may influence recreation and active travel patterns, the highest periods of pedestrian activity during the trial occurred between daylight hours of approximately 8:00am and 6:00pm. As a result, it is not considered likely that the conclusion of daylight savings alone accounts for the observed reduction in corridor use following reintroduction of vehicles.

Monitoring and observational assessment also suggested that a substantial proportion of vehicle movements through Queens Drive functioned as through-trips or route-shortening movements between surrounding areas, rather than direct access to destinations within the Town Belt itself. During the trial period, reduced vehicle access altered how the corridor was used and experienced, with increased recreation and active travel use observed compared with baseline and post-trial conditions.

3.3.1 Scenic Drive Function

Throughout the engagement process, a number of submitters identified the scenic and recreational value of driving along Queens Drive. For some users, the route provides an enjoyable vehicle connection through the Town Belt landscape and contributes to their experience of the city. The elevated nature of parts of the route also provides views across the surrounding landscape and contributes to the overall experience of travelling through the Town Belt.

Traffic monitoring undertaken during the trial provides information about the timing and volume of vehicle movements along Queens Drive. As shown in Figure 9, the highest volumes of vehicle movement generally occurred during weekday peak periods, particularly between approximately 8:00–9:00am and 3:00–5:00pm. Traffic volumes were generally lower outside these periods, including during the middle of the day and later in the evening.

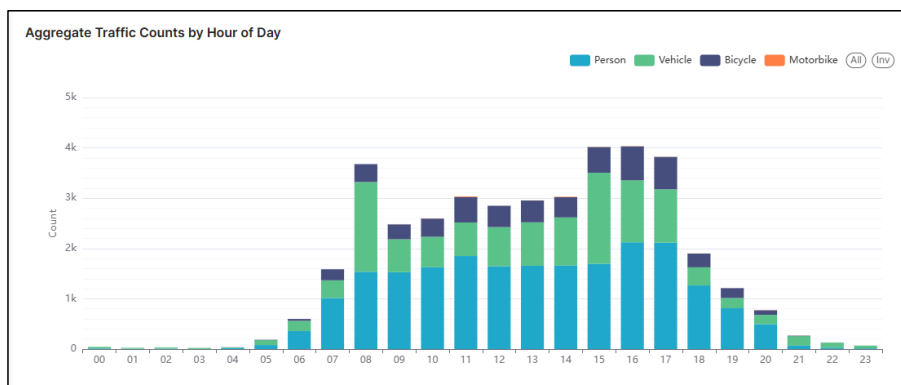


Figure 5: Aggregate Traffic Counts by Hour of Day January-May 2026

While these patterns provide an indication of when the corridor is most heavily used, the available monitoring data cannot definitively distinguish between commuter, school-related, local, recreational or scenic vehicle trips. Consequently, the data should not be interpreted as establishing the proportion of vehicle movements that are associated with scenic or recreational use. Rather, it demonstrates that Queens Drive accommodates a range of vehicle movements throughout the day, with the greatest concentration occurring during weekday peak periods.

The scenic and landscape qualities of the corridor were nevertheless identified by some members of the community as an important aspect of Queens Drive. These values are relevant to consideration of any future changes to the corridor and should be considered alongside transport, safety, recreation and accessibility outcomes.

3.4 Network Effects

Monitoring undertaken throughout the trial assessed whether changes to vehicle access within Queens Drive were likely to result in redistribution of traffic movements within the surrounding transport network.

Māori Road was identified as the primary alternative route within the surrounding network. Prior traffic monitoring data indicated that Māori Road has an approximate operational capacity of 3,250 vehicles per day. Historical traffic calming interventions, including the installation of speed humps, had previously reduced average traffic volumes on Māori Road to approximately 1,800 vehicles per day prior to commencement of the Town Belt trial. By comparison, baseline monitoring indicated that Queens Drive carried relatively low traffic volumes, with peak daily flows of approximately 500 vehicles per day. Based on the available network capacity on Māori Road, it was considered that the surrounding network could accommodate redistributed traffic movements associated with the temporary closure without approaching operational capacity thresholds (see Figure 10).

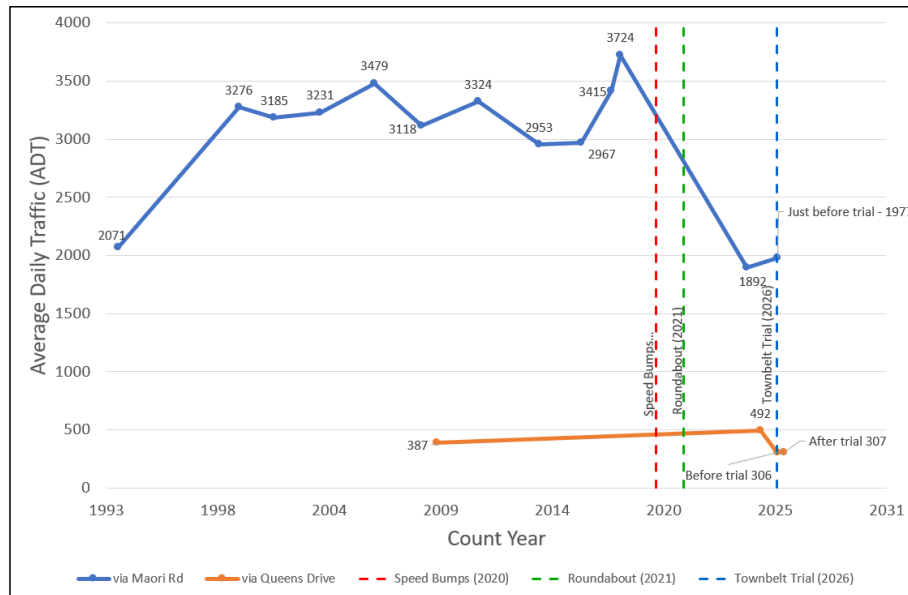


Figure 6: Capacity of Māori Road Comparative to Queens Drive

TomTom traffic movement data supported this assessment and indicated that most vehicle movements along this section of Queens Drive originated from the Caversham and Mornington areas, with traffic dispersing towards Roslyn Village and the City Rise area. While the TomTom dataset is subject to privacy filtering and does not capture every individual movement, it provides an indication of broader travel patterns and route usage across the network.

Travel time analysis was undertaken using TomTom network data, comparing the Town Belt trial period (26 January–19 April 2026) against equivalent dates in 2025, as well as annual 2025 averages. The assessment focused on Māori Road and comparable routes via Queens Drive to determine whether the temporary closure resulted in measurable changes in travel times or delay effects within the wider network.

The analysis identified relatively small changes in average travel times across the monitored periods, with differences generally limited to a few seconds. Variations between routes and time periods were within the range of normal day-to-day traffic fluctuation and do not indicate a clear pattern of increased congestion across the network. Māori Road showed relatively consistent travel times throughout the trial period, likely reflecting the influence of existing traffic calming measures which moderate travel speeds and reduce variability.

Feedback received during the engagement process identified perceptions of increased travel time, inconvenience, and redistribution of traffic onto surrounding streets. However, engineering assessment indicates that even under a conservative assumption that all diverted traffic redistributed to Māori Road, the resulting increase in traffic volumes would remain relatively minor. During the busiest weekday peak period (8:00–9:00am), traffic volumes were estimated to increase from approximately 308 vehicles per hour to 370 vehicles per hour, equating to a change from approximately one vehicle every 11.8 seconds to one vehicle every 9.8 seconds.

Māori Road and Arthur Street are both engineered to accommodate substantially higher traffic volumes than Queens Drive and include existing traffic calming measures intended to manage vehicle speeds and improve safety outcomes. By contrast, Queens Drive is characterised by narrow carriageway widths, constrained visibility, limited pedestrian separation, and a road environment less suited to higher-speed or higher-volume traffic movements.

Overall, monitoring indicated that the surrounding transport network accommodated redistributed traffic movements during the trial period. The available travel time and traffic volume data did not identify a clear pattern of network-wide congestion associated with the temporary closure. Community feedback also identified perceptions of increased travel time and reduced convenience for some users, which are relevant considerations when assessing any future changes to vehicle access within the corridor.

Figures below demonstrate total volumes of traffic for the year 2025:

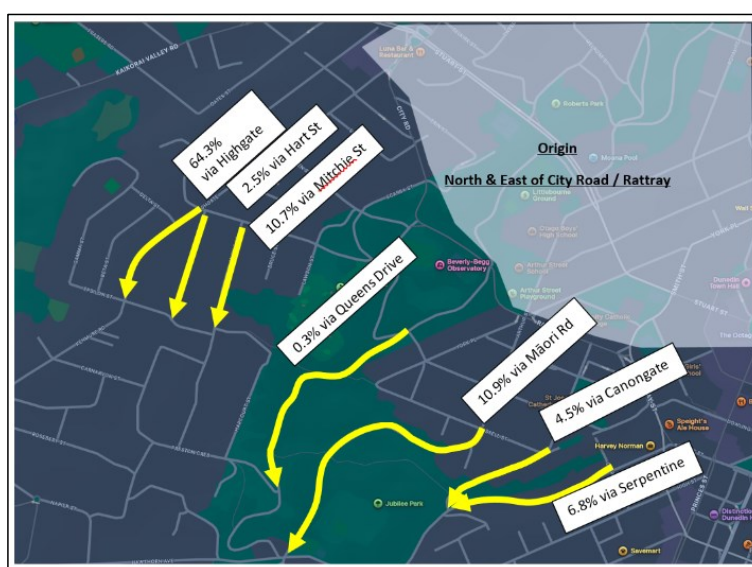


Figure 7: Origin of traffic North and east of City Road/Rattray Street 2025

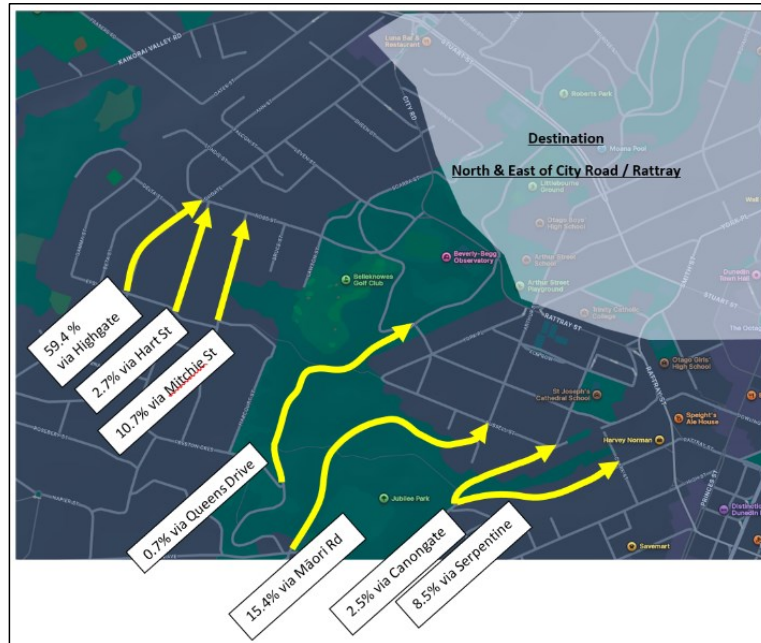


Figure 8: Destination of traffic North and East of City Road /Rattray Street 2025

3.5 Transport Safety Assessment

Crash and incident information relating to the wider Queens Drive and Braid Road corridor was reviewed alongside operational observations, historical speed environment assessments, and behavioural monitoring undertaken during the trial period.

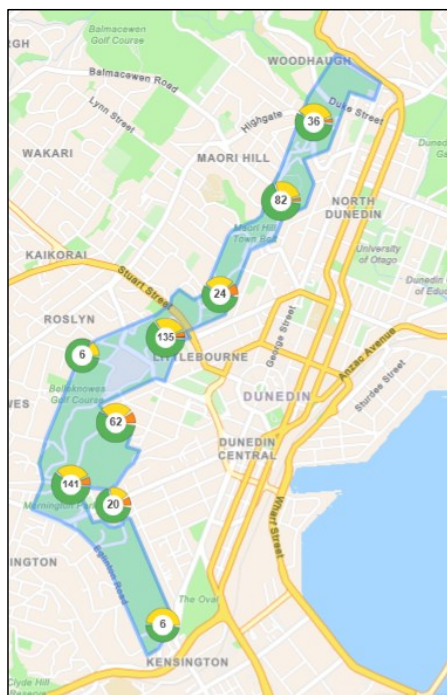


Figure 9: Recorded crash incidents in the Town Belt over known time.

Recorded crash and incident data (Figure 13 below) demonstrate that vehicle incidents have occurred within the wider corridor environment, although the number of reported crashes remains relatively low. This reflects, in part, the relatively low traffic volumes on Queens Drive, which average approximately 200–250 vehicles per day. The available crash history does not indicate a high incidence of recorded crashes when compared with higher-volume parts of the transport network. However, crash records provide only one measure of transport safety and do not capture near misses, unreported incidents, or situations where pedestrians and cyclists may modify their behaviour in response to the road environment.

A key consideration identified through the trial was therefore not simply the occurrence of crashes, but the relationship between the existing transport environment and the recreational and pedestrian-focused function of the Dunedin Town Belt Reserve. The corridor accommodates both vehicle movements and recreational users, and the nature of this interaction varies along different sections of Queens Drive and Braid Road.

Historically, Queens Drive has functioned as a vehicle corridor despite several sections containing constrained geometry and limited pedestrian infrastructure. In some locations, pedestrians and recreational users share the road environment with moving vehicles, while in others pedestrian paths are provided alongside the carriageway. These paths are generally not physically separated or vertically raised from the carriageway, meaning that the degree of separation between pedestrian and vehicle movements varies along the corridor.

Previous transport assessments undertaken by Dunedin City Council through the Interim Speed Management Plan identified that some sections of the corridor would be more appropriately aligned with a lower-speed operating environment. The current posted speed limit remains 50 km/h, although monitoring data indicates that some vehicle operating speeds exceed this threshold within sections of the corridor.

Speed monitoring identified that approximately 14% of drivers exceeded 50 km/h near the Preston Crescent section of Queens Drive, while approximately 12% exceeded 50 km/h near the Braid Road section of the corridor (see Figures 12–15). Physical damage observed to bollard infrastructure intended to provide separation between pedestrians and vehicle movements also provides an

example of the operational issues that can arise where vehicle movements occur within constrained shared-use environments (Figure 18 below).

During the trial period, observational monitoring identified changes in corridor behaviour and spatial use. Reduced vehicle access enabled pedestrians, cyclists, children, scooter users, and families to use the corridor in a more dispersed and recreational manner, rather than being concentrated primarily along the edges of the carriageway.

Following reintroduction of vehicle access at the conclusion of the trial, pedestrian and cycling activity reduced compared with levels observed during the closure period (Figure 8), despite generally favourable weather conditions. While a range of factors may influence corridor use, the observed change indicates a relationship between vehicle access and the way some people use the corridor for recreation and active travel.

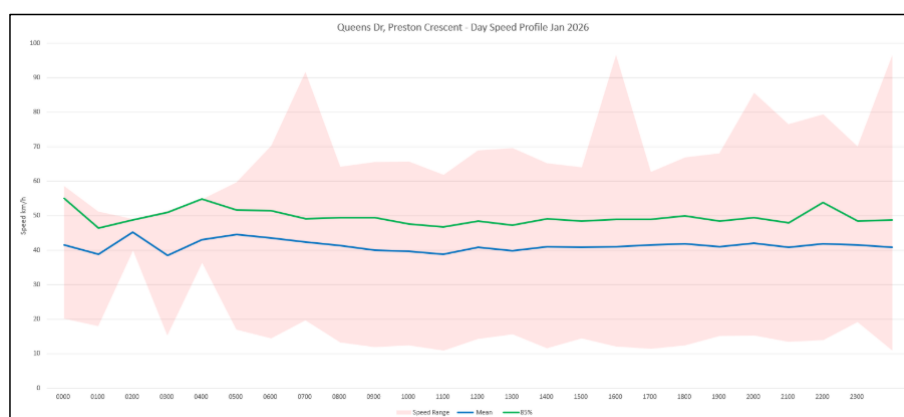


Figure 10: Speed profile of Queens Drive over a day.

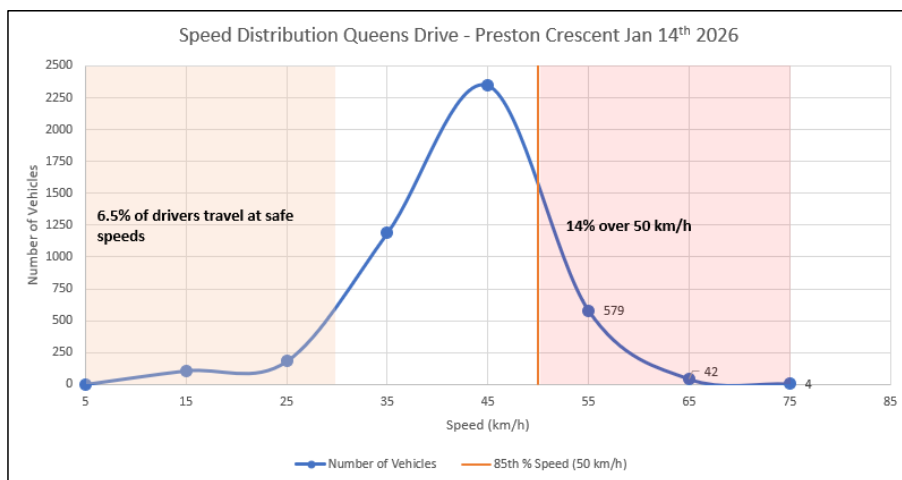


Figure 11: Speed Distribution of Drivers at Queens Drive/Preston Crescent.

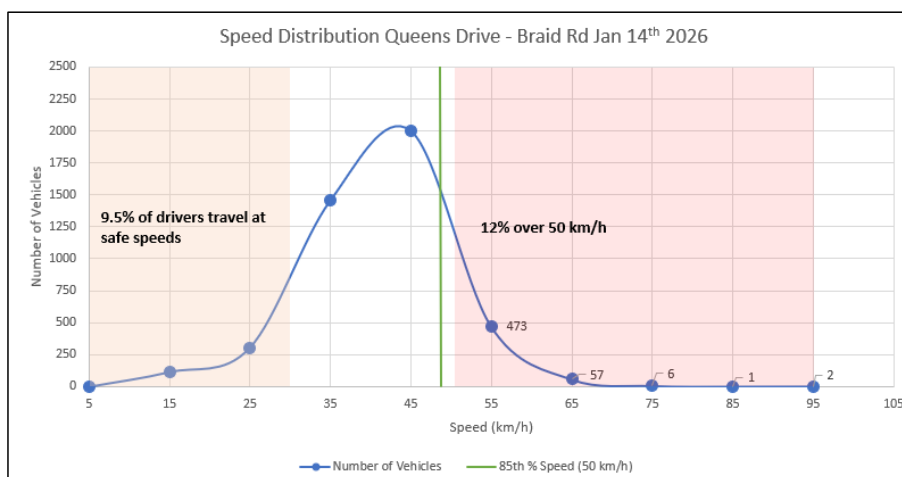


Figure 12: Speed Distribution of Drivers at Braid Road- January count.

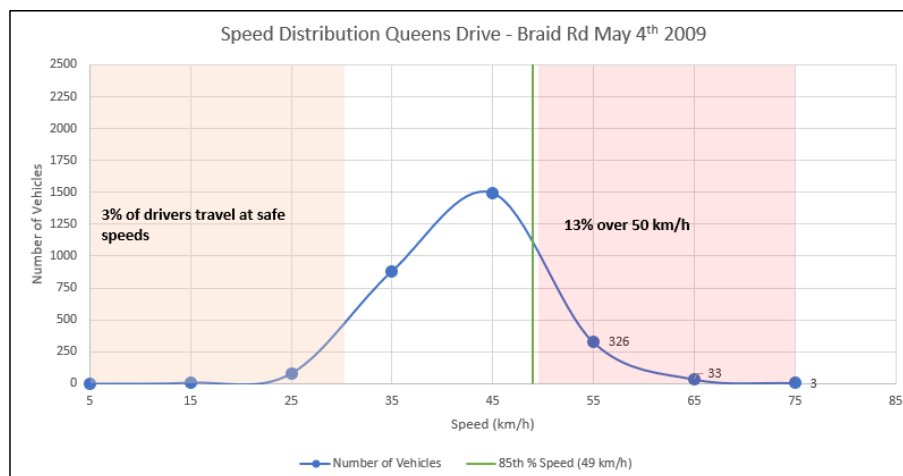


Figure 13: Speed Distribution of Drivers at Braid Road- May count.

During the trial period, observational monitoring identified changes in corridor behaviour and spatial use. Reduced vehicle access enabled pedestrians, cyclists, children, scooter users, and families to use the corridor in a more dispersed and recreational manner, rather than being concentrated primarily along the edges of the carriageway.

Following reintroduction of vehicle access at the conclusion of the trial, pedestrian and cycling activity reduced compared with levels observed during the closure period (Figure 8), despite generally favourable weather conditions. While a range of factors may influence corridor use, the observed change indicates a relationship between vehicle access and the way some people use the corridor for recreation and active travel.

3.5.1 Intersection safety in the Town Belt

The Town Belt road network largely functions as a series of narrow local access roads rather than a higher-volume transport corridor. While some sections include kerb and channel and formal footpaths, much of the network consists of narrow carriageways, shallow swales, informal walking paths, and unrestricted roadside parking. Many intersections reflect the historic development of the reserve and have constrained geometry, limited visibility, and limited formal pedestrian crossing opportunities.

Engineering assessment identified a relationship between road form and observed driver behaviour. Wider sections of road with separated footpaths generally experience higher operating speeds and a greater proportion of drivers exceeding the posted speed limit, while narrower sections where pedestrians are more visible tend to be associated with lower vehicle speeds. Low traffic volumes and limited pedestrian activity across parts of the Town Belt may also influence driver behaviour and operating speeds.

The intersections identified through the assessment as presenting greater potential safety constraints are:

- Queens Drive / Lachlan Avenue
- Queens Drive / Melrose Street

- Queens Drive / Littlebourne Road
- Queens Drive / City Road / Rattray Street

Of these, the Queens Drive / City Road / Rattray Street intersection has a combination of factors that warrant particular consideration, including steep topography, sharp road alignment, restricted sightlines, nearby school access movements, and limited pedestrian crossing opportunities. These characteristics may be of particular relevance to children and other vulnerable road users during peak school periods (Figures 19–20).



Figure 14: Location of Queens Drive/City Road /Rattray Street Intersection



Figure 15: Photo of Queens Drive/City Road/Rattray Street Intersection

Despite these considerations, reported crash numbers within the Town Belt remain relatively low. The low traffic volumes on Queens Drive, which average approximately 200–250 vehicles per day, are an important contextual factor when considering the recorded crash history. There is therefore no evidence from the available crash data of a high level of recorded crash activity within the

corridor. At the same time, crash statistics alone are not sufficient to fully describe transport risk, as they do not capture near misses, unreported incidents, or situations where pedestrians and cyclists may avoid or modify their use of the corridor because of their perception of the road environment.

The findings identified differences between the current transport function of sections of Queens Drive and the characteristics typically associated with low-speed recreational or shared-use environments. These differences, together with the relatively low recorded crash history, existing traffic volumes, observed operating speeds, and the way different users interact with the corridor, are relevant considerations for any future design or transport planning work within the Town Belt

3.6 Key Transport Findings

The transport monitoring and observational assessment undertaken throughout the trial identified several key findings:

- Queens Drive currently performs both transport and recreational functions, resulting in differing user expectations regarding the role of the corridor.
- The surrounding transport network was capable of accommodating redistributed traffic movements during the trial period, although some users noted a perceived increased travel time and inconvenience.
- Reduced vehicle access corresponded with increased pedestrian and cycling activity within the corridor and altered how the space was used and occupied.
- Observed operating speeds and existing corridor geometry are not fully consistent with the characteristics typically associated with low-speed shared-use or recreational environments.
- Supportive feedback commonly referenced improved comfort, reduced vehicle conflict, and increased willingness to use the corridor for recreation and active travel purposes.
- Multiple future design responses may be possible, ranging from retaining vehicle access with safety upgrades through to greater prioritisation of recreation and active travel outcomes in selected areas.

Overall, the trial identified changes in how the corridor was used, experienced, and perceived by different user groups following the temporary changes to vehicle access within Queens Drive. The findings provide information to support future Council discussions regarding transport, recreation, accessibility, and environmental outcomes within the Town Belt.

4 BIODIVERSITY

Bird count information from the Birds New Zealand Town Belt monitoring programme was reviewed to assess whether any biodiversity changes could be identified during the trial period.

The available data is insufficient to support definitive conclusions regarding biodiversity change. This limitation was anticipated, as the trial occurred over approximately three months and did not provide the long-term or seasonal monitoring required to reliably assess ecological trends. While 41 bird counts were undertaken prior to the trial and 43 during the trial, observations varied considerably between counts, including occasional large flocking events, making it difficult to draw meaningful comparisons.

Although quantitative findings were limited, engagement feedback indicated that reduced vehicle activity influenced how people experienced the Town Belt environment, with many submitters reporting greater enjoyment of birdsong and quieter conditions. One submission also recorded a pair of kākā within the trial area, which may be associated with recent releases linked to the Dunedin Botanic Garden. The mature forest habitat present within the corridor is considered

suitable for native bird activity. However, these observations relate primarily to user experience and anecdotal wildlife observations, and do not provide evidence of ecological change resulting from the trial.

As part of the trial activation, interpretive bird signage was installed on Braid Road. This was positively received by many submitters and was seen as contributing to greater awareness of the Town Belt's biodiversity values. Pending future decisions regarding the area, the signage has since been relocated to Lovelock Bush within the Dunedin Botanic Garden.

Overall, while the trial does not provide sufficient evidence to conclude that biodiversity increased, engagement feedback indicated that some participants experienced the Town Belt differently during periods of reduced vehicle activity.

5 RUBBISH

Illegal fly tipping and rubbish dumping were identified as concerns by multiple submitters during the development of the Dunedin Town Belt Reserve Management Plan. The Dunedin Town Belt environment presents particular challenges for rubbish management due to its steep topography and densely vegetated landscape. Where illegally dumped material is left in accessible locations, such as adjacent to a car park or roadside rubbish bin, removal by Council contractors can generally be undertaken relatively efficiently. However, where rubbish is disposed of down steep banks or within heavily vegetated areas of the reserve, removal can become significantly more difficult, time consuming, and resource intensive.

To provide information on the presence and quantity of rubbish within the trial area, several community clean-up events were undertaken before, during, and at the conclusion of the trial period. Table 2 below summarises the quantity of rubbish collected during each clean-up event.

Table 2: Total amount of rubbish collected in trial area.

Date	Number of people	Quantity of Rubbish Collected.
24 September 2025	5	20 bags, plus a chair and spade
28 January 2026	30	20 bags, 7 tyres, 6 chairs and 2 sheets of Iron
11 April 2026	40	6 bags, 6 tyres.

While the clean-up events provide a useful indication of rubbish identified within the trial area, several limitations should be noted. The Town Belt is a large and heavily vegetated environment, and it was not possible to guarantee that all rubbish present within the area had been identified or removed during each clean-up event. The number of participants also varied considerably between events, which may have influenced the amount of material identified and collected. In addition, several tyres recovered during the final clean-up event contained visible moss growth, indicating that they had likely been present within the environment for longer than the duration of the three-month trial period. The clean-up events were also not designed as a controlled monitoring programme for measuring changes in illegal dumping behaviour. As a result, the data should be interpreted as indicative rather than definitive.

The quantities of material collected varied between the three clean-up events, with the final event recording fewer bags of general rubbish than the two earlier events, while tyres continued to be identified. The available information therefore provides an indication of the type and quantity of material present within the trial area at the time of each clean-up event but does not establish whether the frequency of illegal dumping changed during the trial or identify the factors contributing to any observed differences.

Accordingly, the clean-up data does not provide sufficient evidence to establish a relationship between vehicle access and illegal dumping behaviour within the Town Belt. The results are best considered alongside the wider engagement feedback and operational observations when considering future approaches to rubbish management and vehicle access within the reserve.

6 KEY LEARNINGS FROM THE TRIAL

6.1 Community Interest in the Future Use of the Town Belt

The trial generated significant public interest and identified differing community views regarding the future role of Queens Drive and the wider Town Belt. Feedback reflected a range of priorities relating to transport, recreation, accessibility, environmental outcomes, and the purpose and use of reserve space. The findings demonstrate that a range of considerations are relevant to discussions about the future use and design of the corridor.

6.2 Divergent Views on Transport Function and Perceived Safety Outcomes

Community views were divided regarding vehicle access. Approximately 58% of respondents supported retaining vehicle access, commonly citing journey efficiency, connectivity, and route convenience. Approximately 40% supported removal of vehicle access, primarily due to perceived improvements in pedestrian safety, cycling safety, and recreational experience.

Feedback associated support for retaining vehicles with transport efficiency and connectivity, while support for removal was commonly linked to concerns regarding vehicle speeds, safety exposure, and the suitability of the corridor as a recreational environment.

6.3 Accessibility and Safety Considerations

The trial identified a range of views regarding accessibility and safety. While some participants reported feeling safer in a reduced-traffic environment, others raised concerns regarding accessibility, emergency access, personal safety, and shared-space interactions.

Feedback identified potential measures that could be considered in future design development, including accessible parking, seating, crossings, lighting, wayfinding, and shared-path design. Any future project would require consideration of transport safety, accessibility, and user experience outcomes.

6.4 Public Perception and Project Understanding

Feedback indicated varying levels of understanding of the project and its operational arrangements. Despite information being made available regarding emergency access, accessibility, and trial operations, some concerns raised during engagement differed from the information provided.

Engagement activities identified differences in the type and depth of feedback received through face-to-face and online engagement methods.

6.5 Temporary Trials as a Testing Method

The trial provided an opportunity to observe user behaviour, operational considerations, and community responses under temporary conditions.

The trial identified a range of possible responses to vehicle access and use of the corridor, including traffic calming, one-way arrangements, partial closures, shared-use environments, and vehicle-free sections. Each potential response would involve different considerations relating to cost, accessibility, recreation, transport function, and community response.

The findings from a temporary trial cannot in themselves determine the suitability or feasibility of any particular future design. Further assessment would be required to understand the implications of different options and how they may perform under different conditions.

6.6 Environmental and Behavioural Observations

Clean-up event records indicated a reduction in newly identified rubbish and illegally dumped material during the trial period. While the dataset was limited and does not establish causation, the observations suggest that vehicle access may be one of a number of factors influencing dumping behaviour within the Town Belt.

Biodiversity monitoring undertaken during the trial was insufficient to identify ecological change. However, some participants reported that the area felt quieter and that they experienced greater awareness of birdsong and wildlife.

6.7 Furniture and Place-Making Observations

Feedback indicated support for picnic tables, seating, table tennis tables, and other recreation-focused amenities. Respondents commonly associated these features with increased opportunities for social interaction and recreation.

Feedback regarding the temporary yellow leaner furniture varied between respondents. The findings indicate that future design development may benefit from consideration of furniture durability, accessibility, and suitability for a range of users.

6.8 Future Planning and Decision Making

The trial was not intended to represent a final design outcome. It provided information regarding transport patterns, recreation use, user experience, and perceptions of the reserve environment associated with the temporary access arrangements.

The findings do not identify a single preferred future outcome for Queens Drive. Rather, they identify a range of considerations, opportunities and constraints that may be relevant to future planning and design work.

The findings may be considered as part of the Ōtepoti Pathways strategic workstreams to help inform future design options for Queens Drive and the wider Town Belt, subject to Council direction. Any future changes would remain subject to further technical investigation, community engagement, funding considerations, and Council approval through the appropriate decision-making processes.

7 CONCLUSION AND NEXT STEPS

7.1 Management Plan Objectives and Trial Findings

The Town Belt Active Travel Trial was undertaken in the context of the objectives identified through the Dunedin Town Belt Reserve Management Plan. The table below summarises the key areas assessed through the trial and the information identified through monitoring and engagement.

Management Plan Objective	Trial Findings
Transport Safety	Relevant information was collected on traffic volumes, vehicle speeds, crash and incident history, intersection characteristics, and potential redistribution of traffic within the surrounding network.
Active Transport	Changes in walking and cycling activity were observed under different vehicle access arrangements.
Illegal Dumping	Variation in the quantity and type of rubbish identified through clean-up events was observed; the available data does not establish causation.
Biodiversity	Biodiversity monitoring was insufficient to identify ecological change.
Community Response	Mixed community views were identified regarding vehicle access, safety, recreation, accessibility, and the future role of Queens Drive and the Town Belt.

7.2 Conclusion

The Town Belt Active Travel Trial provided an opportunity to test temporary changes to vehicle access within the Queens Drive corridor and observe how the space functioned under altered conditions. The trial generated significant public interest and a broad range of feedback relating to transport, recreation, accessibility, environmental outcomes, and the future role of the Town Belt.

Monitoring and engagement identified several recurring themes, including differing community perspectives regarding vehicle access and safety, changes in walking and cycling activity, operational considerations relating to accessibility and emergency access, and observations relating to the environmental and behavioural experience of the corridor during the trial.

Community views on the trial were varied. Feedback reflected different perspectives on the role of vehicle access within the Town Belt, including the importance placed on connectivity and convenience, and the value placed on recreation, active travel, and the experience of a reduced-traffic environment.

The trial was not intended to represent a final design outcome for Queens Drive or the wider Town Belt. Rather, it was undertaken to provide information about how the corridor functioned under temporary changes to vehicle access and to identify opportunities, constraints, and community priorities that may be relevant to future planning.

The trial also involved the use of temporary measures to test potential changes prior to any future capital investment. Approximately \$2 million has been allocated within the Long-Term Plan for Town Belt interventions over a four-year period. The trial provided information on community response, operational considerations, transport patterns, and the use and perception of the corridor under temporary access arrangements.

The trial findings may inform future Town Belt improvements that enhance active travel while retaining vehicle access, subject to future funding and Council approval.

Any future Town Belt changes to walking and cycling access will be presented to Council for consideration and decision through a separate report.

SUBMISSION - SUMMARY OFFENCES (MOVE-ON ORDERS) AMENDMENT BILL

Department: Corporate Policy

EXECUTIVE SUMMARY

- 1 The purpose of this paper is to seek Council's retrospective approval of the draft Dunedin City Council (DCC) submission to the Justice Committee on the Summary Offences (Move-On Orders) Amendment Bill (the Bill).
- 2 The Bill has been introduced in response to central government concerns that people are congregating in city centres, especially around retail and hospitality premises, and engaging in behaviour that is disorderly, and, in some cases, criminal.
- 3 The Bill aims to:
 - ensure that Police is adequately equipped to address public disorder; and
 - increase the public's sense of safety; and
 - support urban centres and economies.
- 4 The Bill provides new powers that enable Police to issue move-on orders to manage low-level disorderly behaviour and prevent escalation.
- 5 Submissions on this consultation closed on 2 July 2026. Staff submitted the DCC's draft submission before the closing date.
- 6 The retrospective submission is in accordance with the Delegations for the Policy and Planning Committee, where timing constraints apply, the Chairperson (or in the case of an absence, the Deputy Chairperson) has the authority to lodge submissions consistent with existing Council Policy and adopted positions and must report such action to the next meeting of the committee for retrospective approval.
- 7 If Council makes amendments, staff will arrange with the Justice Committee Secretariat to replace the DCC submission with the amended version.
- 8 Oral hearings on the Bill were held on 17 July 2026. Councillor Treadwell spoke to the Justice Committee on behalf of the DCC.

RECOMMENDATIONS

That the Committee:

- a) **Receives** the submission to the Summary Offences (Move-on Orders) Amendment Bill.
- b) **Notes** that the submission was lodged by the Chairperson under delegated authority due to consultation timeframes.
- c) **Retrospectively approves** the submission to the Summary Offences (Move-on Orders) Amendment Bill.

BACKGROUND

- 9 The Bill introduces a new power for Police to issue move-on powers requiring people who are engaging in disorderly or disruptive behaviour in public places to leave the area and not return for a specified period of time.
- 10 The Bill enables Police to issue move-on orders:
- for behaviour that is disorderly, intimidating, threatening, or disruptive, unreasonably obstructing entry to a trade or business
 - breaching the peace
 - begging
 - rough sleeping, or activities indicating an intent to inhabit a public place
 - to people 14 years or older
 - for a specified period of time, not longer than 24 hours
 - for behaviour that is below the threshold of criminality, or for low-level criminal behaviour that relates to public disorder
 - excludes move-on orders from applying to protest, freedom camping, and charitable or not-for-profit fundraising
 - introduces new powers for Police to temporarily detain a person for the time necessary to obtain biographical details, for example, the person's name, and to issue and serve a move-on order
 - provides the specific powers and duties of a constable when issuing and serving move-on orders, and the contents of those orders.
- 11 The Bill also creates new offences for:
- failing or refusing to remain at the place where a person is detained, or failing or refusing to provide biographical details, or providing false biographical details, with a maximum penalty of a \$500 fine
 - knowingly or recklessly, and without reasonable excuse, failing or refusing to comply with a move-on order, with a maximum penalty of 3 months' imprisonment or a fine not exceeding \$2,000.

DISCUSSION

The DCC Submission

- 12 The DCC submission notes that the DCC is committed to ensuring its residents live in safe, healthy homes through its Housing Plan, which includes the guiding principle that decent housing is a human right.

- 13 The DCC submission details how this commitment is enacted at an operational level, including: provision of Community Housing units; the current implementation of an in-house outreach service; and how DCC staff work proactively with the local Police, central government department, and social agencies to care for the city's homeless whānau.
- 14 The DCC submission raises a number of concerns about the proposed changes in the Bill, including the new powers in the Bill that will effectively criminalise behaviour that is not inherently harmful, and could undermine local efforts to both address city safety and support people experiencing homelessness and poverty.
- 15 The DCC submission notes that the Summary Offences Act (the Act) already includes punitive powers to address threatening, obstructive, and intimidating behaviour, and that matters related to both Council and private property are already covered in sections of the Local Government Act 2002 and the Trespass Act 1980.
- 16 In regard to begging, the DCC submission notes that begging is a discrete and often passive behaviour, and expresses concern that making begging subject to a move-on order could lead to criminalisation through non-compliance with the order.
- 17 The DCC submission expresses concern about risks to people's safety under the amendment to add rough sleeping to the Act. It notes recent research by the Wellington City Council that shows people who are rough sleeping may choose well-lit places to sleep in because they feel relatively safer, or will choose to sleep in daylight.

OPTIONS

- 16 No options are presented in this report, as the submission has already been lodged under delegated authority. The purpose of this report is to seek retrospective Council approval of the submission.

NEXT STEPS

- 17 Staff submitted the draft DCC submission on the Summary Offences (Move-on Orders) Amendment Bill to the Justice Committee before the closing date, 2 July 2026. If Council makes amendments, staff will arrange with the Justice Committee Secretariat to replace the DCC submission with the amended version.

Signatories

Author:	Danielle Tolson - Policy Analyst
Authoriser:	Gina Hu'akau - Community Partnerships Manager Nicola Morand - Manahautū (General Manager Community and Strategy)

Attachments

	Title	Page
	Dunedin City Council submission on the Summary Offences (Move-on Orders) Amendment Bill	137

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	✓	☐	☐

The submission relates directly to the DCC's Housing Plan 2022.

Māori Impact Statement

Research from the Ministry of Housing and Urban Development shows that, while making up about 17% of the total population, Māori account for roughly 29% to over 31% of individuals experiencing severe housing deprivation. Disproportionate numbers of wāhine Māori (women) and youth are affected.

Sustainability

There are no implications for sustainability.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications.

Financial considerations

There are no financial implications.

Significance

This decision is considered low in terms of the Council's Significance and Engagement Policy.

Engagement – external

The DCC's submission has been informed by submissions to this consultation from the Salvation Army NZ and the Wellington City Council.

Engagement - internal

This submission has been prepared by the DCC's Corporate Policy team, with input from the Housing Policy team.

Risks: Legal / Health and Safety etc.

There are no identified risks.

SUMMARY OF CONSIDERATIONS

Conflict of Interest

There is no conflict of interest.

Community Boards

There may be implications for Community Boards if changes proposed in the Bill are enacted.



1 July 2026

Justice Committee
Parliament Buildings
WELLINGTON

Via email: ju@parliament.govt.nz

Tēnā koe

**DUNEDIN CITY COUNCIL SUBMISSION ON THE SUMMARY OFFENCES (MOVE-ON ORDERS)
AMENDMENT BILL**

1. Thank you for the opportunity to submit on the Summary Offences (Move On Orders) Amendment Bill (the Bill).
2. The Dunedin City Council (DCC) has several concerns about the implications of the proposed changes in the Bill on the most vulnerable members of our community.

The Ōtepoti Dunedin Context

3. The DCC is committed to ensuring its residents live in safe, healthy homes through its Housing Plan, which includes the guiding principle that decent housing is a human right.
4. This commitment is also reflected in the DCC's Social Wellbeing Strategy, through which the DCC provides 940 Community Housing units that meet Healthy Homes standards.
5. The DCC's Housing Policy team, along with other DCC staff, work proactively with the local Police, central government department, and social agencies to care for the city's homeless whānau. This includes connecting them with health, mental health and wraparound support, and facilitating and supporting them into stable accommodation.
6. The DCC is currently in the process of implementing an in-house outreach service approved by Council in April 2026. This service is designed to support vulnerable people and tackle rising homelessness in Ōtepoti Dunedin. The service will directly assist individuals sleeping rough or living in tenuous situations by connecting them with stable housing solutions.

Submission

7. The DCC notes that the Summary Offences Act (the Act) already includes punitive powers to address threatening, obstructive, and intimidating behaviour. These are used when public safety is threatened, but sparingly. The approach taken in Ōtepoti Dunedin is mindful that it is often the most vulnerable people in the city — those facing extreme hardship, and many with complex needs related to mental health and addiction — that are perceived as a threat to public safety.
8. The DCC does not support the new powers in the Bill that will effectively criminalise behaviour that is not inherently harmful, and could undermine local efforts to both address city safety and support people experiencing homelessness and poverty.

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9. The DCC notes that the Act already provides for a wide range of low-level crimes such as intimidation, disorderly behaviour, and offensive behaviour, as well as several low-level offences such as urinating in a public place.
10. The DCC notes that some behaviours in a proposed amendment in the Bill — the ability to issue a move-on order — while new, is already covered by the Summary Offences Act and subject to fines or imprisonment. These include:
 - Disorderly behaviour
 - Offensive behaviour or language
 - Disorderly behaviour (three or more people, threat of violence)
 - Intimidation
 - Obstructing a public way.
11. The DCC notes that a proposed amendments in the Bill to include breaching the peace in the Act. Breaching the peace is already in the Crimes Act 1961, which allows for people to be arrested for doing so.
12. The DCC also notes that there are other regulatory powers such section 164 of the Local Government Act 2002 (seizure of property not on private land), which enables a Council officer to seize property. The Council may delegate these powers to the Police. Councils and private property owners also have powers under the Trespass Act 1980.

Begging

13. The DCC is concerned that begging will be subject to a move-on order, with non-compliance being an offence.
14. The DCC notes that begging is a discrete behaviour not always associated with homelessness, but with poverty and is often a temporary or last resort for people.
15. The DCC notes that begging is often passive and not associated with any other negative behaviour. The DCC is concerned that making begging subject to a move-on order could lead to criminalisation through non-compliance with the order.
16. The DCC urges that instead of a move-on order, there are systemic approaches to support people through well-resourced government and non-government organisations that can provide support.
17. The definition of begging in the Bill requires clarity. For example, some fundraising not associated with registered charities could be interpreted as begging within the scope of the definition. Likewise activities such as busking, which are covered by the DCC's Trading in Public Places bylaw, could be read ambiguously .

Rough Sleeping

18. The DCC is concerned about the following risks to people's safety under the amendment to add rough sleeping to the Act, including:
 - Individuals may relocate to areas with reduced CCTU coverage, fewer Police Patrols, and less community safety presence

- The perceived risks of a more punitive response may make our homeless whānau less willing to engage with all types of service providers
- Perceived risk of identifying as homeless makes it harder to engage with and support members of our homeless whānau
- Existence of the proposed powers may increase expectations on Police to act in cases where there are no related safety issues, occupying their resource and impeding collaborative cross-agency approaches
- Issuing more fines to people who can't afford them may bring them in, or further in, to the criminal justice system.

19. The DCC is concerned about safety issues for people who are moved on, particularly women and young people. It notes recent research by the Wellington City Council that shows people who are rough sleeping may choose well-lit places to sleep in because they feel relatively safer, or will choose to sleep in daylight.

Conclusion

20. Thank you again for the opportunity to provide feedback on this consultation.
21. The DCC would welcome the opportunity to speak to its submission at any hearings.

Nāku noa, nā

Sophie Barker
MAYOR OF DUNEDIN
TE KOROMATUA O ŌTEPOTI

ITEMS FOR CONSIDERATION BY THE CHAIR

Any items for consideration by the Chair.

KARAKIA WHAKAMUTUNGA

The meeting will close with a Karakia Whakamutunga.